

Kansas Accident Reporting Newsletter

DISTRIBUTION: MAY

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

REPORTING REVIEW & RETURNS

In recent years, we sent back accident reports to law enforcement agencies for correction due to various reasons. For 2012, we sent back **4,161** reports. The issues included missing data, missing pages, unreadable information, invalid location data, improper coding in specific areas, etc.

Concerning coding issues, the hope in sending the reports back was two-fold: 1. Obtain more accurate reporting, and 2. Provide feedback to LEAs to increase understanding. Previously, KDOT would simply have data entry staff fix coding issues where possible. However, this resulted in continued improper coding due to lack of feedback.

That said, the state Accident Data Section at KDOT has been impacted by budget cuts, and we are evaluating all of our functions. It is likely that we will need to reduce the number of reports returned for correction, as we won't have the time or staff to review the reports as thoroughly. Therefore, each agency and reporting officer needs to ensure proper training occurs and that the training agrees with the state Motor Vehicle Training Manual. Thank you.

2013 ACCIDENT REPORTING

- * Please ensure your agency is reporting all state-reportable accidents to KDOT on a regular / timely basis.
- * Please submit amended accident reports reflecting the most up-to-date information for drivers, vehicles, etc.
- * Please do not withhold reports for weeks or months due to "investigation." Send an initial report early wherever possible, and then an amended copy later as applicable.

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Contact Information

- ◆ **Accident Coding Help or data requests:**
785.296.0456 or
accidentdata@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: 785.296.3671
- ◆ **KLER Software:**
1-877-317-4597 or
helpdesk@khp.ks.gov
- ◆ **KLER e-submission to KDOT:** 785-296-4851
TRAdmin@ksdot.org
- ◆ **Addresses** are listed in the
[Motor Vehicle Accident Coding Manual](#)—Page 3



The quality of
 accident
 reporting is
 crucial to traffic
 safety

ACCIDENT REPORTING MYTHS

1. Completing accident forms is only for the insurance companies.

- **Wrong:** Many use accident report data to improve roadway safety including city/county/state engineers, research departments, safety departments, etc.

2. Accident reports are sent to the “black hole,” and we never receive anything from the state.

- **Data from the accident forms are maintained in the state database used to determine roadway improvements and report statistics to anyone who asks including law enforcement agencies, media, legislature, etc.**

- send requests to accidentdata@ksdot.org

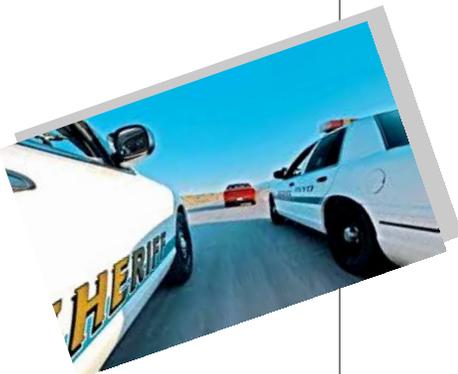
3. “It doesn’t matter what I put down...no one looks at it.”

- ***Every piece of information is important*** and potentially a part of a traffic safety study or needed for other purposes.

- **Accident data influences a person’s driving record, vehicle data, insurance costs, tax resources, roadway improvements, and so on.**

POLICE PURSUIT ACCIDENTS

Data as of
 4-30-13



Year	ACCIDENTS				PEOPLE	
	Total	Fatal	Injury	PDO*	Deaths	Injuries
2008	256	4	104	148	6	151
2009	211	4	66	141	5	108
2010	171	1	48	122	1	68
2011	202	6	67	129	6	95
2012	206	4	82	120	6	129
Totals:	1,046	19	367	660	24	551

* Property Damage Only accidents

NOTE: Accidents denote at least one vehicle involved in a crash where a vehicle was being pursued by law enforcement.



MANAGER MUSINGS — E-REPORTING

As with many agencies in the state, the Kansas Department of Transportation has been hit with significant budget cuts and are looking for every opportunity to trim back. The Accident Data Section is not immune as indicated on the front page.

One **consideration** being discussed is the possibility of requiring agencies to submit accident data electronically to the state at some point in the future in order to promote cost savings. If this becomes a reality, what would the impact be to your agency?

If your agency is using or plans to use **KLER** (state software application), you are in good shape. If not, one should consider how work processes and software would need to be adjusted to incorporate KLER.

For instance, some agencies use XYZ software to capture form data, and their software vendor provides the flexibility to integrate with the KLER program in some way in order to e-submit records to KDOT.

I realize this may cause some anxiety. However, I wanted to provide advanced notice in case a decision is made to go in this direction.



“Wrecks”
Rex McCommon
Kansas
Motor Vehicle
Accident Data Manager

REPORTING IS
INVESTIGATION;
INVESTIGATION
IS KNOWLEDGE;
KNOWLEDGE
INFORMS DECISIONS.

ACCIDENT LOCATION CODING

A reoccurring theme in accident reporting is improper coding in the **Accident Location** field.

We have addressed this by enhancing the wording in the Coding Manual, sending back thousands of reports for correction, and through previous Newsletter communications.

CONSIDERATIONS

- * Notice the headings of the two sections for this field: **On Roadway** and **Off Roadway**, and remember that “**roadway**” for accident reporting is defined as the **driving lanes only**. Further, the Accident Location code is based upon where the **1st Harmful Event (FHE)** occurs, and “harm” is defined as physical damage or injury (not the unstabilized situation).
- * Therefore, if the FHE occurs within the driving lanes, use an On Roadway code. If the FHE occurs outside the driving lanes (even by a small distance), code an Off Roadway code.
- * Make ensure proper understanding for when to code intersection (12), intersection-related (13), driveway access (14), etc. It appears that code 11-Non-intersection is sometimes used where a more appropriate code is needed.

Kansas Department of Transportation
 Kansas Accident Data Manager
 700 SW Harrison, 4nd Floor
 Topeka, KS 66603



Attn: Accident Reporting Personnel

REPORTED ACCIDENTS INVOLVING POLICE VEHICLES

Data as of 4/24/2013

ALL POLICE VEHICLE INVOLVED ACCIDENTS

Year	ACCIDENTS				PEOPLE	
	Total	Fatal	Injury	PDO*	Deaths	Injuries
2010	321	2	70	249	2	112
2011	374	0	55	319	0	75
2012	295	2	53	240	4	95
TOTALS:	990	4	178	808	6	282

* Property Damage Only