
**State of Kansas Traffic Records Coordinating
Committee**

Traffic Records Strategic Plan Implementation

**Kansas Traffic Records System
Performance Measurement Report**

June 19, 2015

TABLE OF CONTENTS

	<u>Page</u>
I. Introduction.....	1
A. NHTSA Report Purpose	1
B. TRCC Report Purpose	1
II. Summary of Performance Measures.....	2
III. Timeliness Measures.....	4
A. Injury Surveillance – Trauma Reports Received	4
B. Crash - Report Processing.....	5
IV. Accuracy Measures	7
A. Crash - Blood Alcohol Content Reporting	7
V. Completeness Measures.....	9
A. Crash - Commercial Motor Vehicle Reporting	9
B. EMS - Service Participation	10
C. EMS - Reports Submitted	11
VI. Integration Measures.....	12
A. Crash –Report Electronic Submittal	12
B. Crash – Agency Electronic Submittal.....	13
VII. Accessibility Measures	14
A. Crash – Electronic Searches Performed	14
B. Crash – Electronic Records Retrieved	16

I. INTRODUCTION




A. NHTSA Report Purpose

Selected measurements within the Kansas Traffic Records System (TRS) Measurement Report (KTMR) will be submitted to the National Highway Traffic Safety Administration (NHTSA) on an annual basis. NHTSA will use the performance measurement results to assess the effectiveness of the Traffic Records Coordinating Committee (TRCC) Strategic Plan and to provide oversight of the Section 408 and 405(c) grant funding.

B. TRCC Report Purpose

The Kansas TRS performance measurements will enable the TRCC to make judgments about the effectiveness and efficiency of its plan, processes, and programs. The performance measurements will also provide a holistic view of the strategic plan's progress towards achieving the TRCC's goals and objectives. Kansas TRCC leaders will utilize the performance measurement results in this report to make ongoing decisions about their initiatives, processes, and performance.

Each measurement contains annual results, with trend and analysis data, and includes one of the following indicators:

Indicator	Description
	Signifies a materially positive trend in the performance measurement.
	Signifies a neutral trend in the performance measurement or
	Signifies a materially negative trend in the performance measurement.

The performance measurement summary indicates the year-over-year trend and is presented in the next section.

II. SUMMARY OF PERFORMANCE MEASURES

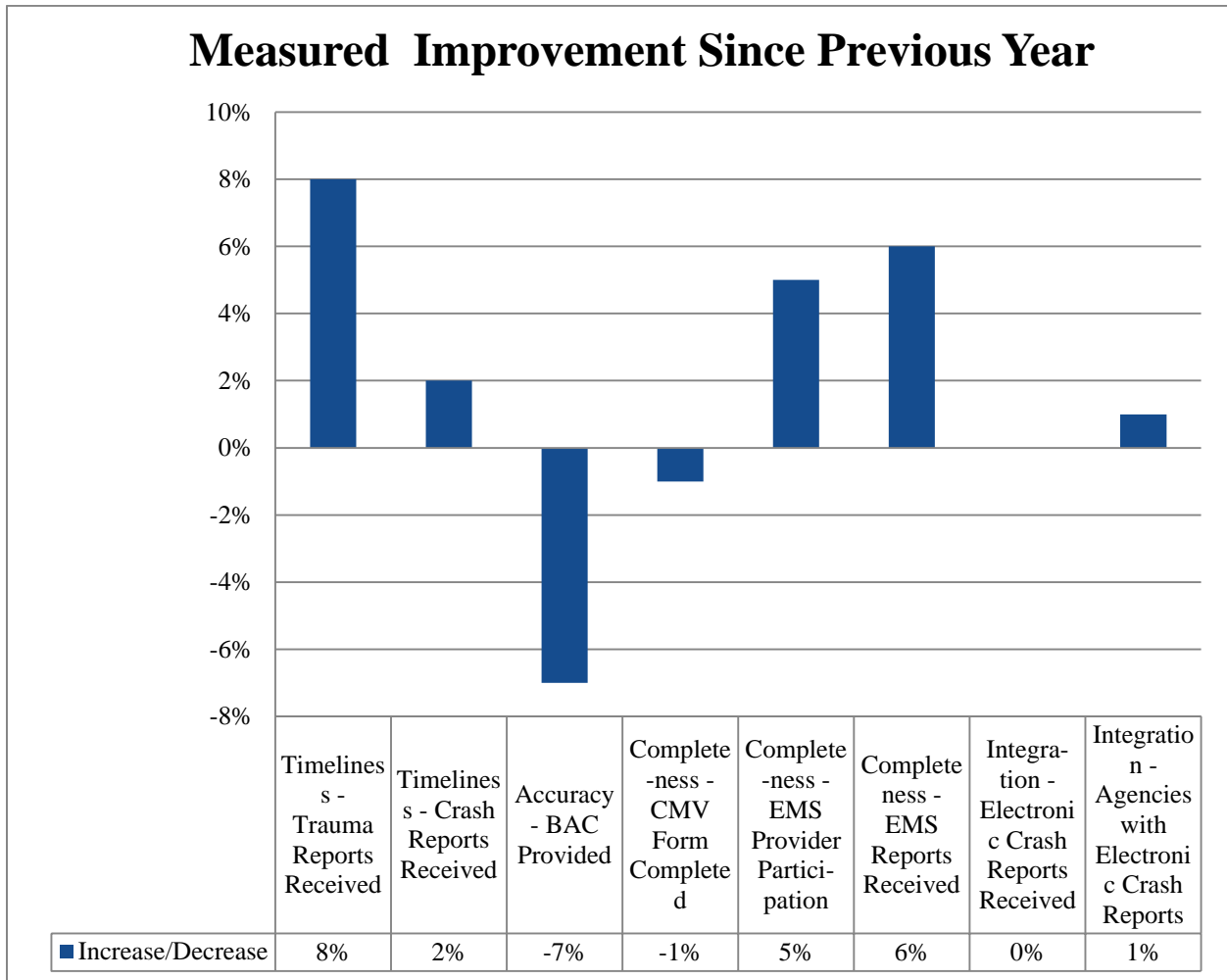
The State of Kansas TRCC has continued their progress towards improving traffic safety for the motoring public this year. In response to the most recent traffic-records reviews performed and the publication of the NHTSA Model Performance Measures, many of the performance measures for this reporting period have been reworked or modified.

The goal of the TRCC this reporting period was to continue measuring its performance in improving traffic records based on the NHTSA traffic records review. Those areas which appeared to have the greatest need are targeted by the updated Traffic Records System (TRS) strategic plan, which in turn makes them monitoring priorities. The following table depicts the areas which the TRCC is currently measuring in this report and those areas that are being explored in upcoming periods.

	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Crash						
Vehicle						
Driver						
Roadway						
Citation						
EMS/Injury						
DUI						

Current Focus	Future Focus	Not Yet Applicable
---------------	--------------	--------------------

The following graph displays the overall summary of this year's metrics and the percent by which they increased or decreased from the previous year of data.



III. TIMELINESS MEASURES

A. Injury Surveillance – Trauma Reports Received

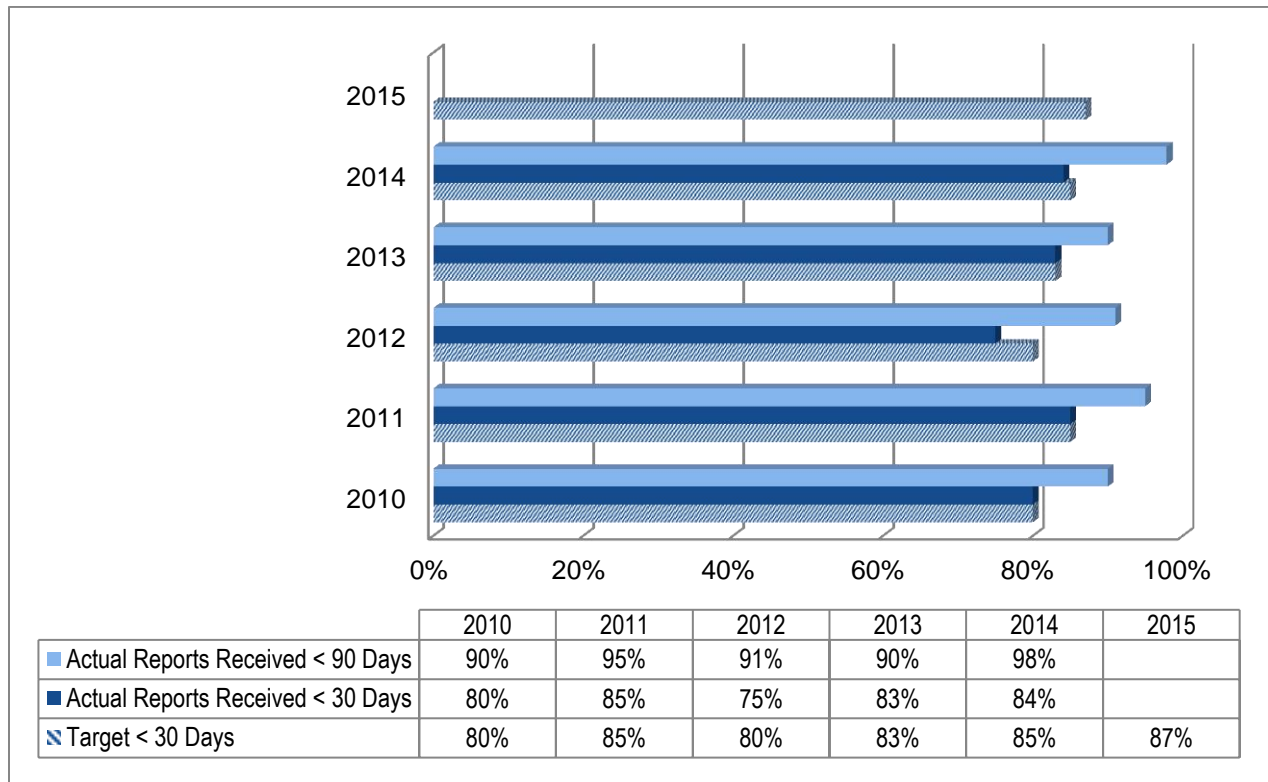
Trauma records, a subset of medical records for patients brought into State-certified trauma facilities, are statutorily required to be submitted to the State quarterly so that the information can be utilized at both a state and national level. While many of the hospitals have historically complied with this mandate, some have had difficulty providing this information in a timely manner.



The reports filed in less than 30 days were up to 84%, just missing the target rate of 85% while reporting in less than 90 days has reached 98%.

Positive

During 2014, 84% of reports were submitted within 30 days, which was a slight improvement over 2013 and just missing the target rate of 85%. A very strong 98% of reports were submitted with 90 days. The actual figures from CY 2009 and 2010 were used to set the initial baseline in 2010 and were revised in 2013 to reflect actual conditions for submitting reports. The following chart depicts the performance of the agency against this measure in 2014 along with the future period goals.



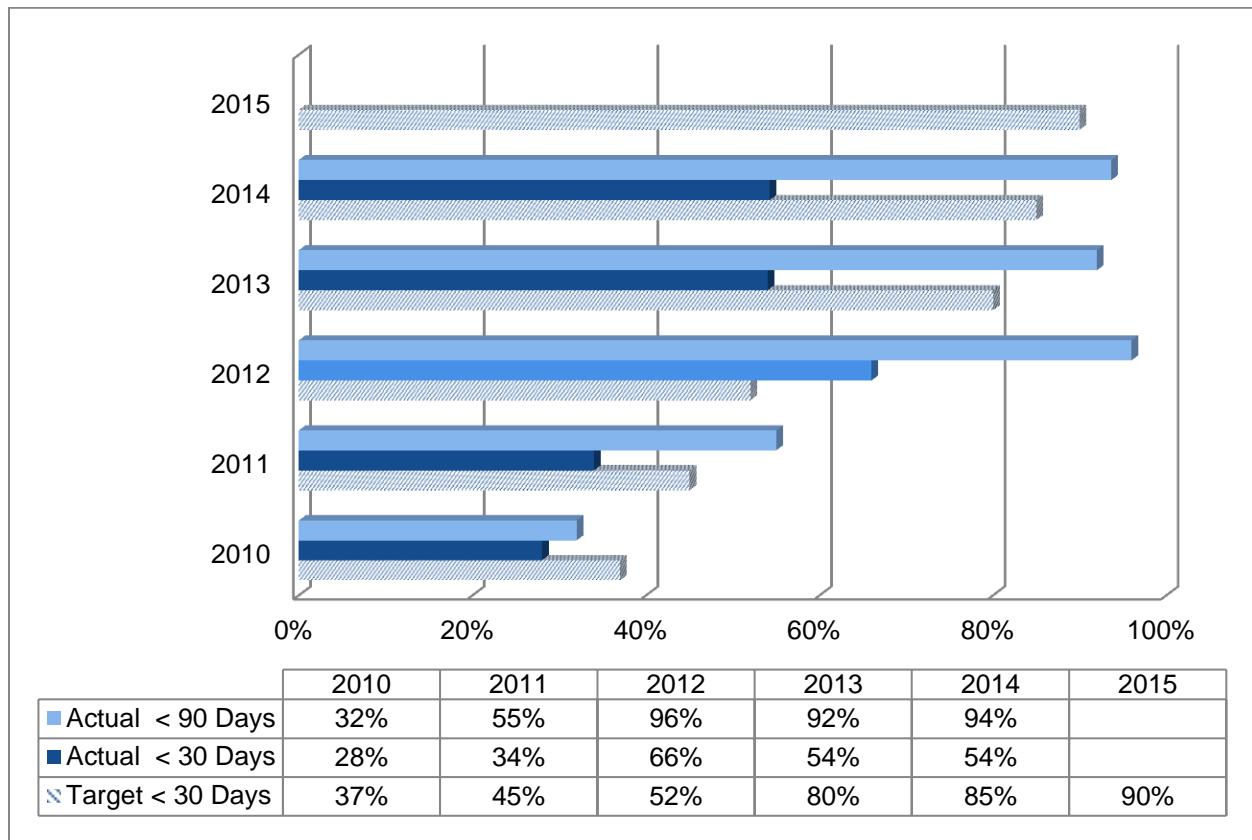
B. Crash - Report Processing

Reducing the number of days required to report and process crash report data enables faster analysis of the results of TRCC programs and goals. Kansas expects to improve the timeliness of the reporting and processing of the State reportable motor vehicle crash data.

For this performance measure, processing of the crash reports refers to the submission of the crash report, initial validation and coding of the data, and the data input into the Kansas Crash/Accident Records System (KCARS) within 30 days of the crash. When processing is complete, the crash report data is available to KCARS users for reporting and analysis.

In 2014, the agency saw the number of reports entered in the first 30 days remain at 54% of all reports.

The agency held at 54% in 2014 with respect to reports submitted within 30 days. However, the number of reports submitted within 90 days increased to 94%.



The actual submittals within 30 days lag behind the target and regressed in 2014 while submittals within 90 days increased by 3% over 2013 and were at the high rate of 94%. It should be noted,

however, that the trend for reporting within 30 days since 2010 remains positive, and has risen from 28% to 54% over than time.

IV. ACCURACY MEASURES

A. Crash - Blood Alcohol Content Reporting

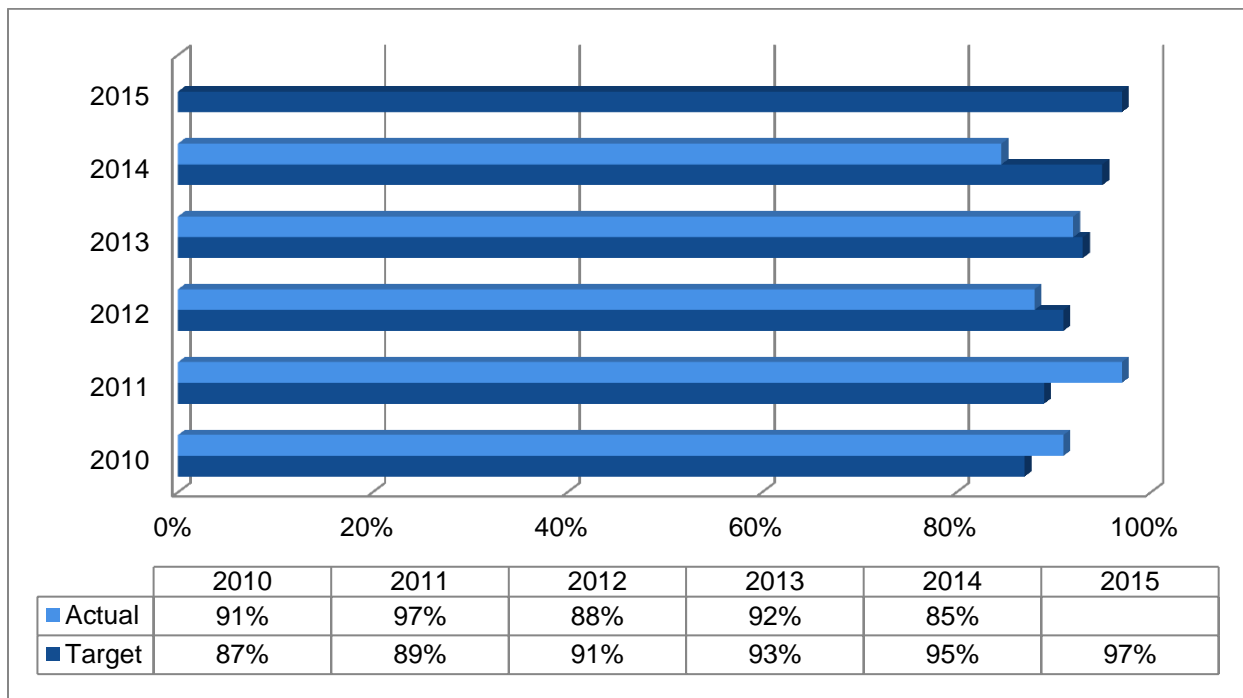
Reporting of Blood Alcohol Content (BAC) is a required field on the statewide crash reporting form for any crash where impairment by a substance is suspected. Ensuring that crash reports are submitted with complete BAC data (when required) will provide more accurate alcohol-related fatality statistical data for the State of Kansas and other interested parties.



Neutral

Only 17 out of 91 reports were lacking the BAC Content in 2014; this reflects an 85% rate, which is a decrease from 2013 and does not meet the target rate of 95%.

The goal this measure documents is decreasing the number of blank or unknown BAC fields on the State crash form, which is in turn submitted to the FARS database. The following chart depicts the number of State crash reports with complete BAC information, which in turn presents progress towards this goal.



In 2004, when the initial NHTSA Traffic Records Assessment was performed, inclusion of all the appropriate blood alcohol information on reports filed by officers to the State crash repository was very low. Half of all reports were filed with incomplete information. In subsequent years, the State funded a number of initiatives including additional training,

improved crash report forms and automated collection tools. The rate of complete BAC testing for 2014 was 85%, which is a seven percent decrease from 2013, and below the 95% target rate. However, given the small sample size, the 2014 may represent an anomaly and not a trend.

V. COMPLETENESS MEASURES

A. Crash - Commercial Motor Vehicle Reporting

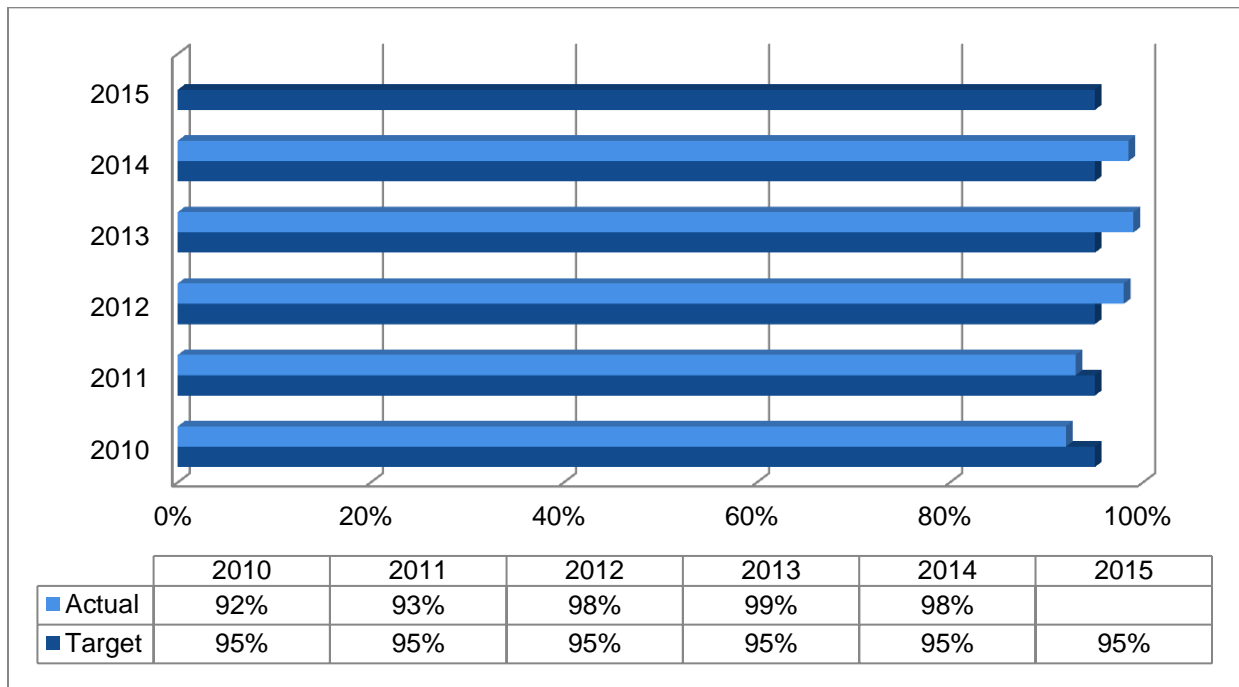
Whenever a commercial motor vehicle (CMV) is involved in a crash, officers are required to complete an additional page of the crash report providing further commercial vehicle details such as number of trailers and cargo being carried at the time of the incident.



Positive

Reporting has continued to maintain a high rate of inclusion of a completed Form 852 and is at a 98% rate for all CMV crashes in 2014.


Kansas hopes to improve the completeness of the CMV crash reports by ensuring that a Truck/Bus Supplement (KDOT Form 852) has been completed and submitted. The following diagram depicts the State's progress towards this goal.



In 2014, 1,570 of the 1,594 CMV crash reports included Form 852. This represents a rate of 98% for the completeness of CMV crash reporting. The current rate continues to exceed the state's target, as it has since 2012.

B. EMS - Service Participation

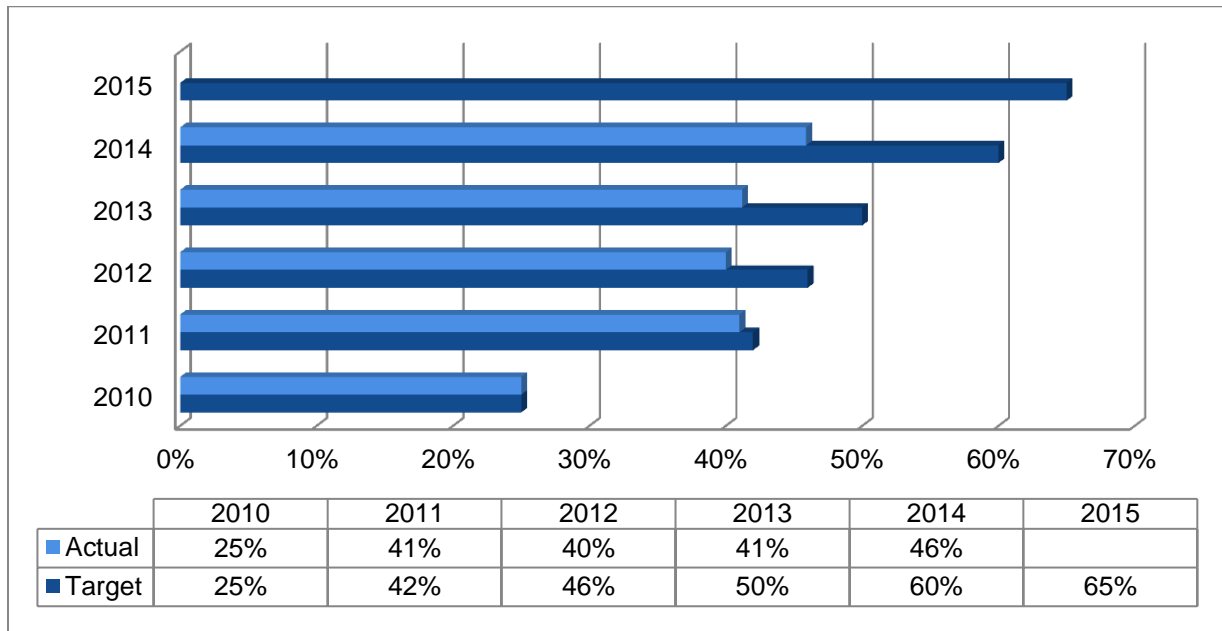
The State is targeting improved participation of EMS service providers in the statewide EMS repository and measuring improvement in this area as initiatives begin surrounding this effort. The State is comprised of six EMS Regional Councils and 170 EMS services throughout the State. The EMS services work collaboratively with the Kansas Board of EMS (BEMS). As a collective effort to better understand and utilize patient-care information and EMS data, these statewide services submit EMS reports electronically to the State’s EMS repository, Kansas Emergency Medical Services Information System (KEMSIS).



Positive


Eight more EMS providers migrated to the KEMSIS system in 2014, bringing the total participation up to 46% of all service providers.

In 2014, 78 out of the 170 EMS providers across the State are participating in the KEMSIS program. This is an addition of eight providers since 2013. This represents 46% which is a gradual increase over the prior year but below the 60% target for the year. These figures can be seen in the chart below depicting the Kansas targeted and actual progress towards the KEMSIS service participation goals and expectations.



C. EMS - Reports Submitted

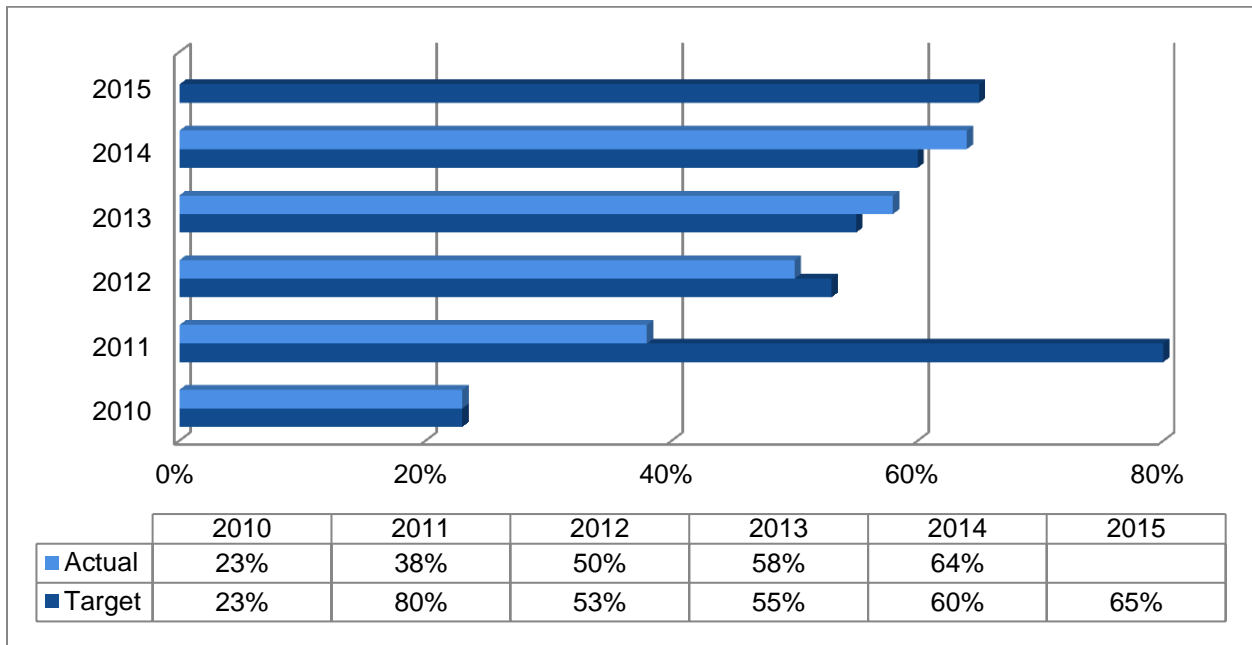
In an effort to better understand and utilize patient-care information and EMS data, EMS reports are being collected electronically across six regions and among 170 EMS services statewide. After some careful consideration it has been determined that a Performance Measure for annual number of reports submitted to KEMSIS, in comparison with, the number of total EMS reports completed annually would be an accurate reflection of the State’s progress towards achieving its desired goals and objectives for improved EMS data capture. These reports are electronically-submitted by participating EMS services and collected in the State’s repository, KEMSIS, where the data and information collected can be used for analysis and information-sharing purposes.



Positive

In 2014, approximately 64% of the EMS reports submitted to KEMSIS were filed electronically resulting in a 6% rise in the rate and exceeding the target rate for 4%.

In 2014, 159,035 out of approximately 250,000 incidents were completed and routed to KEMSIS. The 2014 number represents an increase of 8,681 reports (6%) submitted and routed to KEMSIS over 2013. The following chart depicts that Kansas targeted and actual progress towards the KEMSIS reporting submission goals and expectations.



The 2014 actual rate of 64% is above the target rate of 60% target and shows a positive trend and marked improvement.

VI. INTEGRATION MEASURES

A. Crash –Report Electronic Submittal

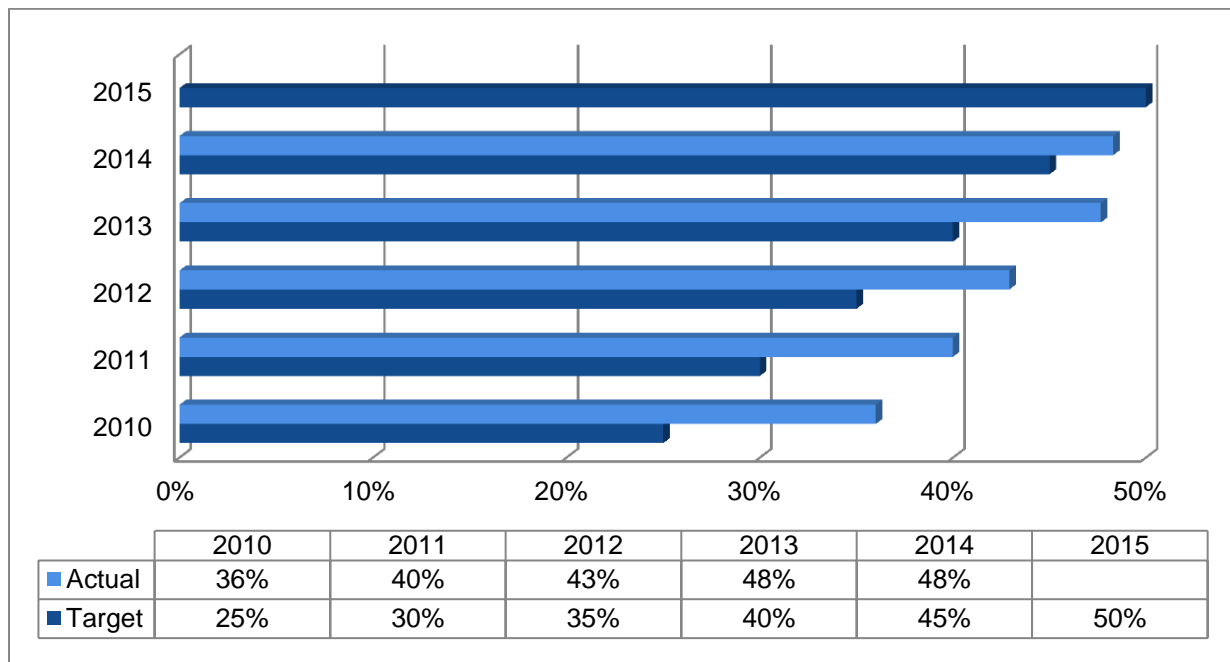
Automating crash data collection is a large emphasis of the TRS strategic plan. Automation often provides improved data timeliness and quality through an improved workflow. In this case, crash report data would be readily accessible at the KCARS database, and duplicate data entry has been substantially reduced.



Positive

In 2014 approximately 48% of the crash reports submitted to KDOT were filed electronically. This is consistent with 2013 results and exceeds the state's target.


The goal measured is to increase the number of reports submitted in an electronic format rather than the historical paper-based forms. Much of this measure is based on the TRS deployment initiative where improved data collection mechanisms are being deployed to law enforcement and a centralized record index established to facilitate collection and distribution of this electronic information.



In 2014 27,917 of the 57,787, or 48%, of the crash reports submitted to KDOT were filed electronically. This is on par with 2013 and is above the state's target of 45% for 2014.

B. Crash – Agency Electronic Submittal

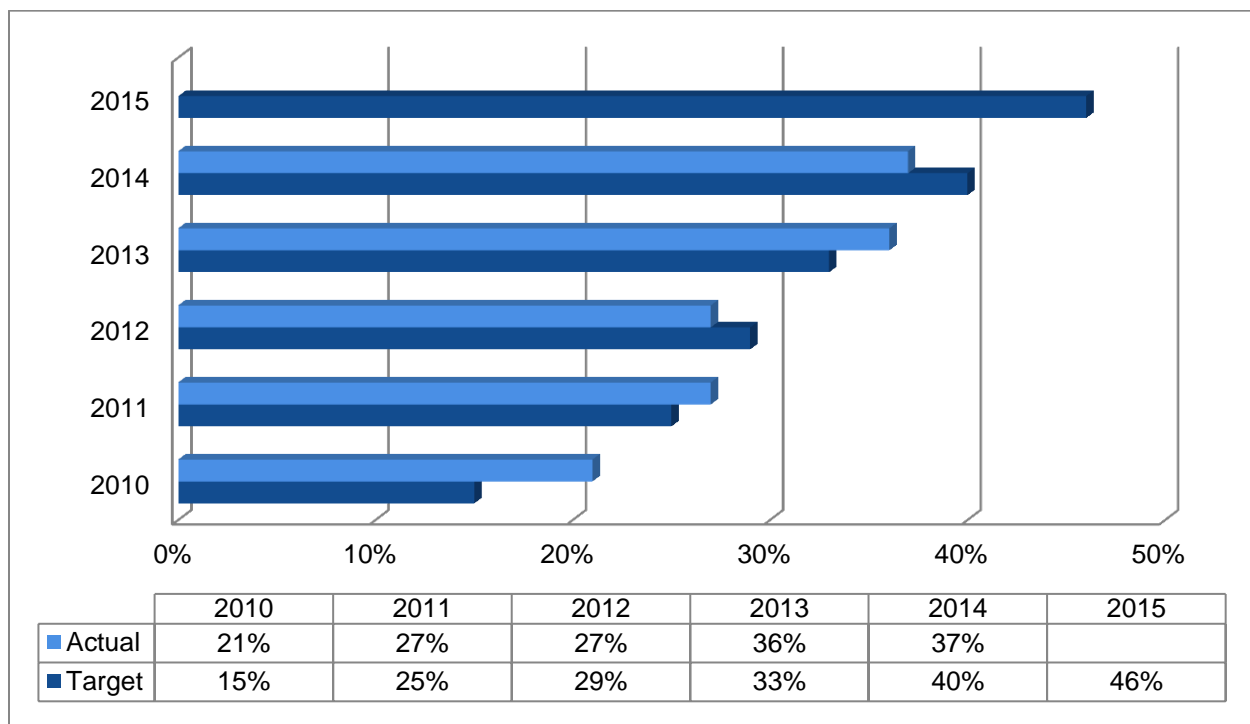
As discussed in the previous subsection, automating crash data collection is a large emphasis of the TRS strategic plan. Automation often provides improved data timeliness and quality through an improved workflow. In this case, crash report data would be readily accessible at the KCARS database, and duplicate data entry has been substantially reduced.



Positive

In 2014, the percentage of agencies reporting electronically increased from 36% to 37% but did not reach the target rate of 40%

The goal measured here is increasing the number of agencies reporting crash information in an electronic format rather than the historical paper-based forms. Much of this measure is based on the TRS deployment initiative where improved data collection mechanisms have been deployed to law enforcement and a centralized record index established to facilitate collection and distribution of this electronic information.



The number of agencies reporting crash records electronically has steadily increased over the past five years and surpassed the initial targets. In 2014, 118 out of the approximately 319 agencies (37%) who actively file crash reports are electronically integrated with the crash reports database. This is an increase of 1% (3 agencies) over 2013. The 2014 rate was just short of the state’s target of 40% for 2014.

VII. ACCESSIBILITY MEASURES

A. Crash – Electronic Searches Performed

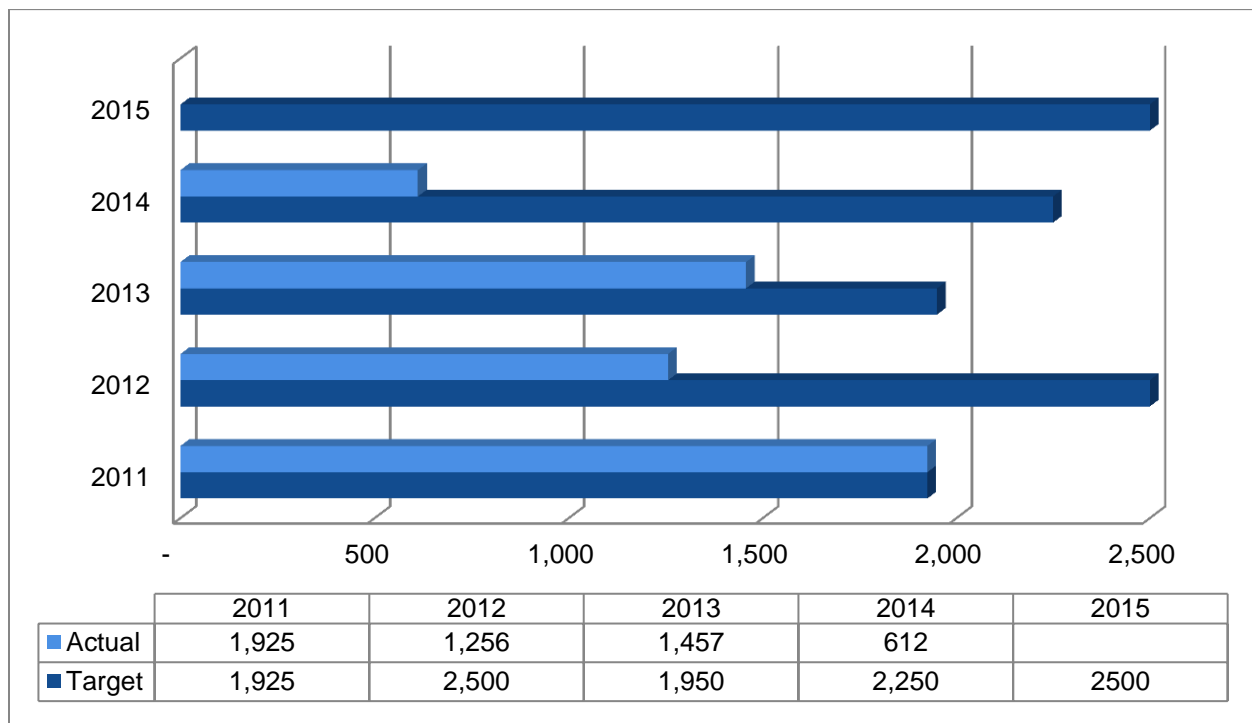
For a number of years, the State’s crash reports have been preserved as both raw data and document images inside privately accessed systems within KDOT. In August 2010, the TRS project made this rich historical record set available to the traffic safety community through the Kansas Criminal Justice Information System (KCJIS) portal hosted by the Kansas Bureau of Investigation.



Negative

The rate of searches significantly decreased in 2014 and did not reach the target of 2,250 searches.

This portal is used by law enforcement, traffic safety, and justice partners throughout the State to access various data sets such as Drivers Licensing, Vehicle Titles, and Criminal History information. The addition of crash reports to this tool makes it possible for hundreds of users to access this data point in conjunction with the other searches they already perform as a part of their daily duties. The following depicts the actual number of searches performed alongside the measure’s target figures.




There are some obstacles to performing electronic searches that have limited the number of searches. These include the requirement that the user have a security token. This and the ongoing

effort to develop a more user-friendly portal as part of the RAPID project may explain the significant decline. The number of searches is expected to significantly increase with the implementation of an improved search interface as part of the RAPID project.

B. Crash – Electronic Records Retrieved

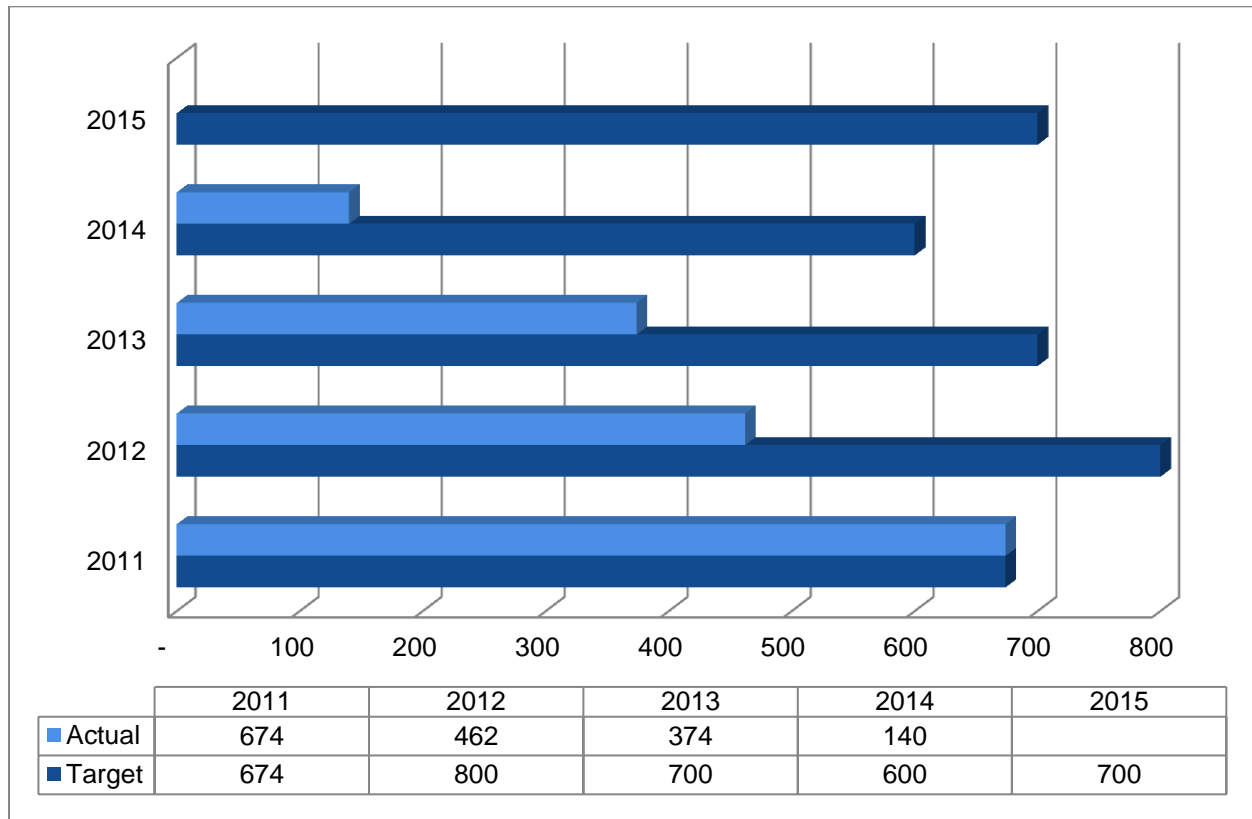
For a number of years, the State’s crash reports have been preserved as both raw data and document images inside privately accessed systems within KDOT. In August 2010, the TRS project made this rich historical record set available to the traffic safety community through the KCJIS portal hosted by the KBI.



Negative

The number of records retrieved has decreased each year and has not met targets, but is expected to increase with improved functionality in the portal used for searches.

This portal is used by law enforcement, traffic safety, and justice partners throughout the State to access various data sets such as Drivers Licensing, Vehicle Titles, and Criminal History information. The following depicts the actual number of crash records returned alongside the measure’s target figures.



This metric was added in recent years and targets are based on a conservative increase each year. However, after a second year in production it was necessary to adjust the targets associated with this measure. Current results remain well below the target. This may be because the current search functionality is not robust and records are not being found. However, a key component of

the current RAPID project at KCJIS is to improve search and indexing. It is expected that the result will be an increase in the number of records electronically retrieved.