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16. Abstract

The Highway Safety Research Institute at the University of Michigan maintains sets of computerized motor vehicle crash information describing traffic accident experience in the State of Texas. These data sets are a valuable asset in the ongoing research efforts at the Institute, and have been used extensively in research studies.

This report describes the structure of the data sets, factors affecting the collection of the data, and their ultimate use in research studies in the hope that an understanding of the data will promote an increased awareness of the utility of Police crash data in highway safety research.

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INTRODUCTION

For many years now, the Highway Safety Research Institute at the University of Michigan has constructed and maintained computerized sets of motor vehicle crash data developed from accident experience in the State of Texas. These data sets have proved to be a valuable adjunct to the overall research goals of the Institute and have been used extensively in many research studies.

Basic input information for the data sets is obtained from the Texas Department of Public Safety. The cooperation of that agency through its Director, Wilson E. Speir, and the former Manager of Statistical Services, Robert G. Crosby, is greatefully acknowledged.

HSRI subjects the data received from the DPS to a reformatting process that accomplishes two goals: 1) the data areput into a fixed-format file structure that is amenable to most packaged analysis programs, and 2) a set of new data elements is derived from the input data to make the information more accessible to the end-user.

As a final part of the construction process, documentation is generated for the computer files in the form of a codebook that describes data element (or variable) names, code values, and univariate frequencies. A copy of the codebook for calendar years 1975 and later is shown in Appendix A.

This report is intended to serve as a source of background information pertinent to the HSRI-maintained Texas data sets. It is the hope of the authors that the information presented in later sections will stimulate a fuller use of the crash data. When the strengths as well as the shortcomings are understood, police crash information can provide valuable insights in accident analysis.

The sections that follow discuss the reporting conventions used, the structure of the data sets, an overview of the data elements, and the uses of these data in research studies.

SECTION 2

REPORTING CRITERIA FOR THE STATE OF TEXAS

Regulations controlling driver licensing, vehicle registration, and accident reporting in the State of Texas are summarized in this section [1]. The actual practices that have evolved as a result of these regulations are not considered. For example, it seems reasonable to assume that not all accidents involving $25.00 damage are reported. A determination of the actual practices is beyond the scope of this report.

2.1 Driver Licensing

All persons must have a valid drivers license to operate a motor vehicle. The minimum age is 18, or 16 if an approved driver education course has been completed. In cases of hardship, a license may be obtained at age 15 by special permission. The license is valid for four years from the drivers birthdate and is obtained for the first time upon completion of a written exam, eye test, and driving test. For renewal purposes, an in-person appearance eye test, and photo are required.

A special license is required for operation of a motorcycle.

2.2 Vehicle Registration

All vehicles must be registered in the county where the applicant resides. This registration is good for one year. Registration weight is defined as the shipping weight of the vehicle plus 100 lbs.

2.3 Motor Vehicle Inspection

Texas has a motor vehicle inspection law that requires an inspection at a state-licensed station annually and after an accident.

2.4 Selected Motorcycle Information

A special operators license is required for motorcycles. Motorcycles must have one rear view mirror, and reflectorized helmets are required for operators or passengers under 18 years of age.

2.5 Accident Reports

Any accident resulting in death or personal injury must be reported to the nearest Highway Patrol station, County sheriff, or local police immediately. In addition, accidents involving death, personal injury, or property damage of $25.00 or more must be reported in writing within ten days of the accident to the Department of Public Safety.

2.6 Injury Reporting

The following rules pertain to the coding of injury information from the police report form.

Driver information must be coded for every vehicle that is recorded. This information includes the severity of injury to the driver. However, some information items (e.g., ejection, part of vehicle causing injury) are only coded for passenger cars, trucks, and buses if the driver is killed, or for motorcycles or motorscooters if the driver is killed or injured.

For occupants other than drivers, all casualties (i.e., fatalities or injuries) are recorded. In addition, all non-injured occupants of passenger cars, trucks, and buses are recorded for accidents in which there was a fatality or injury, or for which the damage rating was five or more.

2.7 Vehicle Defect Information

Vehicle defects are coded only if they are judged to be a factor in the accident.

SECTION 3

THE STRUCTURE OF THE TEXAS DATA

Users of the HSRI Texas accident data sets do not have direct contact with the crash data recorded by the Texas Department of Public Safety. For the sake of completeness, however, this section discusses the reporting form used by the police agencies to record the original crash data, and the structure of the resulting digital data file constructed by the Department of Public Safety.

3.1 Police Report Form

The official Texas Peace Officer's Accident Report Form (Form ST-3 Revision 10/74) and Texas Peace Officer's Accident Casualty Supplement (Form ST-3X) are shown in Figures 1 to 3. The report form is designed so that the majority of accidents may be reported on one side of one sheet (i.e., Figure 1) as follows:

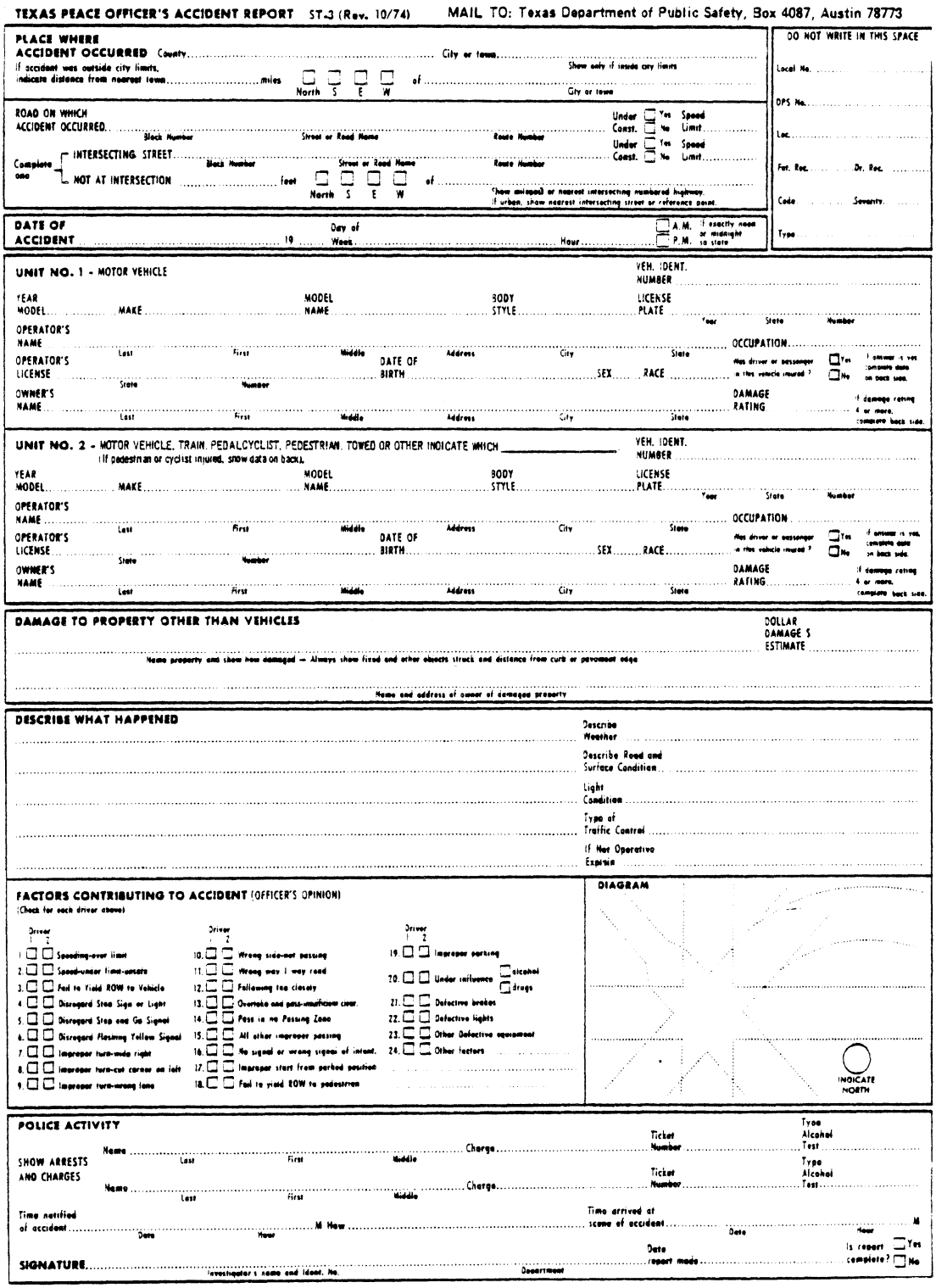
a) For any non-injury accident where the property damage to any vehicle is less than 4 on the (TAD) damage scale [2], only the front part of the basic report need be completed.

b) If there is an injury or death in the accident, or if property damage to any vehicle is 4 or more on the TAD damage scale, certain items on the back of the basic report (i.e., Figure 2) should be completed in addition to the front of the basic report.

c) In certain cases of deaths and injuries, additional information should be completed in the casualty supplements.

3.1.1 Front of Basic Report. The front of the report form (Figure 1) supplies general crash/traffic unit descriptive information. Accident location for cities and for rural areas near an intersection may be described in terms of distance and direction from a specified intersection. For rural areas distant from an intersection, location may be described in terms of distance from a town, milepost, or other reference point.

Figure 1. Texas Accident Report - Front



TEXAS PEACE OFFICER'S ACCIDENT REPORT ST-3 (Rev. 10/74) MAIL TO: Texas Department of Public Safety, Box 4087, Austin 78773

PLACE WHERE ACCIDENT OCCURRED County ..... City or town ..... Show only if inside city limits.
If accident was outside city limits, indicate distance from nearest town ..... miles ☐ North ☐ S ☐ E ☐ W of ..... City or town

ROAD ON WHICH ACCIDENT OCCURRED ..... Block Number ..... Street or Road Name ..... Route Number ..... Under Const. ☐ Yes ☐ No Speed Limit .....

Complete one — INTERSECTING STREET ..... Block Number ..... Street or Road Name ..... Route Number ..... Under Const. ☐ Yes ☐ No Speed Limit .....
— NOT AT INTERSECTION ..... feet ☐ North ☐ S ☐ E ☐ W of .....
Show milepost or nearest intersecting numbered highway. If urban, show nearest intersecting street or reference point.

DO NOT WRITE IN THIS SPACE
Local No. .....
DPS No. .....
Loc. .....
Fat. Rec. ..... Dr. Rec. .....
Code ..... Severity .....
Type .....

DATE OF ACCIDENT ..... 19 .... Day of Week ..... Hour ..... ☐ A.M. ☐ P.M. If exactly noon or midnight so state

UNIT NO. 1 - MOTOR VEHICLE — VEH. IDENT. NUMBER .....

YEAR MODEL ..... MAKE ..... MODEL NAME ..... BODY STYLE ..... LICENSE PLATE ..... Year ..... State ..... Number .....

OPERATOR'S NAME ..... Last ..... First ..... Middle ..... Address ..... City ..... State ..... OCCUPATION .....

OPERATOR'S LICENSE ..... State ..... Number ..... DATE OF BIRTH ..... SEX ..... RACE ..... Was driver or passenger a thru vehicle insured? ☐ Yes ☐ No If answer is yes, complete data on back side.

OWNER'S NAME ..... Last ..... First ..... Middle ..... Address ..... City ..... State ..... DAMAGE RATING ..... If damage rating 4 or more, complete back side.

UNIT NO. 2 - MOTOR VEHICLE, TRAIN, PEDALCYCLIST, PEDESTRIAN, TOWED OR OTHER INDICATE WHICH _____ (If pedestrian or cyclist injured, show data on back.) — VEH. IDENT. NUMBER .....

YEAR MODEL ..... MAKE ..... MODEL NAME ..... BODY STYLE ..... LICENSE PLATE ..... Year ..... State ..... Number .....

OPERATOR'S NAME ..... Last ..... First ..... Middle ..... Address ..... City ..... State ..... OCCUPATION .....

OPERATOR'S LICENSE ..... State ..... Number ..... DATE OF BIRTH ..... SEX ..... RACE ..... Was driver or passenger a thru vehicle insured? ☐ Yes ☐ No If answer is yes, complete data on back side.

OWNER'S NAME ..... Last ..... First ..... Middle ..... Address ..... City ..... State ..... DAMAGE RATING ..... If damage rating 4 or more, complete back side.

DAMAGE TO PROPERTY OTHER THAN VEHICLES — DOLLAR DAMAGE $ ESTIMATE .....

Name property and show how damaged — Always show fixed and other objects struck and distance from curb or pavement edge

Name and address of owner of damaged property

DESCRIBE WHAT HAPPENED

Describe Weather .....
Describe Road and Surface Condition .....
Light Condition .....
Type of Traffic Control .....
If Not Operative Explain .....

FACTORS CONTRIBUTING TO ACCIDENT (OFFICER'S OPINION)
(Check for each driver above)

Driver 1 2

1. ☐ ☐ Speeding-over limit
2. ☐ ☐ Speed-under time-acute
3. ☐ ☐ Fail to Yield ROW to Vehicle
4. ☐ ☐ Disregard Stop Sign or Light
5. ☐ ☐ Disregard Stop and Go Signal
6. ☐ ☐ Disregard Flashing Yellow Signal
7. ☐ ☐ Improper turn-wide right
8. ☐ ☐ Improper turn-cut corner on left
9. ☐ ☐ Improper turn-wrong lane
10. ☐ ☐ Wrong side-not passing
11. ☐ ☐ Wrong way 1 way road
12. ☐ ☐ Following too closely
13. ☐ ☐ Overtake and pass-insufficient clear.
14. ☐ ☐ Pass in no Passing Zone
15. ☐ ☐ All other improper passing
16. ☐ ☐ No signal or wrong signal of intent.
17. ☐ ☐ Improper start from parked position
18. ☐ ☐ Fail to yield ROW to pedestrian
19. ☐ ☐ Improper parking
20. ☐ ☐ Under influence ☐ alcohol ☐ drugs
21. ☐ ☐ Defective brakes
22. ☐ ☐ Defective lights
23. ☐ ☐ Other Defective equipment
24. ☐ ☐ Other factors .....

DIAGRAM

INDICATE NORTH

POLICE ACTIVITY

SHOW ARRESTS AND CHARGES
Name ..... Last ..... First ..... Middle ..... Charge ..... Ticket Number ..... Type Alcohol Test .....
Name ..... Last ..... First ..... Middle ..... Charge ..... Ticket Number ..... Type Alcohol Test .....

Time notified of accident ..... Date ..... Hour ..... M Hour ..... Time arrived at scene of accident ..... Date ..... Hour ..... M

SIGNATURE ..... Investigator's name and Ident. No. ..... Department ..... Date report made ..... Is report complete? ☐ Yes ☐ No

Figure 2. Texas Accident Report - Back

UNIT NO. 1 DAMAGE RATING ______	VEHICLE REMOVED TO ______ BY ______	CODE FOR INJURY SEVERITY [illegible] K - [illegible] A - [illegible] B - [illegible] C - [illegible] 0 - [illegible]

ITEM NO.	SEAT POSITION	OCCUPANTS NAMES Show Last Name First	ADDRESS	State Yes or No HEAD REST	 STRAP USED	 BELT USED	AGE	SEX	INJURY CODE
1	Front Left	Driver, See Front							
2	Front Center								
3	Front Right								
4	Rear Left								
5	Rear Center								
6	Rear Right								

UNIT NO. 2 (Complete only if Unit No. 2 was a motor vehicle.) DAMAGE RATING ______	VEHICLE REMOVED TO ______ BY ______

ITEM NO.	SEAT POSITION	OCCUPANTS NAMES Show Last Name First	ADDRESS	State Yes or No HEAD REST	 STRAP USED	 BELT USED	AGE	SEX	INJURY CODE
7	Front Left	Driver, See Front							
8	Front Center								
9	Front Right								
10	Rear Left								
11	Rear Center								
12	Rear Right								

COMPLETE IF CASUALTIES NOT IN MOTOR VEHICLE

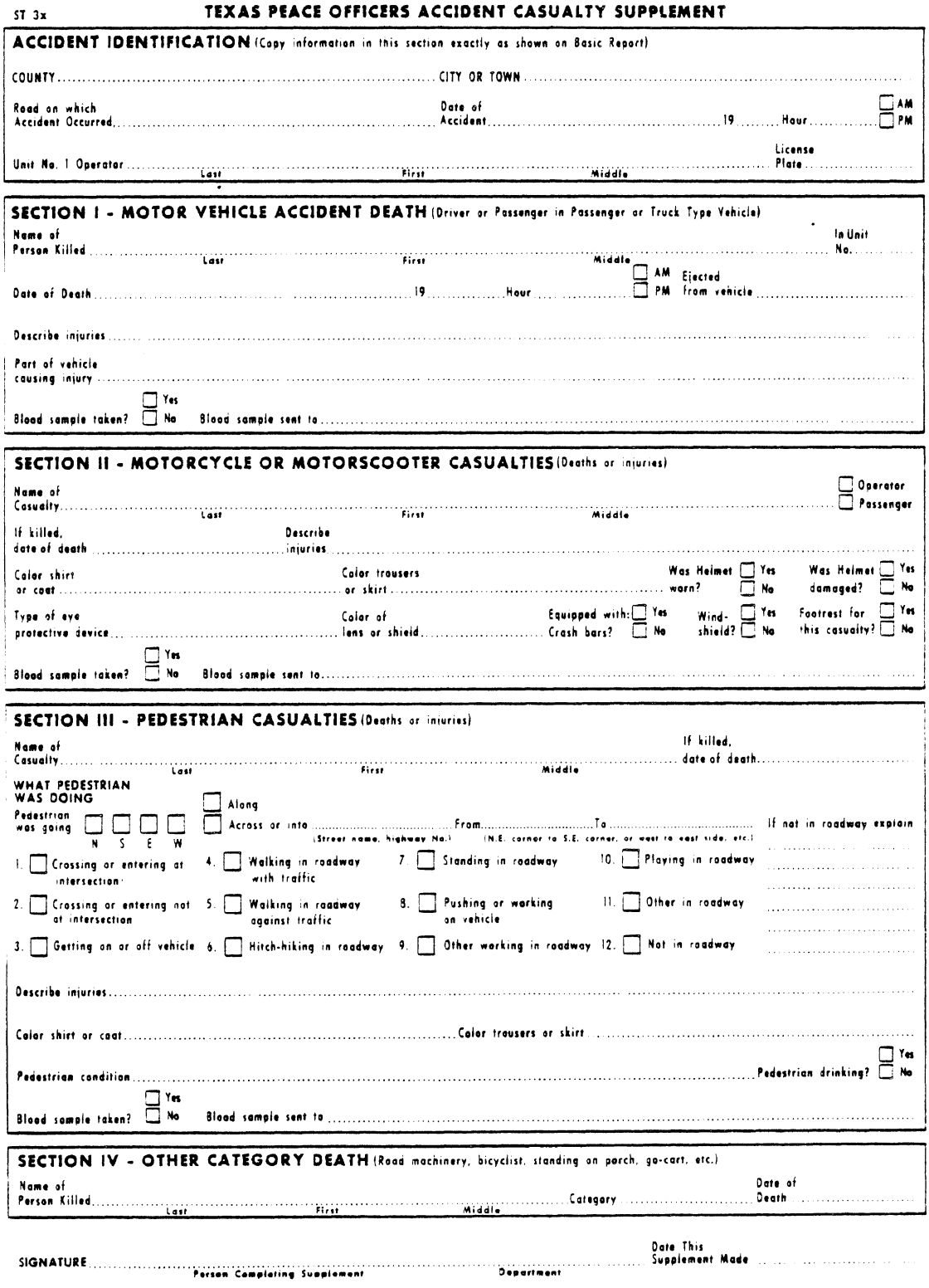
ITEM NO.	PEDESTRIAN, PEDALCYCLIST, ETC.	CASUALTY NAME Show Last Name First	CASUALTY ADDRESS	AGE	SEX	INJURY CODE
13						
14						

DISPOSITION OF KILLED AND INJURED

ITEM NUMBERS	TAKEN TO	BY

IF AMBULANCE USED SHOW Time Ambulance Driver Notified ______ M Time arrived at Scene ______ M Number of Ambulance Attendants Incl. Driver ______

Figure 3. Texas Accident Report Supplement



ST 3x

TEXAS PEACE OFFICERS ACCIDENT CASUALTY SUPPLEMENT

ACCIDENT IDENTIFICATION (Copy information in this section exactly as shown on Basic Report)

COUNTY ..... CITY OR TOWN .....

Road on which Accident Occurred ..... Date of Accident ..... 19 ..... Hour ..... ☐ AM ☐ PM

Unit No. 1 Operator ..... (Last / First / Middle) ..... License Plate .....

SECTION I - MOTOR VEHICLE ACCIDENT DEATH (Driver or Passenger in Passenger or Truck Type Vehicle)

Name of Person Killed ..... (Last / First / Middle) ..... In Unit No. .....

Date of Death ..... 19 ..... Hour ..... ☐ AM ☐ PM Ejected from vehicle .....

Describe injuries .....

Part of vehicle causing injury .....

Blood sample taken? ☐ Yes ☐ No Blood sample sent to .....

SECTION II - MOTORCYCLE OR MOTORSCOOTER CASUALTIES (Deaths or injuries)

Name of Casualty ..... (Last / First / Middle) ..... ☐ Operator ☐ Passenger

If killed, date of death ..... Describe injuries .....

Color shirt or coat ..... Color trousers or skirt ..... Was Helmet worn? ☐ Yes ☐ No Was Helmet damaged? ☐ Yes ☐ No

Type of eye protective device ..... Color of lens or shield ..... Equipped with: Crash bars? ☐ Yes ☐ No Wind-shield? ☐ Yes ☐ No Footrest for this casualty? ☐ Yes ☐ No

Blood sample taken? ☐ Yes ☐ No Blood sample sent to .....

SECTION III - PEDESTRIAN CASUALTIES (Deaths or injuries)

Name of Casualty ..... (Last / First / Middle) ..... If killed, date of death .....

WHAT PEDESTRIAN WAS DOING

Pedestrian was going ☐ N ☐ S ☐ E ☐ W ☐ Along ☐ Across or into ..... From ..... To ..... (Street name, highway No.) (N.E. corner to S.E. corner, or west to east side, etc.) If not in roadway explain .....

1. ☐ Crossing or entering at intersection
2. ☐ Crossing or entering not at intersection
3. ☐ Getting on or off vehicle
4. ☐ Walking in roadway with traffic
5. ☐ Walking in roadway against traffic
6. ☐ Hitch-hiking in roadway
7. ☐ Standing in roadway
8. ☐ Pushing or working on vehicle
9. ☐ Other working in roadway
10. ☐ Playing in roadway
11. ☐ Other in roadway
12. ☐ Not in roadway

Describe injuries .....

Color shirt or coat ..... Color trousers or skirt .....

Pedestrian condition ..... Pedestrian drinking? ☐ Yes ☐ No

Blood sample taken? ☐ Yes ☐ No Blood sample sent to .....

SECTION IV - OTHER CATEGORY DEATH (Road machinery, bicyclist, standing on porch, go-cart, etc.)

Name of Person Killed ..... (Last / First / Middle) ..... Category ..... Date of Death .....

SIGNATURE ..... (Person Completing Supplement / Department) ..... Date This Supplement Made .....

For purposes of the report, traffic units are considered to be motor vehicles (operated singly or in combination with another vehicle), pedestrians, bicyclists, ridden or herded animals, trains, streetcars, animal drawn vehicles, etc. The term motor vehicle refers to the complete traffic unit of which the motor vehicle is a part. Traffic unit number one is always a motor vehicle actually involved in the crash. If two motor vehicles are involved, either is designated as unit one. If more than two motor vehicles are involved, either of the motor vehicles involved in the first impact will be designated as unit one.

The information entitled "Factors Contributing to Accident" indicates the officers' opinion of all factors that contributed to the accident, and only those factors. For example, defective brakes or lights would not be recorded unless they were judged to contribute to the crash, even though such defects did exist.

3.1.2 Back of Basic Report. Traffic unit occupant information on the back of the form must be filled out whenever a person was killed or injured or if a motor vehicle damage rating of four or more occurred. This page gives age, sex, injury code,and restraint usage for all occupants.

3.1.3 Casualty Supplement. A casualty supplement is filled out under the following conditions:

a) A driver or passenger of a passenger car, bus, or truck dies as a result of the accident.

b) An operator of a motorcycle or motorscooter is killed or injured in the accident.

c) A pedestrian is killed or injured in the accident.

The four parts of this form are used to describe information for motor vehicle occupants, motorcycle occupants, pedestrians, and for others.

3.2 Description of the Texas Digital Data File

Information recorded on the police accident report forms is coded by the Texas Department of Public Safety and transcribed into a digital file format.

Each accident is described in this digital format by a set of fixed-length records. Each of the records used to describe the accident must be one of three possible record types:

Record A - Each accident description has one and only one "A" record defining crash-level information (i.e., location, time, weather, etc.)

Record B - A "B" record defines information for up to two vehicles involved in the accident. Each accident description must contain at least one "B" record, but may contain as many as required to describe all the involved vehicles.

Record C - An accident description may contain "C" records to provide information relative to casualties and/or motor vehicle occupants. Accident descriptions may contain no "C" records or as many as required.

Because the Texas data records are not fixed format (i.e., there are three possible record formats) the data are not directly suitable for ADASS, MIDAS, SPSS,or most other analysis systems utilizing a fixed format record.

SECTION 4

THE STRUCTURE OF THE HSRI/TEXAS DATA SETS

As described in Section 3.2, the digital Motor Vehicle Accident files maintained by the Texas Department of Public Safety cannot be used directly in most statistical analysis programs since the records used to describe an accident are not fixed format, but may be one of three possible formats.

In order to make this data accessible to users, HSRI reformats the data into fixed-length, fixed-format records that can be accepted by most of the available analysis/manipulation packages.

Several other modifications are made to the data at the time of reformatting to increase the utility of the data in analysis operations. These modifications are described in Section 5.

4.1 HSRI Data Set Format

The basic unit of output from the HSRI reformatting procedure is the traffic-unit record. This record documents the basic crash information and specific traffic-unit information for one of the traffic-units involved in a crash. A complete accident description consists, therefore, of several of these records (one for each traffic-unit in the crash) with the basic crash information redundantly coded at the beginning of each record.

The traffic-unit record consists of four distinct sections that describe, respectively:

a) Motor vehicles

b) Drivers of vehicles or pedestrians

c) Occupants and/or casualties

d) Supplemental motorcycle information

With this layout, the TU record serves to document all traffic-unit types and traffic-unit occupants that may occur in a crash. For instance, if the particular traffic-unit documented by the TU record is a motor vehicle, the sections describing pedestrians and motorcycles are filled with missing data.

The same technique is used if the traffic-unit is a pedestrian or motorcycle. This format guarantees that a certain amount of missing data will be recorded in each traffic-unit record, but this is the price that must be paid for forcing variable format records into a fixed format.

Since many questions that might be formulated do not require traffic-unit information for their resolution, a second generic file type - the accident data set - is produced from the traffic-unit information. The accident data set contains one record for each crash that occurred (instead of one for each traffic-unit) and documents only those crash factors that are common to all traffic-units and occupants. Crash factors include such data elements as crash location, time of day, etc. Because the accident data set is smaller both in terms of number of records and in terms of the number of recorded items per record, it is generally less costly to access.

One important consequence of the record structure discussed above is that each accident is described by a set of distinct traffic-unit records and many packaged analysis systems do not have provisions for performing operations between sequential records. That is, they treat each record as an entity that is independent of all others — a fact which can have strong implications for some analysis operations. Consider, for instance, a study to determine the characteristics of small-car/large-car collisions. Such information would be impossible to obtain from a traffic-unit file if the analysis programs treated each record as independent of the others. Special-purpose data sets may be constructed to circumvent this problem, but such techniques have not been employed for the Texas files.

One method, used by HSRI in the Michigan Accident data sets, is to construct a "two-traffic-unit accident data set." Using this format, each record contains accident information together with traffic-unit information for the first two TU's involved in the accident. There is one such record per accident. Because information for two vehicles is contained in the same records, comparisons are possible. These two-traffic unit accident data sets may be easily created from the standard Texas traffic-unit data set.

4.2 Subsets of the Texas Data

In 1975, the total number of crashes in the data used to construct the HSRI files was 468,596. From a data handling perspective, data files of this size are costly to manipulate and to analyze. From a statistical perspective, such a large number of cases is usually not needed to define the characteristics of the accident population. Meaningful statistics can be generated from samples that represent only a small fraction of the total census.

Although the number of possible subsets of the data that might be chosen is enormous, HSRI has selected five that are of more than casual interest. They are:

a) All crashes in the entire state in which at least one person was fatally injured.

b) All crashes in Bexar County. Bexar County contains the city of San Antonio.

c) All crashes in the entire state in which a vehicle defect was noted in the accident report. A vehicle defect is defined by a code value of 1-9 for Variable 107 as defined on page 36 of the codebook shown in Appendix A.

d) All crashes in the entire state in which at least one large truck was involved. Large trucks are defined by code values 04-08 for Variable 105 and code values 20-27, 31-34, 36, and 99 for Variable 103 as defined on pages 34 and 35 of the codebook shown in Appendix A.

e) A 5% random sample of all crashes in the state. These data sets were constructed from the census data through a computer-generated pseudo-random sampling technique.

Both accident and traffic-unit level files are constructed for each of the five data subsets. Consequently, a total of ten data files for Texas are produced each calendar year.

4.3 Data Set Compatibility

The Texas data sets maintained by HSRI are constructed in an OSIRIS-type format with a separate dictionary file describing the characteristics of the data file. A dictionary listing showing all the pertinent data parameters for the Texas traffic-unit files is shown in Appendix B.

Because of the special features of the OSIRIS system, the Texas data sets are compatible with the important packaged statistical analysis systems, including, of course, OSIRIS. Both SPSS and the MIDAS program maintained by the Statistical Research Laboratory at the University of Michigan, however, have "OSIRIS" commands that permit direct access to the HSRI data sets. In addition, the HSRI-maintained ADAAS program has "MIDAS" and "SPSS" commands that further facilitate the interface between programming systems.

SECTION 5

OVERVIEW OF THE DATA ELEMENTS

Since the Texas traffic-unit data sets contain over 200 separate data elements, it is not practical to discuss each one of them in this report. However, an overview of the elements will be given in this section by category, together with important considerations affecting their use in data analysis operations.

5.1 Accident-Level Data Elements

General information about each crash is documented by 64 data elements (see Variables 1 to 64 in the codebook shown in Appendix A). These crash descriptions can be loosely categorized into the following groupings:

a) Time of crash

b) Location

c) Ambient conditions

d) Accident configuration/mechanics

e) Injury summaries

5.1.1 Time of Crash. Ten data elements are used to describe the time at which the crash occurred. In addition to the usual month/day/year and time of day variables, there are a number of variables created by the reformatting program for the convenience of data analysts. Several of the variables (Julian Day from 03-31-00, Week of Year, and Hour of Week) are specifically designed for time series analysis. The Julian Day variable in particular is used in most of the HSRI data sets to permit absolute time series comparisons that cover several different years as well as several different data sources. Hour of Week and Week of Year provide more summarized time series variables that are useful in the study of weekly and yearly trends, respectively.

5.1.2 Location of Crash. The Texas data contain a considerable number of data elements that describe the location of the crash. Unfortunately, the

missing data rate on many of these variables is high. Besides Variables 11-13 describing the city/county where the crash occurred, Variables 14-19 document the location with respect to the roadway itself and any intersections or private drives that are involved.

Two different levels of location information are available, depending on the location of the accident. Some cities provide specific accident locations by means of street location codes entered on the accident report form. Rural areas, cities not providing specific street location codes, or Turnpike and Tollway, are coded in a different manner. For accidents in the latter class, Variables 20-30 provide specific information regarding the location of traffic-units number 1 and number 2 before the crash, as well as the location of the point of impact.

5.1.3 Ambient Conditions. Variables 32-38 describe the condition of the roadway in terms of curvature and surface condition, as well as other light, weather, and traffic control features at the crash site.

5.1.4 Accident Configuration. Variables 39-45 describe the crash in terms of accident type, involved vehicles, and vehicle maneuvers.

Accident type (Variable 39) categorizes the accident in terms of the first harmful event. Thus the code value V39 = 02 (collision with another motor vehicle) would not indicate a pedestrian involvement, for example, if the pedestrian injury phase of the accident followed the "first harmful" vehicle-to-vehicle crash.

The "Traffic-Unit Mix" data element (Variable 40) is a very useful accident-level variable for categorizing the crash type. This variable is generated by the HSRI reformatting program and indicates, for two-vehicle crashes, the types of vehicle involved in the crash (i.e., car - truck, motorcycle - pedestrian, etc.) In using this variable it should be remembered again that traffic-units are numbered relative to the first harmful event, so that the traffic-unit mix documents the type of traffic units involved in this first harmful event only.

Details of the first harmful crash event are given in Variables 41, 43, 44, and 45.

5.1.5 Injury Summaries. The accident level information concludes with several summary counter variables that summarize the injury information for the entire crash. These variables are not a part of the original data set, but are created by HSRI during the reformatting process. In the ongoing use of the HSRI data sets for analysis purposes, these counter variables have proved to be very valuable, since they summarize information at a global level that would in many cases be difficult or, at least, troublesome to derive by usual analytic techniques.

Counter variables are also very convenient in many analysis applications through their use as weighting variables in bivariate table production or other operations. Please refer to Section 6.3 for a more complete discussion of this technique.

5.2 Traffic-Unit Level Data Elements

Specific information about each traffic-unit involved in a crash, together with information concerning occupant injury information, is documented by 126 data elements (see Variables 101 to 226 in the codebook shown in Appendix A). These traffic-unit descriptors can be categorized into the following groupings:

a) Vehicle type

b) Vehicle condition

c) Driver

d) Injury summaries

e) Occupant injuries

5.2.1 Vehicle Type. Motor vehicle types are identified in the Texas files by a three-digit series name code (i.e., Ford Bronco, Chrysler Newport, etc.) in conjunction with a body style code.

The series name code is reasonably complete, but certainly not exhaustive. In the 1975 5% sample data set, 2.5% of the vehicles were of unknown make, while 28.2% were of known make but unknown series name. Thus 69.3% of the vehicles are indentified by a specific series name.

The body style breakdown (Variable 103) in the Texas data is quite extensive and in the past has been one of the desirable features of these data. Trucks in particular are categorized in a variety of specific classes that delineate many straight truck types. Semi-trailer rigs, on the other hand, are frequently assigned a missing data code for this variable.

5.2.2 Vehicle Condition. Variables 107 through 109 relate vehicle condition in terms of two factors: vehicle defects, and crash damage. As noted earlier in this report, vehicle defects are only noted if, in the opinion of the investigating officer, the defect contributed to the accident. The values of this variable should be interpreted as subjective judgment of a defect, therefore, and not as the result of an engineering analysis that such a defect did exist, or did contribute to the crash.

Vehicle damage is measured by the TAD scale [2] and is indicated in the data sets by two data elements. Variable 108 indicates the part of the vehicle damaged and Variable 109 indicates the damage extent. Further discussion of the TAD scale is given in Section 6.

5.2.3 Driver. As in many police files, information about the driver is treated in a different fashion than that for the vehicle passengers, with more information available for the former. In the HSRI data sets, the "driver" information refers to the driver of a motor vehicle, the operator of a motorbike, motorcycle, or other vehicle, the rider on a pedalcycle, or a pedestrian. This distinction between drivers/operators and pedestrians should be noted, especially for Variables 117, 118, and 119, which have different interpretations for vehicles and pedestrians.

5.2.4 Injury Summaries. As a part of the reformatting process, HSRI has created summary variables at the traffic-unit level in exact correspondence to the accident-level variables discussed in Section 5.1.5.

5.2.5 Occupant Injuries. Most of the data elements (i.e., Variables 130 to 226) for the traffic-unit description concern occupant injuries. Information on injury severity, age, sex, seat belt usage, seated position, classification (driver, passenger, or pedestrian), ejection, injury cause, part of body injured, and blood sample is recorded for up to six injured occupants.

Because of the rules by which injury information is coded, the data are subject to a considerable bias (see Section 2.6). In addition, it sometimes appears that the actual reporting practices of the police agencies deviate from the established rules.

In fatal accidents, for example, the injury data are usually complete for both injured and non-injured vehicle occupants. For example, in the 1975 fatal file, there were 1.56 occupants per vehicle for which information was available. This figure compares favorably with the vehicle occupancy rates derived from other data sources. The 1975 5% sample file, on the other hand, indicates 1.08 occupants per vehicle.

In non-fatal accidents, this leads to uncertainty in the interpretation of information. For example, non-injured occupants are recorded if the TAD vehicle damage extent is five or greater, but are only recorded for lower TAD values if there was a fatality or injury in the vehicle. Based on experience in using the injury data, injury information in fatal crashes may be used with assurance, but its uses for other crash types should be carefully evaluated.

SECTION 6

UTILITY OF THE TEXAS DATA IN CRASH RESEARCH

While the analyst is often asked to come up with a national estimate of some traffic statistic, there are few data elements reported consistently in all states. Further, the ground rules for inclusion of an accident case in a state's statistics vary from one state to another, making summations of even such hard data as driver age suspect. The disadvantage of non-national representativeness of data in a single state may often be outweighed by the advantage of more consistent data resulting from common training, law, and policy.

The Texas data have the additional advantage that they represent a substantial proportion of the population and area of the United States — about 6% of each, and an average population density close to that of the nation as a whole. In this section of the report we will discuss some of the particular strengths of the Texas data resulting from the detailed reporting associated with their accident reporting system, and give some examples of how that data have been used.

6.1 The TAD Scale

In the middle 1960's, the Traffic Accident Data Committee of the National Safety Council considered many methods of recording crash severity, and recommended a 7-point extent scale coupled with a 20-point damage location scale for police reporting [2]. In the early 1970's, Texas police agencies began to use this scale, and presently these damage parameters are assigned to nearly all vehicles in police-reported crashes.

The TAD damage extent scale was chosen by the committee because it could be applied in the field with a minimum of measurement, but would still represent a consistent and useful measure of crash severity. Officers are provided with a pictorial reference book illustrating vehicles damaged at TAD levels 2, 4, and 6, and from different directions. They are asked to interpolate to assign odd values.

Griffin [3] has observed that reporting officers tended to assign even-

numbered values in preference to odd-numbered values, evidently because the reference photographs were available only for values 2, 4, and 6. His curve for the North Carolina State Highway Patrol reports is reproduced in Figure 4, and the tendancy toward even numbers is apparent. Texas data have been plotted on the same chart in several ways. TAD damage extent is reported for about 90% of the passenger cars involved in crashes, and the overall curve shows a continuous drop in frequency with increasing TAD severity—roughly an exponential decay curve. When the rural data alone are plotted, they compare favorable with the North Carolina State Highway Patrol data, except that the North Carolina peak at TAD level four does not appear. This difference is attributed to the Texas requirement that officers complete a longer form (filling out the back of the accident report form) for any case in which the TAD value is greater than three. The officers evidently show a slight preference toward three rather than four in questionable cases. That slight peaking at three may be seen in both the rural and total curves.

Although the CDC [4] scale is generally used by in-depth accident investigators, the TAD scale is now being used in other states. In principle there should be a relatively straightforward transformation between the TAD and CDC scales. But in practice such reporting biases as those shown above will introduce some error into the transformation. Cromack [5] and Cooley [6] have both made comparisons of the two methods.

Cromack compared the TAD ratings assigned by Texas police with both TAD and CDC ratings assigned by his own investigators. He found that the TAD severity ratings assigned by police were frequently lower than those assigned by MDAI investigators, possibly a result of the police emphasis on level 3. This comparison was made for only a subset of Bexar County accidents—those which were also investigated under an MDAI program—and thus the data are not necessarily representative of the entire state. Bexar county accidents, in general, should be less severe than those for the whole state (since the area covered is mainly urban), but the MDAI crashes should be more severe than the average for that area.

Cooley developed a comparison between TAD and CDC scales, using only a three-level (minor, moderate, severe) comparison. He used this to estimate

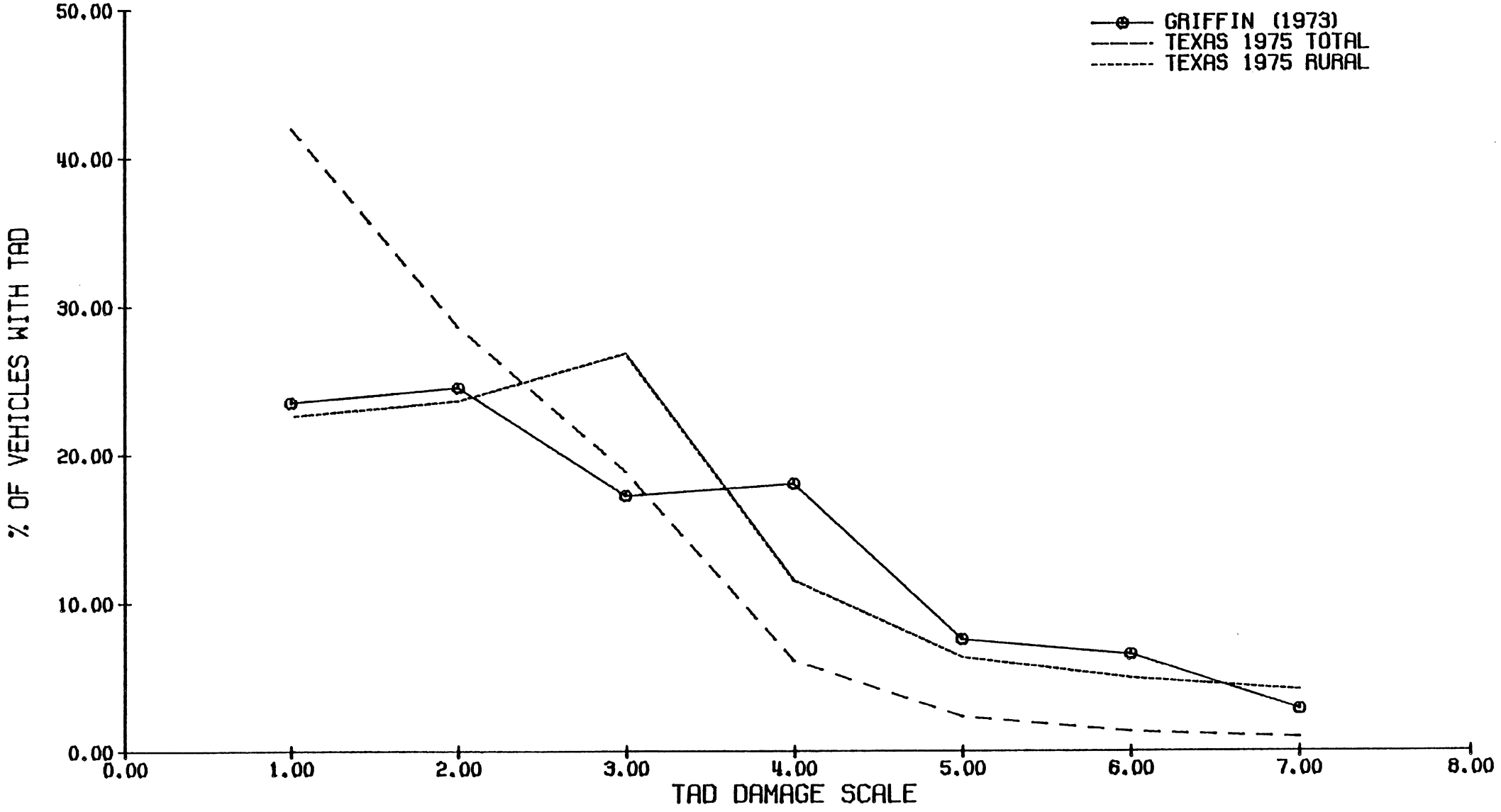


FIGURE 4
THE DISTRIBUTION OF VEHICLES WITH A GIVEN TAD DAMAGE SCALE

fuel leakage in the total population on the basis of data obtained (with CDC information) in the MDAI population.

TAD severity data have been used without transformation in comparing crashes over time. A particular example of this is given in Golomb and O'Day [7] "An AID Analysis of Texas Traffic Accident Data Before and During the Energy Crisis." The frequency distributions of TAD severities for two six-month periods, one before and the second during the energy crisis of 1974, were compared. The results are shown below.

TAD SEVERITY	% DIFFERENCE (1973 - 1974)
1	- 12%
2	- 16%
3	- 13%
4	- 19%
5	- 19%
6	- 18%
7	- 24%

This was interpreted as both a reduction in the total number of crashes (down somewhat more than 12%) and a disproportionate reduction in the more serious crashes. This finding is consistent with a general reduction of speed in compliance with the 55 mph limit, and/or with a change in travel pattern away from rural driving.

In addition to the severity scale, the TAD system also provides for assignment of damage location. This information may be used in conjunction with other data in the file to identify, for example, the striking and struck vehicles in rear-end collisions—a detail not otherwise decipherable from the Texas file. This data element was used in a recent analysis of truck under-ride, selecting rear-end truck-car collisions only when the truck was damaged in the rear and the car in the front.

With the relatively complete response to the TAD questions in the Texas data, and the consistency over time of the reporting system, the TAD information is viewed as a valuable asset in analysis. While it is now becoming

available in other states, the long-term usage of it in Texas provides both a stable believable variable, and the capability to evaluate changes in crash severity over time as speed, travel patterns, and vehicle types change.

6.2 Vehicle Make/Model Coding

Make and model information recorded in the Texas files is defined in five separate variables. These may be used individually or in combination to identify particular sets of vehicles for analysis.

Vehicle make is essentially the "sales" name of the car, coded from the information on the police report. It is a three-digit code, and in the 1975 data there is a total of 189 separate codes. In combination with model year data,it is usually possible to assign these make codes to a weight class, and thus to identify groups of vehicles by that factor. Such recoding has been accomplished and used in studies of the relationship between fatality/injury production and car size. O'Day and Kaplan [8] (How Much Safer are you in a Large Car?) categorized vehicles by make and model into two classes—those above and below about 3,000-pounds, and reported on the change in fatality probability for small and large cars in all crashes. Preston [9] (A Study of Interactions of Occupant Age, Vehicle Weight, and the Probability of Dying in a Two-Vehicle Crash) categorized passenger cars into four 1,000-pound classes, and also included motorcycles and trucks, to estimate the probability of a fatality,given a crash between two vehicles of like or unlike weight. Both of these studies were done by using the manufacturers' curb weights to recode the vehicle Make variable into a new variable representing weight classes.

Since vehicle weight changes somewhat from year to year—substantially in the past year—a precise recoding of make to weight must take account of model year. Model year is available as a separate variable, and may be combined with Make for analytic purposes. The recoding process is somewhat more complicated, but straightforward.

Three other variables define the type of vehicle in various ways. "General Traffic-Unit Type" is a 9-level variable identifying passenger cars, trucks, farm equipment, commercial buses, school buses, motorcycles, and

pedestrians. Pedestrians, incidentally, are coded as "traffic-units" in the Texas files—a convenience for many types of analysis, since several of the variables associated with vehicles and drivers may be useful in considering pedestrians. These include injuries, age, sex, reported drinking, and violations of the law (although the detailed violations reported are different for pedestrians).

A variable entitled "Specific Traffic-Unit Type" is somewhat more detailed—separately identifying passenger cars, passenger cars with trailers, passenger cars with house trailers, motorcycles and motorscooters, road machinery, etc. Finally, a variable entitled "Traffic-Unit Body Style" separately identifies 2-door and 4-door coupes and sedans, station wagons, convertibles, and a whole variety of commercial body styles such as ambulances, hearses, garbage and fire trucks, pickup trucks, wreckers, pickups with campers, dump trucks, cement mixers, etc. We believe that Texas is unique in this detailed identification, and have made use of this variable in getting insight into the involvement of specific vehicle types in accidents. For example, O'Day [10] compared the fatal accident involvement of dump trucks and transit mix trucks (Highway Behemoths: Dump Trucks and Transit Mix Trucks Compared), showing that transit mix trucks had a near-zero fatal accident involvement (with few vehicle defects, violations, and mostly middle aged drivers) whereas dump trucks had a rather high fatal accident involvement (with many defects, violations, and drivers ranging from 16 to 80 years of age). Scott and O'Day [11] compared the various truck body styles in a number of ways. Green [12, 13] used the extensive truck vehicle type codes to describe the characteristics of crashes involving both light and heavy trucks. These studies showed, for example, that fatal occupant injuries were sustained in 1.4% of the "other" vehicles involved in multiple traffic-unit large truck crashes, compared to only 0.17% for the large trucks themselves.

While many other states have begun to report vehicle identification using the manufacturers' VIN numbers, the type of detail available in the Texas files seems still more useful for many purposes, particularly in the identification of body styles which are not uniquely identified by VIN's. Selection of subsets of vehicles for study using these vehicle identification

variables in combination with other information in the file is easy and often productive.

6.3 Use of Counter Variables

Counter variables serve a very useful purpose in summarizing information at a given record level for utilization at a lower level. For example, many items of interest concerning traffic-units, such as number of vehicle defects, or number of person killed, can be summarized at an accident level. In direct application, then, such counter variables save the analyst a great deal of time by providing several potentially complex univariate analyses.

A less obvious but very powerful application of counter variables is their use as weighting variables. Consider for example a bivariate table that gave the two-way occurrence frequencies of "Accident Type" (V 39) by "Day of Week" (V 9). Without any weighting variables, such a table would show the number of each type of crash that occurred on each day of the week. By weighting this table by "Total Injured in Accident" (V 53) the table would reflect the number injured (but not killed) in each type of crash on each day of the week. Similarly, the table could be weighted by "Total Killed in Accident" (V 49) to provide a breakdown of fatalities. A computer setup for the HSRI-maintained ADAAS program and a set of bivariate tables illustrating this technique is shown in Appendix C.

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APPENDIX A

CODEBOOK

State of Texas
1977

Variable Number	Variable Name	Field Width	Char Type	Number Of Responses	Page Number
1	Month of Year	2	Num.	1	1
2	Day of Month	2	Num.	1	2
3	Year	2	Num.	1	2
4	Quarter of Year	1	Num.	1	2
5	Season of year	1	Num.	1	2
6	Time of Day	2	Num.	1	2
7	Week of Year	2	Num.	1	3
8	Julian Day From 03-01-00	5	Num.	1	4
9	Day of Week	1	Num.	1	4
10	Hour of Week	3	Num.	1	4
11	County	3	Num.	1	8
12	City	2	Num.	1	8
13	Urbanization	1	Num.	1	8
14	Roadway Related	1	Num.	1	8
15	Intersection Related	1	Num.	1	8
16	Non-Road Area Associated	2	Num.	1	9
17	Part of Roadway Involved	1	Num.	1	10
18	Intersection Type	1	Num.	1	11
19	# Of Intersecting Roads	1	Num.	1	11
20	Location TU1 Before Acc	1	Num.	1	11
21	General Locaton of TU1	1	Num.	1	11
22	Specific Location of TU1	2	Num.	1	12
23	Direction Travel of TU1	1	Num.	1	13
24	Location TU2 Before Acc	1	Num.	1	13
25	General Location of TU2	1	Num.	1	13

Variable Number	Variable Name	Field Width	Char Type	Number Of Responses	Page Number
26	Specific Location of TU2	2	Num.	1	13
27	Direction Travel of TU2	1	Num.	1	14
28	Locaton-Point of Impact	1	Num.	1	14
29	General Location of POI	1	Num.	1	15
30	Specific Location of POI	2	Num.	1	15
31	Road Classification	1	Num.	1	16
32	Degree of Curvature	1	Num.	1	16
33	Road Alignment	1	Num.	1	17
34	Road Surface Condition	1	Num.	1	17
35	Road Pavement Condition	1	Num.	1	17
36	Traffic Control Device	1	Num.	1	17
37	Weather Conditions	1	Num.	1	18
38	Light	1	Num.	1	18
39	Accident Type	2	Num.	1	18
40	Traffic Unit Mix	2	Num.	1	19
41	Vehicle Movements	2	Num.	1	19
42	Bridge Detail	1	Num.	1	20
43	Contributing Circum	2	Num.	1	20
44	Pre-Crash Maneuvers	2	Num.	1	21
45	Crash Event	2	Num.	1	22
46	Investigating Agency	1	Num.	1	23
47	Total Traffic Units Inv.	2	Num.	1	24
48	Worst Injury in Accident	1	Num.	1	24
49	Total Killed in Accident	1	Num.	1	24
50	Total A Injuries in Acc	1	Num.	1	25

Variable Number	Variable Name	Field Width	Char Type	Number Of Responses	Page Number
51	Total B Injuries in Acc	1	Num.	1	25
52	Total C Injuries in Acc	1	Num.	1	25
53	Total Injured in Acc	1	Num.	1	26
54	Total Casualties in Acc	1	Num.	1	26
55	Total Uninjured in Acc	1	Num.	1	26
56	District	3	Num.	1	26
57	RR Crossing Number	7	Num.	1	27
58	Bridge Number	3	Num.	1	27
59	HSRI Sequence Number	12	Alpha	1	27
60	Texas Accident Report #	7	Num.	1	27
61	City Accident Number	6	Alpha	1	27
62	Primary Street	5	Num.	1	27
63	Intersecting Street	5	Num.	1	27
64	Block Number	5	Num.	1	28
101	Traffic Unit Number	2	Num.	1	29
102	Vehicle Make	3	Num.	1	29
103	TU Body Style	2	Num.	1	33
104	General TU Type	1	Num.	1	34
105	Specific TU Type	2	Num.	1	35
106	Vehicle Model Year	2	Num.	1	35
107	Vehicle Defect	1	Num.	1	35
108	Vehicle Damage	2	Num.	1	36
109	Damage Scale	1	Num.	1	36
110	Driver Age	2	Num.	1	37
111	Driver Age 5 Yr. Grps.	2	Num.	1	39

Variable Number	Variable Name	Field Width	Char Type	Number Of Responses	Page Number
112	Driver Age NSC Grps.	2	Num.	1	39
113	Driver Sex	1	Num.	1	40
114	Driver Residence	1	Num.	1	40
115	Driver License Status	1	Num.	1	40
116	Military Driver	1	Num.	1	40
117	Driver Violation #1	2	Num.	1	41
118	Driver Violation #2	2	Num.	1	41
119	Driver Impairment	1	Num.	1	42
120	Driver Reported	1	Num.	1	42
121	Total Killed in Vehicle	1	Num.	1	42
122	Total A Injuries in TU	1	Num.	1	43
123	Total B Injuries in TU	1	Num.	1	43
124	Total C Injuries in TU	1	Num.	1	43
125	Total Injured in TU	1	Num.	1	44
126	Total Casualties in TU	1	Num.	1	44
127	Total Uninjured in TU	1	Num.	1	44
128	Total Persons in TU	1	Num.	1	45
129	Most Serious Inj. in TU	1	Num.	1	45
130	Injured #1 Severity	1	Num.	1	46
131	Injured #2 Severity	1	Num.	1	47
132	Injured #3 Severity	1	Num.	1	47
133	Injured #4 Severity	1	Num.	1	47
134	Injured #5 Severity	1	Num.	1	47
135	Injured #6 Severity	1	Num.	1	48
136	All Injured Severity	1	Num.	6	48

Variable Number	Variable Name	Field Width	Char Type	Number Of Responses	Page Number
137	Injured #1 Age	2	Num.	1	48
138	Injured #2 Age	2	Num.	1	50
139	Injured #3 Age	2	Num.	1	51
140	Injured #4 Age	2	Num.	1	53
141	Injured #5 Age	2	Num.	1	54
142	Injured #6 Age	2	Num.	1	55
143	All Injured Age	2	Num.	6	57
144	Injured #1 Age 5 Yr. Grp	2	Num.	1	59
145	Injured #2 Age 5 Yr. Grp	2	Num.	1	59
146	Injured #3 Age 5 Yr. Grp	2	Num.	1	60
147	Injured #4 Age 5 Yr. Grp	2	Num.	1	60
148	Injured #5 Age 5 Yr. Grp	2	Num.	1	61
149	Injured #6 Age 5 Yr. Grp	2	Num.	1	61
150	All Injured Age 5 Yr Grp	2	Num.	6	62
151	Injured #1 Age NSC Grps	2	Num.	1	62
152	Injured #2 Age NSC Grps	2	Num.	1	63
153	Injured #3 Age NSC Grps	2	Num.	1	63
154	Injured #4 Age NSC Grps	2	Num.	1	63
155	Injured #5 Age NSC Grps	2	Num.	1	64
156	Injured #6 Age NSC Grps	2	Num.	1	64
157	All Injured Age NSC Grps	2	Num.	6	64
158	Injured #1 Sex	1	Num.	1	65
159	Injured #2 Sex	1	Num.	1	65
160	Injured #3 Sex	1	Num.	1	65
161	Injured #4 Sex	1	Num.	1	65

Variable Number	Variable Name	Field Width	Char Type	Number Of Responses	Page Number
162	Injured #5 Sex	1	Num.	1	65
163	Injured #6 Sex	1	Num.	1	65
164	All Injured Sex	1	Num.	6	66
165	Injured #1 Seat Belt	1	Num.	1	66
166	Injured #2 Seat Belt	1	Num.	1	66
167	Injured #3 Seat Belt	1	Num.	1	66
168	Injured #4 Seat Belt	1	Num.	1	67
169	Injured #5 Seat Belt	1	Num.	1	67
170	Injured #6 Seat Belt	1	Num.	1	67
171	All Injured Seat Belt	1	Num.	6	68
172	Injured #1 Location	1	Num.	1	68
173	Injured #2 Location	1	Num.	1	68
174	Injured #3 Location	1	Num.	1	68
175	Injured #4 Location	1	Num.	1	68
176	Injured #5 Location	1	Num.	1	69
177	Injured #6 Location	1	Num.	1	69
178	ALl Injured location	1	Num.	6	69
179	Injured #1 Class.	1	Num.	1	69
180	Injured #2 Class.	1	Num.	1	70
181	Injured #3 Class.	1	Num.	1	70
182	Injured #4 Class.	1	Num.	1	70
183	Injured #5 Class.	1	Num.	1	70
184	Injured #6 Class.	1	Num.	1	70
185	All Injured Class.	1	Num.	6	71
186	Injured #1 Ejection	1	Num.	1	71

Variable Number	Variable Name	Field Width	Char Type	Number Of Responses	Page Number
187	Injured #2 Ejection	1	Num.	1	71
188	Injured #3 Ejection	1	Num.	1	71
189	Injured #4 Ejection	1	Num.	1	71
190	Injured #5 Ejection	1	Num.	1	72
191	Injured #6 Ejection	1	Num.	1	72
192	All Injured Ejection	1	Num.	6	72
193	Injured #1 Injury Cause	1	Num.	1	72
194	Injured #2 Injury Cause	1	Num.	1	73
195	Injured #3 Injury Cause	1	Num.	1	73
196	Injured #4 Injury Cause	1	Num.	1	73
197	Injured #5 Injury Cause	1	Num.	1	74
198	Injured #6 Injury Cause	1	Num.	1	74
199	All Injury Cause	1	Num.	6	74
200	Injured #1 Part of Body	1	Num.	1	75
201	Injured #2 Part of Body	1	Num.	1	75
202	Injured #3 Part of Body	1	Num.	1	75
203	Injured #4 Part of Body	1	Num.	1	76
204	Injured #5 Part of Body	1	Num.	1	76
205	Injured #6 Part of Body	1	Num.	1	76
206	All Injured Part of Body	1	Num.	6	76
207	Injured #1 Blood Sample	1	Num.	1	77
208	Injured #2 Blood Sample	1	Num.	1	77
209	Injured #3 Blood Sample	1	Num.	1	77
210	Injured #4 Blood Sample	1	Num.	1	77
211	Injured #5 Blood Sample	1	Num.	1	78

State of Texas
1977

* *

This codebook is for use with the 1977 Texas Motor Vehicle Crash Data and is designed for use with all 1977 Texas data files.

Data sets have been prepared for a random 5% sample of all crashes in the State, for all crashes in Bexar County, and for all crashes that involve a vehicle defect, a large truck, or a fatally injured person.

* *

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All Variables Have 1 Response And 0 Implied Dec. Places
Unless Otherwise Stated.

-

* *

Accident Information Section

Variables 1-64 contain general information about the crash. Variables 1-19,23,27,31-64 are coded for each crash. Variables 20-22,24-26,28-30 are coded, in general, for all crashes on highways in rural areas and towns to 5000 population, fatal crashes on interstate highway main lanes in cities over 5000 population, and turnpike crashes. 'Missing Data' is coded for other crashes

* *

Variable 1	Month of Year	M.D.Codes: 99, 13
		Field Width: 2, Numeric

FREQ. Month of year in which crash occurred

FREQ.	Code
2031	01. January
1764	02. February
2054	03. March
2026	04. April
1960	05. May
2006	06. June
2127	07. July
2146	08. August
1972	09. September
2135	10. October
2057	11. November
2170	12. December
0	99. Missing data

Variable 2 Day of Month — M.D.Codes: 99, 32 — Field Width: 2, Numeric

FREQ. Day of month in which crash occurred

01. First day of month
- .
31. Last day of month (31 day month)
99. Missing data

Variable 3 Year — M.D.Codes: 99, None — Field Width: 2, Numeric

FREQ. Last two digits of the calendar year

Variable 4 Quarter of Year — M.D.Codes: 9, 5 — Field Width: 1, Numeric

FREQ. Quarter of the year in which the crash occurred

5849	1. January, February, March
5992	2. April, May, June
6245	3. July, August, September
6362	4. October, November, December
0	9. Missing data

Variable 5 Season of year — M.D.Codes: 9, 5 — Field Width: 1, Numeric

FREQ. Season of the year in which the crash occurred

5965	1. Winter (December, January, February)
6040	2. Spring (March, April, May)
6279	3. Summer (June, July, August)
6164	4. Fall (September, October, November)
0	9. Missing data

Variable 6 Time of Day — M.D.Codes: 99, 24 — Field Width: 2, Numeric

FREQ. Time of day at which the crash occurred

717	00. 12:00 A.M. - 12:59 A.M.
589	01. 01:00 A.M. - 01:59 A.M.
556	02. 02:00 A.M. - 02:59 A.M.
268	03. 03:00 A.M. - 03:59 A.M.
146	04. 04:00 A.M. - 04:59 A.M.
156	05. 05:00 A.M. - 05:59 A.M.
391	06. 06:00 A.M. - 06:59 A.M.
1069	07. 07:00 A.M. - 07:59 A.M.
1123	08. 08:00 A.M. - 08:59 A.M.

FREQ.	Time of day at which the crash occurred
804	09. 09:00 A.M. - 09:59 A.M.
991	10. 10:00 A.M. - 10:59 A.M.
1240	11. 11:00 A.M. - 11:59 A.M.
1532	12. 12:00 A.M. - 12:59 P.M.
1344	13. 01:00 P.M. - 01:59 P.M.
1463	14. 02:00 P.M. - 02:59 P.M.
1740	15. 03:00 P.M. - 03:59 P.M.
2073	16. 04:00 P.M. - 04:59 P.M.
2235	17. 05:00 P.M. - 05:59 P.M.
1420	18. 06:00 P.M. - 06:59 P.M.
1171	19. 07:00 P.M. - 07:59 P.M.
927	20. 08:00 P.M. - 08:59 P.M.
893	21. 09:00 P.M. - 09:59 P.M.
834	22. 10:00 P.M. - 10:59 P.M.
767	23. 11:00 P.M. - 11:59 P.M.
0	99. Missing data

Variable 7 Week of Year — M.D.Codes: 99, 54 — Field Width: 2, Numeric

FREQ.	Julian week of the year in which the crash occurred
444	01. January 1 - January 7
535	02. January 8 - January 14
409	03. January 15 - January 21
435	04. January 22 - January 28
480	05. January 29 - February 4
478	06. February 5 - February 11
415	07. February 12 - February 18
428	08. February 19 - February 25
451	09. February 26 - March 4
426	10. March 5 - March 11
432	11. March 12 - March 18
501	12. March 19 - March 25
503	13. March 26 - April 1
486	14. April 2 - April 8
459	15. April 9 - April 15
474	16. April 16 - April 22
441	17. April 23 - April 29
462	18. April 30 - May 6
417	19. May 7 - May 13
431	20. May 14 - May 20
485	21. May 21 - May 27
468	22. May 28 - June 3
469	23. June 4 - June 10
489	24. June 11 - June 17
458	25. June 18-June 24
460	26. June 25-July 1
455	27. July 2 - July 8
466	28. July 9 - July 15
499	29. July 16 - July 22
474	30. July 23 - July 29
488	31. July 30 - August 5
460	32. August 6 - August 12

FREQ. Julian week of the year in which the crash occurred

491	33. August 13 - August 19
506	34. August 20 - August 26
483	35. August 27 - September 2
471	36. September 3 - September 9
442	37. September 10 - September 16
467	38. September 17 - September 23
448	39. September 24 - September 30
486	40. October 1 - October 7
466	41. October 8 - October 14
463	42. October 15 - October 21
519	43. October 22 - October 28
520	44. October 29 - November 4
488	45. November 5 - November 11
443	46. November 12 - November 18
451	47. November 19 - November 25
514	48. November 26 - December 2
479	49. December 3 - December 9
52^	50. December 10 - December 16
527	51. December 17 - December 23
432	52. December 24 - December 30
63	53. December 31
0	99. Missing data

Variable 8 Julian Day From 03-01-00 M.D.Codes: 99999, None
Field Width: 5, Numeric

FREQ. The Julian day of the crash measured from March 1,1900.

Variable 9 Day of Week M.D.Codes: 9, 8
Field Width: 1, Numeric

FREQ. Day of week in which the crash occurred

2832	1. Sunday
3292	2. Monday
3173	3. Tuesday
3312	4. Wednesday
3471	5. Thursday
4337	6. Friday
4031	7. Saturday
0	9. Missing data

Variable 10 Hour of Week M.D.Codes: 999, 168
Field Width: 3, Numeric

FREQ. The time of the crash relative to the start of the week

173	000. 12:00 A.M. Sunday - 12:59 A.M. Sunday
202	001. 1:00 A.M. Sunday - 1:59 A.M. Sunday
165	002. 2:00 A.M. Sunday - 2:59 A.M. Sunday

FREQ.	The time of the crash relative to the start of the week
77	003. 3:00 A.M. Sunday - 3:59 A.M. Sunday
39	004. 4:00 A.M. Sunday - 4:59 A.M. Sunday
28	005. 5:00 A.M. Sunday - 5:59 A.M. Sunday
29	006. 6:00 A.M. Sunday - 6:59 A.M. Sunday
28	007. 7:00 A.M. Sunday - 7:59 A.M. Sunday
32	008. 8:00 A.M. Sunday - 8:59 A.M. Sunday
71	009. 9:00 A.M. Sunday - 9:59 A.M. Sunday
91	010. 10:00 A.M. Sunday - 10:59 A.M. Sunday
105	011. 11:00 A.M. Sunday - 11:59 A.M. Sunday
145	012. 12:00 noon Sunday - 12:59 P.M. Sunday
145	013. 1:00 P.M. Sunday - 1:59 P.M. Sunday
169	014. 2:00 P.M. Sunday - 2:59 P.M. Sunday
176	015. 3:00 P.M. Sunday - 3:59 P.M. Sunday
205	016. 4:00 P.M. Sunday - 4:59 P.M. Sunday
199	017. 5:00 P.M. Sunday - 5:59 P.M. Sunday
184	018. 6:00 P.M. Sunday - 6:59 P.M. Sunday
152	019. 7:00 P.M. Sunday - 7:59 P.M. Sunday
141	020. 8:00 P.M. Sunday - 8:59 P.M. Sunday
126	021. 9:00 P.M. Sunday - 9:59 P.M. Sunday
92	022. 10:00 P.M. Sunday - 10:59 P.M. Sunday
78	023. 11:00 P.M. Sunday - 11:59 P.M. Sunday
60	024. 12:00 A.M. Monday - 12:59 A.M. Monday
44	025. 1:00 A.M. Monday - 1:59 A.M. Monday
34	026. 2:00 A.M. Monday - 2:59 A.M. Monday
21	027. 3:00 A.M. Monday - 3:59 A.M. Monday
10	028. 4:00 A.M. Monday - 4:59 A.M. Monday
19	029. 5:00 A.M. Monday - 5:59 A.M. Monday
60	030. 6:00 A.M. Monday - 6:59 A.M. Monday
191	031. 7:00 A.M. Monday - 7:59 A.M. Monday
202	032. 8:00 A.M. Monday - 8:59 A.M. Monday
140	033. 9:00 A.M. Monday - 9:59 A.M. Monday
164	034. 10:00 A.M. Monday - 10:59 A.M. Monday
168	035. 11:00 A.M. Monday - 11:59 A.M. Monday
220	036. 12:00 noon Monday - 12:59 P.M. Monday
166	037. 1:00 P.M. Monday - 1:59 P.M. Monday
205	038. 2:00 P.M. Monday - 2:59 P.M. Monday
241	039. 3:00 P.M. Monday - 3:59 P.M. Monday
316	040. 4:00 P.M. Monday - 4:59 P.M. Monday
341	041. 5:00 P.M. Monday - 5:59 P.M. Monday
185	042. 6:00 P.M. Monday - 6:59 P.M. Monday
168	043. 7:00 P.M. Monday - 7:59 P.M. Monday
102	044. 8:00 P.M. Monday - 8:59 P.M. Monday
89	045. 9:00 P.M. Monday - 9:59 P.M. Monday
84	046. 10:00 P.M. Monday - 10:59 P.M. Monday
62	047. 11:00 P.M. Monday - 11:59 P.M. Monday
58	048. 12:00 A.M. Tuesday - 12:59 A.M. Tuesday
44	049. 1:00 A.M. Tuesday - 1:59 A.M. Tuesday
23	050. 2:00 A.M. Tuesday - 2:59 A.M. Tuesday
19	051. 3:00 A.M. Tuesday - 3:59 A.M. Tuesday
10	052. 4:00 A.M. Tuesday - 4:59 A.M. Tuesday
20	053. 5:00 A.M. Tuesday - 5:59 A.M. Tuesday
81	054. 6:00 A.M. Tuesday - 6:59 A.M. Tuesday
204	055. 7:00 A.M. Tuesday - 7:59 A.M. Tuesday
195	056. 8:00 A.M. Tuesday - 8:59 A.M. Tuesday
130	057. 9:00 A.M. Tuesday - 9:59 A.M. Tuesday

FREQ. The time of the crash relative to the start of the week

135	058. 10:00 A.M. Tuesday - 10:59 A.M. Tuesday
173	059. 11:00 A.M. Tuesday - 11:59 A.M. Tuesday
213	060. 12:00 noon Tuesday - 12:59 P.M. Tuesday
180	061. 1:00 P.M. Tuesday - 1:59 P.M. Tuesday
177	062. 2:00 P.M. Tuesday - 2:59 P.M. Tuesday
278	063. 3:00 P.M. Tuesday - 3:59 P.M. Tuesday
270	064. 4:00 P.M. Tuesday - 4:59 P.M. Tuesday
338	065. 5:00 P.M. Tuesday - 5:59 P.M. Tuesday
174	066. 6:00 P.M. Tuesday - 6:59 P.M. Tuesday
127	067. 7:00 P.M. Tuesday - 7:59 P.M. Tuesday
87	068. 8:00 P.M. Tuesday - 8:59 P.M. Tuesday
84	069. 9:00 P.M. Tuesday - 9:59 P.M. Tuesday
85	070. 10:00 P.M. Tuesday - 10:59 P.M. Tuesday
68	071. 11:00 P.M. Tuesday - 11:59 P.M. Tuesday
55	072. 12:00 A.M. Wednesday - 12:59 A.M. Wednesday
35	073. 1:00 A.M. Wednesday - 1:59 A.M. Wednesday
46	074. 2:00 A.M. Wednesday - 2:59 A.M. Wednesday
13	075. 3:00 A.M. Wednesday - 3:59 A.M. Wednesday
12	076. 4:00 A.M. Wednesday - 4:59 A.M. Wednesday
16	077. 5:00 A.M. Wednesday - 5:59 A.M. Wednesday
66	078. 6:00 A.M. Wednesday - 6:59 A.M. Wednesday
216	079. 7:00 A.M. Wednesday - 7:59 A.M. Wednesday
214	080. 8:00 A.M. Wednesday - 8:59 A.M. Wednesday
118	081. 9:00 A.M. Wednesday - 9:59 A.M. Wednesday
137	082. 10:00 A.M. Wednesday - 10:59 A.M. Wednesday
150	083. 11:00 A.M. Wednesday - 11:59 A.M. Wednesday
221	084. 12:00 noon Wednesday - 12:59 P.M. Wednesday
193	085. 1:00 P.M. Wednesday - 1:59 P.M. Wednesday
197	086. 2:00 P.M. Wednesday - 2:59 P.M. Wednesday
260	087. 3:00 P.M. Wednesday - 3:59 P.M. Wednesday
313	088. 4:00 P.M. Wednesday - 4:59 P.M. Wednesday
331	089. 5:00 P.M. Wednesday - 5:59 P.M. Wednesday
186	090. 6:00 P.M. Wednesday - 6:59 P.M. Wednesday
154	091. 7:00 P.M. Wednesday - 7:59 P.M. Wednesday
93	092. 8:00 P.M. Wednesday - 8:59 P.M. Wednesday
114	093. 9:00 P.M. Wednesday - 9:59 P.M. Wednesday
93	094. 10:00 P.M. Wednesday - 10:59 P.M. Wednesday
79	095. 11:00 P.M. Wednesday - 11:59 P.M. Wednesday
73	096. 12:00 A.M. Thursday - 12:59 A.M. Thursday
45	097. 1:00 A.M. Thursday - 1:59 A.M. Thursday
54	098. 2:00 A.M. Thursday - 2:59 A.M. Thursday
23	099. 3:00 A.M. Thursday - 3:59 A.M. Thursday
12	100. 4:00 A.M. Thursday - 4:59 A.M. Thursday
15	101. 5:00 A.M. Thursday - 5:59 A.M. Thursday
58	102. 6:00 A.M. Thursday - 6:59 A.M. Thursday
188	103. 7:00 A.M. Thursday - 7:59 A.M. Thursday
214	104. 8:00 A.M. Thursday - 8:59 A.M. Thursday
116	105. 9:00 A.M. Thursday - 9:59 A.M. Thursday
163	106. 10:00 A.M. Thursday - 10:59 A.M. Thursday
181	107. 11:00 A.M. Thursday - 11:59 A.M. Thursday
254	108. 12:00 noon Thursday - 12:59 P.M. Thursday
164	109. 1:00 P.M. Thursday - 1:59 P.M. Thursday
219	110. 2:00 P.M. Thursday - 2:59 P.M. Thursday
243	111. 3:00 P.M. Thursday - 3:59 P.M. Thursday
229	112. 4:00 P.M. Thursday - 4:59 P.M. Thursday

FREQ.	The time of the crash relative to the start of the week
325	113. 5:00 P.M. Thursday - 5:59 P.M. Thursday
203	114. 6:00 P.M. Thursday - 6:59 P.M. Thursday
154	115. 7:00 P.M. Thursday - 7:59 P.M. Thursday
130	116. 8:00 P.M. Thursday - 8:59 P.M. Thursday
120	117. 9:00 P.M. Thursday - 9:59 P.M. Thursday
111	118. 10:00 P.M. Thursday - 10:59 P.M. Thursday
89	119. 11:00 P.M. Thursday - 11:59 P.M. Thursday
89	120. 12:00 A.M. Friday - 12:59 A.M. Friday
65	121. 1:00 A.M. Friday - 1:59 A.M. Friday
51	122. 2:00 A.M. Friday - 2:59 A.M. Friday
28	123. 3:00 A.M. Friday - 3:59 A.M. Friday
16	124. 4:00 A.M. Friday - 4:59 A.M. Friday
23	125. 5:00 A.M. Friday - 5:59 A.M. Friday
55	126. 6:00 A.M. Friday - 6:59 A.M. Friday
182	127. 7:00 A.M. Friday - 7:59 A.M. Friday
189	128. 8:00 A.M. Friday - 8:59 A.M. Friday
112	129. 9:00 A.M. Friday - 9:59 A.M. Friday
131	130. 10:00 A.M. Friday - 10:59 A.M. Friday
224	131. 11:00 A.M. Friday - 11:59 A.M. Friday
232	132. 12:00 noon Friday - 12:59 P.M. Friday
255	133. 1:00 P.M. Friday - 1:59 P.M. Friday
272	134. 2:00 P.M. Friday - 2:59 P.M. Friday
334	135. 3:00 P.M. Friday - 3:59 P.M. Friday
401	136. 4:00 P.M. Friday - 4:59 P.M. Friday
438	137. 5:00 P.M. Friday - 5:59 P.M. Friday
255	138. 6:00 P.M. Friday - 6:59 P.M. Friday
207	139. 7:00 P.M. Friday - 7:59 P.M. Friday
182	140. 8:00 P.M. Friday - 8:59 P.M. Friday
180	141. 9:00 P.M. Friday - 9:59 P.M. Friday
211	142. 10:00 P.M. Friday - 10:59 P.M. Friday
205	143. 11:00 P.M. Friday - 11:59 P.M. Friday
209	144. 12:00 A.M. Saturday - 12:59 A.M. Saturday
154	145. 1:00 A.M. Saturday - 1:59 A.M. Saturday
183	146. 2:00 A.M. Saturday - 2:59 A.M. Saturday
90	147. 3:00 A.M. Saturday - 3:59 A.M. Saturday
47	148. 4:00 A.M. Saturday - 4:59 A.M. Saturday
35	149. 5:00 A.M. Saturday - 5:59 A.M. Saturday
41	150. 6:00 A.M. Saturday - 6:59 A.M. Saturday
60	151. 7:00 A.M. Saturday - 7:59 A.M. Saturday
77	152. 8:00 A.M. Saturday - 8:59 A.M. Saturday
117	153. 9:00 A.M. Saturday - 9:59 A.M. Saturday
170	154. 10:00 A.M. Saturday - 10:59 A.M. Saturday
239	155. 11:00 A.M. Saturday - 11:59 A.M. Saturday
247	156. 12:00 noon Saturday - 12:59 P.M. Saturday
241	157. 1:00 P.M. Saturday - 1:59 P.M. Saturday
224	158. 2:00 P.M. Saturday - 2:59 P.M. Saturday
208	159. 3:00 P.M. Saturday - 3:59 P.M. Saturday
248	160. 4:00 P.M. Saturday - 4:59 P.M. Saturday
263	161. 5:00 P.M. Saturday - 5:59 P.M. Saturday
233	162. 6:00 P.M. Saturday - 6:59 P.M. Saturday
209	163. 7:00 P.M. Saturday - 7:59 P.M. Saturday
192	164. 8:00 P.M. Saturday - 8:59 P.M. Saturday
200	165. 9:00 P.M. Saturday - 9:59 P.M. Saturday
158	166. 10:00 P.M. Saturday - 10:59 P.M. Saturday
186	167. 11:00 P.M. Saturday - 11:59 P.M. Saturday

FREQ. The time of the crash relative to the start of the week

999. Missing data

Variable	11	County	M.D.Codes:	999,	None
			Field Width:	3,	Numeric

FREQ. County in which crash occurred.

List of county codes is given in Appendix A.

Variable	12	City	M.D.Codes:	99,	None
			Field Width:	2,	Numeric

FREQ. City in which crash occurred.

List of city codes is given in Appendix A.

Variable	13	Urbanization	M.D.Codes:	None,	None
			Field Width:	1,	Numeric

FREQ. Size of the community in which crash occurred

3037	1. Rural
928	2. Town under 2,500 population
728	3. 2,500 - 5,000 Population
1086	4. 5,000 - 10,000 Population
2194	5. 10,000 - 25,000 Population
1531	6. 25,000 - 50,000 Population
2461	7. 50,000 - 100,000 Population
2145	8. 100,000 - 250,000 Population
10338	9. 250,000 Population and greater

Variable	14	Roadway Related	M.D.Codes:	9,	4
			Field Width:	1,	Numeric

FREQ. On/Off Roadway

20317	1. On roadway
2847	2. Off roadway on shoulder
1284	3. Off roadway beyond shoulder
3	9. Missing data

Variable	15	Intersection Related	M.D.Codes:	9,	5
			Field Width:	1,	Numeric

FREQ. Intersection related crash

7365	1. Intersection
4070	2. Intersection related
3116	3. Driveway access
9897	4. Non intersection

FREQ. Intersection related crash

0 9. Missing data

Variable 16 Non-Road Area Associated M.D.Codes: 99, None
Field Width: 2, Numeric

FREQ. Off-Roadway area a factor

Contains information for off road areas which contributed to the crash. It is most likely an area from which one or more of the involved Traffic Units entered the roadway prior to the crash occurred.
The following conventions are used for this variable:
Alley = Alley
Parking area within roadway = Parking
Roadside park, entrance, drive, or lot = Roadside
Opening in median = Opening
Cross over from one frontage road to another = Cross
Detour or lanes closed for construction = Detour
Railroad grade crossing = Railroad
School = School
Church or cemetary = Church

32	01. Alley
17	02. Parking area within roadway
70	04. Opening in median
6	05. Cross over from one frontage road to another
21	06. Detour or lanes closed for construction
48	07. Railroad grade crossing
19	08. School
136	09. Church or cemetery
966	10. Private drive or road
2	11. Private drive/road - alley
4	12. Private drive/road - parking
1	13. Private drive/road - roadside
17	14. Private drive/road - opening
2	15. Private drive/road - cross
3	16. Private drive/road - detour
1	17. Private drive/road - railroad
1	18. Private drive/road - school
1133	19. Private drive/road - church
65	20. Service station
1	21. Service station - alley
1	23. Service station - roadside
3	24. Service station - opening
4	25. Service station - cross
1	26. Service station - detour
1	27. Service station - railroad
83	29. Service station - church
87	30. Cafe or grocery parking lot
2	31. Cafe/grocery parking lot - alley
3	33. Cafe/grocery parking lot - roadside
5	34. Cafe/grocery parking lot - opening
1	35. Cafe/grocery parking lot - cross
1	37. Cafe/grocery parking lot - railroad

FREQ.	Off-Roadway area a factor
2	38. Cafe/grocery parking lot - school
99	39. Cafe/grocery parking lot - church
74	40. Shopping center lot, entrance, or exit
1	41. Shopping center lot,enter/exit - alley
3	42. Shopping center lot,enter/exit - parking
1	43. Shopping center lot,enter/exit - roadside
9	44. Shopping center lot,enter/exit - opening
1	46. Shopping center lot,enter/exit - detour
2	48. Shopping center lot,enter/exit - school
64	49. Shopping center lot,enter/exit - church
7	50. Tavern or liquor store lot
2	51. Tavern/liquor store parking lot - alley
4	52. Tavern/liquor store parking lot - parking
1	55. Tavern/liquor store parking lot - cross
2	56. Tavern/liquor store parking lot - detour
2	58. Tavern/liquor store parking lot - school
15	59. Tavern/liquor store parking lot - church
2	61. Drive in theater - alley
2	62. Drive in theater - parking
2	63. Drive in theater - roadside
2	64. Drive in theater - opening
1	65. Drive in theater - cross
1	66. Drive in theater - detour
1	67. Drive in theater - railroad
2	69. Drive in theater - church
326	70. Other business entry or lot
3	71. Other business entrance/exit - alley
4	72. Other business entrance/exit - parking
1	73. Other business entrance/exit - roadside
8	74. Other business entrance/exit - opening
4	75. Other business entrance/exit - cross
1	76. Other business entrance/exit - detour
7	77. Other business entrance/exit - railroad
4	78. Other business entrance/exit - school
152	79. Other business entrance/exit - church
18	80. Military base/govt facility entrance/exit
2	81. Military base/govt facility ent/exit - alley
2	83. Military base/govt facility ent/exit - roadside
1	84. Military base/govt facility ent/exit - opening
3	86. Military base/govt facility ent/exit - detour
3	87. Military base/govt facility ent/exit - railroad
4	88. Military base/govt facility ent/exit - school
19	89. Military base/govt facility ent/exit - church
20824	99. Missing data

Variable 17 Part of Roadway Involved M.D.Codes: 9, 8
Field Width: 1, Numeric

FREQ.	Part of highway road 1
17474	1. Main lane
1128	2. Frontage road
20	3. Entrance ramp
18	4. Exit ramp

FREQ. Part of highway road 1

59	5. Connection
3	6. Detour
4	7. Other
5744	9. Missing data

Variable 18 Intersection Type — M.D.Codes: 9, 7 — Field Width: 1, Numeric

FREQ. Intersection type

12854	0. No intersection
1594	1. With main lanes numbered highway
359	2. With frontage road numbered highway
114	3. With Y connection
273	4. With ramp
9250	5. With county road or city street
4	6. With crossover from frontage road
3	9. Missing data

Variable 19 # Of Intersecting Roads — M.D.Codes: 9, None — Field Width: 1, Numeric

FREQ. Number of roads at intersection

13007	0. Not applicable
0	1. No intersection
4	2. Two roads intersect T or Y
3023	3. Three roads intersect T or Y
8345	4. Four roads intersect
45	5. Five roads intersect
2	6. Six or more roads intersect
21	7. Traffic circle (at intersection or within)
1	8. Cloverleaf
3	9. Missing data

Variable 20 Location TU1 Before Acc — M.D.Codes: 9, 7 — Field Width: 1, Numeric

FREQ. Location of TU1 immediately prior to crash (See Appendix B)

5795	1. Highway #1
352	2. Highway #2
47	3. Highway #3
82	4. Connection
24	5. Detour
539	6. County road or city street
17586	9. Missing data

Variable 21 General Locaton of TU1 M.D.Codes: 9, 5
Field Width: 1, Numeric

FREQ. General location of TU1 on the roadway specified in V20

FREQ.	
3058	1. Right main lane
2808	2. Left main lane
204	3. Right frontage road
167	4. Left frontage road
18211	9. Missing data

Variable 22 Specific Location of TU1 M.D.Codes: 99, None
Field Width: 2, Numeric

FREQ. Specific location of TU1 on the roadway specified in V20

FREQ.	
2	01. Outer shoulder/parking lane left frontage road
1	02. Inner shoulder/parking lane left frontage road
73	03. Outer shoulder/parking lane left main lane
5	05. Inner shoulder/parking lane right main lane
82	06. Outer shoulder/parking lane right main lane
3	08. Outer shoulder/parking lane right frontage rd
68	10. 3rd or more lane on left main lane
536	11. 2nd lane on left main lane
2204	12. 1st lane on left main lane
20	14. Center lane on three lane road
2449	16. 1st lane on right main lane
552	17. 2nd lane on left main lane
57	18. 3rd or more lane on right main lane
25	20. Outer driving lane on left frontage road
81	21. Center driving lane on left frontage road
61	22. Inner driving lane on left frontage road
82	26. Inner driving lane on right frontage road
102	27. Center driving lane on right frontage road
19	28. Outer driving lane on right frontage road
1	29. Center stripe on right frontage road
4	30. Right turn slot to left main lane
1	31. Right turn slot from left main lane
3	33. Left turn slot for left lane
2	34. Right turn slot to left frontage road
5	35. Right turn slot from left frontage road
7	36. Right turn slot to right main lanes
9	39. Left turn slot for right lane
18	40. On ramp to left main lane
7	41. Off ramp from left main lane
5	42. Opening in median between left main ln.&frontage rd
3	43. Opening between main lanes
14	46. On ramp to right main lane
17	47. Off ramp from right main lane
1	62. Area to left of main lanes
4	63. Area between main lanes
63	70. Location shown as area 1 in variable 16
1	71. Location shown as area 2 in variable 16
2	74. Right turn slot to right frontage road
7	75. Right turn slot from right frontage road

FREQ.	Specific location of TU1 on the roadway specified in V20
17848	99. Missing data

Variable 23 Direction Travel of TU1 — M.D.Codes: 9, None — Field Width: 1, Numeric

FREQ.	Direction Travel of TU1
2837	1. North
172	2. Northeast
2748	3. East
183	4. Southeast
2710	5. South
170	6. Southwest
2654	7. West
200	8. Northwest
12774	9. Missing data

Variable 24 Location TU2 Before Acc — M.D.Codes: 9, 7 — Field Width: 1, Numeric

FREQ.	Location of TU2 immediately prior to crash (See Appendix B)
3597	1. Highway #1
299	2. Highway #2
2	3. Highway #3
33	4. Connection
0	5. Detour
710	6. County road or city street
19807	9. Missing data

Variable 25 General Location of TU2 — M.D.Codes: 9, 5 — Field Width: 1, Numeric

FREQ.	General location of TU2 on the roadway specified by V24
1956	1. Right main lane
1898	2. Left main lane
151	3. Right frontage road
125	4. Left frontage road
20318	9. Missing data

Variable 26 Specific Location of TU2 — M.D.Codes: 99, None — Field Width: 2, Numeric

FREQ.	Specific location of TU2 on the roadway specified by V24
2	01. Outer shoulder/parking lane left frontage road
58	03. Outer shoulder/parking lane left main lane
1	04. Inner shoulder/parking lane left main lane
58	06. Outer shoulder/parking lane right main lane
1	08. Outer shoulder/parking lane right frontage rd

FREQ.	Specific location of TU2 on the roadway specified by V24
30	10. 3rd or more lane on left main lane
316	11. 2nd lane on left main lane
1552	12. 1st lane on left main lane
32	14. Center lane on three lane road
1589	16. 1st lane on right main lane
331	17. 2nd lane on left main lane
36	18. 3rd or more lane on right main lane
13	20. Outer driving lane on left frontage road
64	21. Center driving lane on left frontage road
47	22. Inner driving lane on left frontage road
1	23. Center stripe on left frontage road
63	26. Inner driving lane on right frontage road
73	27. Center driving lane on right frontage road
15	28. Outer driving lane on right frontage road
4	30. Right turn slot to left main lane
1	31. Right turn slot from left main lane
11	33. Left turn slot for left lane
2	34. Right turn slot to left frontage road
5	35. Right turn slot from left frontage road
7	36. Right turn slot to right main lanes
1	37. Right turn slot from right main lanes
13	39. Left turn slot for right lane
16	40. On ramp to left main lane
12	41. Off ramp from left main lane
2	42. Opening in median between left main ln.&frontage rd
5	43. Opening between main lanes
13	46. On ramp to right main lane
12	47. Off ramp from right main lane
1	48. Opening in median between right main ln&frontage rd
1	63. Area between main lanes
240	70. Location shown as area 1 in variable 16
5	71. Location shown as area 2 in variable 16
8	75. Right turn slot from right frontage road
19807	99. Missing data

Variable 27 Direction Travel of TU2 M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	Direction Travel of TU2
2693	0. No TU2
2214	1. North
139	2. Northeast
2059	3. East
175	4. Southeast
2119	5. South
154	6. Southwest
2038	7. West
179	8. Northwest
12678	9. Missing data

Variable 28 Locaton-Point of Impact M.D.Codes: 9, 7
Field Width: 1, Numeric

FREQ. Location of the first harmful event (See Appendix B)

FREQ.	
6215	1. Highway #1
123	2. Highway #2
0	3. Highway #3
42	4. Connection
0	5. Detour
213	6. County road or city street
17853	9. Missing data

Variable 29 General Location of POI M.D.Codes: 9, 5
Field Width: 1, Numeric

FREQ. General location of the POI on the roadway specified in V28

FREQ.	
2358	1. Right main lane
2217	2. Left main lane
228	3. Right frontage road
208	4. Left frontage road
19437	9. Missing data

Variable 30 Specific Location of POI M.D.Codes: 99, None
Field Width: 2, Numeric

FREQ. Specific location of the POI on the roadway specified in V28

FREQ.	
13	01. Outer shoulder/parking lane left frontage road
6	02. Inner shoulder/parking lane left frontage road
336	03. Outer shoulder/parking lane left main lane
19	04. Inner shoulder/parking lane left main lane
16	05. Inner shoulder/parking lane right main lane
358	06. Outer shoulder/parking lane right main lane
8	07. Inner shoulder/parking lane right frontage rd
22	08. Outer shoulder/parking lane right frontage rd
47	10. 3rd or more lane on left main lane
446	11. 2nd lane on left main lane
1724	12. 1st lane on left main lane
5	13. Center stripe main lane
22	14. Center lane on three lane road
1857	16. 1st lane on right main lane
447	17. 2nd lane on left main lane
54	18. 3rd or more lane on right main lane
24	20. Outer driving lane on left frontage road
93	21. Center driving lane on left frontage road
90	22. Inner driving lane on left frontage road
1	23. Center stripe on left frontage road
114	26. Inner driving lane on right frontage road
94	27. Center driving lane on right frontage road
20	28. Outer driving lane on right frontage road
4	30. Right turn slot to left main lane
1	31. Right turn slot from left main lane

FREQ. Specific location of the POI on the roadway specified in V28

FREQ.		
7	33.	Left turn slot for left lane
2	34.	Right turn slot to left frontage road
4	35.	Right turn slot from left frontage road
6	36.	Right turn slot to right main lanes
11	39.	Left turn slot for right lane
13	40.	On ramp to left main lane
4	41.	Off ramp from left main lane
3	42.	Opening in median between left main ln.&frontage rd
5	43.	Opening between main lanes
11	46.	On ramp to right main lane
11	47.	Off ramp from right main lane
1	52.	Channelizing island in left frontage road
1	53.	Island for opening in median between main lanes
1	57.	Channelizing island for r. turn slot from r. lane
7	61.	Area to left of left frontage road
253	62.	Area to left of main lanes
117	63.	Area between main lanes
295	64.	Area to right of main lanes
6	65.	Area to right of right frontage road
3	70.	Location shown as area 1 in variable 16
2	71.	Location shown as area 2 in variable 16
1	74.	Right turn slot to right frontage road
7	75.	Right turn slot from right frontage road
17856	99.	Missing data

Variable 31 Road Classification — M.D.Codes: 9, 8 — Field Width: 1, Numeric

FREQ. The type of highway for the principal road involved in crash

FREQ.		
2455	1.	Interstate highway
6978	2.	U.S. and state trunklines
1594	3.	Farm to market (state secondary) roads
830	4.	County road
12481	5.	City street
44	6.	Texas turnpike
66	7.	Other roads (alley)
0	9.	Missing data

Variable 32 Degree of Curvature — M.D.Codes: 9, None — Field Width: 1, Numeric

FREQ. Degree of curvature of principal road

FREQ.		
5663	0.	Straight
250	1.	0.1 Deg. - 1.9 Deg.
276	2.	2.0 Deg. - 3.9 Deg.
126	3.	4.0 Deg. - 5.9 Deg.
37	4.	6.0 Deg. - 7.9 Deg.
31	5.	8.0 Deg. - 9.9 Deg.
41	6.	10.0 Deg. - 13.9 Deg.
7	7.	14.0 Deg. - 17.9 Deg.
88	8.	18.0 Deg. and over

FREQ. Degree of curvature of principal road

17929 9. Missing data

Variable 33 Road Alignment M.D.Codes: 9, 7
Field Width: 1, Numeric

FREQ. Road alignment

23239 1. Straight, level
33 2. Straight, grade
61 3. Straight, hillcrest
1095 4. Curve, level
8 5. Curve, grade
12 6. Curve, hillcrest
0 9. Missing data

Variable 34 Road Surface Condition M.D.Codes: 9, 6
Field Width: 1, Numeric

FREQ. Condition of pavement surface resulting from precipitation

20693 1. Dry
3452 2. Wet
9 3. Muddy
21 4. Snowy
273 5. Icy
0 9. Missing data

Variable 35 Road Pavement Condition M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. Special condition of pavement surface (not precipitation)

23033 0. No defects
60 1. Holes, ruts, etc., in surface
2 2. Defective shoulders
83 3. Foreign material on surface
9 4. Flood water, flood debris, standing water
653 5. Slick surface
2 6. Unmarked or unlighted obstruction
6 7. Narrow bridge, overpass, or underpass
600 8. Construction or maintenance activity
0 9. Missing data

Variable 36 Traffic Control Device M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. Traffic control

546 0. No traffic control present or indicated
50 1. Officer, flagman, or watchman

FREQ. Traffic control

3980	2. Stop and go signal
3704	3. Stop sign
114	4. Flashing red or yellow light
65	5. Warning sign
60	6. Railroad gates or signal
487	7. Yield sign
11022	8. Center stripe, divider, no passing zone
106	9. Missing data

Variable 37 Weather Conditions — M.D.Codes: 9, 8 — Field Width: 1, Numeric

FREQ. Weather condition at time of crash

21634	1. Clear or cloudy
2561	2. Rain
54	3. Snow
164	4. Fog
32	5. Blowing dust
2	6. Smoke
1	7. Other (hail, sleet, freezing rain, etc.)
0	9. Missing data

Variable 38 Light — M.D.Codes: 9, 6 — Field Width: 1, Numeric

FREQ. Light conditions at time of crash

17142	1. Daylight
112	2. Dawn
5056	3. Darkness - no street light
1833	4. Darkness - street lights
305	5. Dusk
0	9. Missing data

Variable 39 Accident Type — M.D.Codes: 99, 12 — Field Width: 2, Numeric

FREQ. Accident type

243	01. Pedestrian
17713	02. Another motor vehicle
64	03. Railroad train
2145	04. Parked car
139	05. Bicyclist
303	06. Animal
2987	07. Fixed object
108	08. Other object
40	09. Another motor vehicle on other roadway
561	10. Overturned
145	11. Other non-collision
0	99. Missing data

Variable 40 Traffic Unit Mix — M.D.Codes: 99, 28 — Field Width: 2, Numeric

FREQ. Traffic Unit Mix

This variable describes the crash by the type of traffic units involved for two TU crashes or by the general class of object struck for single vehicle crashes. Note that pedestrians, pedalcyclists, etc. are treated as Traffic Units. Therefore, an crash involving two or more pedestrians, pedalcyclists, etc. and a motor vehicle is coded 27. - three or more Traffic Unit crash.

FREQ.	
4035	01. Car - fixed object
280	02. Car - pedestrian, bicyclist
92	03. Car - loss of control
23	04. Car - unknown object
1578	05. Truck - fixed object
67	06. Truck - pedestrian, bicyclist
32	07. Truck - loss of control
6	08. Truck - other object
153	09. Motor cycle - fixed object
7	10. Motor cycle - pedestrian, bicyclist
8	11. Motor cycle - loss of control
1	12. Motor cycle - other object
20	13. Other vehicle type - fixed object
3	14. Other vehicle type - pedestrian, bicyclist
0	15. Other vehicle type - loss of control
0	16. Other vehicle type - other object
10412	17. Car - car
5596	18. Car - truck
292	19. Car - motorcycle
212	20. Car - other vehicle type
918	21. Truck - truck
63	22. Truck - motorcycle
58	23. Truck - other vehicle type
5	24. Motorcycle - motorcycle
2	25. Motor cycle - other vehicle type
0	26. Other vehicle type - other vehicle type
147	27. Three or more Traffic Unit crash
438	99. Missing data

Variable 41 Vehicle Movements — M.D.Codes: 99, 13 — Field Width: 2, Numeric

FREQ. Represents a condensation of V44 (pre-crash maneuvers)

FREQ.	
5402	01. Single vehicle going forward
588	02. Single vehicle turning
696	03. Single vehicle backing
7235	04. Two vehicle: both forward
5117	05. Two vehicle: 1 forward 1 turn
440	06. Two vehicle: 1 forward 1 backing
3524	07. Two vehicle: 1 forward 1 stopped
404	08. Two vehicle: 1 turn 1 turn

FREQ. Represents a condensation of V44 (pre-crash maneuvers)

0	09. Two vehicle: 1 turn 1 backing
240	10. Two vehicle: 1 turn 1 stopped
42	11. Two vehicle: 1 backing 1 backing
209	12. Two vehicle: 1 backing 1 stopped
551	99. Other or missing data

Variable 42 Bridge Detail — M.D.Codes: 9, 6 — Field Width: 1, Numeric

FREQ. Bridge detail

58	0. Structure not hit - bridge shown as acc. factor
86	1. Vehicle retained on bridge or overpass
4	2. Vehicle went through rail
6	3. Vehicle went over rail
13	4. Accident involved underpass
0	5. Vehicle went between parallel structures
24281	9. Unknown or missing data

Variable 43 Contributing Circum — M.D.Codes: 99, None — Field Width: 2, Numeric

FREQ. Contributing circumstances

Represents other circumstances surrounding the crash which are not indicated in crash type and/or pre crash maneuvers

13239	00. No code shown is applicable
213	01. Lost control or skidded (icy or slick road, etc.)
12	02. Passenger interferred with driver
180	03. Attention diverted from driving
24	04. Open door or object projecting from vehicle
17	05. Foot slipped off clutch or brake
13	06. Gusty winds
337	10. Vehicle passing or attempting to pass on left
134	11. Vehicle passing or attempting to pass on right
1067	12. Vehicle changing lanes
120	13. One vehicle parked in an improper location
187	14. One vehicle forward from parking
339	15. One vehicle backward from parking
1042	16. One vehicle entering driveway
1806	17. One vehicle leaving driveway

Vehicle obstructed by:

47	21. Standing or parked vehicle
11	22. Moving vehicle
2	23. Embankment or ledge
0	24. Commercial sign
0	25. Highway sign
57	26. Headlight or sun glare
2	27. Hillcrest

FREQ.	Contributing circumstances
25	28. Trees, shrubs, weeds, other vegetation
24	29. Other visual obstructions
	Vehicle swerved or veered from intended course:
71	30. Reason not specified
1	31. For surface or visibility
2	32. For officer,flagman,or traffic control device
21	33. Avoiding pedestrian, pedalcyclist
68	34. Avoiding animal in road
9	35. Avoiding object in road
120	36. Avoid veh stopped/moving slowly in traffic lane
135	37. Avoiding vehicle entering road
90	38. Avoiding veh from opposite direction in wrong ln.
10	39. Avoiding previous crash
	Vehicle slowing, stopping or stopped on road:
568	40. Reason not specified
13	41. Because of surface or visibility
1689	42. For officer,flagman,or traffic control device
15	43. For pedestrian,pedalcyclist in road
23	44. For animal in road
17	45. For object in road
570	46. Avoid another veh. stopped/moving slowly
50	47. To avoid vehicle entering road
11	48. To avoid veh. from opposite dir. in wrong lane
39	49. To avoid previous crash
143	50. To make right turn
608	51. To make left turn
192	59. Veh swerved to avoid veh passing,changing lanes
	School bus related crash
75	60. A school bus was involved in the crash
0	99. Missing data

Variable 44 Pre-Crash Maneuvers — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	Pre-Crash Maneuvers
	Represents driver actions immediately preceeding the crash for single or two vehicle crashes and vehicle movement for all other crashes.
	Single vehicle crash movements:
5402	01. Single vehicle going straight
311	02. Single vehicle turning right
277	03. Single vehicle turning left
696	04. Single vehicle backing
9	05. Other single vehicle movement
	Two motor vehicles approaching at an angle:
3381	10. 1 Straight 2 straight approach at angle

FREQ.	Pre-Crash Maneuvers
348	11. 1 Straight 2 backing approach at angle
62	12. 1 Straight 2 stopped approach at angle
583	13. 1 Straight 2 rt. turn approach at angle
1464	14. 1 Straight 2 lf. turn approach at angle
5	15. 1 Rt. turn 2 rt. turn approach at angle
36	16. 1 Rt. turn 2 lf. turn approach at angle
139	17. 1 Rt. turn 2 stopped approach at angle
84	18. 1 Lf. turn 2 lf. turn approach at angle
54	19. 1 Lf. turn 2 stopped approach at angle
	Two motor vehicles - going same direction:
1628	20. 1 Straight 2 straight same direction - rear end
1556	21. 1 Straight 2 straight same direction - sideswipe
342	22. 1 Straight 2 stopped same direction
624	23. 1 Straight 2 rt. turn same direction
997	24. 1 Straight 2 lf. turn same direction
95	25. 1 Rt. turn 2 rt. turn same direction
5	26. 1 Rt. turn 2 lf. turn same direction
33	27. 1 Rt. turn 2 stopped same direction
117	28. 1 Lf. turn 2 lf. turn same direction
9	29. 1 Lf. turn 2 stopped same direction
	Two motor vehicles - going opposite directions:
670	30. 1 Straight 2 straight opposite direction
92	31. 1 Straight 2 backing opposite direction
49	32. 1 Straight 2 stopped opposite direction
7	33. 1 Straight 2 rt. turn opposite direction
1442	34. 1 Straight 2 lf. turn opposite direction
209	35. 1 Backing 2 stopped opposite direction
50	36. 1 Rt. turn 2 lf. turn opposite direction
1	37. 1 Rt. turn 2 stopped opposite direction
12	38. 1 Lf. turn 2 lf. turn opposite direction
4	39. 1 Lf. turn 2 stopped opposite direction
	Two motor vehicles - other:
302	40. 1 Straight 2 parking
32	41. 1 Rt. turn 2 parking
26	42. 1 Lf. turn 2 parking
91	43. 1 Parking 2 stopped
49	44. 1 Parking 2 parking
42	45. Both vehicles backing
41	46. All others
0	99. Missing data

Variable 45 Crash Event — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. Crash Event

Represents object struck for single vehicle crashes or collision for two vehicles crashes

2^584	00. No code shown is applicable
32	01. Vehicle overturned
11	02. Vehicle hit hole in road
50	03. Vehicle jackknifed
20	04. Person fell/jumped from car
59	10. Vehicle hit train moving forward
4	11. Vehicle hit train backing
2	12. Vehicle hit train standing
0	13. Vehicle hit train movement unknown
358	20. Vehicle hit highway sign
154	21. Vehicle hit curb
97	22. Vehicle hit culvert, headwall or marker post
447	23. Vehicle hit guard post, guard rail
4	24. Vehicle hit railroad signal or post
3	25. Vehicle hit railroad crossing gate
58	26. Vehicle hit traffic signal pole or post
19	27. Vehicle hit overhead obstruction (lights, wires)
36	28. Vehicle hit construction barricade, cones,signs
199	29. Vehicle hit luminaire pole
427	30. Vehicle hit utility pole
75	31. Vehicle hit mail box
350	32. Vehicle hit tree or shrub
424	33. Vehicle hit fence
127	34. Vehicle hit house, building, or building fixture
18	35. Vehicle hit commercial sign
562	36. Vehicle hit other fixed object
21	40. Vehicle hit end of bridge (abutment or rail)
160	41. Vehicle hit side of bridge or bridge rail
24	42. Vehicle hit bridge pier or support
8	43. Vehicle hit top of overpass or tunnel
0	44. Vehicle hit bridge crossing gate
7	45. Vehicle hit attenuation device
1	50. Vehicle hit fallen trees or debris on road
11	51. Vehicle hit object from other vehicle on road
46	52. Vehicle hit previously wrecked vehicle
15	53. Vehicle hit construction machinery
3	54. Vehicle hit other machinery
32	55. Vehicle hit other object
0	99. Missing data

Variable 46 Investigating Agency — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	Police agency investigating crash
1437	1. Investigated by Dept. Pub. Safety - arrest
1266	2. Investigated by Dept. Pub. Safety - no arrest
9885	3. Investigated by City Police - arrest
9169	4. Investigated by City Police - no arrest
243	5. Investigated by Sheriff's department - arrest
435	6. Investigated by Sheriff's department - no arrest
72	7. Reported by other agency
1941	8. Driver report only
0	9. Missing data

Variable 47 Total Traffic Units Inv. M.D.Codes: None, None
Field Width: 2, Numeric

FREQ. Total number of vehicles, pedestrians, etc involved

?	00. No Traffic Units involved
6309	01. One vehicle involved
18001	02. Two Traffic Units involved
441	03. Three Traffic Units involved
5	04. Four Traffic Units involved
1	05. Five Traffic Units involved
?	06. Six Traffic Units involved
?	07. Seven Traffic Units involved
?	08. Eight Traffic Units involved
0	09. Nine Traffic Units involved
0	10. Ten Traffic Units involved
?	31. Thirty-one Traffic Units involved

* *
Variables 48 through 55 summarize the injuries that occurred in the crash. For a definition of the K,A,B,C injury scale used for injury rating in the data, see Appendix C.
* *

Variable 48 Worst Injury in Accident M.D.Codes: 9, 6
Field Width: 1, Numeric

FREQ. Severity of worst injury in the crash

453	1. Fatal
759	2. "A" Injury
2382	3. "B" Injury
1992	4. "C" Injury
19162	5. No injury
0	9. Missing data

Variable 49 Total Killed in Accident M.D.Codes: None, None
Field Width: 1, Numeric

FREQ. Total number of fatalities

24295	0. None killed
434	1. One killed
15	2. Two killed
3	3. Three killed
1	4. Four killed
0	5. Five killed
0	6. Six killed
0	7. Seven killed
?	8. Eight killed

FREQ.	Total number of fatalities
0	9. Nine or more killed

Variable	50	Total A Injuries in Acc	M.D.Codes:	None,	None
			Field Width:	1,	Numeric

FREQ.	Number of incapacitating injuries
23647	0. No A injuries
677	1. One A injury
101	2. Two A injuries
18	3. Three A injuries
3	4. Four A injuries
2	5. Five A injuries
0	6. Six A injuries
0	7. Seven A injuries
0	8. Eight A injuries
0	9. Nine or more A injuries

Variable	51	Total B Injuries in Acc	M.D.Codes:	None,	None
			Field Width:	1,	Numeric

FREQ.	Number of non-incapacitating injuries
21827	0. No B injuries
2053	1. One B injury
435	2. Two B injuries
100	3. Three B injuries
20	4. Four B injuries
8	5. Five B injuries
2	6. Six B injuries
3	7. Seven B injuries
0	8. Eight B injuries
0	9. Nine or more B injuries

Variable	52	Total C Injuries in Acc	M.D.Codes:	None,	None
			Field Width:	1,	Numeric

FREQ.	Number of minor injuries
21864	0. No C injuries
2017	1. One C injury
403	2. Two C injuries
114	3. Three C injuries
32	4. Four C injuries
10	5. Five C injuries
5	6. Six C injuries
1	7. Seven C injuries
1	8. Eight C injuries
1	9. Nine or more C injuries

Variable 53 Total Injured in Acc M.D.Codes: None, None
Field Width: 1, Numeric

FREQ. The total of all persons injured (A,B,C) but not killed

19240	0. No injured
3555	1. One injured
1123	2. Two injured
331	3. Three injured
124	4. Four injured
42	5. Five injured
15	6. Six injured
11	7. Seven injured
3	8. Eight injured
4	9. Nine or more injured

Variable 54 Total Casualties in Acc M.D.Codes: None, None
Field Width: 1, Numeric

FREQ. Total number of persons killed or injured

19162	0. No casualties
3587	1. One casualty
1143	2. Two casualties
338	3. Three casualties
138	4. Four casualties
46	5. Five casualties
15	6. Six casualties
12	7. Seven casualties
3	8. Eight casualties
4	9. Nine or more casualties

Variable 55 Total Uninjured in Acc M.D.Codes: None, None
Field Width: 1, Numeric

FREQ. Total known uninjured persons

1837	0. No known uninjured persons
7183	1. One known uninjured persons
15160	2. Two known uninjured persons
459	3. Three known uninjured persons
62	4. Four known uninjured persons
24	5. Five known uninjured persons
11	6. Six known uninjured persons
6	7. Seven known uninjured persons
3	8. Eight known uninjured persons
3	9. Nine or more known uninjured persons

Variable			
Variable 56	District	M.D.Codes:	999, None
		Field Width:	3, Numeric

FREQ. District in which crash occurred

Variable			
Variable 57	RR Crossing Number	M.D.Codes:	9999999, None
		Field Width:	7, Numeric

FREQ. Railroad crossing number

Variable			
Variable 58	Bridge Number	M.D.Codes:	999, None
		Field Width:	3, Numeric

FREQ. Bridge number

Variable			
Variable 59	HSRI Sequence Number	M.D.Codes:	None, None
		Field Width:	12, Alphabetic

FREQ. HSRI Sequence Number

A 12 digit number. First 4 digits give the year & data set type, next 6 digits give the seq. order of the case & last 2 digits give the veh. #. Data set types are: 01 for Texas Fatal; 02 for Texas Defect; 03 for Texas Sample; 04 for Texas Truck; 05 for Bexar County.

Variable			
Variable 60	Texas Accident Report #	M.D.Codes:	None, None
		Field Width:	7, Numeric

FREQ. Texas case identification number

Variable			
Variable 61	City Accident Number	M.D.Codes:	None, None
		Field Width:	6, Alphabetic

FREQ. City Accident Number

Variable			
Variable 62	Primary Street	M.D.Codes:	99999, None
		Field Width:	5, Numeric

FREQ. Primary street

Variable				
63	Intersecting Street	M.D.Codes:	99999,	None
		Field Width:	5,	Numeric

FREQ. Intersecting street

Variable				
64	Block Number	M.D.Codes:	99999,	None
		Field Width:	5,	Numeric

FREQ. Block Number

* *

Traffic Unit Information Section

Variables 101-226 are coded for the Traffic Units in an crash.

Variables 101-129,226 contain information about the Traffic Unit and its driver or operator. A Traffic Unit is a motor vehicle (passenger car, farm tractor, motorcycle, etc.), a non-motor vehicle (bicycle and driver, horse and rider, etc.), or a pedestrian. Trains are not considered Traffic Units.

Variables 130-212 contain information about injuries that occurred in the Traffic Unit.

Variables 213-225 are supplemental variables coded for crashes involving motorcycles or pedestrians.

* *

Variable 101 Traffic Unit Number — M.D.Codes: None, None; Field Width: 2, Numeric

FREQ. Traffic Unit Number

There is no systematic meaning given to a particular driver or vehicle which would indicate elements such as striking vs. struck, at fault vs. not at fault

24448	01. First TU to be coded in crash
18148	02. Second TU to be coded in crash
147	03. Third TU to be coded in crash
6	04. Fourth TU to be coded in crash
1	05. Fifth TU to be coded in crash
0	06. Sixth TU to be coded in crash
0	07. Seventh TU to be coded in crash
0	08. Eighth TU to be coded in crash
0	09. Ninth TU to be coded in crash
0	25. Twenty-fifth TU to be coded in crash

Variable 102 Vehicle Make — M.D.Codes: 999, None; Field Width: 3, Numeric

FREQ. Vehicle make

82	000. All other makes
9	001. Alfa Romeo
2	002. Allis Chalmers
0	003. Allstate
56	004. American Motors Ambassador
0	005. American Motors Commando

FREQ.	Vehicle make
239	006. American Motors Gremlin
102	007. American Motors Hornet
36	008. American Motors Javelin
9	009. American Motors Jeep Cherokee
8	010. American Motors Jeep Wagoneer
0	011. American Motors Jeepster
52	012. American Motors Matador
127	013. American Motors Rambler
76	014. American Motors not listed or unknown
42	015. Audi
4	016. Austin Healey
3	017. Austin Marina
1	018. Austin not listed or unknown
0	019. Bentley
0	020. Blue Bird
31	021. BMW
0	022. Bridgestone
2	023. BSA
15	024. Buick Apollo
133	025. Buick Century
1	026. Buick Century Wagon
2	027. Buick Century Luxus
164	028. Buick Regal
449	029. Buick LeSebre
0	030. Buick LeSebre Luxus
26	031. Buick Estate Wagon
329	032. Buick Electra
105	033. Buick Riviera
424	034. Buick not listed or unknown
10	035. Cadillac Calais
403	036. Cadillac DeVille
89	037. Cadillac El Dorado
66	038. Cadillac Fleetwood
116	039. Cadillac not listed or unknown
163	040. Capri
2	041. Caterpillar
15	042. Checker
345	043. Chevrolet Bel Air
111	044. Chevrolet Biscayne
75	045. Chevrolet Blazer
654	046. Chevrolet Camaro
418	047. Chevrolet Caprice
430	048. Chevrolet Chevelle
34	049. Chevrolet Chevy II
96	050. Chevrolet Corvette
15	051. Chevrolet Corvair
246	052. Chevrolet El Camino
1883	053. Chevrolet Impala
33	054. Chevrolet Laguna
59	055. Chevrolet Luv
744	056. Chevrolet Malibu
967	057. Chevrolet Monte Carlo
701	058. Chevrolet Nova
409	059. Chevrolet Vega
3283	060. Chevrolet not listed or unknown

FREQ.	Vehicle make
37	061. Chrysler Imperial
176	062. Chrysler Newport
144	063. Chrysler New Yorker
20	064. Chrysler Town & Country
11	065. Chrysler 300
66	066. Chrysler not listed or unknown
1	067. Citreon
2	068. Cushman
506	069. Datsun
6	070. Deere
18	071. Diamond T
1	072. DKW
45	073. Dodge Challenger
210	074. Dodge Charger
57	075. Dodge Colt
204	076. Dodge Coronet
3	077. Dodge Crestwood
335	078. Dodge Dart
107	079. Dodge Monaco
135	080. Dodge Polara
7	081. Dodge Ram Charger
786	082. Dodge not listed or unknown
3	083. Federal
103	084. Fiat
7	085. Flexible
17	086. Ford Bronco
2	087. Ford Cortina (English)
100	088. Ford Courier
418	089. Ford Custom
246	090. Ford Fairlane
172	091. Ford Falcon
709	092. Ford Galaxie
1095	093. Ford LTD
12	094. Ford Mach I
516	095. Ford Maverick
840	096. Ford Mustang
679	097. Ford Pinto
93	098. Ford Ranchero
335	099. Ford Thunderbird
688	100. Ford Torino
3007	101. Ford not listed or unknown
4	102. Freightliner
12	103. GMC Sprint
18	104. GMC Jimmy
634	105. GMC not listed or unknown
57	106. Harley-Davidson
140	107. Honda automobile
235	108. Honda motorcycle
46	109. International Scout
421	110. International not listed or unknown
14	111. Jaguar
87	112. Kawasaki
108	113. Kenworth
193	114. Lincoln Continental
104	115. Lincoln Continental Mark Series

FREQ.	Vehicle make
113	116. Mack
141	117. Mazda
65	118. Mercedes-Benz
168	119. Mercury Comet
341	120. Mercury Cougar
5	121. Mercury Cyclone
227	122. Mercury Marquis
221	123. Mercury Montego
66	124. Mercury Monterey
10	125. Mercury Park Lane
165	126. Mercury not listed or unknown
75	127. MG
5	128. Moto Guzzi
23	129. Oldsmobile Custom Crusier
331	130. Oldsmobile Cutlass
529	131. Oldsmobile Delta
47	132. Oldsmobile Omega
351	133. Oldsmobile 98
74	134. Oldsmobile Toronado
201	135. Oldsmobile not listed or unknown
135	136. Opel
64	137. Peterbuilt
8	138. Peugeot
52	139. Plymouth Barracuda
44	140. Plymouth Belvedere
5	141. Plymouth Cricket
211	142. Plymouth Duster
567	143. Plymouth Fury
11	144. Plymouth GTX
183	145. Plymouth Satellite
18	146. Plymouth Scamp
3	147. Plymouth Trail Duster
114	148. Plymouth Valiant
286	149. Plymouth not listed or unknown
198	150. Pontiac Bonneville
449	151. Pontiac Catalina
227	152. Pontiac Firebird
35	153. Pontiac Grand Am
577	154. Pontiac Grand Prix
70	155. Pontiac Grand Ville
479	156. Pontiac Le Mans
58	157. Pontiac Tempest
116	158. Pontiac Ventura
457	159. Pontiac not listed or unknown
27	160. Porsche
15	161. Renault
0	162. Riverside
0	163. Rolls Royce
0	164. Rover
7	165. Saab
5	166. Silver Eagle
0	167. Simca
66	168. Subaru
2	169. Superior Coach
56	170. Suzuki

FREQ.	Vehicle make
9	171. Toyota Carina
168	172. Toyota Celica
287	173. Toyota Corolla
153	174. Toyota Corona
71	175. Toyota Hi-Lux
8	176. Toyota Land Cruiser
4	177. Toyota MX Mark II
150	178. Toyota not listed or unknown
43	179. Triumph
0	180. Vespa
754	181. Volkswagen (Bug)
28	182. Volkswagen Karmann-Ghia
35	184. Volkswagen not listed or unknown
108	185. Volvo
1	186. Ward
1	187. Ward La France
147	188. White
62	189. Yamaha
3	190. American Motors Jeep J-Series
64	191. American Motors Pacer
27	192. Buick Skyhawk
308	193. Buick Skylark
29	194. Cadillac Seville
531	195. Chevrolet C Series Truck
58	196. Chevrolet Chevette
23	197. Chevrolet Concours
1	198. Chevrolet G Series Van
92	199. Chevrolet Monza
167	200. Chrysler Cordoba
48	201. Dodge Aspen (Custom)
311	202. Ford (Custom 500, Station Wagon)
142	203. Ford Elite
260	204. Ford Granada
1	205. GMC C Series Trucks
0	206. GMC G Series Trucks
0	207. International GVW Trucks
12	208. International Travelall
30	209. Mercury Bobcat
96	210. Mercury Monarch
17	211. Oldsmobile Starfire
29	212. Plymouth Gran Fury
60	213. Plymouth Volare
24	214. Pontiac Astre
22	215. Pontiac Sunbird
123	216. Volkswagen Transporter
404	991. Not applicable
1010	999. Missing data or unknown make

Variable 103 TU Body Style — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. TU body style

FREQ.		
744	00.	Body style shown under TU Type - V104,V105
	Passenger:	
15019	01.	Coach (2 door conventional)
2017	02.	2 Door hardtop
256	03.	2 Door coupe
9848	04.	4 Door sedan
604	05.	4 Door hardtop
2282	06.	Station wagon
180	07.	Convertible
26	08.	Minibus
15	09.	Ambulance
4	10.	Hearse
3	11.	Limouisine
	Truck:	
28	20.	Beverage
73	21.	Bob-tail
120	22.	Dump
6	23.	Fire truck
707	24.	Flatbed
17	25.	Float (lowboy, grain, gondola)
36	26.	Garbage
30	27.	Mixer
36	28.	Motor home or motor camper
1137	29.	Panel (small van)
6006	30.	Pickup
8	31.	Pole (log)
32	32.	Refrigerator
44	33.	Stake
63	34.	Tank
25	35.	Travelall
54	36.	Van (large, furniture, etc)
40	37.	Wrecker
34	38.	Pick-up with camper
228	39.	All others
404	91.	Pedestrian
0	92.	Other Traffic Unit type
3127	99.	Missing data

Variable 104 General TU Type — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. General TU type

FREQ.		
31741	1.	Passenger car
9321	2.	Truck
9	3.	Farm or other equipment
120	4.	Commerical bus
58	5.	School buses

FREQ.	General TU type
539	6. Motorcycle
404	7. Pedestrian
18	8. Other Traffic Unit type
540	9. Missing data

Variable 105 Specific TU Type — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	Specific TU type
31697	01. Passenger car
41	02. Passenger car and trailer
3	03. Passenger car and house trailer
8345	04. Truck
98	05. Truck and trailer
822	06. Truck tractor and semi-trailer
15	07. Truck and house trailer
41	08. Other truck combinations
5	09. Farm tractor or machinery
4	10. Road machinery
120	11. Bus
58	12. School bus
535	13. Motorcycle
4	14. Motor scooter or motorbike
18	15. Other machinery
404	16. Pedestrian
540	99. Missing data

Variable 106 Vehicle Model Year — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	Last 2 digits of the model year
4124	66. 1966 Or earlier model vehicle
1578	67. 1967 Model vehicle
2120	68. 1968 Model vehicle
2516	69. 1969 Model vehicle
2819	70. 1970 Model vehicle
2959	71. 1971 Model vehicle
3914	72. 1972 Model vehicle
4329	73. 1973 Model vehicle
4262	74. 1974 Model vehicle
3605	75. 1975 Model vehicle
4880	76. 1976 Model vehicle
3694	77. 1977 Model vehicle
404	98. Not applicable - pedestrian record
1393	99. Missing data

Variable 107 Vehicle Defect — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	Vehicle defect
42107	0. No defect
314	1. Defective brakes
32	2. Defective steering
34	3. Defective or improper lights
0	4. No windshield wiper
105	5. Defective tires
30	6. Defective trailer equipment
24	7. Defective stop or turn signal
33	8. Wheel came off vehicle
71	9. Other defects or missing data

Variable 108 Vehicle Damage — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	Vehicle damage
1167	01. Front center
6130	02. Front - distributed
3160	03. Front left
3274	04. Front right
269	05. Back - center
3018	06. Back - distributed
1041	07. Back left
1081	08. Back right
1355	09. Left passenger compartment
1546	10. Right passenger compartment
3442	11. Left side - front quarter
3322	12. Right side - front quarter
1985	13. Left side - back quarter
1840	14. Right side - back quarter
914	15. Left side - distributed
1028	16. Right side - distributed
233	17. Left side and top
261	18. Right side and top
566	98. Not applicable - motorcycle, farm tractor, etc.
7118	99. Missing data

Variable 109 Damage Scale — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	Damage scale
902	0. No damage
12986	1. Minor damage
10183	2.
6420	3.
2046	4.
797	5.
433	6.

FREQ.	Damage scale
299	7. Very severe damage
7684	9. Missing data

* *
If the TU is a vehicle, then driver refers to the operator of the vehicle. If the TU is a pedestrian then driver refers to the pedestrian.
* *

Variable 110 Driver Age — M.D. Codes: 99, None — Field Width: 2, Numeric

FREQ.	Driver age as of Jan/1 of crash year.
	These codes were computed on basis of birth & therefore are accurate within one year.
9	00. Less than 1 year old
2	01. One year old
4	02. Two years old
5	03. Three years old
8	04. Four years old
15	05. Five years old
17	06. Six years old
17	07. Seven years old
19	08. Eight years old
14	09. Nine years old
19	10. Ten years old
11	11. Eleven years old
19	12. Twelve years old
33	13. Thirteen years old
49	14. Fourteen years old
138	15. Fifteen years old
854	16. Sixteen years old
1682	17. Seventeen years old
1872	18. Eighteen years old
1973	19. Nineteen years old
1926	20. Twenty years old
1857	21. Twenty-one years old
1651	22. Twenty-two years old
1583	23. Twenty-three years old
1407	24. Twenty-four years old
1381	25. Twenty-five years old
1317	26. Twenty-six years old
1186	27. Twenty-seven years old
1039	28. Twenty-eight years old
1093	29. Twenty-nine years old
991	30. Thirty years old
921	31. Thirty-one years old
758	32. Thirty-two years old
751	33. Thirty-three years old
727	34. Thirty-four years old

FREQ.	Driver age as of Jan/1 of crash year.
645	35. Thirty-five years old
563	36. Thirty-six years old
54[illegible]	37. Thirty-seven years old
490	38. Thirty-eight years old
485	39. Thirty-nine years old
520	40. Forty years old
470	41. Forty-one years old
429	42. Forty-two years old
459	43. Forty-three years old
412	44. Forty-four years old
458	45. Forty-five years old
427	46. Forty-six years old
404	47. Forty-seven years old
369	48. Forty-eight years old
440	49. Forty-nine years old
377	50. Fifty years old
366	51. Fifty-one years old
393	52. Fifty-two years old
398	53. Fifty-three years old
348	54. Fifty-four years old
360	55. Fifty-five years old
364	56. Fifty-six years old
322	57. Fifty-seven years old
313	58. Fifty-eight years old
263	59. Fifty-nine years old
26[illegible]	60. Sixty years old
249	61. Sixty-one years old
217	62. Sixty-two years old
268	63. Sixty-three years old
231	64. Sixty-four years old
22[illegible]	65. Sixty-five years old
199	66. Sixty-six years old
198	67. Sixty-seven years old
170	68. Sixty-eight years old
157	69. Sixty-nine years old
180	70. Seventy years old
136	71. Seventy-one years old
154	72. Seventy-two years old
149	73. Seventy-three years old
125	74. Seventy-four years old
116	75. Seventy-five years old
98	76. Seventy-six years old
115	77. Seventy-seven years old
61	78. Seventy-eight years old
94	79. Seventy-nine years old
60	80. Eighty years old
53	81. Eighty-one years old
39	82. Eighty-two years old
27	83. Eighty-three years old
19	84. Eighty-four years old
24	85. Eighty-five years old
19	86. Eighty-six years old
8	87. Eighty-seven years old
6	88. Eighty-eight years old
9	89. Eighty-nine years old

FREQ.	Driver age as of Jan/1 of crash year.
5	90. Ninety years old
1	91. Ninety-one years old
2	92. Ninety-two years old
2	93. Ninety-three years old
1	95. Ninety-five years old
3121	99. Missing data

Variable 111 Driver Age 5 Yr. Grps. M.D.Codes: 99, 20
Field Width: 2, Numeric

FREQ.	Driver age in 5 year groups
19	00. 00 - 04 Years old
82	01. 05 - 09 Years old
131	02. 10 - 14 Years old
6519	03. 15 - 19 Years old
8424	04. 20 - 24 Years old
6016	05. 25 - 29 Years old
4148	06. 30 - 34 Years old
2724	07. 35 - 39 Years old
2290	08. 40 - 44 Years old
2098	09. 45 - 49 Years old
1882	10. 50 - 54 Years old
1622	11. 55 - 59 Years old
1226	12. 60 - 64 Years old
945	13. 65 - 69 Years old
744	14. 70 - 74 Years old
484	15. 75 - 79 Years old
198	16. 80 - 84 Years old
66	17. 85 - 89 Years old
10	18. 90 - 94 Years old
1	19. 95 And older
3121	99. Missing data

Variable 112 Driver Age NSC Grps. M.D.Codes: 99, 12
Field Width: 2, Numeric

FREQ.	Driver Age NSC Grps.
	Represents driver age as used in the standard classifications of the National Safety Council
19	01. 00 - 04 years old
82	02. 05 - 09 years old
131	03. 10 - 14 years old
6519	04. 15 - 19 years old
8424	05. 20 - 24 Years old
10164	06. 25 - 34 Years old
5014	07. 35 - 44 Years old
3980	08. 45 - 54 Years old
2848	09. 55 - 64 Years old
1689	10. 65 - 74 Years old
759	11. 75 Years old and older

FREQ. Driver Age NSC Grps.

3124 99. Missing data

Variable 113 Driver Sex — M.D.Codes: 9, 3
Field Width: 1, Numeric

FREQ. Driver sex

26989 1. Male
13355 2. Female
2406 9. Missing data

Variable 114 Driver Residence — M.D.Codes: 9, 3
Field Width: 1, Numeric

FREQ. Driver residence

38607 1. Texas resident
2131 2. Non-Texas resident
2012 9. Missing data

Variable 115 Driver License Status — M.D.Codes: 9, 3
Field Width: 1, Numeric

FREQ. Driver license status

37689 1. Licensed driver
1907 2. Unlicensed driver
3154 9. Missing data

Variable 116 Military Driver — M.D.Codes: 9, 3
Field Width: 1, Numeric

FREQ. Military driver

540 1. Military
37512 2. Civilian
4698 9. Missing data

* *
Variables 117-119 have special coding for pedestrian Traffic Unit records. For these records, variable 117 is the pedestrian's action just prior to the crash; variable 118 states whether the pedestrian had been drinking; and, variable 119 states whether the pedestrian committed a violation (jay-walking, etc.).
* *

Variable 117 Driver Violation #1 M.D.Codes: 99, None
Field Width: 2, Numeric

FREQ.	Driver violation # 1
27519	00. No factor in this variable applies
1074	01. Speeding over limit
5022	02. Speeding during unsafe conditions
5473	03. Failed to yield right of way
606	04. Disregard stop sign or light
1186	05. Disregard stop and go signal
18	06. Disregard flashing yellow signal
303	07. Improper turn, wide right
116	08. Improper turn, cut corner on left
656	09. Improper turn, wrong lane
598	10. Wrong side, not passing
44	11. Wrong way on one way road
135	99. Missing data

The above codes are for violations committed by drivers of motor vehicles.

If the case Traffic Unit is a pedestrian, this variable describes the pedestrian's action, and the codes have the following meanings:

01. Crossing road at intersection or crosswalk
02. Crossing road not at intersection or crosswalk
03. Getting on or off vehicle
04. Walking in roadway - with traffic
05. Walking in roadway - against traffic
06. Standing in roadway
07. Pushing or working on vehicle
08. Other working in roadway
09. Playing in roadway
10. Not in roadway
99. Missing data

Variable 118 Driver Violation #2 M.D.Codes: 99, None
Field Width: 2, Numeric

FREQ.	Driver violation #2
34729	00. No factor in this column applies
2075	01. Following too closely
376	02. Overtake & pass,insufficient clearance
19	03. Passing in no passing zone
430	04. Other illegal passing
135	05. No signal or wrong signal of intent
906	06. Improper start from parked position
38	07. Fail to yield right of way to pedestrian
128	08. Improper parking
1411	09. Under influence of alcohol
74	10. Under influence of drugs
2339	11. Other factor
90	99. Missing data

The above codes are for violations committed by drivers

FREQ. Driver violation #2

of motor vehicles.

If the case Traffic Unit is a pedestrian, the codes Have the following meanings:
1. Pedestrian drinking
2. Pedestrian not drinking
3. Unknown if pedestrian drinking
9. Missing data

Variable 119 Driver Impairment — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. Driver impairment

42075	0. No defects
302	1. Eyesight defective
111	2. Hearing defective
1	3. Limbs missing
7	4. Other physical impairment
52	5. Ill
190	6. Fatigued or asleep
2	7. Mentally abnormal
2	8. Other handicap
8	9. Missing data

The above codes are for impairment of drivers of motor vehicles.

If the case Traffic Unit is a pedestrian, the codes have the following meanings:
1. Pedestrian committed a violation
2. Pedestrian did not commit a violation
3. Unknown if pedestrian committed a violation
9. Missing data

Variable 120 Driver Reported — M.D.Codes: 9, 3; Field Width: 1, Numeric

FREQ. Driver reported

22221	1. Reported
20125	2. No report
404	9. Missing data

Variable 121 Total Killed in Vehicle — M.D.Codes: None, None; Field Width: 1, Numeric

FREQ. Total number of persons killed in Traffic Unit

42590	0. No persons killed in Traffic Unit
146	1. One person killed in Traffic Unit
11	2. Two person killed in Traffic Unit
3	3. Three persons killed in Traffic Unit

FREQ. Total number of persons killed in Traffic Unit

[illegible]	4. Four persons killed in Traffic Unit
[illegible]	5. Five persons killed in Traffic Unit
0	6. Six persons killed in Traffic Unit
0	7. Seven persons killed in Traffic Unit
0	8. Eight persons killed in Traffic Unit
0	9. Nine or more persons killed in Traffic Unit

Variable 122 Total A Injuries in TU — M.D.Codes: None, None — Field Width: 1, Numeric

FREQ. Number of incapacitating injuries

41908	0. No A injuries
751	1. One A injury
77	2. Two A injuries
10	3. Three A injuries
3	4. Four A injuries
1	5. Five A injuries
[illegible]	6. Six A injuries
[illegible]	7. Seven A injuries
[illegible]	8. Eight A injuries
0	9. Nine or more A injuries

Variable 123 Total B Injuries in TU — M.D.Codes: None, None — Field Width: 1, Numeric

FREQ. Number of non-incapacitating injuries

39908	0. No B injuries
2418	1. One B injury
351	2. Two B injuries
56	3. Three B injuries
10	4. Four B injuries
4	5. Five B injuries
3	6. Six B injuries
0	7. Seven B injuries
0	8. Eight B injuries
[illegible]	9. Nine or more B injuries

Variable 124 Total C Injuries in TU — M.D.Codes: None, None — Field Width: 1, Numeric

FREQ. Number of minor injuries

39901	0. No C injuries
2455	1. One C injury
299	2. Two C injuries
64	3. Three C injuries
21	4. Four C injuries
6	5. Five C injuries
2	6. Six C injuries
1	7. Seven C injuries

FREQ. Number of minor injuries

	8. Eight C injuries
0	9. Nine or more C injuries

Variable 125 Total Injured in TU — M.D.Codes: None, None — Field Width: 1, Numeric

FREQ. The total of all persons injured (A+B+C) but not killed

36673	0. No injured
4897	1. One injured
888	2. Two injured
194	3. Three injured
63	4. Four injured
20	5. Five injured
11	6. Six injured
2	7. Seven injured
1	8. Eight injured
1	9. Nine or more injured

Variable 126 Total Casualties in TU — M.D.Codes: None, None — Field Width: 1, Numeric

FREQ. Total number of persons killed or injured

36559	0. No casualties
4966	1. One casualty
920	2. Two casualties
202	3. Three casualties
68	4. Four casualties
20	5. Five casualties
11	6. Six casualties
2	7. Seven casualties
1	8. Eight casualties
1	9. Nine or more casualties

Variable 127 Total Uninjured in TU — M.D.Codes: None, None — Field Width: 1, Numeric

FREQ. Total known uninjured persons

4818	0. No known uninjured persons
37591	1. One known uninjured persons
204	2. Two known uninjured persons
82	3. Three known uninjured persons
35	4. Four known uninjured persons
7	5. Five known uninjured persons
8	6. Six known uninjured persons
2	7. Seven known uninjured persons
2	8. Eight known uninjured persons
1	9. Nine or more known uninjured persons

Variable 128 Total Persons in TU — M.D.Codes: 9, 7 — Field Width: 1, Numeric

FREQ. The total # of persons for whom information is available

When six persons are placed in the Traffic Unit, there may have been others who were not recorded.

0	0. No persons placed in TU
40396	1. One person placed in TU
1620	2. Two persons placed in TU
420	3. Three persons placed in TU
182	4. Four persons placed in TU
75	5. Five persons placed in TU
32	6. Six persons placed in TU (maximum possible)
5	9. Missing data

Variable 129 Most Serious Inj. in TU — M.D.Codes: 9, 6 — Field Width: 1, Numeric

FREQ. The most serious injury sustained by a TU occupant

160	1. Fatal
816	2. "A" (NSC definition) injury
2687	3. "B" (NSC definition) injury
2528	4. "C" (NSC definition) injury
36559	5. No injuries
0	9. Missing data

* *

Information on casualties and occupants of the Traffic Unit

All persons coded by the Texas Department of Public Safety are assigned to the TU in which they were passengers or drivers. There are a maximum of six persons per vehicle. Occupants for whom a seated position is known, are assigned to the following:

Injured #1 - driver
Injured #2 - center front passenger
Injured #3 - right front passenger
Injured #4 - left rear passenger
Injured #5 - center rear passenger
Injured #6 - right rear passenger

Occupants for whom the seated position is unknown, are assigned to empty seats.

A pedestrian or other person not in a motor vehicle is assigned to injured #1.

A motorcycle, motorscooter, etc. operator is assigned to injured #1; a passenger is assigned to injured #4.

Each occupant of a motor vehicle is recorded when there is an injury or death in the vehicle or when the damage scale is 5 or more. Otherwise, all the variables in this section are coded 'missing data'.

Variables 186-213 are coded for each occupant of a passenger car, truck, or bus when such occupant was killed as a result of the crash. If death occurred more than 4 hours after the crash, these variables are coded 'not applicable'. Otherwise 'missing data' is coded.

Variables 200-213 are coded for each operator or passenger of a motorcycle or motorscooter or for a pedestrian when such operator, passenger, or pedestrian was killed or injured as a result of the crash. Otherwise, 'missing data' is coded.

* *

Variable 130 Injured #1 Severity — M.D.Codes: 9, 6 — Field Width: 1, Numeric

FREQ.	Injured #1 severity
132	1. Fatal
684	2. "A" (NSC definition) injury
2205	3. "B" (NSC definition) injury
2089	4. "C" (NSC definition) injury
37640	5. Present but not injured

FREQ.	Injured #1 severity
0	9. Not present in this location

Variable 131 Injured #2 Severity — M.D.Codes: 9, 6 — Field Width: 1, Numeric

FREQ.	Injured #2 severity
0	1. Fatal
37	2. "A" (NSC definition) injury
140	3. "B" (NSC definition) injury
190	4. "C" (NSC definition) injury
116	5. Present but not injured
42267	9. Not present in this location

Variable 132 Injured #3 Severity — M.D.Codes: 9, 6 — Field Width: 1, Numeric

FREQ.	Injured #3 severity
32	1. Fatal
146	2. "A" (NSC definition) injury
735	3. "B" (NSC definition) injury
776	4. "C" (NSC definition) injury
343	5. Present but not injured
40718	9. Not present in this location

Variable 133 Injured #4 Severity — M.D.Codes: 9, 6 — Field Width: 1, Numeric

FREQ.	Injured #4 severity
4	1. Fatal
51	2. "A" (NSC definition) injury
133	3. "B" (NSC definition) injury
125	4. "C" (NSC definition) injury
147	5. Present but not injured
42290	9. Not present in this location

Variable 134 Injured #5 Severity — M.D.Codes: 9, 6 — Field Width: 1, Numeric

FREQ.	Injured #5 severity
4	1. Fatal
10	2. "A" (NSC definition) injury
57	3. "B" (NSC definition) injury
64	4. "C" (NSC definition) injury
101	5. Present but not injured
42514	9. Not present in this location

Variable 135 Injured #6 Severity — M.D.Codes: 9, 6 — Field Width: 1, Numeric

FREQ. Injured #6 severity

FREQ.	
5	1. Fatal
23	2. "A" (NSC definition) injury
9?	3. "B" (NSC definition) injury
134	4. "C" (NSC definition) injury
128	5. Present but not injured
42372	9. Not present in this location

Variable 136 All Injured Severity — M.D.Codes: 9, 6 — Field Width: 1, Numeric — Responses: 6

FREQ. All injured severity (multiple response)

FREQ.	
177	1. Fatal
951	2. "A" (NSC definition) injury
3260	3. "B" (NSC definition) injury
3378	4. "C" (NSC definition) injury
38475	5. Present but not injured
210159	9. Not present in this location

Variable 137 Injured #1 Age — M.D.Codes: 99, None — Field Width: 2, Numeric

FREQ. Injured #1 age

FREQ.	
0	00. Less than 1 year old
2	01. One year old
4	02. Two years old
5	03. Three years old
8	04. Four years old
15	05. Five years old
17	06. Six years old
17	07. Seven years old
19	08. Eight years old
14	09. Nine years old
19	10. Ten years old
11	11. Eleven years old
19	12. Twelve years old
33	13. Thirteen years old
49	14. Fourteen years old
138	15. Fifteen years old
854	16. Sixteen years old
1682	17. Seventeen years old
1872	18. Eighteen years old
1973	19. Nineteen years old
1926	20. Twenty years old
1857	21. Twenty-one years old
1651	22. Twenty-two years old
1583	23. Twenty-three years old

FREQ.	Injured #1 age
1407	24. Twenty-four years old
1381	25. Twenty-five years old
1317	26. Twenty-six years old
1186	27. Twenty-seven years old
1039	28. Twenty-eight years old
1093	29. Twenty-nine years old
997	30. Thirty years old
921	31. Thirty-one years old
758	32. Thirty-two years old
751	33. Thirty-three years old
727	34. Thirty-four years old
645	35. Thirty-five years old
563	36. Thirty-six years old
541	37. Thirty-seven years old
490	38. Thirty-eight years old
485	39. Thirty-nine years old
520	40. Forty years old
470	41. Forty-one years old
429	42. Forty-two years old
459	43. Forty-three years old
412	44. Forty-four years old
458	45. Forty-five years old
427	46. Forty-six years old
404	47. Forty-seven years old
369	48. Forty-eight years old
440	49. Forty-nine years old
377	50. Fifty years old
366	51. Fifty-one years old
393	52. Fifty-two years old
398	53. Fifty-three years old
348	54. Fifty-four years old
360	55. Fifty-five years old
364	56. Fifty-six years old
322	57. Fifty-seven years old
313	58. Fifty-eight years old
263	59. Fifty-nine years old
261	60. Sixty years old
249	61. Sixty-one years old
217	62. Sixty-two years old
268	63. Sixty-three years old
231	64. Sixty-four years old
221	65. Sixty-five years old
199	66. Sixty-six years old
198	67. Sixty-seven years old
170	68. Sixty-eight years old
157	69. Sixty-nine years old
180	70. Seventy years old
136	71. Seventy-one years old
154	72. Seventy-two years old
149	73. Seventy-three years old
125	74. Seventy-four years old
116	75. Seventy-five years old
98	76. Seventy-six years old
115	77. Seventy-seven years old
61	78. Seventy-eight years old

FREQ. Injured #1 age

FREQ.	Injured #1 age
94	79. Seventy-nine years old
6?	80. Eighty years old
53	81. Eighty-one years old
39	82. Eighty-two years old
27	83. Eighty-three years old
19	84. Eighty-four years old
24	85. Eighty-five years old
19	86. Eighty-six years old
8	87. Eighty-seven years old
6	88. Eighty-eight years old
9	89. Eighty-nine years old
5	90. Ninety years old
1	91. Ninety-one years old
2	92. Ninety-two years old
2	93. Ninety-three years old
1	95. Ninety-five years old
3121	99. Missing data

Variable 138 Injured #2 Age — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. Injured #2 age

FREQ.	Injured #2 age
23	00. Less than 1 year old
32	01. One year old
45	02. Two years old
24	03. Three years old
11	04. Four years old
21	05. Five years old
16	06. Six years old
13	07. Seven years old
13	08. Eight years old
8	09. Nine years old
10	10. Ten years old
7	11. Eleven years old
6	12. Twelve years old
5	13. Thirteen years old
9	14. Fourteen years old
14	15. Fifteen years old
21	16. Sixteen years old
20	17. Seventeen years old
24	18. Eighteen years old
19	19. Nineteen years old
8	20. Twenty years old
15	21. Twenty-one years old
9	22. Twenty-two years old
8	23. Twenty-three years old
6	24. Twenty-four years old
6	25. Twenty-five years old
3	26. Twenty-six years old
1	27. Twenty-seven years old
5	28. Twenty-eight years old
5	29. Twenty-nine years old
5	30. Thirty years old

FREQ.	Injured #2 age
1	31. Thirty-one years old
2	32. Thirty-two years old
1	34. Thirty-four years old
1	35. Thirty-five years old
3	36. Thirty-six years old
2	38. Thirty-eight years old
2	39. Thirty-nine years old
1	40. Forty years old
5	42. Forty-two years old
2	43. Forty-three years old
5	44. Forty-four years old
2	46. Forty-six years old
2	47. Forty-seven years old
2	48. Forty-eight years old
3	49. Forty-nine years old
1	50. Fifty years old
3	52. Fifty-two years old
3	53. Fifty-three years old
1	55. Fifty-five years old
4	56. Fifty-six years old
2	57. Fifty-seven years old
2	58. Fifty-eight years old
1	60. Sixty years old
2	63. Sixty-three years old
1	64. Sixty-four years old
1	65. Sixty-five years old
2	68. Sixty-eight years old
1	70. Seventy years old
2	73. Seventy-three years old
1	83. Eighty-three years old
1	87. Eighty-seven years old
42279	99. Missing data

Variable 139 Injured #3 Age — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	Injured #3 age
17	00. Less than 1 year old
11	01. One year old
21	02. Two years old
19	03. Three years old
18	04. Four years old
20	05. Five years old
20	06. Six years old
17	07. Seven years old
16	08. Eight years old
18	09. Nine years old
23	10. Ten years old
15	11. Eleven years old
21	12. Twelve years old
29	13. Thirteen years old
42	14. Fourteen years old
70	15. Fifteen years old

FREQ.	Injured #3 age
85	16. Sixteen years old
93	17. Seventeen years old
152	18. Eighteen years old
106	19. Nineteen years old
84	20. Twenty years old
69	21. Twenty-one years old
86	22. Twenty-two years old
64	23. Twenty-three years old
54	24. Twenty-four years old
41	25. Twenty-five years old
47	26. Twenty-six years old
49	27. Twenty-seven years old
34	28. Twenty-eight years old
14	29. Twenty-nine years old
27	30. Thirty years old
16	31. Thirty-one years old
18	32. Thirty-two years old
15	33. Thirty-three years old
15	34. Thirty-four years old
24	35. Thirty-five years old
14	36. Thirty-six years old
10	37. Thirty-seven years old
17	38. Thirty-eight years old
19	39. Thirty-nine years old
19	40. Forty years old
23	41. Forty-one years old
14	42. Forty-two years old
16	43. Forty-three years old
10	44. Forty-four years old
15	45. Forty-five years old
15	46. Forty-six years old
11	47. Forty-seven years old
15	48. Forty-eight years old
14	49. Forty-nine years old
12	50. Fifty years old
17	51. Fifty-one years old
12	52. Fifty-two years old
8	53. Fifty-three years old
6	54. Fifty-four years old
15	55. Fifty-five years old
13	56. Fifty-six years old
11	57. Fifty-seven years old
7	58. Fifty-eight years old
9	59. Fifty-nine years old
14	60. Sixty years old
6	61. Sixty-one years old
6	62. Sixty-two years old
5	63. Sixty-three years old
9	64. Sixty-four years old
11	65. Sixty-five years old
6	66. Sixty-six years old
9	67. Sixty-seven years old
6	68. Sixty-eight years old
8	69. Sixty-nine years old
8	70. Seventy years old

FREQ.	Injured #3 age
7	71. Seventy-one years old
8	72. Seventy-two years old
6	73. Seventy-three years old
4	74. Seventy-four years old
10	75. Seventy-five years old
9	76. Seventy-six years old
7	77. Seventy-seven years old
5	78. Seventy-eight years old
4	79. Seventy-nine years old
5	80. Eighty years old
3	81. Eighty-one years old
3	82. Eighty-two years old
1	83. Eighty-three years old
1	84. Eighty-four years old
1	85. Eighty-five years old
2	86. Eighty-six years old
1	87. Eighty-seven years old
1	88. Eighty-eight years old
4	90. Ninety years old
40791	99. Missing data

Variable 140 Injured #4 Age — M.D.Codes: 99, None — Field Width: 2, Numeric

FREQ.	Injured #4 age
5	00. Less than 1 year old
6	01. One year old
13	02. Two years old
12	03. Three years old
14	04. Four years old
17	05. Five years old
16	06. Six years old
15	07. Seven years old
16	08. Eight years old
15	09. Nine years old
8	10. Ten years old
15	11. Eleven years old
7	12. Twelve years old
7	13. Thirteen years old
13	14. Fourteen years old
24	15. Fifteen years old
27	16. Sixteen years old
19	17. Seventeen years old
23	18. Eighteen years old
12	19. Nineteen years old
19	20. Twenty years old
9	21. Twenty-one years old
11	22. Twenty-two years old
10	23. Twenty-three years old
7	24. Twenty-four years old
7	25. Twenty-five years old
5	26. Twenty-six years old
9	27. Twenty-seven years old

FREQ.	Injured #4 age
3	28. Twenty-eight years old
9	29. Twenty-nine years old
2	30. Thirty years old
1	31. Thirty-one years old
2	32. Thirty-two years old
5	33. Thirty-three years old
3	34. Thirty-four years old
1	35. Thirty-five years old
1	36. Thirty-six years old
3	37. Thirty-seven years old
1	38. Thirty-eight years old
1	39. Thirty-nine years old
1	40. Forty years old
2	41. Forty-one years old
2	42. Forty-two years old
1	43. Forty-three years old
2	45. Forty-five years old
5	46. Forty-six years old
1	47. Forty-seven years old
1	48. Forty-eight years old
3	49. Forty-nine years old
2	50. Fifty years old
2	52. Fifty-two years old
1	57. Fifty-seven years old
1	59. Fifty-nine years old
1	61. Sixty-one years old
3	62. Sixty-two years old
2	63. Sixty-three years old
1	64. Sixty-four years old
4	66. Sixty-six years old
2	68. Sixty-eight years old
2	69. Sixty-nine years old
1	70. Seventy years old
1	75. Seventy-five years old
2	76. Seventy-six years old
2	82. Eighty-two years old
1	84. Eighty-four years old
1	86. Eighty-six years old
42310	99. Missing data

Variable 141 Injured #5 Age — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	Injured #5 age
2	00. Less than 1 year old
9	01. One year old
23	02. Two years old
12	03. Three years old
17	04. Four years old
9	05. Five years old
14	06. Six years old
5	07. Seven years old
5	08. Eight years old

FREQ.	Injured #5 age
6	09. Nine years old
10	10. Ten years old
1	11. Eleven years old
4	12. Twelve years old
17	13. Thirteen years old
13	14. Fourteen years old
8	15. Fifteen years old
10	16. Sixteen years old
9	17. Seventeen years old
8	18. Eighteen years old
5	19. Nineteen years old
2	20. Twenty years old
8	21. Twenty-one years old
2	22. Twenty-two years old
3	23. Twenty-three years old
1	25. Twenty-five years old
2	26. Twenty-six years old
1	27. Twenty-seven years old
1	30. Thirty years old
2	31. Thirty-one years old
3	32. Thirty-two years old
2	33. Thirty-three years old
1	34. Thirty-four years old
1	35. Thirty-five years old
1	36. Thirty-six years old
1	37. Thirty-seven years old
2	45. Forty-five years old
1	49. Forty-nine years old
1	51. Fifty-one years old
1	52. Fifty-two years old
1	53. Fifty-three years old
1	62. Sixty-two years old
1	68. Sixty-eight years old
1	70. Seventy years old
1	72. Seventy-two years old
1	74. Seventy-four years old
2	79. Seventy-nine years old
1	90. Ninety years old
42518	99. Missing data

Variable 142 Injured #6 Age — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	Injured #6 age
8	00. Less than 1 year old
6	01. One year old
8	02. Two years old
9	03. Three years old
22	04. Four years old
10	05. Five years old
6	06. Six years old
4	07. Seven years old
13	08. Eight years old

FREQ.	Injured #6 age
17	09. Nine years old
11	10. Ten years old
7	11. Eleven years old
11	12. Twelve years old
12	13. Thirteen years old
14	14. Fourteen years old
20	15. Fifteen years old
19	16. Sixteen years old
14	17. Seventeen years old
15	18. Eighteen years old
12	19. Nineteen years old
8	20. Twenty years old
8	21. Twenty-one years old
13	22. Twenty-two years old
6	23. Twenty-three years old
5	24. Twenty-four years old
3	25. Twenty-five years old
4	26. Twenty-six years old
4	27. Twenty-seven years old
2	28. Twenty-eight years old
3	29. Twenty-nine years old
2	30. Thirty years old
2	31. Thirty-one years old
2	32. Thirty-two years old
2	33. Thirty-three years old
2	34. Thirty-four years old
2	35. Thirty-five years old
3	36. Thirty-six years old
3	37. Thirty-seven years old
2	38. Thirty-eight years old
3	39. Thirty-nine years old
1	40. Forty years old
1	42. Forty-two years old
3	43. Forty-three years old
3	45. Forty-five years old
2	46. Forty-six years old
2	47. Forty-seven years old
1	48. Forty-eight years old
1	49. Forty-nine years old
1	51. Fifty-one years old
1	52. Fifty-two years old
1	53. Fifty-three years old
2	54. Fifty-four years old
1	55. Fifty-five years old
2	56. Fifty-six years old
1	57. Fifty-seven years old
2	62. Sixty-two years old
1	63. Sixty-three years old
3	64. Sixty-four years old
2	65. Sixty-five years old
2	66. Sixty-six years old
1	68. Sixty-eight years old
2	69. Sixty-nine years old
1	70. Seventy years old
3	71. Seventy-one years old

FREQ. Injured #6 age

FREQ.		
1	72.	Seventy-two years old
1	76.	Seventy-six years old
1	79.	Seventy-nine years old
1	81.	Eighty-one years old
1	82.	Eighty-two years old
1	83.	Eighty-three years old
1	84.	Eighty-four years old
2	85.	Eighty-five years old
1	87.	Eighty-seven years old
42383	99.	Missing data

Variable 143 All Injured Age — M.D.Codes: 99, None; Field Width: 2, Numeric; Responses: 6

FREQ. Ages of all six injured (multiple response)

FREQ.		
55	00.	Less than 1 year old
66	01.	One year old
114	02.	Two years old
81	03.	Three years old
90	04.	Four years old
92	05.	Five years old
89	06.	Six years old
71	07.	Seven years old
79	08.	Eight years old
78	09.	Nine years old
80	10.	Ten years old
56	11.	Eleven years old
68	12.	Twelve years old
103	13.	Thirteen years old
140	14.	Fourteen years old
274	15.	Fifteen years old
1016	16.	Sixteen years old
1837	17.	Seventeen years old
2094	18.	Eighteen years old
2127	19.	Nineteen years old
2047	20.	Twenty years old
1966	21.	Twenty-one years old
1772	22.	Twenty-two years old
1674	23.	Twenty-three years old
1479	24.	Twenty-four years old
1439	25.	Twenty-five years old
1378	26.	Twenty-six years old
1250	27.	Twenty-seven years old
1083	28.	Twenty-eight years old
1124	29.	Twenty-nine years old
1028	30.	Thirty years old
943	31.	Thirty-one years old
785	32.	Thirty-two years old
775	33.	Thirty-three years old
749	34.	Thirty-four years old
674	35.	Thirty-five years old
585	36.	Thirty-six years old

FREQ.	Ages of all six injured (multiple response)
558	37. Thirty-seven years old
512	38. Thirty-eight years old
510	39. Thirty-nine years old
542	40. Forty years old
492	41. Forty-one years old
451	42. Forty-two years old
481	43. Forty-three years old
427	44. Forty-four years old
480	45. Forty-five years old
451	46. Forty-six years old
420	47. Forty-seven years old
388	48. Forty-eight years old
462	49. Forty-nine years old
392	50. Fifty years old
385	51. Fifty-one years old
412	52. Fifty-two years old
411	53. Fifty-three years old
356	54. Fifty-four years old
377	55. Fifty-five years old
383	56. Fifty-six years old
337	57. Fifty-seven years old
322	58. Fifty-eight years old
273	59. Fifty-nine years old
276	60. Sixty years old
256	61. Sixty-one years old
230	62. Sixty-two years old
278	63. Sixty-three years old
245	64. Sixty-four years old
235	65. Sixty-five years old
211	66. Sixty-six years old
207	67. Sixty-seven years old
182	68. Sixty-eight years old
169	69. Sixty-nine years old
192	70. Seventy years old
146	71. Seventy-one years old
164	72. Seventy-two years old
157	73. Seventy-three years old
130	74. Seventy-four years old
127	75. Seventy-five years old
110	76. Seventy-six years old
122	77. Seventy-seven years old
66	78. Seventy-eight years old
101	79. Seventy-nine years old
65	80. Eighty years old
57	81. Eighty-one years old
45	82. Eighty-two years old
30	83. Eighty-three years old
22	84. Eighty-four years old
27	85. Eighty-five years old
22	86. Eighty-six years old
11	87. Eighty-seven years old
7	88. Eighty-eight years old
9	89. Eighty-nine years old
10	90. Ninety years old
1	91. Ninety-one years old

FREQ.	Ages of all six injured (multiple response)
2	92. Ninety-two years old
2	93. Ninety-three years old
1	95. Ninety-five years old
213402	99. Missing data

Variable 144 Injured #1 Age 5 Yr. Grp — M.D.Codes: 99, 20 — Field Width: 2, Numeric

FREQ.	Injured #1 age 5 year groups
19	00. 00 - 04 Years
82	01. 05 - 09 Years
131	02. 10 - 14 Years
6519	03. 15 - 19 Years
8424	04. 20 - 24 Years
6016	05. 25 - 29 Years
4148	06. 30 - 34 Years
2724	07. 35 - 39 Years
2290	08. 40 - 44 Years
2098	09. 45 - 49 Years
1882	10. 50 - 54 Years
1622	11. 55 - 59 Years
1226	12. 60 - 64 Years
945	13. 65 - 69 Years
744	14. 70 - 74 Years
484	15. 75 - 79 Years
198	16. 80 - 84 Years
66	17. 85 - 89 Years
10	18. 90 - 94 Years
1	19. 95 Years and older
3121	99. Missing data or not present

Variable 145 Injured #2 Age 5 Yr. Grp — M.D.Codes: 99, 20 — Field Width: 2, Numeric

FREQ.	Injured #2 age 5 year groups
135	00. 00 - 04 Years
68	01. 05 - 09 Years
37	02. 10 - 14 Years
98	03. 15 - 19 Years
46	04. 20 - 24 Years
20	05. 25 - 29 Years
9	06. 30 - 34 Years
8	07. 35 - 39 Years
13	08. 40 - 44 Years
9	09. 45 - 49 Years
7	10. 50 - 54 Years
9	11. 55 - 59 Years
4	12. 60 - 64 Years
3	13. 65 - 69 Years
3	14. 70 - 74 Years
0	15. 75 - 79 Years

FREQ.	Injured #2 age 5 year groups
1	16. 80 - 84 Years
1	17. 85 - 89 Years
0	18. 90 - 94 Years
0	19. 95 Years and older
42279	99. Missing data or not present

Variable 146 Injured #3 Age 5 Yr. Grp M.D.Codes: 99, 20
Field Width: 2, Numeric

FREQ.	Injured #3 age 5 year groups
86	00. 00 - 04 Years
91	01. 05 - 09 Years
130	02. 10 - 14 Years
506	03. 15 - 19 Years
357	04. 20 - 24 Years
185	05. 25 - 29 Years
91	06. 30 - 34 Years
84	07. 35 - 39 Years
79	08. 40 - 44 Years
70	09. 45 - 49 Years
55	10. 50 - 54 Years
55	11. 55 - 59 Years
40	12. 60 - 64 Years
40	13. 65 - 69 Years
33	14. 70 - 74 Years
25	15. 75 - 79 Years
13	16. 80 - 84 Years
5	17. 85 - 89 Years
4	18. 90 - 94 Years
0	19. 95 Years and older
40791	99. Missing data or not present

Variable 147 Injured #4 Age 5 Yr. Grp M.D.Codes: 99, 20
Field Width: 2, Numeric

FREQ.	Injured #4 age 5 year groups
50	00. 00 - 04 Years
79	01. 05 - 09 Years
53	02. 10 - 14 Years
105	03. 15 - 19 Years
56	04. 20 - 24 Years
33	05. 25 - 29 Years
13	06. 30 - 34 Years
7	07. 35 - 39 Years
6	08. 40 - 44 Years
12	09. 45 - 49 Years
4	10. 50 - 54 Years
2	11. 55 - 59 Years
7	12. 60 - 64 Years
8	13. 65 - 69 Years
1	14. 70 - 74 Years

FREQ.	Injured #4 age 5 year groups
3	15. 75 - 79 Years
3	16. 80 - 84 Years
1	17. 85 - 89 Years
0	18. 90 - 94 Years
0	19. 95 Years and older
42313	99. Missing data or not present

Variable 148 Injured #5 Age 5 Yr. Grp — M.D.Codes: 99, 20 — Field Width: 2, Numeric

FREQ.	Injured #5 age 5 year groups
63	00. 00 - 04 Years
39	01. 05 - 09 Years
45	02. 10 - 14 Years
40	03. 15 - 19 Years
15	04. 20 - 24 Years
4	05. 25 - 29 Years
9	06. 30 - 34 Years
3	07. 35 - 39 Years
0	08. 40 - 44 Years
3	09. 45 - 49 Years
3	10. 50 - 54 Years
0	11. 55 - 59 Years
1	12. 60 - 64 Years
1	13. 65 - 69 Years
3	14. 70 - 74 Years
2	15. 75 - 79 Years
0	16. 80 - 84 Years
0	17. 85 - 89 Years
1	18. 90 - 94 Years
0	19. 95 Years and older
42518	99. Missing data or not present

Variable 149 Injured #6 Age 5 Yr. Grp — M.D.Codes: 99, 20 — Field Width: 2, Numeric

FREQ.	Injured #6 age 5 year groups
53	00. 00 - 04 Years
50	01. 05 - 09 Years
54	02. 10 - 14 Years
80	03. 15 - 19 Years
40	04. 20 - 24 Years
16	05. 25 - 29 Years
10	06. 30 - 34 Years
13	07. 35 - 39 Years
5	08. 40 - 44 Years
9	09. 45 - 49 Years
5	10. 50 - 54 Years
4	11. 55 - 59 Years
7	12. 60 - 64 Years
7	13. 65 - 69 Years

FREQ. Injured #6 age 5 year groups

5	14. 70 - 74 Years
2	15. 75 - 79 Years
4	16. 80 - 84 Years
[illegible]	17. 85 - 89 Years
0	18. 90 - 94 Years
[illegible]	19. 95 Years and older
42383	99. Missing data or not present

Variable 150 All Injured Age 5 Yr Grp — M.D.Codes: 99, 20 — Field Width: 2, Numeric — Responses: 6

FREQ. All injured age 5 year groups (multiple response)

406	00. 00 - 04 Years
409	01. 05 - 09 Years
447	02. 10 - 14 Years
7348	03. 15 - 19 Years
8938	04. 20 - 24 Years
6274	05. 25 - 29 Years
4280	06. 30 - 34 Years
2839	07. 35 - 39 Years
2393	08. 40 - 44 Years
2201	09. 45 - 49 Years
1956	10. 50 - 54 Years
1692	11. 55 - 59 Years
1285	12. 60 - 64 Years
1004	13. 65 - 69 Years
789	14. 70 - 74 Years
526	15. 75 - 79 Years
219	16. 80 - 84 Years
76	17. 85 - 89 Years
15	18. 90 - 94 Years
[illegible]	19. 95 Years and older
213402	99. Missing data or not present

Variable 151 Injured #1 Age NSC Grps — M.D.Codes: 99, 12 — Field Width: 2, Numeric

FREQ. Injured #1 age NSC groups

19	01. 00 - 04 Years
82	02. 05 - 09 Years
131	03. 10 - 14 Years
6519	04. 15 - 19 Years
8424	05. 20 - 24 Years
12164	06. 25 - 34 Years
5014	07. 35 - 44 Years
3983	08. 45 - 54 Years
2848	09. 55 - 64 Years
1689	10. 65 - 74 Years
759	11. 75 Years and older
3121	99. Missing data or not present

Variable 152 Injured #2 Age NSC Grps — M.D.Codes: 99, 12 — Field Width: 2, Numeric

FREQ.	Injured #2 age NSC groups
135	01. 00 - 04 Years
68	02. 05 - 09 Years
37	03. 10 - 14 Years
98	04. 15 - 19 Years
46	05. 20 - 24 Years
29	06. 25 - 34 Years
21	07. 35 - 44 Years
16	08. 45 - 54 Years
13	09. 55 - 64 Years
6	10. 65 - 74 Years
2	11. 75 Years and older
42279	99. Missing data or not present

Variable 153 Injured #3 Age NSC Grps — M.D.Codes: 99, 12 — Field Width: 2, Numeric

FREQ.	Injured #3 age NSC groups
86	01. 00 - 04 Years
91	02. 05 - 09 Years
130	03. 10 - 14 Years
506	04. 15 - 19 Years
357	05. 20 - 24 Years
276	06. 25 - 34 Years
163	07. 35 - 44 Years
125	08. 45 - 54 Years
95	09. 55 - 64 Years
73	10. 65 - 74 Years
57	11. 75 Years and older
40791	99. Missing data or not present

Variable 154 Injured #4 Age NSC Grps — M.D.Codes: 99, 12 — Field Width: 2, Numeric

FREQ.	Injured #4 age NSC groups
50	01. 00 - 04 Years
79	02. 05 - 09 Years
50	03. 10 - 14 Years
105	04. 15 - 19 Years
56	05. 20 - 24 Years
46	06. 25 - 34 Years
13	07. 35 - 44 Years
16	08. 45 - 54 Years
9	09. 55 - 64 Years
9	10. 65 - 74 Years
7	11. 75 Years and older
42310	99. Missing data or not present

Variable 155 Injured #5 Age NSC Grps M.D.Codes: 99, 12
Field Width: 2, Numeric

FREQ.	Injured #5 age NSC groups
63	01. 00 - 04 Years
39	02. 05 - 09 Years
45	03. 10 - 14 Years
40	04. 15 - 19 Years
15	05. 20 - 24 Years
13	06. 25 - 34 Years
3	07. 35 - 44 Years
6	08. 45 - 54 Years
*	09. 55 - 64 Years
4	10. 65 - 74 Years
3	11. 75 Years and older
42518	99. Missing data or not present

Variable 156 Injured #6 Age NSC Grps M.D.Codes: 99, 12
Field Width: 2, Numeric

FREQ.	Injured #6 age NSC groups
53	01. 00 - 04 Years
50	02. 05 - 09 Years
54	03. 10 - 14 Years
80	04. 15 - 19 Years
40	05. 20 - 24 Years
26	06. 25 - 34 Years
18	07. 35 - 44 Years
14	08. 45 - 54 Years
11	09. 55 - 64 Years
12	10. 65 - 74 Years
9	11. 75 Years and older
42383	99. Missing data or not present

Variable 157 All Injured Age NSC Grps M.D.Codes: 99, 12
Field Width: 2, Numeric
Responses: 6

FREQ.	All injured age NSC groups (multiple response)
406	01. 00 - 04 Years
409	02. 05 - 09 Years
447	03. 10 - 14 Years
7348	04. 15 - 19 Years
8938	05. 20 - 24 Years
10554	06. 25 - 34 Years
5232	07. 35 - 44 Years
4157	08. 45 - 54 Years
2977	09. 55 - 64 Years
1793	10. 65 - 74 Years
837	11. 75 Years and older
213402	99. Missing data or not present

Variable 158 Injured #1 Sex — M.D.Codes: 9, 3 — Field Width: 1, Numeric

FREQ.	Injured #1 sex
26989	1. Male
13355	2. Female
2406	9. Missing data

Variable 159 Injured #2 Sex — M.D.Codes: 9, 3 — Field Width: 1, Numeric

FREQ.	Injured #2 sex
179	1. Male
301	2. Female
42270	9. Missing data

Variable 160 Injured #3 Sex — M.D.Codes: 9, 3 — Field Width: 1, Numeric

FREQ.	Injured #3 sex
814	1. Male
1212	2. Female
40724	9. Missing data

Variable 161 Injured #4 Sex — M.D.Codes: 9, 3 — Field Width: 1, Numeric

FREQ.	Injured #4 sex
222	1. Male
236	2. Female
42292	9. Missing data

Variable 162 Injured #5 Sex — M.D.Codes: 9, 3 — Field Width: 1, Numeric

FREQ.	Injured #5 sex
92	1. Male
142	2. Female
42516	9. Missing data

Variable 163 Injured #6 Sex — M.D.Codes: 9, 3
Field Width: 1, Numeric

FREQ. Injured #6 sex

177	1. Male
198	2. Female
42375	9. Missing data

Variable 164 All Injured Sex — M.D.Codes: 9, 3
Field Width: 1, Numeric
Responses: 6

FREQ. All injured sex (multiple response)

28473	1. Male
15444	2. Female
212583	9. Missing data

Variable 165 Injured #1 Seat Belt — M.D.Codes: 9, 8
Field Width: 1, Numeric

FREQ. Restraining device used - injured #1

566	0. Not applicable
351	1. Seat belt
187	2. Seat belt & headrest
49	3. Seat belt & strap
492	4. Seat belt, headrest, and strap
37	5. Strap & headrest
3618	6. Headrest
6714	7. No restraining device used
404	8. Not applicable
30332	9. Missing data or not present

Variable 166 Injured #2 Seat Belt — M.D.Codes: 9, 8
Field Width: 1, Numeric

FREQ. Restraining device used - injured #2

18	0. Not applicable
7	1. Seat belt
2	2. Seat belt & headrest
1	3. Seat belt & strap
5	4. Seat belt, headrest, and strap
1	5. Strap & headrest
67	6. Headrest
348	7. No restraining device used
42391	9. Missing data or not present

Variable 167 Injured #3 Seat Belt — M.D.Codes: 9, 8 — Field Width: 1, Numeric

FREQ.	Restraining device used - injured #3
2	0. Not applicable
17	1. Seat belt
16	2. Seat belt & headrest
4	3. Seat belt & strap
66	4. Seat belt, headrest, and strap
4	5. Strap & headrest
810	6. Headrest
1013	7. No restraining device used
40818	9. Missing data or not present

Variable 168 Injured #4 Seat Belt — M.D.Codes: 9, 8 — Field Width: 1, Numeric

FREQ.	Restraining device used - injured #4
68	0. Not applicable
4	1. Seat belt
2	2. Seat belt & headrest
4	3. Seat belt & strap
2	4. Seat belt, headrest, and strap
0	5. Strap & headrest
24	6. Headrest
331	7. No restraining device used
42315	9. Missing data or not present

Variable 169 Injured #5 Seat Belt — M.D.Codes: 9, 8 — Field Width: 1, Numeric

FREQ.	Restraining device used - injured #5
7	0. Not applicable
3	1. Seat belt
1	2. Seat belt & headrest
0	3. Seat belt & strap
2	4. Seat belt, headrest, and strap
0	5. Strap & headrest
5	6. Headrest
202	7. No restraining device used
42530	9. Missing data or not present

Variable 170 Injured #6 Seat Belt — M.D.Codes: 9, 8 — Field Width: 1, Numeric

FREQ.	Restraining device used - injured #6
5	0. Not applicable
7	1. Seat belt
0	2. Seat belt & headrest

FREQ. Restraining device used - injured #6

3	3. Seat belt & strap
9	4. Seat belt, headrest, and strap
1	5. Strap & headrest
19	6. Headrest
329	7. No restraining device used
42387	9. Missing data or not present

Variable 171 All Injured Seat Belt — M.D.Codes: 9, 8; Field Width: 1, Numeric; Responses: 6

FREQ. Restraining device used - all injured (multiple response)

666	0. Not applicable
389	1. Seat belt
208	2. Seat belt & headrest
61	3. Seat belt & strap
567	4. Seat belt, headrest, and strap
42	5. Strap & headrest
4543	6. Headrest
8937	7. No restraining device used
404	8. Not applicable
246683	9. Missing data or not present

Variable 172 Injured #1 Location — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. Injured #1 location

404	0. Not in vehicle
42346	1. Driver

Variable 173 Injured #2 Location — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. Injured #2 location

407	2. Front center
42343	9. Other in vehicle, not present, or missing data

Variable 174 Injured #3 Location — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. Injured #3 location

2025	3. Front right
40725	9. Other in vehicle, not present, or missing data

Variable 175 Injured #4 Location — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. Injured #4 location

424	4. Rear left
42326	9. Other in vehicle, not present, or missing data

Variable 176 Injured #5 Location — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. Injured #5 location

218	5. Rear center
42532	9. Other in vehicle, not present, or missing data

Variable 177 Injured #6 Location — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. Injured #6 location

370	6. Rear right
42380	9. Other in vehicle, not present, or missing data

Variable 178 ALl Injured location — M.D.Codes: 9, None; Field Width: 1, Numeric; Responses: 6

FREQ. All injured location (multiple response)

404	0. Not in vehicle
42346	1. Driver
407	2. Front center
2025	3. Front right
424	4. Rear left
218	5. Rear center
370	6. Rear right
0	7. Passenger in bus
0	8. Rear of truck
210306	9. Other in vehicle, not present, or missing data

Variable 179 Injured #1 Class. — M.D.Codes: 9, 5; Field Width: 1, Numeric

FREQ. Injured #1 classification

42346	1. Driver
0	2. Passenger
404	3. Pedestrian
0	4. Other not in vehicle
0	9. Not present or missing data

Variable 180 Injured #2 Class. M.D.Codes: 9, 5
Field Width: 1, Numeric

FREQ.	Injured #2 classification
0	1. Driver
48[illegible]	2. Passenger
[illegible]	3. Pedestrian
[illegible]	4. Other not in vehicle
42267	9. Not present or missing data

Variable 181 Injured #3 Class. M.D.Codes: 9, 5
Field Width: 1, Numeric

FREQ.	Injured #3 classification
0	1. Driver
20[illegible]	2. Passenger
[illegible]	3. Pedestrian
[illegible]	4. Other not in vehicle
4[illegible]718	9. Not present or missing data

Variable 182 Injured #4 Class. M.D.Codes: 9, 5
Field Width: 1, Numeric

FREQ.	Injured #4 classification
0	1. Driver
460	2. Passenger
[illegible]	3. Pedestrian
[illegible]	4. Other not in vehicle
4229[illegible]	9. Not present or missing data

Variable 183 Injured #5 Class. M.D.Codes: 9, 5
Field Width: 1, Numeric

FREQ.	Injured #5 classification
0	1. Driver
236	2. Passenger
0	3. Pedestrian
[illegible]	4. Other not in vehicle
42514	9. Not present or missing data

Variable 184 Injured #6 Class. M.D.Codes: 9, 5
Field Width: 1, Numeric

FREQ.	Injured #6 classification
0	1. Driver
[illegible]80	2. Passenger
[illegible]	3. Pedestrian

FREQ.	Injured #6 classification
0	4. Other not in vehicle
42370	9. Not present or missing data

Variable 185 All Injured Class. M.D.Codes: 9, 5
Field Width: 1, Numeric
Responses: 6

FREQ.	All injured classification (multiple response)
42346	1. Driver
3591	2. Passenger
404	3. Pedestrian
0	4. Other not in vehicle
210159	9. Not present or missing data

Variable 186 Injured #1 Ejection M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	Injured #1 ejection
20	1. Ejected from vehicle
67	2. Not ejected from vehicle
3	3. Unknown if ejected from vehicle
404	8. Not applicable
42256	9. Missing data

Variable 187 Injured #2 Ejection M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	Injured #2 ejection
0	1. Ejected from vehicle
0	2. Not ejected from vehicle
0	3. Unknown if ejected from vehicle
0	8. Not applicable
42750	9. Missing data

Variable 188 Injured #3 Ejection M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	Injured #3 ejection
5	1. Ejected from vehicle
24	2. Not ejected from vehicle
3	3. Unknown if ejected from vehicle
0	8. Not applicable
42718	9. Missing data

Variable 189 Injured #4 Ejection — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. Injured #4 ejection

FREQ.	
1	1. Ejected from vehicle
2	2. Not ejected from vehicle
3	3. Unknown if ejected from vehicle
1	8. Not applicable
42747	9. Missing data

Variable 190 Injured #5 Ejection — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. Injured #5 ejection

FREQ.	
1	1. Ejected from vehicle
2	2. Not ejected from vehicle
3	3. Unknown if ejected from vehicle
1	8. Not applicable
42746	9. Missing data

Variable 191 Injured #6 Ejection — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. Injured #6 ejection

FREQ.	
0	1. Ejected from vehicle
5	2. Not ejected from vehicle
3	3. Unknown if ejected from vehicle
3	8. Not applicable
42745	9. Missing data

Variable 192 All Injured Ejection — M.D.Codes: 9, None; Field Width: 1, Numeric; Responses: 6

FREQ. All injured ejection (multiple response)

FREQ.	
27	1. Ejected from vehicle
101	2. Not ejected from vehicle
6	3. Unknown if ejected from vehicle
404	8. Not applicable
255962	9. Missing data

Variable 193 Injured #1 Injury Cause — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. Part of vehicle causing injury - Injured #1

FREQ.	
2	0. Unknown
4	1. Windshield

FREQ.	Part of vehicle causing injury - Injured #1
44	2. Steering column or wheel
2	3. Dashboard
0	4. Door handles or knobs
2	5. Roof
0	6. Mirror
8	7. Door or door frame
404	8. Seat, seat belt or harness
42284	9. Missing data

Variable 194 Injured #2 Injury Cause — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	Part of vehicle causing injury - Injured #2
0	0. Unknown
0	1. Windshield
0	2. Steering column or wheel
0	3. Dashboard
0	4. Door handles or knobs
0	5. Roof
0	6. Mirror
0	7. Door or door frame
0	8. Seat, seat belt or harness
42750	9. Missing data

Variable 195 Injured #3 Injury Cause — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	Part of vehicle causing injury - Injured #3
0	0. Unknown
2	1. Windshield
0	2. Steering column or wheel
10	3. Dashboard
0	4. Door handles or knobs
2	5. Roof
0	6. Mirror
7	7. Door or door frame
0	8. Seat, seat belt or harness
42729	9. Missing data

Variable 196 Injured #4 Injury Cause — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	Part of vehicle causing injury - Injured #4
0	0. Unknown
0	1. Windshield
0	2. Steering column or wheel
0	3. Dashboard
0	4. Door handles or knobs
0	5. Roof

FREQ. Part of vehicle causing injury - Injured #4

0	6. Mirror
1	7. Door or door frame
0	8. Seat, seat belt or harness
42749	9. Missing data

Variable 197 Injured #5 Injury Cause M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. Part of vehicle causing injury - Injured #5

0	0. Unknown
0	1. Windshield
0	2. Steering column or wheel
0	3. Dashboard
0	4. Door handles or knobs
0	5. Roof
0	6. Mirror
0	7. Door or door frame
0	8. Seat, seat belt or harness
42750	9. Missing data

Variable 198 Injured #6 Injury Cause M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. Part of vehicle causing injury - Injured #6

0	0. Unknown
0	1. Windshield
0	2. Steering column or wheel
0	3. Dashboard
0	4. Door handles or knobs
0	5. Roof
0	6. Mirror
0	7. Door or door frame
3	8. Seat, seat belt or harness
42747	9. Missing data

Variable 199 All Injury Cause M.D.Codes: 9, None
Field Width: 1, Numeric
Responses: 6

FREQ. Part of vehicle causing injury - all (multiple response)

2	0. Unknown
6	1. Windshield
44	2. Steering column or wheel
12	3. Dashboard
0	4. Door handles or knobs
4	5. Roof
0	6. Mirror
16	7. Door or door frame
407	8. Seat, seat belt or harness

FREQ. Part of vehicle causing injury - all (multiple response)

256309 9. Missing data

Variable 200 Injured #1 Part of Body M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. Part of body injured - Injured #1

85	0. Unknown
73	1. Head
6	2. Neck
45	3. Trunk or torso
48	4. Arms
120	5. Legs
13	6. Internal
329	7. Multiple parts of the body
1	8. Not applicable
42030	9. Missing data

Variable 201 Injured #2 Part of Body M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. Part of body injured - Injured #2

0	0. Unknown
0	1. Head
0	2. Neck
0	3. Trunk or torso
0	4. Arms
0	5. Legs
0	6. Internal
0	7. Multiple parts of the body
0	8. Not applicable
42750	9. Missing data

Variable 202 Injured #3 Part of Body M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. Part of body injured - Injured #3

2	0. Unknown
7	1. Head
0	2. Neck
1	3. Trunk or torso
0	4. Arms
0	5. Legs
4	6. Internal
18	7. Multiple parts of the body
0	8. Not applicable
42718	9. Missing data

Variable 203 Injured #4 Part of Body M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	Part of body injured - Injured #4
11	0. Unknown
5	1. Head
?	2. Neck
?	3. Trunk or torso
6	4. Arms
19	5. Legs
?	6. Internal
19	7. Multiple parts of the body
?	8. Not applicable
42687	9. Missing data

Variable 204 Injured #5 Part of Body M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	Part of body injured - Injured #5
0	0. Unknown
2	1. Head
?	2. Neck
?	3. Trunk or torso
0	4. Arms
0	5. Legs
?	6. Internal
2	7. Multiple parts of the body
?	8. Not applicable
42746	9. Missing data

Variable 205 Injured #6 Part of Body M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	Part of body injured - Injured #6
0	0. Unknown
2	1. Head
?	2. Neck
?	3. Trunk or torso
?	4. Arms
?	5. Legs
1	6. Internal
2	7. Multiple parts of the body
0	8. Not applicable
42745	9. Missing data

Variable 206 All Injured Part of Body — M.D.Codes: 9, None; Field Width: 1, Numeric; Responses: 6

FREQ.	Part of body injured - all (multiple response)
98	0. Unknown
89	1. Head
6	2. Neck
49	3. Trunk or torso
54	4. Arms
139	5. Legs
18	6. Internal
370	7. Multiple parts of the body
1	8. Not applicable
255676	9. Missing data

Variable 207 Injured #1 Blood Sample — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	Injured #1 blood sample
52	1. Blood sample taken
541	2. Blood sample not taken
95	3. Unknown if blood sample taken
0	8. Not applicable
42062	9. Missing data

Variable 208 Injured #2 Blood Sample — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	Injured #2 blood sample
0	1. Blood sample taken
0	2. Blood sample not taken
0	3. Unknown if blood sample taken
0	8. Not applicable
42750	9. Missing data

Variable 209 Injured #3 Blood Sample — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	Injured #3 blood sample
4	1. Blood sample taken
23	2. Blood sample not taken
5	3. Unknown if blood sample taken
0	8. Not applicable
42718	9. Missing data

Variable 210 Injured #4 Blood Sample — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	Injured #4 blood sample
1	1. Blood sample taken
46	2. Blood sample not taken
16	3. Unknown if blood sample taken
0	8. Not applicable
42687	9. Missing data

Variable 211 Injured #5 Blood Sample — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	Injured #5 blood sample
3	1. Blood sample taken
2	2. Blood sample not taken
2	3. Unknown if blood sample taken
0	8. Not applicable
42746	9. Missing data

Variable 212 Injured #6 Blood Sample — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	Injured #6 blood sample
2	1. Blood sample taken
4	2. Blood sample not taken
1	3. Unknown if blood sample taken
0	8. Not applicable
42745	9. Missing data

Variable 213 All Injured Blood Sample — M.D.Codes: 9, None; Field Width: 1, Numeric; Responses: 6

FREQ.	Blood sample - all (multiple response)
57	1. Blood sample taken
616	2. Blood sample not taken
119	3. Unknown if blood sample taken
0	8. Not applicable
255708	9. Missing data

* *

Supplemental Motorcycle Operator and Passenger Information

Variables 214-219 are coded for each operator of a motorcycle or motorscooter who was killed or injured in the crash; variables 220-225 are coded for each passenger of a motorcycle or motorscooter who was killed or injured as a result of the crash.

Variables 218,219 are coded for each pedestrian who was killed or injured in the crash.

* *

Variable 214 Driver Helmet Usage — M.D. Codes: 9, 6 — Field Width: 1, Numeric

FREQ.	Driver helmet information
81	1. Helmet worn, damaged
205	2. Helmet worn, not damaged
9	3. Helmet worn, unknown if damaged
70	4. Helmet not worn
25	5. Unknown if helmet worn
42360	9. Missing data

Variable 215 Driver Eye Protection — M.D. Codes: 9, 6 — Field Width: 1, Numeric

FREQ.	Eye protective device - driver
76	1. Face shield worn
3	2. Goggles worn
9	3. Other protective device worn
233	4. No protective device worn
69	5. Unknown if protective device worn
42360	9. Missing data

Variable 216 Driver Color of Lens — M.D. Codes: 9, None — Field Width: 1, Numeric

FREQ.	Color of lens in protective eye device for driver
232	0. No protective device worn
6	1. Amber
8	2. Blue
63	3. Clear
3	4. Green
3	5. Black
2	6. Other

FREQ. Color of lens in protective eye device for driver

73	7. Unknown
42360	9. Missing data

Variable 217 Driver Equipment — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. Protective equipment for driver

30	0. No equipment listed
3	1. Crash bars
4	2. Crash bars and windshield
62	3. Crash bars and footrest
40	4. Crash bars, windshield and footrest
2	5. Windshield
17	6. Windshield and footrest
196	7. Footrest
36	8. Unknown
42360	9. Missing data

Variable 218 Driver Coat Color — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. Color of upper garments (coat or shirt) of the driver or ped

113	0. Unknown
83	1. White
16	2. Yellow
153	3. Blue
51	4. Brown
26	5. Black
38	6. Green
30	7. Red
152	8. Other
42088	9. Missing data

Variable 219 Driver Pants Color — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. Color of lower garments (trousers/skirt) of the driver/ped

100	0. Unknown
26	1. White
10	2. Yellow
328	3. Blue
48	4. Brown
10	5. Black
20	6. Green
12	7. Red
108	8. Other
42088	9. Missing data

Variable 220 Passenger Helmet Usage — M.D.Codes: 9, 6 — Field Width: 1, Numeric

FREQ. Passenger helmet information

FREQ.	
10	1. Helmet worn, damaged
33	2. Helmet worn, not damaged
2	3. Helmet worn, unknown if damaged
11	4. Helmet not worn
4	5. Unknown if helmet worn
42690	9. Missing data

Variable 221 Passenger Eye Protection — M.D.Codes: 9, 6 — Field Width: 1, Numeric

FREQ. Eye protective device - passenger

FREQ.	
8	1. Face shield worn
0	2. Goggles worn
2	3. Other protective device worn
35	4. No protective device worn
15	5. Unknown if protective device worn
42690	9. Missing data

Variable 222 Passenger Color of Lens — M.D.Codes: 9, None — Field Width: 1, Numeric

FREQ. Color of lens for protective eye device for passenger

FREQ.	
34	0. No protective device worn
2	1. Amber
2	2. Blue
5	3. Clear
1	4. Green
1	5. Black
1	6. Other
14	7. Unknown
42690	9. Missing data

Variable 223 Passenger Equipment — M.D.Codes: 9, None — Field Width: 1, Numeric

FREQ. Protective equipment for passenger

FREQ.	
9	0. No equipment listed
0	1. Crash bars
0	2. Crash bars and windshield
8	3. Crash bars and footrest
6	4. Crash bars, windshield and footrest
0	5. Windshield
3	6. Windshield and footrest
26	7. Footrest
8	8. Unknown

FREQ. Protective equipment for passenger

42690 9. Missing data

Variable 224 Passenger Coat Color M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. Color of upper garments (coat or shirt)of the passenger

15 0. Unknown
12 1. White
2 2. Yellow
12 3. Blue
5 4. Brown
1 5. Black
4 6. Green
2 7. Red
7 8. Other
42690 9. Missing data

Variable 225 Passenger Pants Color M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. Color of lower garments (trousers or skirt) of the passenger

11 0. Unknown
[illegible] 1. White
0 2. Yellow
44 3. Blue
[illegible] 4. Brown
[illegible] 5. Black
1 6. Green
[illegible] 7. Red
2 8. Other
42690 9. Missing data

Variable 226 Driver Race M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. Race of driver

28997 1. White
5347 2. Black
5402 3. Chicano
[illegible]99 4. Unknown
2805 9. Missing data

APPENDIX B

DICTIONARY LISTING

APPENDIX B

DICTIONARY LISTING

The dictionary listing for the current Texas data sets is presented in this appendix. The following parameters relevant to the record layout are given in this listing:

VAR	The number of the variable
Variable Name	The name of the variable
LOC	The position of the first character in the logical record
WID	The number of characters needed to represent the maximum variable value
DEC	The number of implied decimal places
RES	The number of responses
TYP	The variable type N - numeric A - alphabetic
MDCODE 1	The value of the first missing data code
MDCODE 2	The value of the second missing data code

TIME: 11:41:37
DATE: JUL 6, 1978

DATA KEYWORD: TXF76VEH

LABEL:
TEXAS 1976 VEHICLE DATA SET DICTIONARY LISTING

PROGRAM: DATA SET LIST

OPTIONS SPECIFIED:
ALLV
SKIP = 1
STOP = 0

VARIABLE NUMBERS:
START= 1 END= 226

DICTIONARY RECORDS:

VAR	VARIABLE NAME	LOC	WID	DEC	RES	TYP	MDCODE1	MDCODE2
1	Month of Year	1	2	0	1	N	0000099	0000013
2	Day of Month	3	2	0	1	N	0000099	0000032
3	Year	5	2	0	1	N	0000099	
4	Quarter of Year	7	1	0	1	N	0000009	0000005
5	Season of year	8	1	0	1	N	0000009	0000005
6	Time of Day	9	2	0	1	N	0000099	0000024
7	Week of Year	11	2	0	1	N	0000099	0000054
8	Julian Day From 03-01-00	13	5	0	1	N	0099999	
9	Day of Week	18	1	0	1	N	0000009	0000008
10	Hour of Week	19	3	0	1	N	0000999	0000168
11	County	22	3	0	1	N	0000999	
12	City	25	2	0	1	N	0000099	
13	Urbanization	27	1	0	1	N		
14	Roadway Related	28	1	0	1	N	0000009	0000004
15	Intersection Related	29	1	0	1	N	0000009	0000005
16	Non-Road Area Associated	30	2	0	1	N	0000099	
17	Part of Roadway Involved	32	1	0	1	N	0000009	0000008
18	Intersection Type	33	1	0	1	N	0000009	0000007
19	# Of Intersecting Roads	34	1	0	1	N	0000009	
20	Location TU1 Before Acc	35	1	0	1	N	0000009	0000007
21	General Locaton of TU1	36	1	0	1	N	0000009	0000005
22	Specific Location of TU1	37	2	0	1	N	0000099	
23	Direction Travel of TU1	39	1	0	1	N	0000009	
24	Location TU2 Before Acc	40	1	0	1	N	0000009	0000007
25	General Location of TU2	41	1	0	1	N	0000009	0000005
26	Specific Location of TU2	42	2	0	1	N	0000099	
27	Direction Travel of TU2	44	1	0	1	N	0000009	
28	Locaton-Point of Impact	45	1	0	1	N	0000009	0000007
29	General Location of POI	46	1	0	1	N	0000009	0000005
30	Specific Location of POI	47	2	0	1	N	0000099	
31	Road Classification	49	1	0	1	N	0000009	0000008
32	Degree of Curvature	50	1	0	1	N	0000009	
33	Road Alignment	51	1	0	1	N	0000009	0000007
34	Road Surface Condition	52	1	0	1	N	0000009	0000006
35	Road Pavement Condition	53	1	0	1	N	0000009	
36	Traffic Control Device	54	1	0	1	N	0000009	
37	Weather Conditions	55	1	0	1	N	0000009	0000008
38	Light	56	1	0	1	N	0000009	0000006
39	Accident Type	57	2	0	1	N	0000099	0000012
40	Traffic Unit Mix	59	2	0	1	N	0000099	0000028

41	Vehicle Movements	61	2	0	1	N	0000099	0000013
42	Bridge Detail	63	1	0	1	N	0000009	0000006
43	Contributing Circum	64	2	0	1	N	0000099	
44	Pre-Crash Maneuvers	66	2	0	1	N	0000099	
45	Crash Event	68	2	0	1	N	0000099	
46	Investigating Agency	70	1	0	1	N	0000009	
47	Total Traffic Units Inv.	71	2	0	1	N		
48	Worst Injury in Accident	73	1	0	1	N	0000009	0000006
49	Total Killed in Accident	74	1	0	1	N		
50	Total A Injuries in Acc	75	1	0	1	N		
51	Total B Injuries in Acc	76	1	0	1	N		
52	Total C Injuries in Acc	77	1	0	1	N		
53	Total Injured in Acc	78	1	0	1	N		
54	Total Casualties in Acc	79	1	0	1	N		
55	Total Uninjured in Acc	80	1	0	1	N		
56	District	81	3	0	1	N	0000999	
57	RR Crossing Number	84	7	0	1	N	9999999	
58	Bridge Number	91	3	0	1	N	0000999	
59	HSRI Sequence Number	94	12	0	1	A		
60	Texas Accident Report #	106	7	0	1	N		
61	City Accident Number	113	6	0	1	A		
62	Primary Street	119	5	0	1	N	0099999	
63	Intersecting Street	124	5	0	1	N	0099999	
64	Block Number	129	5	0	1	N	0099999	
101	Traffic Unit Number	134	2	0	1	N		
102	Vehicle Make	136	3	0	1	N	0000999	
103	TU Body Style	139	2	0	1	N	0000099	
104	General TU Type	141	1	0	1	N	0000009	
105	Specific TU Type	142	2	0	1	N	0000099	
106	Vehicle Model Year	144	2	0	1	N	0000099	
107	Vehicle Defect	146	1	0	1	N	0000009	
108	Vehicle Damage	147	2	0	1	N	0000099	
109	Damage Scale	149	1	0	1	N	0000009	
110	Driver Age	150	2	0	1	N	0000099	
111	Driver Age 5 Yr. Grps.	152	2	0	1	N	0000099	0000020
112	Driver Age NSC Grps.	154	2	0	1	N	0000099	0000012
113	Driver Sex	156	1	0	1	N	0000009	0000003
114	Driver Residence	157	1	0	1	N	0000009	0000003
115	Driver License Status	158	1	0	1	N	0000009	0000003
116	Military Driver	159	1	0	1	N	0000009	0000003
117	Driver Violation #1	160	2	0	1	N	0000099	
118	Driver Violation #2	162	2	0	1	N	0000099	
119	Driver Impairment	164	1	0	1	N	0000009	
120	Driver Reported	165	1	0	1	N	0000009	0000003
121	Total Killed in Vehicle	166	1	0	1	N		
122	Total A Injuries in TU	167	1	0	1	N		
123	Total B Injuries in TU	168	1	0	1	N		
124	Total C Injuries in TU	169	1	0	1	N		
125	Total Injured in TU	170	1	0	1	N		
126	Total Casualties in TU	171	1	0	1	N		
127	Total Uninjured in TU	172	1	0	1	N		
128	Total Persons in TU	173	1	0	1	N	0000009	0000007
129	Most Serious Inj. in TU	174	1	0	1	N	0000009	0000006
130	Injured #1 Severity	175	1	0	1	N	0000009	0000006
131	Injured #2 Severity	176	1	0	1	N	0000009	0000006
132	Injured #3 Severity	177	1	0	1	N	0000009	0000006
133	Injured #4 Severity	178	1	0	1	N	0000009	0000006
134	Injured #5 Severity	179	1	0	1	N	0000009	0000006
135	Injured #6 Severity	180	1	0	1	N	0000009	0000006
136	All Injured Severity	181	1	0	6	N	0000009	0000006

137	Injured #1 Age	187	2	0	1	N	0000099	
138	Injured #2 Age	189	2	0	1	N	0000099	
139	Injured #3 Age	191	2	0	1	N	0000099	
140	Injured #4 Age	193	2	0	1	N	0000099	
141	Injured #5 Age	195	2	0	1	N	0000099	
142	Injured #6 Age	197	2	0	1	N	0000099	
143	All Injured Age	199	2	0	6	N	0000099	
144	Injured #1 Age 5 Yr. Grp	211	2	0	1	N	0000099	0000020
145	Injured #2 Age 5 Yr. Grp	213	2	0	1	N	0000099	0000020
146	Injured #3 Age 5 Yr. Grp	215	2	0	1	N	0000099	0000020
147	Injured #4 Age 5 Yr. Grp	217	2	0	1	N	0000099	0000020
148	Injured #5 Age 5 Yr. Grp	219	2	0	1	N	0000099	0000020
149	Injured #6 Age 5 Yr. Grp	221	2	0	1	N	0000099	0000020
150	All Injured Age 5 Yr Grp	223	2	0	6	N	0000099	0000020
151	Injured #1 Age NSC Grps	235	2	0	1	N	0000099	0000012
152	Injured #2 Age NSC Grps	237	2	0	1	N	0000099	0000012
153	Injured #3 Age NSC Grps	239	2	0	1	N	0000099	0000012
154	Injured #4 Age NSC Grps	241	2	0	1	N	0000099	0000012
155	Injured #5 Age NSC Grps	243	2	0	1	N	0000099	0000012
156	Injured #6 Age NSC Grps	245	2	0	1	N	0000099	0000012
157	All Injured Age NSC Grps	247	2	0	6	N	0000099	0000012
158	Injured #1 Sex	259	1	0	1	N	0000009	0000003
159	Injured #2 Sex	260	1	0	1	N	0000009	0000003
160	Injured #3 Sex	261	1	0	1	N	0000009	0000003
161	Injured #4 Sex	262	1	0	1	N	0000009	0000003
162	Injured #5 Sex	263	1	0	1	N	0000009	0000003
163	Injured #6 Sex	264	1	0	1	N	0000009	0000003
164	All Injured Sex	265	1	0	6	N	0000009	0000003
165	Injured #1 Seat Belt	271	1	0	1	N	0000009	0000008
166	Injured #2 Seat Belt	272	1	0	1	N	0000009	0000008
167	Injured #3 Seat Belt	273	1	0	1	N	0000009	0000008
168	Injured #4 Seat Belt	274	1	0	1	N	0000009	0000008
169	Injured #5 Seat Belt	275	1	0	1	N	0000009	0000008
170	Injured #6 Seat Belt	276	1	0	1	N	0000009	0000008
171	All Injured Seat Belt	277	1	0	6	N	0000009	0000008
172	Injured #1 Location	283	1	0	1	N	0000009	
173	Injured #2 Location	284	1	0	1	N	0000009	
174	Injured #3 Location	285	1	0	1	N	0000009	
175	Injured #4 Location	286	1	0	1	N	0000009	
176	Injured #5 Location	287	1	0	1	N	0000009	
177	Injured #6 Location	288	1	0	1	N	0000009	
178	ALL Injured location	289	1	0	6	N	0000009	
179	Injured #1 Class.	295	1	0	1	N	0000009	0000005
180	Injured #2 Class.	296	1	0	1	N	0000009	0000005
181	Injured #3 Class.	297	1	0	1	N	0000009	0000005
182	Injured #4 Class.	298	1	0	1	N	0000009	0000005
183	Injured #5 Class.	299	1	0	1	N	0000009	0000005
184	Injured #6 Class.	300	1	0	1	N	0000009	0000005
185	All Injured Class.	301	1	0	6	N	0000009	0000005
186	Injured #1 Ejection	307	1	0	1	N	0000009	
187	Injured #2 Ejection	308	1	0	1	N	0000009	
188	Injured #3 Ejection	309	1	0	1	N	0000009	
189	Injured #4 Ejection	310	1	0	1	N	0000009	
190	Injured #5 Ejection	311	1	0	1	N	0000009	
191	Injured #6 Ejection	312	1	0	1	N	0000009	
192	All Injured Ejection	313	1	0	6	N	0000009	
193	Injured #1 Injury Cause	319	1	0	1	N	0000009	
194	Injured #2 Injury Cause	320	1	0	1	N	0000009	
195	Injured #3 Injury Cause	321	1	0	1	N	0000009	
196	Injured #4 Injury Cause	322	1	0	1	N	0000009	

197	Injured #5 Injury Cause	323	1	0	1	N	0000009	
198	Injured #6 Injury Cause	324	1	0	1	N	0000009	
199	All Injury Cause	325	1	0	6	N	0000009	
200	Injured #1 Part of Body	331	1	0	1	N	0000009	
201	Injured #2 Part of Body	332	1	0	1	N	0000009	
202	Injured #3 Part of Body	333	1	0	1	N	0000009	
203	Injured #4 Part of Body	334	1	0	1	N	0000009	
204	Injured #5 Part of Body	335	1	0	1	N	0000009	
205	Injured #6 Part of Body	336	1	0	1	N	0000009	
206	All Injured Part of Body	337	1	0	6	N	0000009	
207	Injured #1 Blood Sample	343	1	0	1	N	0000009	
208	Injured #2 Blood Sample	344	1	0	1	N	0000009	
209	Injured #3 Blood Sample	345	1	0	1	N	0000009	
210	Injured #4 Blood Sample	346	1	0	1	N	0000009	
211	Injured #5 Blood Sample	347	1	0	1	N	0000009	
212	Injured #6 Blood Sample	348	1	0	1	N	0000009	
213	All Injured Blood Sample	349	1	0	6	N	0000009	
214	Driver Helmet Usage	355	1	0	1	N	0000009	0000006
215	Driver Eye Protection	356	1	0	1	N	0000009	0000006
216	Driver Color of Lens	357	1	0	1	N	0000009	
217	Driver Equipment	358	1	0	1	N	0000009	
218	Driver Coat Color	359	1	0	1	N	0000009	
219	Driver Pants Color	360	1	0	1	N	0000009	
220	Passenger Helmet Usage	361	1	0	1	N	0000009	0000006
221	Passenger Eye Protection	362	1	0	1	N	0000009	0000006
222	Passenger Color of Lens	363	1	0	1	N	0000009	
223	Passenger Equipment	364	1	0	1	N	0000009	
224	Passenger Coat Color	365	1	0	1	N	0000009	
225	Passenger Pants Color	366	1	0	1	N	0000009	
226	Driver Race	367	1	0	1	N	0000009	

LOGICAL RECORD LENGTHS:
INPUT= 367 OUTPUT= 367

CASES READ = 0
CASES LISTED= 0

APPENDIX C

USE OF WEIGHTING VARIABLES

APPENDIX C

USE OF WEIGHTING VARIABLE

A command setup file for the HSRI-maintained ADAAS program, and the resulting bivariate table outputs showing the use of weighting variables in analysis operations is shown below. See Section 6.3 for a discussion of this technique.

```
 1      $RUN HSRI:ADAAS
 2      DATA KEY=TXF75ACC CONTINUE
 3      BIVARIATE P=WEIGHT EMPTY
 4      USE OF WEIGHTING VARIABLES
 5      CV=9 RV=39 ID=#CRASHES
 6      CV=9 RV=39 WV=53:1-8 ID=#INJURED
 7      CV=9 RV=39 WV=49:1-8 ID=#KILLED
 8      DONE
 9      STOP
10      $COPY WEIGHT *SINK*
```

TIME: 02:34:41
DATE: JUN 9, 1978

DATA KEYWORD: TXF75ACC

LABEL:
USE OF WEIGHTING VARIABLES

PROGRAM: BIVARIATE FREQUENCIES

OPTIONS SPECIFIED:
UNCELLED
LABEL
2DIGIT

TABLE PARAMETERS:

TN	CV	RV	WV*	FV1	*	FV2	*	FV3	*	FV4	*
1	9	39									
2	9	39	53								
3	9	39	49								

DICTIONARY RECORDS:

VAR	VARIABLE NAME	LOC	WID	DEC	RES	TYP	MDCODE1	MDCODE2
9	Day of Week	18	1	0	1	N	0000009	0000008
39	Accident Type	57	2	0	1	N	0000099	0000012
49	Total Killed in Accident	74	1	0	1	N		
53	Total Injured in Acc	78	1	0	1	N		

VARIABLES = 4
RESPONSES = 4
CASES READ= 2944

TABLE NO. 1 #CRASHES

USE OF WEIGHTING VARIABLES
BIVARIATE FREQUENCIES
COLUMN VAR. NO. 9 : Day of Week
ROW VAR. NO. 39 : Accident Type
OPTIONS: FREQ NO% MD

*	Sun.* (1) *	Mon.* (2) *	Tues.* (3) *	Wed.* (4) *	Thurs.* (5) *	Fri.* (6) *	Sat.* (7) *	(TOTAL) *
Pedestrian (1)	69	53	57	62	53	80	114	488
Motor vehicle (2)	174	120	132	153	144	154	236	1113
Train (3)	10	6	11	7	14	6	21	75
Parked car (4)	15	6	4	4	7	16	18	70
Bicyclist (5)	8	7	6	8	9	12	7	57
Animal (6)	0	2	0	2	3	0	1	8
Fixed object (7)	159	81	72	93	68	95	155	723
Other object (8)	3	2	4	2	2	4	3	20
Vehicle-other rd (9)	5	6	6	3	2	6	9	37
Overturned (10)	50	27	29	47	40	55	60	308
Other (11)	8	4	7	5	9	6	6	45
(TOTAL)	501	314	328	386	351	434	630	2944

TABLE NO. 2 #INJURED

USE OF WEIGHTING VARIABLES
BIVARIATE FREQUENCIES
COLUMN VAR. NO. 9 : Day of Week
ROW VAR. NO. 39 : Accident Type
WEIGHT VAR. NO. 53 : Total Injured in Acc ;RANGE 1 TO 8
OPTIONS: FREQ NO% MD

*	Sun.* (1) *	Mon.* (2) *	Tues.* (3) *	Wed.* (4) *	Thurs.* (5) *	Fri.* (6) *	Sat.* (7) *	(TOTAL) *
Pedestrian (1)	7	9	6	6	11	19	18	76
Motor vehicle (2)	387	184	182	221	199	276	482	1931
Train (3)	6	0	3	2	2	3	9	25
Parked car (4)	24	4	1	3	9	16	11	68
Bicyclist (5)	0	0	1	0	0	3	0	4
Animal (6)	0	4	0	0	0	0	0	4
Fixed object (7)	118	32	46	35	39	49	112	431
Other object (8)	2	1	6	1	1	3	0	14
Vehicle-other rd (9)	12	7	9	8	8	6	15	65
Overturned (10)	28	16	22	44	17	34	52	213
Other (11)	0	0	1	0	0	2	2	5
(TOTAL)	584	257	277	320	286	411	701	2836

TABLE NO. 3 #KILLED

USE OF WEIGHTING VARIABLES
BIVARIATE FREQUENCIES
COLUMN VAR. NO. 9 : Day of Week
ROW VAR. NO. 39 : Accident Type
WEIGHT VAR. NO. 49 : Total Killed in Accident ;RANGE 1 TO 8
OPTIONS: FREQ NO% MD

*	Sun.* (1) *	Mon.* (2) *	Tues.* (3) *	Wed.* (4) *	Thurs.* (5) *	Fri.* (6) *	Sat.* (7) *	(TOTAL) *
Pedestrian (1)	71	54	59	62	54	81	117	498
Motor vehicle (2)	222	146	158	192	178	187	326	1409
Train (3)	13	7	13	7	16	6	25	87
Parked car (4)	15	6	4	5	7	21	20	78
Bicyclist (5)	8	7	6	8	9	12	7	57
Animal (6)	0	2	0	3	4	0	1	10
Fixed object (7)	189	92	83	100	75	105	174	818
Other object (8)	4	2	5	2	2	5	3	23
Vehicle-other rd (9)	11	9	8	6	2	6	14	56
Overturned (10)	54	28	28	52	42	61	66	331
Other (11)	8	4	7	5	9	6	6	45
(TOTAL)	595	357	371	442	398	490	759	3412