Key Data Elements

All of the data files contain the following two crash level data elements.

State Number

Definition: This data element identifies the State in which the crash occurred. The codes are from the General Services Administration's (GSA) publication of worldwide Geographic Location Codes (GLC).

Additional Information: GSA State data elements except for 43, Puerto Rico. The State in which the vehicle is registered, REG_STAT, is found in the Vehicle data file; the coding is the same.

SAS Name: STATE

Attribute Codes

1975-Later

1 Alabama
2 Alaska
4 Arizona
5 Arkansas
6 California
8 Colorado
9 Connecticut
10 Delaware
11 District of Columbia
12 Florida
13 Georgia
15 Hawaii
16 Idaho
17 Illinois
18 Indiana
19 Iowa
20 Kansas
21 Kentucky
22 Louisiana
23 Maine
24 Maryland
25 Massachusetts
26 Michigan
27 Minnesota
28 Mississippi
29 Missouri
30 Montana
31 Nebraska
32 Nevada
33 New Hampshire
34 New Jersey
35 New Mexico
36 New York
37 North Carolina
38 North Dakota
39 Ohio
40 Oklahoma
41 Oregon
42 Pennsylvania
43 Puerto Rico
44 Rhode Island
45 South Carolina
46 South Dakota
47 Tennessee
48 Texas
49 Utah
50 Vermont
52 Virgin Islands (since 2004)
51 Virginia
53 Washington
54 West Virginia
55 Wisconsin
56 Wyoming

Consecutive Number

Definition: This data element is the unique case number assigned to each crash. It appears on each data file and is used to merge information from the data files together.

Additional Information: This data element is a combination of the GSA State code and an assigned consecutive number. It is assigned by the data entry system to each crash and is the unique identifier for the crash within the year. It is used as the key when any two of these files from the same year are merged.

This data element is stored as a numeric data element of six characters; the first two characters are the State code, and the next four characters are case number with leading zeros if necessary.

SAS Name: ST_CASE

Attribute Codes

1975-Later

xxxxxx	Two Characters for State Code Followed by Four Characters for Case Number

All of the vehicle level data files contain the preceding accident level data elements as well as VEH_NO.

Vehicle Number

Definition: This data element is the consecutive number assigned to each vehicle in the case. This data element appears on each vehicle level data file and is used in conjunction with the ST_CASE data element to merge information from vehicle level data files.

Additional Information: All vehicles will have a positive integer value. The value 0 is only used for non-motorists (pedestrians, cyclists, etc.) in the Person File. There are no corresponding Vehicle records for non-motorists. ST_CASE and VEH_NO may be used to merge the complete Person File to the Accident File, but including the Vehicle File in the merge will eliminate non-motorists from the merged data.

Non-Occupants have VEH_NO = 0, in this case see STR_VEH (N_MOT_NO prior to 2011) under Non-Motorist Striking Vehicle Number in the Person data file.

SAS Name: VEH_NO

Attribute Codes

1975-2008	*2009-Later*	
0-99	0-999	Assigned Number of Motor Vehicle

All of the person level data files contain the preceding accident level and vehicle level data elements as well as PER_NO.

Person Number

Definition: This data element is the consecutive number assigned to each person in the case (i.e., each occupant, pedestrian, or non-motorists involved in the crash). This data element appears on each person level data file and is used in conjunction with the ST_CASE data element (and sometimes the VEH_NO data element) to merge information from person level data files.

Additional Information: Each occupant of the vehicle is numbered, and each non-occupant is numbered; in the case of a non-occupant the vehicle number is zero. The numbers for occupants are consecutive for each vehicle beginning with 1. Numbers are never skipped. Drivers do not have to be coded 1. Non-Occupants are identified by vehicle number 0 and are numbered consecutively starting with 1 for each non-motorist. To get drivers see data element PER_TYP under Person Type.

PER_NO can be used in merges, e.g., when merging the FARS person data file with the multiple cause of death file.

SAS Name: PER_NO

Attribute Codes

1975-2008	*2009-Later*	
1-99	1-999	Assigned Person Number

The CEVENT and VEVENT data files contain the preceding crash level data elements as well as EVENTNUM.

Event Number

Definition: This data element is the consecutive number assigned to each harmful and non-harmful event in a crash in chronological order.

Additional Information: Qualifying events are those that involve a motor vehicle in-transport or an object set in motion by a motor vehicle in-transport.

Prior to 2015 the Data Element ID was C17.

SAS Name: EVENTNUM

Attribute Codes

2010-Later

1-999 Event Number

The VEVENT and VSOE data files contain the preceding crash level data elements and VEH_NO as well as VEVENTNUM.

Vehicle Event Number

Definition: This data element is the consecutive number assigned to each harmful and non-harmful event for this vehicle in chronological order.

Additional Information: The vehicle's event number shows the chronological sequence of the qualifying harmful and non-harmful events involving a particular vehicle. Qualifying events are those that involve a motor vehicle in-transport or an object set in motion by a motor vehicle in-transport.

Prior to 2015 the Data Element ID was C17.

SAS Name: VEVENTNUM

Attribute Codes

2010-Later

1-999 Vehicle Event Number

The ACCIDENT Data File

The Accident data file includes crash data. It contains the data elements ST_CASE and STATE, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The Accident data file also contains the data elements on the following pages.

ST_CASE is the unique case identifier for each record.

C3 Number of Forms Submitted for Persons Not in Motor Vehicles

Definition: This data element is the number of Person Forms (Not a Motor Vehicle Occupant) that are applicable to this case (i.e., non-occupants).

Additional Information: This represents the number of forms created for people *not* in motor vehicles. Prior to 2020 it is the number of people in the crash where "Person Type" is in (4, 5, 6, 7, 8, 10, or 19). Starting in 2020 the attributes are in (4, 5, 6, 7, 10, 11, 12, 13, or 19).

Note: People where "Person Type" = 3 (Occupant of a Motor Vehicle Not In-Transport) are *not* included in this data element but are counted in C3A below.

SAS Name: PEDS

Attribute Codes

1991-2010	*2011-Later*	
1-99	0-99	Number of Persons Not in Motor Vehicles

C3A Number of Persons Not in Motor Vehicles In-Transport (MVIT)

Definition: This data element is a count of the number of non-motorists in the crash. A non-motorist is defined as a pedestrian, a cyclist, an occupant of a motor vehicle not in-transport, a person riding a horse, an occupant of an animal drawn conveyance, person associated with non-motorist conveyance (e.g., baby carriage, skateboard, wheelchair), or an other non-motorist (e.g., person outside a trafficway, person in a house).

Additional Information: Prior to 2020 this data element is calculated as the count of all people in the crash where "Person Type" is in (3, 4, 5, 6, 7, 8, 10, or 19). Starting in 2020 the attributes are in (3, 4, 5, 6, 7, 10, 11, 12, 13, or 19).

SAS Name: PERNOTMVIT

Attribute Codes

2011-Later	
0-98	Number of Persons Not in Motor Vehicles In-Transport

C4 Number of Vehicle Forms Submitted- ALL

Definition: This data element is the number of contact motor vehicles that the officer reported on the police crash report as a unit involved in the crash.

Additional Information: This number represents all of the motor vehicles in the crash. This includes the vehicles in-transport that are in the Vehicle data file and the vehicles not in-transport that are in the Parkwork data file (previously Vehnit). This data element only appears in the Accident data file. Note: The Parkwork data file replaced the Vehnit data file in 2010. The Vehnit data file does not exist prior to 2005.

SAS Name: VE_TOTAL

Attribute Codes

2005-2008	*2009-Later*	
1-99	1-999	Number of Vehicles in Crash

C4A Number of Motor Vehicles In-Transport (MVIT)

Definition: This data element is a count of the number of motor vehicles in-transport involved in the crash. Legally parked vehicles are not included.

Additional Information: This data element is derived as the count of all vehicles in the crash where "Unit Type" = 1. It is the number of records in the Vehicle data file.

It is unlikely that the number of vehicles involved in the crash is greater than the Number of Vehicle Forms plus two.

1975-1981: In the event of a hit-and-run crash, if the vehicle information was not known, then no vehicle form was filled out. Likewise, if no information was known on the person level, usually the driver of the unknown vehicle, then a Person Level form was not filled out. The result is that the number of unknowns is much smaller for this time period than 1982 and later.

Example: From 1975 to 1980 there were 30 to 40 drivers coded with unknown sex—approximately 0.05 percent of all drivers involved in fatal crashes. In 1981 the number of drivers with unknown sex rose to over 300—approximately 0.5 percent of all drivers involved in fatal crashes.

1982-Later: In the case of a hit-and-run crash, a Vehicle-Driver form and a Person Level form for the driver are filled out. When the information about the vehicle driver or person is not known—which is often the case with hit-and-runs—the values are coded as unknown.

Example: Between 1982 and 1994 the number of drivers coded with unknown sex fluctuated between 700 and 1,000—approximately 1.5 percent of all drivers involved in fatal crashes. Of the 768 people in the 1994 Annual Report file, all were drivers, and 90 percent of them were involved in hit-and-run crashes.

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PVE_FORMS.

SAS Name: VE_FORMS

Attribute Codes

1976-1981	*1982-2008*	*2009-Later*	
0-99	1-99	1-999	Number of Vehicle Forms

C4B Number of Parked/Working Vehicles

Definition: This data element is a count of the number of parked and working vehicles involved in the crash.

Additional Information: This data element is calculated as the count of all vehicles in the crash where "Unit Type" is in (2, 3, or 4). It is the number of records in the Parkwork data file.

SAS Name: PVH_INVL

Attribute Codes

2011-Later

0-999 Number of Parked/Working Vehicles in the Crash

C5 Number of Forms Submitted for Persons in Motor Vehicles

Definition: This data element is a count of the number of Person Level (Motor Vehicle Occupant) Forms that are applicable to this case (i.e., occupants).

Additional Information: This represents the number of forms created for people in motor vehicles. It is the count of all people where "Person Type" is in (1, 2, 3, or 9).

Before 2003 the policy was not to submit a Person Level form for occupants of van-based buses. Since 2003 a person level form has been submitted for all occupants of van-based vehicles, including van-based buses.

1975-1981: In the event of a hit-and-run crash, if the vehicle information was not known, then no vehicle form was filled out. Likewise, if no information was known on the person level, usually the driver of the unknown vehicle, then a Person Level form was not filled out. The result is that the number of unknowns is much smaller for this time period than 1982 and later.

Example: From 1975 to 1980 there were 30 to 40 drivers coded with unknown sex, approximately 0.05 percent of all drivers involved in fatal crashes. In 1981 the number of drivers with unknown sex rose to over 300—approximately 0.5 percent of all drivers involved in fatal crashes.

1982-Later: In the case of a hit-and-run crash, a Vehicle Driver form and a Person Level form for the driver are filled out. When the information about the vehicle-driver or person is not known—which is often the case with hit-and-runs—the values are coded as unknown.

Example: Between 1982 and 1994 the number of drivers coded with unknown sex fluctuated between 700 and 1,000—approximately 1.5 percent of all drivers involved in fatal crashes. Of the 768 people in the 1994 Annual Report file, all were drivers, and 90 percent of them were involved in hit-and-run crashes.

SAS Name: PERSONS

Attribute Codes

1975-2008	*2009-Later*	
0-99	0-999	Number of Person Forms

C5A Number of Persons in Motor Vehicles In-Transport (MVIT)

Definition: This data element is a count of the number of motorists in the crash. A motorist is a driver, passenger, or unknown occupant type of a motor vehicle in-transport.

Additional Information: This data element is derived as the count of all people in the crash where "Person Type" is in (1, 2, or 9).

Note: People where "Person Type" = 3 (Occupant of a Motor Vehicle Not In-Transport) are *not* included in this data element but are counted in C5 above.

SAS Name: PERMVIT

Attribute Codes

2011-Later

0-999 Number of Persons in Motor Vehicles In-Transport

C6 County

Definition: This data element records the location of the unstabilized event with regard to the County. The codes are from the General Services Administration's (GSA) publication of worldwide Geographic Location Codes (GLC).

Additional Information: GSA geographical codes are somewhat stable. Occasionally one code will be divided into two codes.

This data element also appears in the Person data file.

SAS Name: COUNTY

Attribute Codes

1975-2009	*2010-Later*	
0	0	Not Applicable
1-996	1-996	Use GSA Geographical Codes
997	997	Other
--	998	Not Reported
999	999	Unknown

C7 City

Definition: This data element records the location of the unstabilized event with regard to the City. The codes are from the General Services Administration's (GSA) publication of worldwide Geographic Location Codes (GLC).

Additional Information: GSA geographical codes are somewhat stable. Occasionally one code will be divided into two codes.

SAS Name: CITY

Attribute Codes

1975-2009	*2010-Later*	
0	0	Not Applicable
1-9996	1-9996	GSA Geographical Codes
9997	9997	Other
--	9898	Not Reported
9999	9999	Unknown

C8 Crash Date

C8A Month of Crash

Definition: This data element records the month in which the crash occurred.

Additional Information: This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PMONTH.

SAS Name: MONTH

Attribute Codes

1975-2008	*2009-Later*	
1	1	January
2	2	February
3	3	March
4	4	April
5	5	May
6	6	June
7	7	July
8	8	August
9	9	September
10	10	October
11	11	November
12	12	December
99	--	Unknown

C8B Day of Crash

Definition: This data element records the day of the month on which the crash occurred.

Additional Information: This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PDAY.

SAS Name: DAY

Attribute Codes

1975-2009	*2010-Later*	
1-31	1-31	Day of the Month of the Crash
99	--	Unknown

C8C Day of Week

Definition: This data element records the day of the week on which the crash occurred.

Additional Information: This data element has been calculated based on the year, month, and day.

SAS Name: DAY_WEEK

Attribute Codes

1975-2009	*2010-Later*	
1	1	Sunday
2	2	Monday
3	3	Tuesday
4	4	Wednesday
5	5	Thursday
6	6	Friday
7	7	Saturday
9	--	Unknown

C8D Year of Crash

Definition: This data element records the year in which the crash occurred.

Additional Information:

SAS Name: YEAR

Attribute Codes

1975-1997	*1998-Later*	
xx	xxxx	Year of the Crash

More information on Date of Crash

C9 Crash Time

C9A Hour of Crash

Definition: This data element records the hour at which the crash occurred.

Additional Information: All time is 24-hour military time.

The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

If you need to separate day and night, see the data element LGT_COND under the heading Light Condition.

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PHOUR.

SAS Name: HOUR

1975-2008	*2009*	*2010-Later*	
0-24	0-23	0-23	Hour
--	88	--	Not Applicable or Not Notified
99	99	99	Unknown

C9B Minute of Crash

Definition: This data element records the minutes after the hour at which the crash occurred.

Additional Information: All time is 24-hour military time.

The time of the crash/arrival of the emergency medical service can occur on a different day than the arrival of emergency medical service at the crash scene/hospital.

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PMINUTE.

SAS Name: MINUTE

1975-2008	*2009*	*2010-Later*	
0-59	0-59	0-59	Minute
--	88	--	Not Applicable or Not Notified
99	99	99	Unknown

C10 Trafficway Identifier

Definition: This data element records the trafficway on which the crash occurred.

Additional Information: Beginning in 2004 a second trafficway identifier was added to accommodate intersection and intersection-related crashes where the officer provides the identifier for the second trafficway. Prior to 2015 the Data Element ID was C13.

SAS Name: **TWAY_ID** ***1982-Later***
TWAY_ID2 ***2004-Later***

Attribute Codes

1982-1997

xxxxxxxxxx	Actual Posted Number, Assigned Number, or Common Name (10 characters)
999999999	Unknown

1998-2011

xxxxxxxxxxxxxxxxxxx	Actual Posted Number, Assigned Number, or Common Name (20 characters)
9999999999999999999	Unknown

2012-Later

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Actual Posted Number, Assigned Number, or Common Name (30 characters)
999999999999999999999999999999	Unknown

More information on Trafficway Identifier

C11 Route Signing

Definition: This data element identifies the route signing of the trafficway on which the crash occurred.

Additional Information: Prior to 2015 the Data Element ID was C12.

SAS Name: **CL_TWAY** ***1975-1986***
ROUTE ***1987-Later***

Attribute Codes

1975-1980	*1982-1986*	
1	1	Interstate
2	--	Other Limited Access
3	2	Other U.S. Route
4	3	Other State Route
5	--	Other Major Artery
6	4	County Road
7	5	Local Street
8	8	Other Road
9	9	Unknown

1981

Data were not available for this data element in 1981.

1987-Later

1	Interstate
2	U.S. Highway
3	State Highway
4	County Road
5	Local Street – Township
6	Local Street – Municipality
7	Local Street – Frontage Road (Since 1994)
8	Other
9	Unknown

C12A Land Use

Definition: This data element identifies the classification of the segment of the trafficway on which the crash occurred based on FHWA-approved adjusted Census boundaries of small urban and urbanized areas.

Additional Information: From 1975 to 1986 there was a similar Land Use (LAND_USE) data element. From 1987 to 2014 urban and rural classifications can be obtained from the data element Roadway Function Class.

SAS Name: RUR_URB

Attribute Codes

2015-Later

1 Rural
2 Urban
6 Trafficway Not in State Inventory
8 Not Reported
9 Unknown

More information on Land Use

C12B Functional System

Definition: This data element identifies the functional classification of the segment of the trafficway on which the crash occurred.

Additional Information:

SAS Name: FUNC_SYS

Attribute Codes

2015-Later

1 Interstate
2 Principal Arterial – Other Freeways and Expressways
3 Principal Arterial – Other
4 Minor Arterial
5 Major Collector
6 Minor Collector
7 Local
96 Trafficway Not in State Inventory
98 Not Reported
99 Unknown

C13 Ownership

Definition: This data element identifies the entity that has legal ownership of the segment of the trafficway on which the crash occurred.

Additional Information:

SAS Name: RD_OWNER

Attribute Codes

2015-Later

1	State Highway Agency
2	County Highway Agency
3	Town or Township Highway Agency
4	City or Municipal Highway Agency
11	State Park, Forest, or Reservation Agency
12	Local Park, Forest, or Reservation Agency
21	Other State Agency
25	Other Local Agency
26	Private (other than Railroad)
27	Railroad
31	State Toll Road
32	Local Toll Authority
40	Other Public Instrumentality (i.e., Airport)
50	Indian Tribe Nation
60	Other Federal Agency
62	Bureau of Indian Affairs
63	Bureau of Fish and Wildlife
64	U.S. Forest Service
66	National Park Service
67	Tennessee Valley Authority
68	Bureau of Land Management
69	Bureau of Reclamation
70	Corps of Engineers
72	Air Force
74	Navy/Marines
80	Army
96	Trafficway Not in State Inventory
98	Not Reported
99	Unknown

C14 National Highway System

Definition: This data element identifies whether this crash occurred on a trafficway that is part of the National Highway System.

Additional Information: Prior to 2015 the Data Element ID was C10.

SAS Name: NHS

Attribute Codes

1994-Later

0 This Section Is Not on the National Highway System
1 This Section Is on the National Highway System
9 Unknown

C15 Special Jurisdiction

Definition: This data element identifies if the location on the trafficway where the crash occurred qualifies as a Special Jurisdiction even though it may be patrolled by State, county or local police (e.g., all State highways running through Indian reservations are under the jurisdiction of those Indian reservations).

Additional Information: Prior to 2015 the Data Element ID was C16.

SAS Name: SP_JUR

Attribute Codes

1975-Later

0 No Special Jurisdiction (Includes National Forests Since 2008)
1 National Park Service
2 Military
3 Indian Reservation
4 College/University Campus
5 Other Federal Properties (Since 1977)
8 Other (Since 1976)
9 Unknown

More information on Indian Reservation

C16 Milepoint

Definition: This data element records the milepoint nearest to the location where the crash occurred.

Additional Information: Five digits are always coded.

EXAMPLES:

Milepoint	*Code*
10	00100
39.89	00399
404	04040
73.1	00731

In 2011 this data element changed from alphanumeric (character) to numeric. Prior to 2015 the Data Element ID was C14.

SAS Name: MILEPT

Attribute Codes

1982-2009	*2010-Later*	
00000	00000	None
xxxxx	xxxxx	Actual to Nearest Tenth Mile (Assume decimal, e.g., 12345 = 1234.5)
--	99998	Not Reported
99999	99999	Unknown

C17 Global Position

C17A Latitude

Definition: This element identifies the location of the crash using Global Position coordinates. This is the position of latitude.

Additional Information: Prior to 2015 the Data Element ID was C15A.

SAS Name: LATITUDE

Attribute Codes

1999-2009

DDMMSSSS (DD MM SS.SS – Degrees/Minutes/Seconds)

17-71	DD – Actual Degrees
88	Not Available (if State Exempt)
99	Unknown
0-59	MM – Actual Minutes
88	Not Available (if State Exempt)
99	Unknown
0.0-59.99	SS.SS – Actual Seconds
88.88	Not Available (if State Exempt)
99.99	Unknown

2010-2017	***2018-Later***	
DD.DDDDDDD	DD.DDDDDDD	Actual Decimal Degrees
77.7777000	77.7777000	Not Reported
88.8888000	88.8888000	Not Available (if State Exempt)
99.9999000	--	Unknown
--	99.9999000	Reported as Unknown

C17B Longitude

Definition: This element identifies the location of the crash using Global Position coordinates. This is the position of longitude.

Additional Information: Prior to 2015 the Data Element ID was C15B.

SAS Name: LONGITUD

Attribute Codes

DDDMMSSSS (DDD MM SS.SS – Degrees/Minutes/Seconds)

1999-2009

DDDMMSSSS (DDD MM SS.SS – Degrees/Minutes/Seconds)

65-178	DDD – Actual Degrees
--	Not Reported
888	Not Available (if State Exempt)
999	Unknown
0-59	MM – Actual Minutes
--	Not Reported
88	Not Available (if State Exempt)
99	Unknown
0.0-59.99	SS.SS – Actual Seconds
--	Not Reported
88.88	Not Available (if State Exempt)
99.99	Unknown

2010-2017	***2018-Later***	
-DDD.DDDDDDD	-DDD.DDDDDDD	Actual Decimal Degrees
777.7777000	777.7777000	Not Reported
888.8888000	888.8888000	Not Available (if State Exempt)
999.9999000	--	Unknown
--	999.9999000	Reported as Unknown

C19 First Harmful Event

Definition: This data element describes the first injury- or-damage producing event of the crash.

Additional Information: "First Harmful Event" applies to the crash. "Most Harmful Event" (M_HARM) applies to the vehicle. Harmful events are judgment calls of the FARS analysts based on the data within the police crash report.

From 2004 to 2009 the data elements "First Harmful Event," "Most Harmful Event," and the "Sequence of Events" have the same attributes. The harmful event attributes were modified to be consistent with the sequence of events data elements. Starting in 2009 these data elements still have the same attributes except non-harmful event attributes were added to the Sequence of Events data element.

Starting in 2010 this data element is derived from the "Sequence of Events" data element as the first value that is not between codes 60 and 79 (non-harmful events). See Appendix B: Rules for Derived Data Elements for an explanation of this data element and how it is derived.

Prior to 2015 the Data Element ID was C18.

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PHARM_EV.

SAS Name: HARM_EV

Attribute Codes

1975-1981

1 Overturn
2 Fire/Explosion
3 Immersion
4 Gas Inhalation
5 Fell From Vehicle
6 Injured in Vehicle
7 Other Non-Collision
8 Pedestrian
9 Pedalcycle
10 Railway Train
11 Animal
12 Motor Vehicle In-Transport
13 Motor Vehicle In-Transport in Other Roadway
14 Parked Motor Vehicle
15 Other Type Non-Motorist
16 Other Object
17 Bridge or Overpass (1975-1978)
18 Building
19 Culvert
20 Curb or Wall
21 Divider
22 Embankment

23	Fence
24	Guard Rail
25	Light Support
26	Sign Post
27	Tree/Shrubbery
28	Utility Pole
29	Other Pole/Support
30	Impact Attenuator
31	Other Fixed Object
32	Bridge or Overpass [Passing Under] (1979-1981)
33	Bridge or Overpass [Passing Over] (1979-1981)
99	Unknown

1982-2003	***2004-2009***	***2010-2015***	***2016***	***2017***	***2018-Later***	
1	1	1	1	1	1	Rollover/Overturn
2	2	2	2	2	2	Fire/Explosion
3	3	3	--	--	--	Immersion
--	--	3	3	3	3	Immersion or Partial Immersion (Since 2012)
4	4	4	4	4	4	Gas Inhalation
5	5	5	5	5	5	Fell/Jumped From Vehicle
6	6	--	--	--	--	Injured in Vehicle
--	--	6	6	6	6	Injured in Vehicle (Non-Collision)
7	7	7	7	7	7	Other Non-Collision
8	8	8	8	8	8	Pedestrian
9	9	--	--	--	--	Pedalcycle
--	--	9	9	9	9	Pedalcyclist
10	10	--	--	--	--	Railway Train
--	--	10	10	10	10	Railway Vehicle
11	11	--	--	--	--	Animal
--	--	11	11	11	11	Live Animal
12	12	--	--	--	--	Motor Vehicle In-Transport on Same Roadway
--	--	12	12	12	12	Motor Vehicle In-Transport
13	13	--	--	--	--	Motor Vehicle In-Transport on Other Roadway
14	14	14	14	14	14	Parked Motor Vehicle (Not In-Transport)
15	--	--	--	--	--	Other Type Non-Motorist
--	15	15	15	15	15	Non-Motorist on Personal Conveyance
16	16	16	16	16	16	Thrown or Falling Object
17	17	17	17	17	17	Boulder
18	18	18	18	18	18	Other Object (Not Fixed)

19	19	19	19	19	19	Building
20	20	20	20	20	20	Impact Attenuator/Crash Cushion
21	21	--	--	--	--	Bridge Pier or Abutment
--	--	21	21	21	21	Bridge Pier or Support
22	22	--	--	--	--	Bridge Parapet End
23	23	--	--	--	--	Bridge Rail
--	--	23	23	23	23	Bridge Rail (Includes Parapet)
24	24	24	24	24	24	Guardrail Face
25	25	25	25	25	25	Concrete Traffic Barrier
26	26	26	26	26	26	Other Traffic Barrier
27	27	--	--	--	--	Highway/Traffic Sign Post
28	28	--	--	--	--	Overhead Sign Support/Sign
29	29	--	--	--	--	Luminary/Light Support
30	30	--	--	--	--	Utility Pole
--	--	30	30	30	30	Utility Pole/Light Support
31	31	31	--	--	--	Other Post, Other Pole, or Other Supports
--	--	--	31	31	31	Post, Pole, or Other Supports
32	32	32	32	32	32	Culvert
33	33	33	33	33	33	Curb
34	34	34	34	34	34	Ditch
35	35	--	--	--	--	Embankment – Earth
--	--	35	35	35	35	Embankment
36	36	--	--	--	--	Embankment – Rock, Stone, or Concrete
37	37	--	--	--	--	Embankment – Material Type Unknown
38	38	38	38	38	38	Fence
39	39	39	39	39	39	Wall
40	40	40	40	40	40	Fire Hydrant
41	41	41	41	41	41	Shrubbery
42	42	42	42	42	42	Tree (Standing Only)
43	43	43	43	43	43	Other Fixed Object
44	--	--	--	--	--	Pavement Surface Irregularity (1993 Only)
--	44	--	--	--	--	Pavement Surface Irregularity
--	--	44	44	44	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
45	--	--	--	--	--	Transport Device Used as Equipment (1993-2003)
--	45	--	--	--	--	Working Construction, Maintenance or Utility Vehicles
--	--	45	45	45	45	Working Motor Vehicle
46	46	46	46	46	46	Traffic Signal Support
47	47	--	--	--	--	Vehicle Occupant Struck or Run Over by Own Vehicle (1997-2009)
48	48	--	--	--	--	Collision With Snow Bank (1997-2009)
--	--	48	48	48	48	Snow Bank

49	49	49	49	49	49	Ridden Animal or Animal-Drawn Conveyance (Since 1998)
50	50	50	50	50	50	Bridge Overhead Structure
--	51	--	--	--	--	Jackknife
--	--	51	51	51	51	Jackknife (Harmful to This Vehicle)
--	52	52	52	52	52	Guardrail End
--	53	53	53	53	53	Mail Box
--	54	--	--	--	--	Motor Vehicle Struck by Falling/Shifting Cargo or Anything Set in Motion by Another Motor Vehicle In-Transport
--	--	54	54	54	54	Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set-in-Motion From/by Another Motor Vehicle In-Transport
--	55	--	--	--	--	Other Not In-Transport Motor Vehicle (2005-2007)
--	55	55	55	55	55	Motor Vehicle in Motion Outside the Trafficway (Since 2008)
--	57	57	57	57	57	Cable Barrier (Since 2008)
--	--	58	58	58	58	Ground
--	--	59	59	59	59	Traffic Sign Support
--	--	72	72	72	--	Cargo/Equipment Loss or Shift (Harmful to This Vehicle)
--	--	--	--	--	72	Cargo/Equipment Loss, Shift, or Damage (Harmful)
--	--	73	--	--	--	Object Fell From Motor Vehicle In-Transport (2013-2015)
--	--	--	73	73	73	Object That Had Fallen From Motor Vehicle In-Transport
--	--	--	74	74	74	Road Vehicle on Rails
--	--	--	--	91	91	Unknown Object Not Fixed
--	--	--	--	93	93	Unknown Fixed Object
--	--	98	--	--	--	Not Reported (2010 Only)
--	--	--	--	--	98	Harmful Event, Details Not Reported (Since 2019)
99	99	99	99	99	--	Unknown
--	--	--	--	--	99	Reported as Unknown

C20 Manner of Collision of the First Harmful Event

Definition: This data element describes the orientation of two motor vehicles in-transport when they are involved in the "First Harmful Event" of a collision crash. If the "First Harmful Event" is not a collision between two motor vehicles in-transport, it is classified as such.

Additional Information: In the original data files from 1975 to 1977, sideswipe was coded as 5 but has since been changed to 7. These years are not consistent with the documentation of the time. Prior to 2015 the Data Element ID was C19. Prior to 2019 this data element's name was "Manner of Collision."

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PMAN_COLL.

SAS Name: MAN_COLL

Attribute Codes

1975-1977	*1978-2001*	
0	0	Not Collision With Motor Vehicle In-Transport
1	1	Rear-end
2	2	Head-on
3	3	Rear-to-Rear
4	4	Angle
--	5	Sideswipe, Same Direction
--	6	Sideswipe, Opposite Direction
7	--	Sideswipe (May Either Be Same or Opposite Direction)
9	9	Unknown

2002-2009	*2010-2017*	*2018*	*2019-Later*	
0	0	0	--	Not Collision with Motor Vehicle In-Transport (Not Necessarily In-Transport for 2005-2009)
--	--	--	0	First Harmful Event was Not a Collision with Motor Vehicle In-Transport
1	1	1	1	Front-to-Rear
2	2	2	2	Front-to-Front
3	--	--	--	Angle – Front-to-Side, Same Direction
4	--	--	--	Angle – Front-to-Side, Opposite Direction
5	--	--	--	Angle – Front-to-Side, Right Angle (Includes Broadside)
6	--	--	--	Angle – Front-to-Side/Angle-Direction Not Specified
--	6	6	6	Angle
7	7	7	7	Sideswipe – Same Direction
8	8	8	8	Sideswipe – Opposite Direction
9	9	9	9	Rear-to-Side
10	10	10	10	Rear-to-Rear

11	11	11	11	Other (End-Swipes and Others)
--	98	98	98	Not Reported
99	99	--	--	Unknown
--	--	99	99	Reported as Unknown

More information on Manner of Collision of the First Harmful Event

C21 Relation to Junction

C21A Relation to Junction: Within Interchange Area

Definition: This data element identifies the crash's location with respect to presence in an interchange area. The coding of this data element is done in two sub-fields (see also C20B) and is based on the location of the "First Harmful Event" of the crash.

Additional Information: Prior to 2015 the Data Element ID was C20A.

SAS Name: RELJCT1

Attribute Codes

2010-2017	*2018-Later*	
0	0	No
1	1	Yes
8	8	Not Reported
9	--	Unknown
--	9	Reported as Unknown

C21B Relation to Junction: Specific Location

Definition: This data element identifies the crash's location with respect to presence in or proximity to components typically in junction or interchange areas. The coding of this data element is done in two sub-fields (see also C20A) and is based on the location of the "First Harmful Event" of the crash.

Additional Information: Prior to 2015 the Data Element ID was C20B.

SAS Name: **REL_JUNC** ***1975-2009***
RELJCT2 ***2010-Later***

Attribute Codes

1975-1990

1 Non-Junction
2 Intersection
3 Intersection-Related
4 Intersection Area
5 Driveway, Alley, Access, etc.
6 Entrance/Exit Ramp (Since 1978)
7 Rail Grade Crossing (Since 1979)
8 In Crossover (Since 1980)
9 Unknown

1991-2009

0 None

NON-INTERCHANGE AREA

1 Non-Junction
2 Intersection
3 Intersection-Related
4 Driveway, Alley Access, etc.
5 Entrance/Exit Ramp-Related
6 Railway Grade Crossing
7 In Crossover
8 Driveway Access Related (Since 2003)
9 Unknown, Non-Interchange

INTERCHANGE AREA

10 Intersection
11 Intersection-Related
12 Driveway Access
13 Entrance/Exit Ramp-Related
14 In Crossover
15 Other Location in Interchange
19 Unknown, Interchange Area
99 Unknown

2010-2012	*2013*	*2014-2017*	*2018-Later*	
1	1	1	1	Non-Junction
2	2	2	2	Intersection
3	3	3	3	Intersection Related
4	4	4	4	Driveway Access
5	5	5	5	Entrance/Exit Ramp Related
6	6	6	6	Railway Grade Crossing
7	7	7	7	Crossover Related
8	8	8	8	Driveway Access Related
16	16	--	--	Shared-Use Path or Trail
--	--	16	16	Shared-Use Path Crossing
17	17	17	17	Acceleration/Deceleration Lane
18	18	18	18	Through Roadway
19	19	19	19	Other Location Within Interchange Area
--	20	20	20	Entrance/Exit Ramp
98	98	98	98	Not Reported
99	99	99	--	Unknown
--	--	--	99	Reported as Unknown

See Analysis of Pedestrian and Bicycle Crashes Around Intersections for guidance on analyzing Pedestrian/Bicyclist crash locations.

C22 Type of Intersection

Definition: This data element identifies and allows separation of various intersection types.

Additional Information: Prior to 2015 the Data Element ID was C21.

SAS Name: TYP_INT

Attribute Codes

2010	*2013-2017*	*2018-2019*	*2020-Later*	
1	1	1	1	Not an Intersection
2	2	2	2	Four-Way Intersection
3	3	3	3	T-Intersection
4	4	4	4	Y-Intersection
5	5	5	5	Traffic Circle
6	6	6	6	Roundabout
7	7	7	7	Five-Point, or More
--	10	10	10	L-Intersection
--	--	--	11	Other Intersection Type
8	98	98	98	Not Reported
9	99	--	--	Unknown
--	--	99	99	Reported as Unknown

C23 Relation to Trafficway

Definition: This data element identifies the location of the crash as it relates to its position within or outside the trafficway based on the "First Harmful Event."

Additional Information: Prior to 2015 the Data Element ID was C22.

SAS Name: REL_ROAD

Attribute Codes

1975-1997

1	On Roadway
2	Shoulder
3	Median
4	Roadside
5	Outside Right-of-way
6	Off Roadway – Location Unknown
7	In Parking Lane (Since 1980)
8	Gore (Since 1982)
9	Unknown

1998-2009	***2010-2017***	***2018-Later***	
1	1	1	On Roadway
2	2	2	On Shoulder
3	3	3	On Median
4	4	4	On Roadside
5	--	--	Outside Trafficway/Outside Right-Of-Way
--	5	5	Outside Trafficway
6	6	6	Off Roadway – Location Unknown
7	--	--	In Parking Lane (1998-2006)
7	7	7	In Parking Lane/Zone (Since 2007)
8	8	8	Gore
10	10	10	Separator
11	--	--	Two-way Continuous Left-Turn Lane (Since 2001)
--	11	11	Continuous Left-Turn Lane
--	--	12	Pedestrian Refuge Island or Traffic Island
--	98	98	Not Reported
99	99	--	Unknown
--	--	99	Reported as Unknown

More information on Relation to Trafficway

C24 Work Zone

Definition: This data element identifies a motor vehicle traffic crash in which the first harmful event occurs within the boundaries of a work zone or on an approach to or exit from a work zone, resulting from an activity, behavior, or control related to the movement of the traffic units through the work zone.

Additional Information: This data element identifies a "Work Zone Accident" as defined in ANSI D16.1, 7th Edition. If the crash qualifies as a "Work Zone Accident" then the type of work activity is identified. Use of the codes does not imply that the crash was caused by the construction, maintenance, or work activity.

The data element name was "Construction/Maintenance Zone" from 1975 to 2008. The data element name has been changed to "Work Zone" since 2009. Prior to 2015 the Data Element ID was C23.

SAS Name: **C_M_ZONE** ***1975-2008***
WRK_ZONE ***2009-Later***

Attribute Codes

1975-1979

The data element exists in the data files but has not been initialized. The data was not collected.

1980-1981	***1982-2009***	***2010-2011***	***2012-Later***	
0	0	0	0	None
1	1	1	1	Construction
2	2	2	2	Maintenance
3	--	--	--	Construction or Maintenance
--	3	3	3	Utility
--	4	4	4	Work Zone, Type Unknown
--	--	8	--	Not Reported

C25 Light Condition

Definition: This data element records the type/level of light that existed at the time of the crash as indicated in the case material.

Additional Information: Prior to 2015 the Data Element ID was C24.

SAS Name: LGT_COND

Attribute Codes

1975-1979	*1980-2008*	*2009*	*2010-2017*	*2018-Later*	
1	1	1	1	1	Daylight
2	2	--	--	--	Dark
--	--	2	2	2	Dark – Not Lighted
3	3	3	--	--	Dark but Lighted
--	--	--	3	3	Dark – Lighted
--	4	4	4	4	Dawn
--	5	5	5	5	Dusk
6	--	--	--	--	Dawn or Dusk
--	--	6	6	6	Dark – Unknown Lighting
--	--	7	7	7	Other
--	--	--	8	8	Not Reported
9	9	9	9	--	Unknown
--	--	--	--	9	Reported as Unknown

C26 Atmospheric Conditions

Definition: This derived data element records the prevailing atmospheric conditions that existed at the time of the crash as indicated in the case material.

Additional Information: Prior to 2007 one value was coded for atmospheric condition. From 2007-2019 this data element was derived from up to two conditions that could be selected, WEATHER1 and WEATHER2, based on a hierarchy. The two coded data elements were discontinued after 2019 and moved to the Discontinued Accident Data Elements at the end of the Accident Data File section.

Beginning in 2020 all applicable atmospheric conditions are selected and stored in the Weather data file, and this data element is derived from those multiple responses using the same hierarchy.

See Appendix B: Rules for Derived Data Elements for an explanation of how this data element is derived.

Prior to 2015 the Data Element ID was C25.

SAS Name: WEATHER

Attribute Codes

1975-1979	*1980-1981*	*1982-2006*	*2007-2009*	*2010-2012*	*2013-Later*	
1	--	--	--	1	1	Clear
--	1	--	--	--	--	Normal
--	--	1	0	--	--	No Adverse Atmospheric Conditions
--	--	--	1	--	--	Clear/Cloud (No Adverse Conditions)
2	2	--	--	2	2	Rain
--	--	2	2	--	--	Rain (Mist)
3	3	--	--	--	--	Sleet
--	--	3	3	--	--	Sleet (Hail)
--	--	--	--	3	--	Sleet, Hail (Freezing Rain or Drizzle)
--	--	--	--	--	3	Sleet, Hail
4	4	4	--	4	4	Snow
--	--	--	4	--	--	Snow or Blowing Snow
--	5	5	--	--	--	Fog
--	--	--	5	5	5	Fog, Smog, Smoke
--	--	6	--	--	--	Rain and Fog
--	--	--	6	6	6	Severe Crosswinds
--	--	7	--	--	--	Sleet and Fog
--	--	--	7	7	7	Blowing Sand, Soil, Dirt
--	8	8	--	--	--	Other: Smog, Smoke, Blowing Sand or Dust
--	--	--	8	8	8	Other
7	--	--	--	10	10	Cloudy
--	--	--	--	11	11	Blowing Snow

--	--	--	--	--	12	Freezing Rain or Drizzle
--	--	--	--	98	98	Not Reported
9	9	9	9	99	99	Unknown/ Reported as Unknown (Since 2018)

C27 School Bus Related

Definition: This data element identifies if a school bus, or motor vehicle functioning as a school bus, is related to the crash.

Additional Information: A school bus crash is (1) a motor vehicle crash in which a school bus, with or without a pupil on board, is involved directly as a contact vehicle, or (2) a motor vehicle crash or an other-road-vehicle crash in which a school bus, with or without a pupil or board, is involved indirectly as a non-contact vehicle.

Prior to 2015 the Data Element ID was C26.

This data element also appears on the Person data file.

SAS Name: SCH_BUS

Attribute Codes

1977-2009	*2010-2012*	*2013-Later*	
0	0	0	No
1	1	1	Yes
--	8	--	Not Reported

C28 Rail Grade Crossing Identifier

Definition: This data element identifies if the crash occurred in or near a rail grade crossing.

Additional Information: Prior to 2015 the Data Element ID was C27.

SAS Name: RAIL

Attribute Codes

1979-Later

0000000	Not Applicable
xxxxxxA	Six Digits Followed by One Alphabetic Valid F.R.A. Code
9999999	Unknown

C29 Notification Time EMS

C29A Hour of Notification

Definition: This data element records the hour that emergency medical service was notified.

Additional Information: All time is 24-hour military time.

Prior to 2015 the Data Element ID was C28A.

SAS Name: NOT_HOUR

1975-1998	*1999-2008*	*2009-Later*	
0-24	0-24	0-23	Hour
0	0	--	Not Applicable or Not Notified (when NOT_MIN = 00)
--	--	88	Not Applicable or Not Notified
99	99	99	Unknown Hour
--	99	99	Unknown if Notified (when NOT_MIN = 98)

C29B Minute of Notification

Definition: This data element records the minutes after the hour that emergency medical service was notified.

Additional Information: Prior to 2015 the Data Element ID was C28B.

SAS Name: NOT_MIN

1975-1998	*1999-2008*	*2009-Later*	
0-59	0-59	0-59	Minute
0	0	--	Not Applicable or Not Notified (when NOT_HOUR = 00)
--	--	88	Not Applicable or Not Notified
--	98	98	Unknown if Notified
99	99	99	Unknown Minutes

C30 Arrival Time EMS

C30A Hour of Arrival at Scene

Definition: This data element records the hour that emergency medical service arrived on the crash scene.

Additional Information: All time is 24-hour military time.

The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

Prior to 2015 the Data Element ID was C29A.

SAS Name: ARR_HOUR

1975-1998	*1999-2008*	*2009-Later*	
0-24	0-24	0-23	Hour
0	--	--	Not Notified or Officially Cancelled (when ARR_MIN = 00)
--	0	--	Not Notified (when ARR_MIN = 00)
--	--	88	Not Applicable or Not Notified
99	99	99	Unknown Hour
--	99	99	Officially Cancelled (when ARR_MIN = 97)
--	99	99	Unknown if Arrived (when ARR_MIN = 98)

C30B Minute of Arrival at Scene

Definition: This data element records the minutes after the hour that emergency medical service arrived on the crash scene.

Additional Information: The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

Prior to 2015 the Data Element ID was C29B.

SAS Name: ARR_MIN

1975-1998	*1999-2008*	*2009-Later*	
0-59	0-59	0-59	Minute
0	--		Not Notified or Officially Cancelled (when ARR_HOUR = 00)
--	0	--	Not Notified (when ARR_HOUR = 00)
--	--	88	Not Applicable or Not Notified
--	97	97	Officially Cancelled
--	98	98	Unknown if Arrived
99	99	99	Unknown Minutes

C31 EMS Time at Hospital

C31A Hour of EMS Arrival at Hospital

Definition: This data element records the hour that emergency medical service arrived at the treatment facility to which it was transporting victims of the crash.

Additional Information: All time is 24-hour military time.

The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

Prior to 2015 the Data Element ID was C30A.

SAS Name: HOSP_HR

1987-1998	*1999-2008*	*2009-Later*	
0-24	0-24	0-23	Hour
0	--	--	Not Notified, Officially Cancelled or Not Transported (when HOSP_MN = 00)
--	0	--	Not Notified or Not Transported (when HOSP_MN = 00)
--	--	88	Not Applicable or Not Notified
99	99	99	Unknown Hour
--	99	99	Officially Cancelled (when HOSP_MN = 97)
--	99	99	Unknown if Transported (when HOSP_MN = 98)

C31B Minute of EMS Arrival at Hospital

Definition: This data element records the minutes after the hour that emergency medical service arrived at the treatment facility to which it was transporting victims of the crash.

Additional Information: The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

Prior to 2015 the Data Element ID was C30B.

SAS Name: HOSP_MN

1987-1998	*1999-2008*	*2009-Later*	
0-59	0-59	0-59	Minute
0	--	--	Not Notified, Officially Cancelled or Not Transported (when HOSP_HR = 00)
--	0	--	Not Notified or Not Transported (when HOSP_HR = 00)
--	--	88	Not Applicable or Not Notified
--	96	96	Terminated Transport
--	97	97	Officially Cancelled
--	98	98	Unknown if Transported
99	99	99	Unknown Minutes

C101 Fatalities

Definition: This data element records the number of fatally injured people in the crash.

Additional Information: The data element is derived by counting all people with "Injury Severity" of 4 in the crash. The data element "Fatalities in Vehicle" in the Vehicle data file provides the number of deaths in a vehicle.

SAS Name: FATALS

Attribute Codes

1975-Later

1-99 Number of Fatalities That Occurred in the Crash

Discontinued ACCIDENT Data Elements

Atmospheric Conditions (discontinued)

Definition: This data element records the prevailing atmospheric conditions that existed at the time of the crash as indicated in the case material.

Additional Information: Prior to 2007 one value was coded for atmospheric conditions. From 2007-2019 up to two values could be selected. If more than two atmospheric conditions were reported, the two conditions that most affect visibility were selected. Accident.WEATHER1 and Accident.WEATHER2 were the coded data elements, and Accident.WEATHER was derived from these two.

The two coded data elements were discontinued after 2019. Beginning in 2020 all applicable atmospheric conditions are selected and stored in the Weather data file. Only the derived data element WEATHER is still stored in the Accident data file. It is now derived from the multiple responses in the Weather data file using the same hierarchy.

Prior to 2015 the Data Element ID was C25.

SAS Name: **WEATHER** ***1975-2006***
WEATHER1, WEATHER2 ***2007-2019***

Attribute Codes

1975-1979	*1980-1981*	*1982-2006*	*2007-2009*	*2010-2012*	*2013-2019*	
1	--	--	--	1	1	Clear
--	1	--	--	--	--	Normal
--	--	1	0	--	--	No Adverse Atmospheric Conditions
--	--	--	--	0	0	No Additional Atmospheric Conditions
--	--	--	1	--	--	Clear/Cloud (No Adverse Conditions)
2	2	--	--	2	2	Rain
--	--	2	2	--	--	Rain (Mist)
3	3	--	--	--	--	Sleet
--	--	3	3	--	--	Sleet (Hail)
--	--	--	--	3	--	Sleet, Hail (Freezing Rain or Drizzle)
--	--	--	--	--	3	Sleet, Hail
4	4	4	--	4	4	Snow
--	--	--	4	--	--	Snow or Blowing Snow
--	5	5	--	--	--	Fog
--	--	--	5	5	5	Fog, Smog, Smoke
--	--	6	--	--	--	Rain and Fog
--	--	--	6	6	6	Severe Crosswinds
--	--	7	--	--	--	Sleet and Fog
--	--	--	7	7	7	Blowing Sand, Soil, Dirt
--	8	8	--	--	--	Other: Smog, Smoke, Blowing Sand or Dust

--	--	--	8	8	8	Other
7	--	--	--	10	10	Cloudy
--	--	--	--	11	11	Blowing Snow
--	--	--	--	--	12	Freezing Rain or Drizzle
--	--	--	--	98	98	Not Reported
9	9	9	9	99	99	Unknown/ Reported as Unknown (Since 2018)

Federal Highway (discontinued)

Definition:

Additional Information: The data element is in the data file, but was not initialized prior to 1978 so no data exists for this data element. This may be due to the extensive revisions by the Federal Highway Administration (FHWA) in 1977 which caused extensive modifications to this field for all data before 1978.

This data element was discontinued after 1993.

SAS Name: **TA_1_CL** ***1975-1981***
FED_AID ***1982-1993***

Attribute Codes

1975-1977	*1978-1981*	*1982-1986*	*1987 1993*	
--	1	1	1	Interstate
--	2	2	--	Other Federal Aid Primary
--	--	--	2	Federal Aid Primary (Other Than Interstate)
--	3	3	--	Federal Aid Secondary
--	--	--	3	Federal Aid Urban
--	4	4	--	Federal Aid Urban Arterials
--	--	--	4	Federal Aid Secondary (Rural Only)
--	5	5	--	Federal Aid Urban Collectors
--	--	--	5	Non-Federal Aid
--	6	6	--	Non-Federal Aid Arterials
--	7	7	--	Non-Federal Aid Collectors
--	8	8	--	Non-Federal Aid Local
--	9	9	9	Unknown

Hit-and-Run (discontinued)

Definition: This data element identifies whether this vehicle was a contact vehicle in the crash that did not stop to render aid (this can include drivers who flee the scene on foot). Hit-and-run is coded when a motor vehicle in-transport or its driver departs from the scene; vehicles not in-transport are excluded. It does not matter whether the hit-and-run vehicle was striking or struck.

Additional Information: From 1975 to 1981 if no information was known about the Hit-and-Run vehicle and/or driver, the vehicle form and/or driver form were not filled out and were not counted as unknown. Starting in 1982 both a vehicle and a driver form were filled out and the data were identified as unknown. This is why, for example, there were approximately only 20 to 40 drivers with unknown sex listed in the FARS data file from 1975 to 1981 and 700 to 1,000 drivers with unknown sex from 1982 on.

In 2009 this data element was no longer collected at the Accident level and is now collected at the Vehicle level.

SAS Name: HIT_RUN

Attribute Codes

1975-1976	*1977-1981*	*1982-2008*	
0	--	--	Not Applicable
--	0	0	No Hit-and-Run
1	1	--	With Motor Vehicle
--	--	1	Hit Motor Vehicle In-Transport
2	--	--	With Non-Occupant
--	2	--	Hit Non-Motorist
--	--	2	Hit Pedestrian or Non-Motorist
--	3	--	Left Scene
--	--	3	Hit Parked Vehicle (Working Vehicle, Since 2004) or Object
--	--	4	Occupant Is Struck by or Fell From Own Hit-and-Run Vehicle (2002 Only)
--	--	4	Driver Leaves Scene after Non-Collision Event (Since 2004)
--	--	5	Driver/Occupant Leaves Scene after a Non-Collision Event (2003 Only)
--	--	5	Other Involved Person, not a driver, left Scene (2005-2006)
--	--	5	Hit-and-Run, Other Involved Person Left Scene (Since 2007)

Land Use (discontinued)

Definition: The data element LAND_USE is defined by the Federal Highway Administration and does not necessarily coincide with the U.S. Census Bureau's definition or any other definition of urban or rural.

Additional Information: It has been determined there are errors in the 1975 and 1976 data for this data element; consequently, care should be taken when comparing data over several years.

This data element was discontinued after 1986. From 1987 to 2014 urban and rural classifications can be obtained from the data element Roadway Function Class. Beginning in 2015 the data element Land Use (RUR_URB) was reintroduced.

SAS Name: LAND_USE

Attribute Codes

1975-1986

1 Urban
2 Rural
9 Unknown

Number of Drinking Drivers (discontinued)

Definition: This data element records the number of drinking drivers involved in the crash.

Additional Information: This data element is derived from data elements in the Person data files. If the blood alcohol concentration (BAC) is positive, or if the police reported alcohol involvement, then the driver is counted as a drinking driver.

A driver who is charged with an alcohol violation by itself does not have the driver counted as a drinking driver.

In the early years of FARS, especially 1975 and 1976, the alcohol data must be used with care. In these 2 years no drinking drivers were identified for North Dakota. In 1975 and 1976 Alabama, Mississippi, New Mexico, North Carolina, Texas, and West Virginia have a reported drinking driver rate for fatal crashes of less than 5 percent. In 1979 the data from these States reports a drinking driver rate for fatal crashes between 18.5 percent and 43 percent.

From 1999 through 2007 this data element was incorrectly derived for all Person types rather than based on Drivers only. Beginning with the 2008 Final FARS data file, this element has been derived for Drivers only. For consistency, the number of drinking drivers should be derived manually when trying to obtain this data from 1999 to 2007 – refer to the DRUNK_DR Logic Derivation for "1975-1998 and 2008-2014" in Appendix B: Rules for Derived Data Elements.

Prior to 2015 this data element's name was "Drunk Drivers." The former data element name implied that the individuals were drunk; however, this data element actually captures those individuals whom the police reported alcohol involvement OR who tested positive for alcohol (i.e., their blood alcohol concentrations were .01 g/dL or greater prior to 2015 or .001 g/dL or greater for 2015 and later).

NOTES:

- Alcohol data is often missing. For that reason this data element may undercount the actual number of drinking drivers.
- The change to a three-digit BAC in 2015 means that a BAC of .001 or greater qualifies as a drinking driver, whereas prior to 2015 a BAC of .01 or greater qualified as a drinking driver. This may have ramifications for trend analyses.

This data element, formerly C100, was discontinued after 2015.

SAS Name: DRUNK_DR

Attribute Codes

1975-2015

0-99	Number of Drinking Drivers Involved in the Fatal Crash

Related Factors- Crash Level (discontinued)

Definition: This data element records factors related to the crash expressed in the case material.

Additional Information: There are also vehicle level related factors in the Vehicle data file (VEH_SC1 and VEH_SC2), driver level related factors, also in the Vehicle data file (DR_SF1, DR_SF2, DR_SF3, and DR_SF4), and person level related factors in the Person data file (P_SF1, P_SF2, and P_SF3).

The FARS analyst may have used any of the three data elements to code a related factor. One must test all three data elements to ensure that the selected related factor is included.

Note: Starting in 1982 many of the "Related Factors-Crash Level" attributes, values 01-29, are coded as "Related Factors-Driver Level" attributes, values 61-87, in the Vehicle data file.

Prior to 2015 the Data Element ID was C31. Beginning in 2020 this data element was no longer collected at the Accident level. It is now collected in the Crashrf data file as CRASHRF.

SAS Name: CF1, CF2, CF3

Attribute Codes

1975-1981

0 None

VISION OBSCURED BY:

1 Rain, Snow, Fog, Smoke, Sand, Dust (i.e., Weather Conditions)
2 Reflected Glare, Bright Sunlight, Headlights
3 Curve, Hill or Other Design Features (Including Traffic Signs, Embankments)
4 Building, Billboard, etc.
5 Trees, Crops, Vegetation
6 Moving Vehicle (Including Load)
7 Parked Vehicle
8 Other Object Not Classified Above

SWERVING DUE TO:

20 Severe Crosswind
21 Wind From Passing Truck
22 Slippery Surface
23 Avoiding Debris or Objects in Road
24 Ruts, Holes, Bumps, in Road
25 Avoiding Animals in Road
26 Avoiding Vehicle in Road
27 Avoiding Phantom Vehicle
28 Avoiding Pedestrian, Pedalcyclist, Other Non-Motorist in Road
29 Avoiding Water, Snow, Oil Slick on Road

ROADWAY FEATURES:

40 Traffic Controls Not Functioning Properly
41 Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.

42	Uncontrolled Intersection or Railroad Crossing
43	Shoulder Too Low or High
44	Shoulders Too Narrow or No Shoulders for Emergency Use
47	Other Construction
48	No or Obscured Pavement Markings
49	Surface Underwater (Since 1979)
50	Inadequate Construction or Poor Design of Roadway, Bridge, etc. (Since 1979)
51	Surface Washed out (Caved in, Road Slippage, Since 1979)
99	Unknown

1982-2012	***2013-2017***	***2018***	***2019***	
0	0	0	0	None
1	1	1	1	Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.
2	2	2	2	Shoulder Related (Design or Condition, Since 2002)
3	3	3	3	Other Maintenance or Construction-Created Condition
4	4	4	4	No or Obscured Pavement Marking
5	5	5	5	Surface Under Water
6	6	6	6	Inadequate Construction or Poor Design of Roadway, Bridge, etc.
7	7	7	7	Surface Washed out (Caved in, Road Slippage)
--	--	12	12	Distracted Driver of a Non-Contact Vehicle
13	13	13	13	Aggressive Driving/Road Rage by Non-Contact Vehicle Driver (Since 2006)
14	14	14	14	Motor Vehicle (In-Transport 1983-2004) Struck by Falling Cargo or Something That Came Loose From or Something That Was Set in Motion by a Vehicle (Since 1983)
15	15	15	15	Non-Occupant Struck by Falling Cargo, or Something Came Loose From or Something That Was Set in Motion by a Vehicle (Since 1983)
16	16	16	16	Non-Occupant Struck Vehicle (Since 1983)
17	17	17	17	Vehicle Set in Motion by Non-Driver (Since 1983)
18	18	18	18	Date of Crash and Date of EMS Notification Were Not Same Day (Since 1988)
19	19	19	19	Recent Previous Crash Scene Nearby (Since 1989)
20	20	20	20	Police-Pursuit-Involved (Since 1994)
21	21	21	21	Within Designated School Zone (Since 1995)
22	22	22	22	Speed Limit Is a Statutory Limit as Recorded or Was Determined as This State's "Basic Rule" (Since 1999)
23	23	23	23	Indication of a Stalled/Disabled Vehicle (Since 2008)
24	24	24	24	Unstabilized Situation Began and All Harmful Events Occurred off of the Roadway (Since 2012)
25	--	--	--	Toll Plaza Related (2012 Only)

--	25	25	25	Toll Booth/Plaza Related
--	26	26	--	Backup Due to Prior Non-Recurring Incident
--	--	--	26	Prior Non-Recurring Incident
--	27	27	27	Backup Due to Prior Crash
--	28	28	--	Backup Due to Regular Congestion
--	--	--	28	Regular Congestion
--	--	--	30	Obstructed Crosswalks
--	--	--	31	Related to a Bus Stop
99	99	--	--	Unknown
--	--	99	99	Reported as Unknown

Roadway Alignment (discontinued)

Definition: This data element identifies the attribute that best represents the roadway alignment prior to this vehicle's critical precrash event based on the case material.

Additional Information: In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level and appears on the Vehicle data file as VALIGN.

SAS Name: **ALIGNMNT**

Attribute Codes

1975-2009

1 Straight
2 Curved
9 Unknown

Roadway Function Class (discontinued)

Definition: This data element identifies the functional classification of the trafficway on which the crash occurred.

Additional Information: This data element also appears in the Person data file. This data element was discontinued in 2015.

SAS Name: ROAD_FNC

Attribute Codes

1975-1980

This data element is included in the format, but is not initialized. Do not use it.

1981-1986

1 Principal Arterial – Interstate
2 Principal Arterial – Other Urban Freeways and Expressways
3 Principal Arterial – Other
4 Minor Arterial
5 Urban Collector
6 Major Rural Collector
7 Minor Rural Collector
8 Local Road or Street
9 Unknown

1987-Later

RURAL

1 Principal Arterial – Interstate
2 Principal Arterial – Other
3 Minor Arterial
4 Major Collector
5 Minor Collector
6 Local Road or Street
9 Unknown

URBAN

11 Principal Arterial – Interstate
12 Principal Arterial – Other Freeways or Expressways
13 Other Principal Arterial
14 Minor Arterial
15 Collector
16 Local Road or Street
19 Unknown

99 Unknown

More information on Roadway Function Class and Land Use

Roadway Profile (discontinued)

Definition: This data element identifies the attribute that best represents the roadway grade prior to this vehicle's critical precrash event, based on the case material.

Additional Information: In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level and appears on the Vehicle data file as VPROFILE.

SAS Name: PROFILE

Attribute Codes

1975-1981

1	Level
2	Grade
9	Unknown

1982-2009

1	Level
2	Grade
3	Hillcrest
4	Sag
9	Unknown

Roadway Surface Condition (discontinued)

Definition: This data element identifies the attribute that best represents the roadway surface condition prior to this vehicle's critical precrash event based on the case material.

Additional Information: In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level and appears on the Vehicle data file as VSURCOND.

SAS Name: SUR_COND

Attribute Codes

1975-2006	*2007-2009*	
1	1	Dry
2	2	Wet
3	3	Snow or Slush
4	--	Ice
--	4	Ice/Frost
5	--	Sand, Dirt, Oil
--	5	Sand, Dirt, Mud, Gravel
--	6	Water (Standing or Moving)
--	7	Oil
8	8	Other
9	9	Unknown

Roadway Surface Type (discontinued)

Definition: This data element identifies the attribute that best represents the roadway surface type prior to this vehicle's critical precrash event, based on the case material.

Additional Information: In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level and appears on the Vehicle data file as VPAVETYP.

SAS Name: **PAVE_TYP**

Attribute Codes

1975-2009

1	Concrete
2	Blacktop, Bituminous, or Asphalt
3	Brick or Block
4	Slag, Gravel or Stone
5	Dirt
8	Other
9	Unknown

Speed Limit (discontinued)

Definition: This data element identifies the attribute that best represents the posted speed limit just prior to this vehicle's critical precrash event, based on the case material.

Additional Information: In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level and appears on the Vehicle data file as VSPD_LIM.

SAS Name: **SP_LIMIT**

Attribute Codes

1975-1976	*1977-1978*	*1979*	*1980-2009*	
1-94	1-94	1-98	1-98	Speed Limit (mph)
95	95	--	--	Speed Limit Is 95 mph or Greater
96	96	--	0	No Statutory Limit
98	--	--	--	Not Reportable
99	99	99	99	Unknown

Total Lanes in Roadway (discontinued)

Definition: This data element identifies the attribute that best describes the number of travel lanes just prior to this vehicle's critical precrash event based on the case material.

Additional Information: The number of lanes refers to the number of lanes of a continuous cross-section of roadway. For example, a local roadway with one lane going north and one lane going south would be coded as two lanes. However, if a trafficway is a divided highway with two lanes going north, a median, and two lanes going south, then the number of lanes is coded as two. If a trafficway has two lanes going north immediately adjacent to two lanes going south, one continuous cross-section of roadway, then the number of lanes is coded as four. This data element can be used with the trafficway flow data element TRAF_FLO to determine the trafficway geometry. For example: If (NO_LANES EQ 2) AND (TRAF_FLO EQ 1), then one has a two-lane roadway that is not physically divided, that is what most people think of as a two-lane road, one lane going in each direction.

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level and appears on the Vehicle data file as VNUM_LAN.

SAS Name: NO_LANES

Attribute Codes

1975-1979	*1980-2009*	
1	1	One Lane
2	2	Two Lanes
3	3	Three Lanes
4	4	Four Lanes
5	5	Five Lanes
6	6	Six or More Lanes
--	7	Seven or More Lanes
9	9	Unknown