

Kansas Accident Reporting Newsletter

DISTRIBUTION: DECEMBER

*** PLEASE DISTRIBUTE TO MOTOR VEHICLE ACCIDENT REPORTING STAFF ***

IMPORTANT!

The **2011 Motor Vehicle Accident Reporting deadline** will be **January 31st, 2012**. Please ensure all state reportable reports are submitted to KDOT.

* **Once your agency is complete for 2011, please indicate such at <http://www.ksdot.org/burtransplan/prodinfo/lawinfo.asp>.** (a new link will be added here)

If there are reports pending due to further investigation, please send an initial report, as complete as possible, by the deadline. Then, submit the amended report once complete. The submission address is shown on page 3 of the coding manual.

ACCIDENT LOCATION CODING PART 2

...We are continuing the **Accident Location vs Unstabilized Situation** discussion from the previous newsletter:

Please code the **On Road Name** based upon where the “unstabilized situation” began. Code fields like Light Conditions, Road Conditions, Surface Type, Surface Character, etc. based upon the On Road Name field and where the “**unstabilized situation**” began. An exception would be where the situation began on private property and damage and/or injury occurred within trafficway boundaries.

However, the **Accident Location, City, & County** field coding is based on the **1st Harmful Event**. The word “harm” here infers damage and/or injury. “Harm” in accident reporting is not necessarily the same as the “unstabilized situation.” The latter signifies loss of control, while the former speaks to physical damage.

We cannot stress enough how important the small **Narrative** and the Collision **Diagram** are on the **850A form**. Please supply at least a basic description of the event in these two areas. They are required for every accident and must agree with coding values. Note: We realize there is a small percentage of crashes where little is known. Please record what is known and simply state what is not.

Example: “An unknown vehicle struck a traffic sign and fled the scene.” A brief narrative and basic diagram can be completed though little is known about the accident, driver, and vehicle.

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Contact Information

- ◆ **Accident Coding Help or data requests:**
785.296.0456 or accident-data@ksdot.org
- ◆ **“Wrecks”** - 785.296.5169 or rex@ksdot.org
- ◆ **Ordering Forms:**
 - * Accidents (KDOT forms): <http://www.ksdot.org/burtransplan/prodinfo/lawinfo.asp> or call 785.296.7789
 - * KBI forms: 785.296.8200
 - * DC Forms: 785.296.3613
- ◆ **KLER Software:**
1-877-317-4597 or helpdesk@khp.ks.gov
- ◆ **KLER e-submission to KDOT:** 785-296-4851 TRSAAdmin@ksdot.org
- ◆ **Addresses** are listed in the [Motor Vehicle Accident Coding Manual](#)—Page 3





CRITICAL ENGINEERING DECISIONS

Have you heard about K-10 highway between Lawrence and Lenexa?

If so, you are probably aware of the in-depth study concerning cross-median collisions statewide required of KDOT. We manually reviewed **18,420 crash reports** from 2006-2010. This study is a ideal example of the importance of timely and accurate accident reporting.

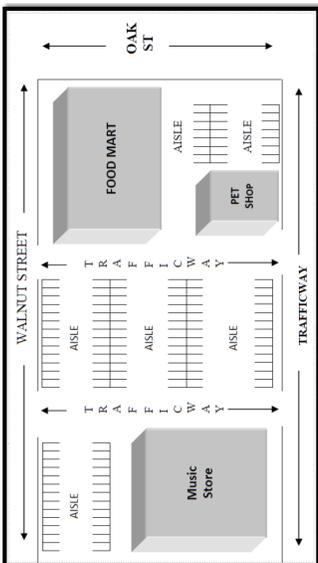
The purpose was to assess how many freeway accidents involve vehicles running off the road left and right, and whether they cross through a depressed median reaching the opposing lanes of travel. These data will be reviewed by a nationally recognized research group, and the results will determine policies for where **cable median barriers** are placed in Kansas. Without quality reporting / data, an educated decision cannot be made.

Vehicle Sequence of Events (VSE) coding along with good narrative and diagrams are crucial for an effort such as this. Please do your best to code the top VSEs that apply for each vehicle involved.



Private Property Accidents

Ownership versus public travel (trafficway)



WHAT IS PRIVATE PROPERTY?

On one hand, the answer would seem simple. However, regarding accident coding, there is unfortunate confusion. The number one issue surrounds **ownership** versus **public travel**.

From an ownership perspective, Walmart owns and maintains their parking lot. So, one logically concludes the entire lot is private property, since the city, county, or state does not own it. Therefore, if an accident occurs in the lot, it is a private property accident, right? The answer is **MAYBE!** If the area of impact (AOI) occurs on a parking lot **trafficway**, the answer is **NO**. If the AOI is in an parking lot **aisle** or undefined area, the answer is **YES!** (see page 7 of the [coding manual](#))

Private property coding is NOT based solely on ownership, but rather if the trafficway is intended for public use. Example: In Overland Park, there are public access roads to businesses which are not named and have a marker indicating Private Property.

However, these **trafficways are intended for public use**, but the city does not maintain them, hence their private sign. In these cases, an accident here would **NOT** be considered private property, and the On Road Name would be **NONAME**. In addition, a Block Number and a Special Data entry would help identify the location.





MANAGER MUSINGS—Breaking News!

KDOT as a whole is looking for ways to pass along useful information via new communication methods. Such methods include [Twitter](#), Facebook, YouTube, Podcasts, and [KTOC](#) in addition to [email](#), “snail-mail,” and telephone.

The Accident Data Section set up a [@KDOTCrashInfo](#) private [Twitter](#) account. The purpose is to communicate key crash reporting information to law enforcement easier, as many do not receive our [email](#) and hard-copy communications currently. An added benefit is no cost to the state. We realize some agencies may not allow access to staff, but for those who can participate, we offer it to you.

[Twitter](#) is a notification tool designed to put out quick information on specific subjects. An individual can “follow” the [@KDOTCrashInfo](#) notifications (Tweets), which will provide or point them to useful information.

Please let accident reporting personnel know of this new option that will help them going forward.

Thank you, “Wrecks”



“Wrecks”

Rex McCommon

Kansas

Motor Vehicle

Accident Data Manager

Our deepest sympathies to co-workers, friends, and family of Sgt. David Enzbrenner of Atchison Police Dept. & Deputy Brian Etheridge from Sedgwick County Sheriff Dept.

COMMERCIAL VEHICLE ACCIDENT REPORTING

The Kansas Highway Patrol is responsible for uploading Kansas accident reports into the Federal Motor Carrier Safety Administration (FMCSA)’s information system. The FMCSA sets rigid requirements for entry of these reports, and the federal funding the State receives could be adversely effected by inaccurate and untimely processing of accident reports.

In order to score a good timeliness rating, KHP must have uploaded accident reports within 90 days of their occurrence at least 90 percent of the time. The state’s most recent rating is “fair,” with **70%** of records uploaded within 90 days. There are several steps in the process. Therefore the reports must arrive at KDOT in time for data entry, review and uploading into the state’s database. Only then can the reports be processed and uploaded into the federal database by KHP.

KDOT processes CMV accident reports ahead of those not involving CMV’s along with fatal and KDOT property damage reports. There are some agencies that submit reports far beyond the required timeframes, which has a negative effect on the State’s crash timeliness ratings.

- submitted by the Kansas Highway Patrol -



