**Accident and Vehicle Data Attribute Column Guide**

**Accident Data Set**

* **STATE –** Identifies state crash occurred using GSA Geographic Location Codes (GLC)
* **YR\_ST\_CASE –**
* **ST\_CASE -** Unique case number assigned to each crash
* **VE\_TOTAL –** Number of vehicles involved in crash (includes parked cars if applicable)
* **PEDS –** Number of case forms submitted for persons (non-occupants of any vehicle) involved in crash
* **PERSONS –** Counts number of occupants in vehicles in crash \*\* In hit and run cases where driver and occupants are not known, coded as unknown
* **COUNTY –** County where crash occurred using GLC codes
* **CITY –** City where crash occurred using GLC codes
* **DAY –** Day of crash (1-31)
* **MONTH –** Month of crash (1-12)
* **YEAR –** Year of crash
* **DAY\_WEEK –** Day of the week of crash (1-7)
* **HOUR –** Hour (TIME) crash occurred (0-23)
* **MINUTE –** Minute (TIME) crash occurred (0-59)
* **ROUTE -** Identifies the route signing of the trafficway on which the crash occurred (1-9)
* **TWAY\_ID –** Trafficway on which crash occurred (actual posted number, assigned number, or common name)
* **TWAY\_ID2 –** Trafficway on which crash occurred; added beginning 2004 when to accommodate intersection related crashes where officer provides identifier for second trafficway
* **LATITUDE –** Latitude position of crash location using Global Position coordinates
* **LONGITUDE –** Longitude position of crash location using Global Position coordinates
* **HARM\_EV –** Describes the first injury or damage producing the event of the crash. First Harmful Event applies to the crash not the vehicle and is based on best judgement of FARS analyst (1-99)
* **MAN\_COLL -** 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. (0-99)
* **RELJCT2 –** Identifies location of crash with respect to junction or interchange area (1-99)
* **TYP\_INT –** Type of intersection (1-99)
* **WRK\_ZONE –** Identifies if crash occurred in a work zone area. If crash is identified as a “Work Zone Accident” the type of work activity is identified (0-4)
* **REL\_ROAD -** Identifies the location of the crash as it relates to its position within or outside the trafficway based on the “First Harmful Event.” (1-99)
* **LGT\_COND –** Reports the type and level of light that existed at the time of the crash (1-9)
* **WEATHER –** Prevailing atmospheric conditions that existed at the time of the crash (0-99)
* **FATALS –** Number of fatalities that occurred in the crash (1-99)
* **DRUNK\_DR –** Identified number of drinking drivers in accident. Driver is included as drinking if tested positive for alcohol presence; not only those whose BAC tests over legal limit. ANYONE with alcohol presence (drivers only) is counted. (0-99)

\*\* 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.

**Vehicle Data Set**

* **STATE -** Identifies state crash occurred using GSA Geographic Location Codes (GLC)
* **YEAR\_ST\_CASE -**
* **ST\_CASE -** Unique case number assigned to each crash
* **VEH\_NO –** Number of vehicles involved in crash (includes parked cars if applicable)
* **NUMOCCS –** Counts number of occupants in the vehicle
* **DAY -** Day of crash (1-31)
* **HOUR –** Hour (TIME) crash occurred (0-23)
* **MINUTE –** Minute (TIME) crash occurred (0-59)
* **HARM\_EV -** Describes the first injury or damage producing the event of the crash. First Harmful Event applies to the crash not the vehicle and is based on best judgement of FARS analyst (1-99)
* **MAN\_COLL -** 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. (0-99)
* **HIT\_RUN -** 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 (0-5)
* **MAKE –** Identifies the make (manufacturer) of the vehicle (1-99)
* **MODEL –** Identifies the model of the vehicle within a given make
* **MAK\_MOD –** Make and model of the vehicle combined into 5 digit identifier (2-make/3-model)
* **BODY\_TYP -** Identifies a classification of this vehicle based on its general body
* configuration, size, shape, doors, etc. (1-99)
* **MOD\_YEAR –** Identifies the manufacturer’s model year of the vehicle
* **TRAV\_SP -** Records the speed the vehicle was traveling prior to the occurrence of the crash as reported by the investigating officer \*\* Data collected after the crash, and is an estimate of the travel speed, which is often a judgment, rather than a measurement. Computing the mean without removing the unknowns will increase the mean travel speed.
* **IMPACT1 –** Area of impact of initial contact (0-99)
* **DEFORMED –** Extent of damage sustained by vehicle (0-9)
* **TOWED –** Describes the mode in which the vehicle left the scene of the crash (1-9)
* **M\_HARM –** Describes the event that resulted in the most severe injury or most severe damage to property involving the vehicle (1-99)
* **VEH\_SC1 –** Element factors related to vehicle expressed by investigating officer (0-99)
* **VEH\_SC2 -** Element factors related to vehicle expressed by investigating officer (0-99)
* **CDL\_STAT –** Indicates status of the driver’s Commercial Driver’s License (CDL) if applicable (0-9)
* **PREV\_DWI -** Records any previous DWI convictions for this driver that occurred within five years of the crash date
* **DR\_SF4 –** Driver related special factors (0-99)
* **VSPD\_LIM –** Identifies the posted speed limit just prior to the vehicle’s critical precrash event
* **DEATHS –** Number of fatalities that occurred
* **DR\_DRINK -** records whether the driver was drinking (0-9)

Additional Information: This data element is derived from data elements in the Vehicle and Person data files. Data are analyzed and if there is "sufficient information" to conclude that a driver was drinking, i.e., positive BAC data or police-reported alcohol involvement, then a driver is classified as drinking.

\*\* A driver is classified as drinking (alcohol-involved) if the driver has (1) police-reported alcohol involvement, or (2) a positive alcohol test result.

\*\* A driver who is charged with an alcohol violation does not by itself make the driver a "drinking driver" by this definition.

\*\*Note that alcohol data is often missing. For that reason, this data element may under-count the actual number of drinking drivers.