

KANSAS ACCIDENT REPORTING NEWSLETTER

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

LAW ENFORCEMENT COMMUNICATIONS



“Wrecks”

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Kansas
Motor Vehicle
Accident Data Manager

Tidbit: Rex has worked for KDOT over 20 years and with the Accident Section for 14 of those years.

Greetings Law Enforcement Personnel:

I am looking for ways to communicate more with LEAs concerning motor vehicle accident reporting...hence this newsletter.

First and foremost, the hard work of each law enforcement agency is GREATLY appreciated by your state partners! There are so many agencies and individual personnel who truly understand their reporting role and do so with expertise, precision, and excellence.

It is my hope that better communication will prove helpful in many ways:

1. Answer common reporting concerns
2. Update LEAs on state initiatives
3. Understanding of the big picture
4. Let agencies know what we can do for them

Certainly, there are more benefits, but this will get us started. My goal is to be specific, helpful, and relevant providing such information.

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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: 785.296.3613

◆ **KLER Software:**

1-877-317-4597 or
helpdesk@khp.ks.gov

◆ **Addresses** are listed in the [Motor Vehicle Accident Coding Manual](#)—Page 3

PAPER AMENDED REPORT CLARIFICATION

I will do my best to outline how amended reports **submitted on paper** are processed and to be re-submitted.

If a report is amended, it is to be modified, the amended checkbox marked, and the full report submitted to KDOT.

1. Make a **copy** of the page(s) to amend. (versus filling out everything on a new page)
2. **Add/Correct/Modify** values as necessary
3. **Highlight** the modifications to the report.
4. **REPLACE** the original page with the corrected page. We do not need the original back.
5. Please **send the full, modified report** (all KDOT forms) to KDOT.
6. The original is then replaced at KDOT with the new.

* **Please do not send in just the page that was changed.** ([CM pgs 8, 13](#))

* Please do not start a new page and put only the corrections/amendments on it.

<input checked="" type="checkbox"/>	Amended Report
<input type="checkbox"/>	DUI
<input type="checkbox"/>	Hit & Run
PO	Accident Severity
	Fatal Injury
	PDO >= \$1,000
	PDO < \$1,000
<input type="checkbox"/>	Private Property



ACCIDENT REPORTING FACTS

Did you know...

- City, County, & State engineers rely heavily on accident data reporting, to design safer roadways.
- Federal and state money is acquired and distributed to the state and local government as a result of quality reporting.
- Accident reporting is crucial to the traffic safety community.
- The Kansas legislature and federal partners make or modify laws using accident data.
- The report data law enforcement provide are requested by the media frequently.
- Accident reporting is NOT solely for insurance companies
- Other data users:
 - * Concerned citizens
 - * Research Departments
 - * Carfax & other businesses
 - * Courts / Attorneys

As you can see, many count on these data in order to do their jobs and make informed decisions. Data timeliness and quality are essential and begin with LEA reporting.

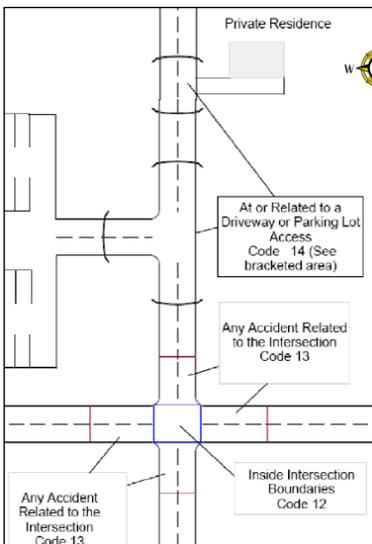
WHAT IS THE NO. 1 CODING ISSUE?
ACCIDENT LOCATION CODING
OF 1,200 REPORTS REVIEWED, 800 APPEARED INCORRECT

HOW TO CODE - ACCIDENT LOCATION

When my staff told me, "...out of 1,200 accidents about 800 of them have location problems," I was shocked to say the least. Two-thirds of the reports sent in on paper appear to be incorrect in this coding. I suspect e-submitted reports have similar issues. (Gulp) Well, the good news is the fix is relatively easy.

Here are the two main problems we see...

1. The narrative, diagram, and codes do not agree.
2. The Accident Location (AL) coding is based on where the unstabilized situation begins instead of where the **first harmful event (FHE)** occurs.



- * If the first Area Of Impact (AOI) occurs **WITHIN THE BOUNDARIES** of an intersection (inside the box), **code 12**. If related to an intersection where traffic is slowing or accelerating a distance from an intersection, **code 13**.
- * If the accident **FHE (AOI)** occurs where, or related to, a vehicle turning into or out of a driveway or parking lot access point, **code 14** (see page 23).
- * If the accident occurs anywhere **within** the boundaries of an interchange, **code 15** (see pg 23-26).
- * If the 1st harmful (AOI) event occurs off the roadway (outside the driving lanes), and on a **designed** shoulder, **code 20**; **code 21** if outside of the shoulder and within the right-of-way of the trafficway, use code 88 for an AOI beyond the trafficway boundaries, etc.

[Please review the coding manual, pages 22-28.](#)



MANAGER MUSINGS

I remember an 1992 accident where my wife and I were involved. A drunk driver passed out turning left, plowed through four other cars, and finally hit us head-on. Thankfully, we were not hurt significantly. It did total my truck. The reporting on this accident was thorough, and the content was quite useful to us and others.

On the other hand, a close friend of mine was involved in an accident last year. In this case, the report was missing data and sometimes inaccurate. The lack of attention to detail, caused significant problems for her in rectifying the situation.



The people needing these reports are you and I, our family and friends. They all deserve our best investigative effort.

If **alcohol data** are incomplete or incorrect, laws, safety initiatives, financial grants, etc. are adversely affected. If **Contributing Circumstances** are not coded well, many downstream users do not have the data they need for traffic safety initiatives. The list goes on and on...

Data quality and timeliness are crucial to all involved (including LEAs). Many LEAs understand this and strive to do their best. However, there is a portion of the law enforcement community who devalue and rationalize away this responsibility. Unfortunately, the repercussions are significant to the many who count on them to document each incident thoroughly.

ELECTRONIC REPORTING & SUBMISSION

Tidbits on e-submission and software:

- a. As of June 1st, 2011, 90 LEAs were approved to e-submit accident report data via KLER.
- b. In **2010**, electronically submitted reports represented **44%** of all reported. Over **250** LEAs continue to send paper reports.
- c. The state originally intended to create a NIEM e-submission specification for software vendors to incorporate into their products. Unfortunately, the consultant work on this effort was insufficient and the effort is indefinitely postponed. We apologize to those LEAs and their vendors who were looking forward to and counting on this work.
- d. The state program, KLER, is the only interface able to e-submit accident data. Know that the KHP is working with LEA vendors to find ways to interface with their RMS products. [Contact KHP](#) for more info, and contact your vendor to see if they are working towards this solution.

Quality Reporting

The investigator fulfills the single most important role!

Everyone

“downstream” is

counting on them and forever grateful for their efforts.

It is about fervently investigating and documenting an

incident as accurately and timely as possible.

Begrudgingly doing “paperwork” neglects the importance and responsibility of the investigator’s role.

