

---

**State of Kansas Traffic Records Coordinating  
Committee**

**Traffic Records Strategic Plan Implementation**

**Kansas Traffic Records System  
Performance Measurement Report**

---

March 22, 2013

**TABLE OF CONTENTS**

	<u>Page</u>
<b>I. Introduction.....</b>	<b>1</b>
<b>A. NHTSA Report Purpose .....</b>	<b>1</b>
<b>B. TRCC Report Purpose .....</b>	<b>1</b>
<b>II. Summary of Performance Measures.....</b>	<b>2</b>
<b>III. Timeliness Measures.....</b>	<b>4</b>
<b>A. Injury Surveillance – Trauma Reports Received .....</b>	<b>4</b>
<b>B. Crash - Report Processing.....</b>	<b>5</b>
<b>IV. Accuracy Measures .....</b>	<b>6</b>
<b>A. Crash - Blood Alcohol Content Reporting .....</b>	<b>6</b>
<b>V. Completeness Measures.....</b>	<b>8</b>
<b>A. Crash - Commercial Motor Vehicle Reporting .....</b>	<b>8</b>
<b>B. EMS - Service Participation .....</b>	<b>9</b>
<b>C. EMS - Reports Submitted .....</b>	<b>10</b>
<b>VI. Integration Measures.....</b>	<b>11</b>
<b>A. Crash –Report Electronic Submittal .....</b>	<b>11</b>
<b>B. Crash – Agency Electronic Submittal.....</b>	<b>12</b>
<b>VII. Accessibility Measures .....</b>	<b>13</b>
<b>A. Crash – Electronic Searches Performed .....</b>	<b>13</b>
<b>B. Crash – Electronic Records Retrieved .....</b>	<b>14</b>

## 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 new 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.

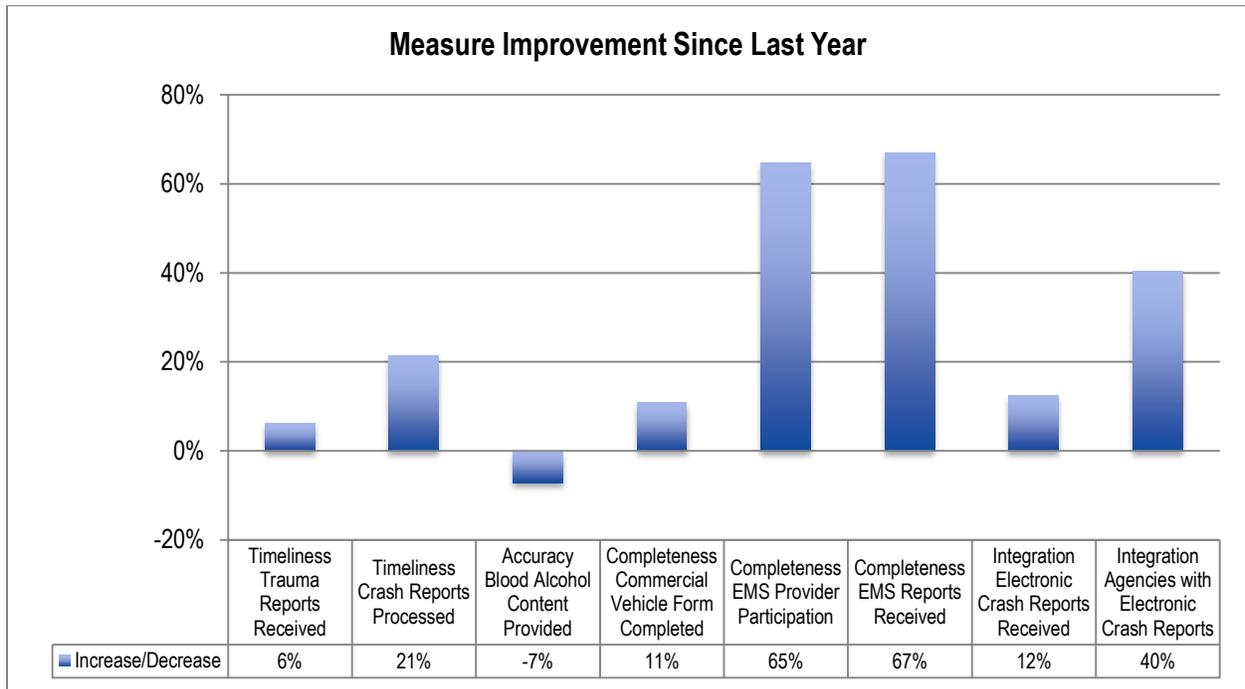
The goal of the TRCC this reporting period was to focus on measures that help gauge where the State is focusing their efforts after the latest NHTSA traffic records review. Those areas which appeared to have the greatest need are being targeted by the updated Traffic Records System (TRS) strategic plan, 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
<b>Crash</b>						
<b>Vehicle<sup>1</sup></b>						
<b>Driver</b>						
<b>Roadway</b>						
<b>Citation</b>						
<b>EMS/Injury</b>						

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

<sup>1</sup> The State is making a significant investment in a new Vehicle and Driver Licensing solution and as this project completes, the TRCC anticipates adding measures to gauge the success and adoption of that new system.

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



### III. TIMELINESS MEASURES

#### A. Injury Surveillance – Trauma Reports Received

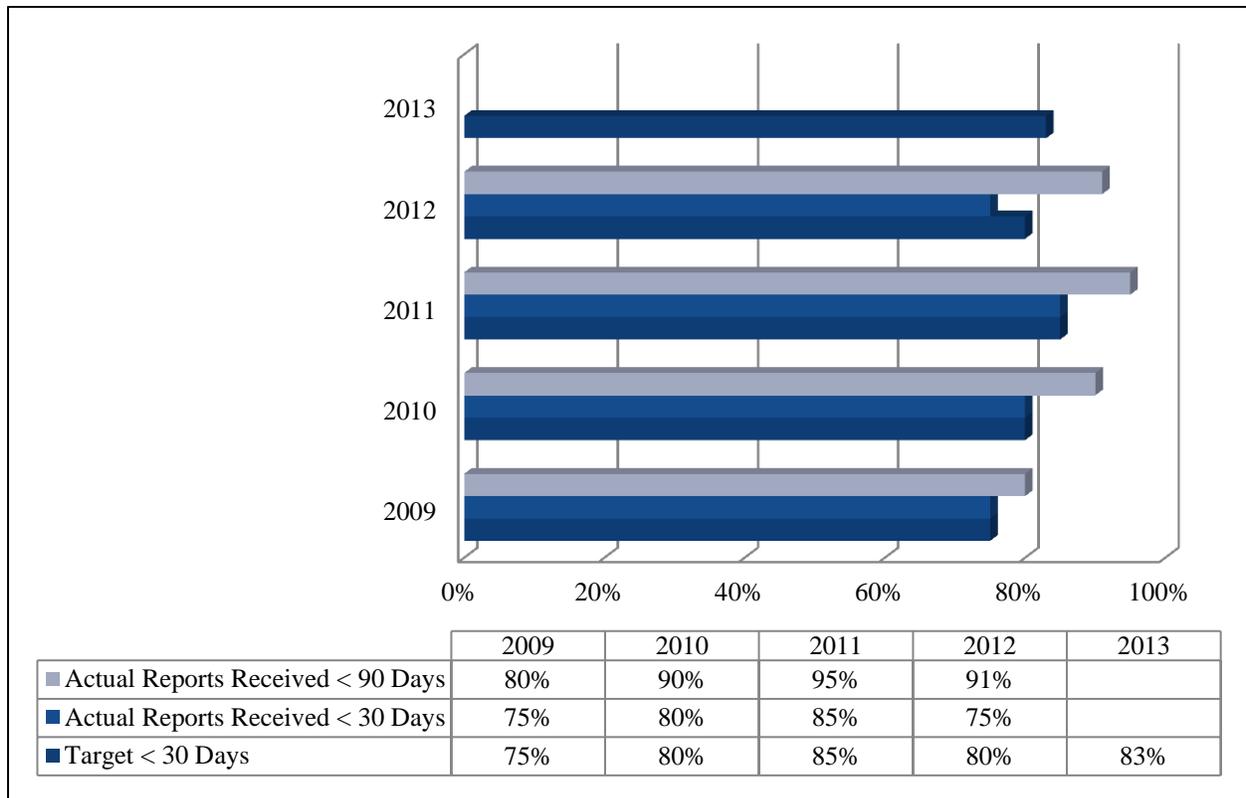
Trauma records, a subset of medical records for patients brought into State-certified trauma facilities, are statutorily required to be submitted to the State quarterly so that the information can be utilized at both a state and national level. While many of the hospitals have historically complied with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



Positive

While the reports filed in less than 30 days have declined, reporting in less than 90 days has remained consistent.

During 2012, the agency failed to meet their goal of 85%, which may indicate hospitals struggling with limited resources are not reporting as promptly. The actual figures from CY 2009 and 2010 were used to set the initial baseline in 2010 with a goal of achieving upwards of 95% of all record submissions within 30 days of the mandated quarterly deadline. The following chart depicts the performance of the agency against this measure in the past year 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.

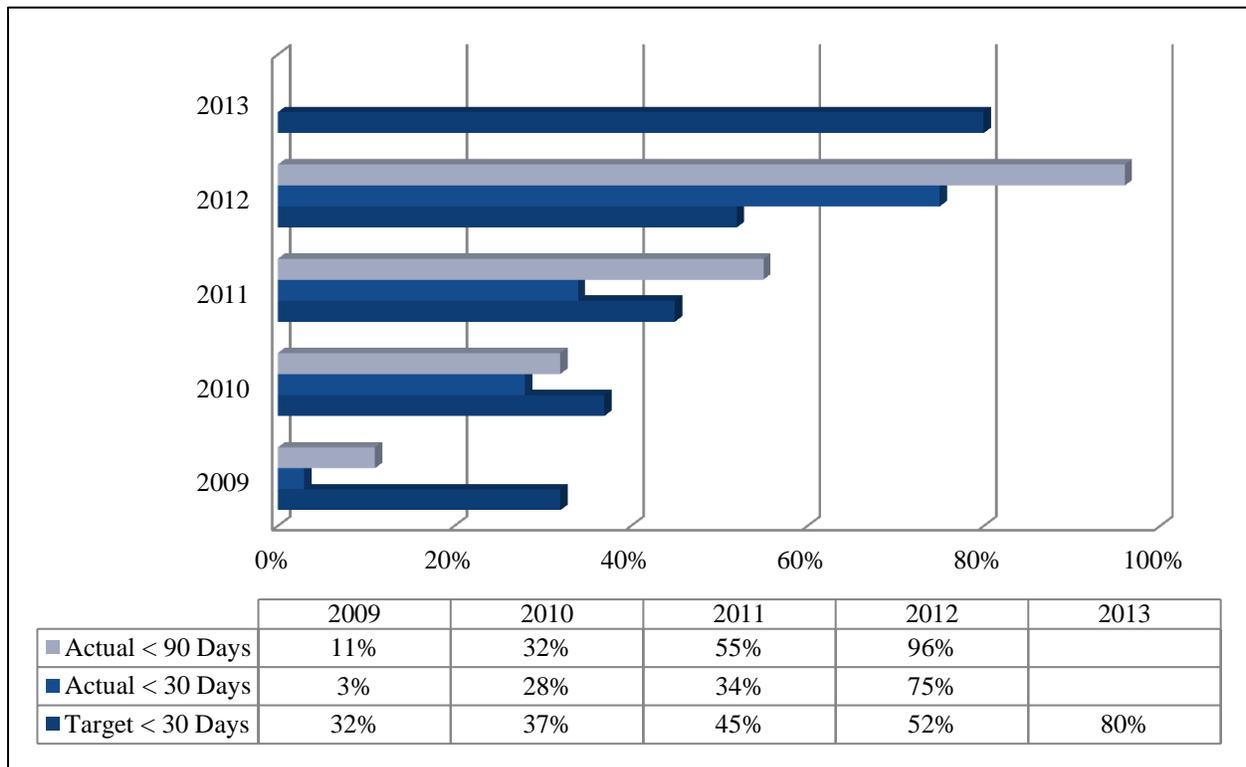


*positive*

*The agency made exceptional progress in 2012 and appears to have overcome the difficulties associated with implementing statewide policies and legislation in 2011.*

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.

The agency improved 41 percent in 2012 as crash reports went from 34% to 75% being entered in the first 30 days.



*This metric has been re-base-lined starting in 2011 so as to better reflect the time involved in enforcing the new State policies. The actual figures for 2008 and 2009 were used to establish this baseline.*

## IV. ACCURACY MEASURES

### A. Crash - Blood Alcohol Content Reporting

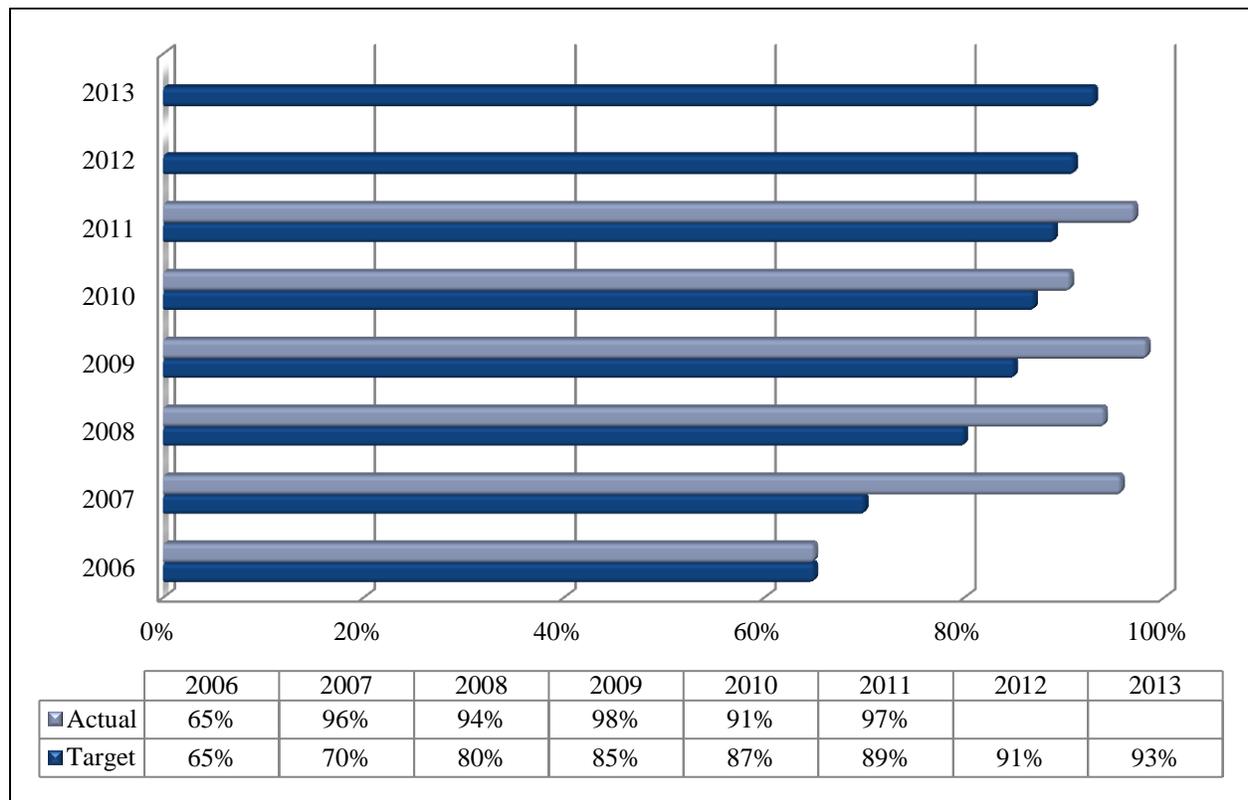
Reporting of Blood Alcohol Content (BAC) is a required field on the statewide crash reporting form for any crash where impairment by a substance is suspected. Ensuring that crash reports are submitted with complete BAC data (when required) will provide more accurate alcohol-related fatality statistical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



Positive

Only 3 out of 115 reports were lacking the BAC Content; this reflects a 361% improvement over 2010. The agency continued to surpass their target.

The goal of this measure is to decrease 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 complete BAC information provided on the State crash reports 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 which has brought the figure up to approximately 98% in 2009 and 97% in 2011.

## V. COMPLETENESS MEASURES

### A. Crash - Commercial Motor Vehicle Reporting

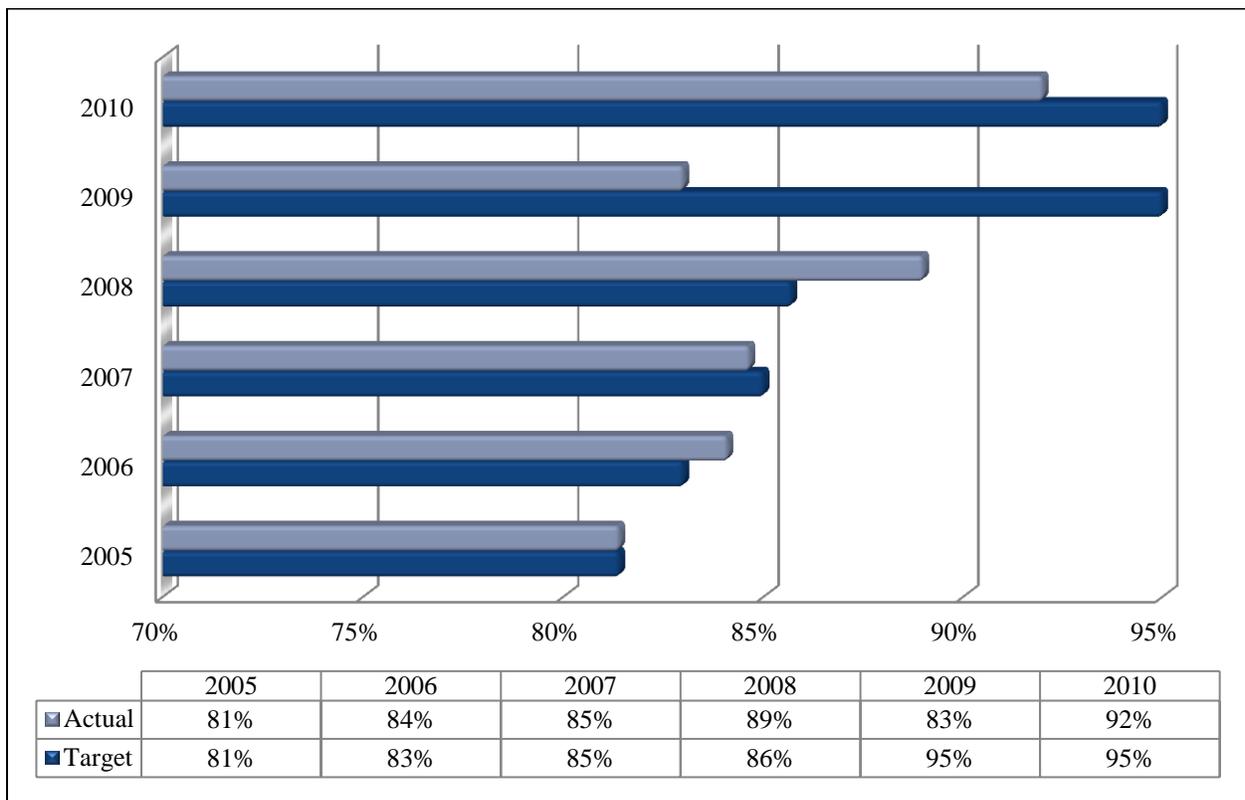
Whenever a commercial motor vehicle (CMV) is involved in a crash, officers are required to complete an additional page of the crash report providing further commercial vehicle details such as number of trailers and cargo being carried at the time of the incident.



Positive

Reporting improved significantly this past year where less than 8% of reports omitted the required commercial vehicle form.

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 2010 1,425 out of approximately 1,500 or 92% of all crashes involving commercial vehicles properly completed the required CMV form. This represents a nine percent improvement over 2009. Unfortunately, 2011 information was unavailable due to limited resources.

## 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 172 EMS services throughout the State. The 172 EMS services work collaboratively with the Kansas Board of EMS (BEMS).

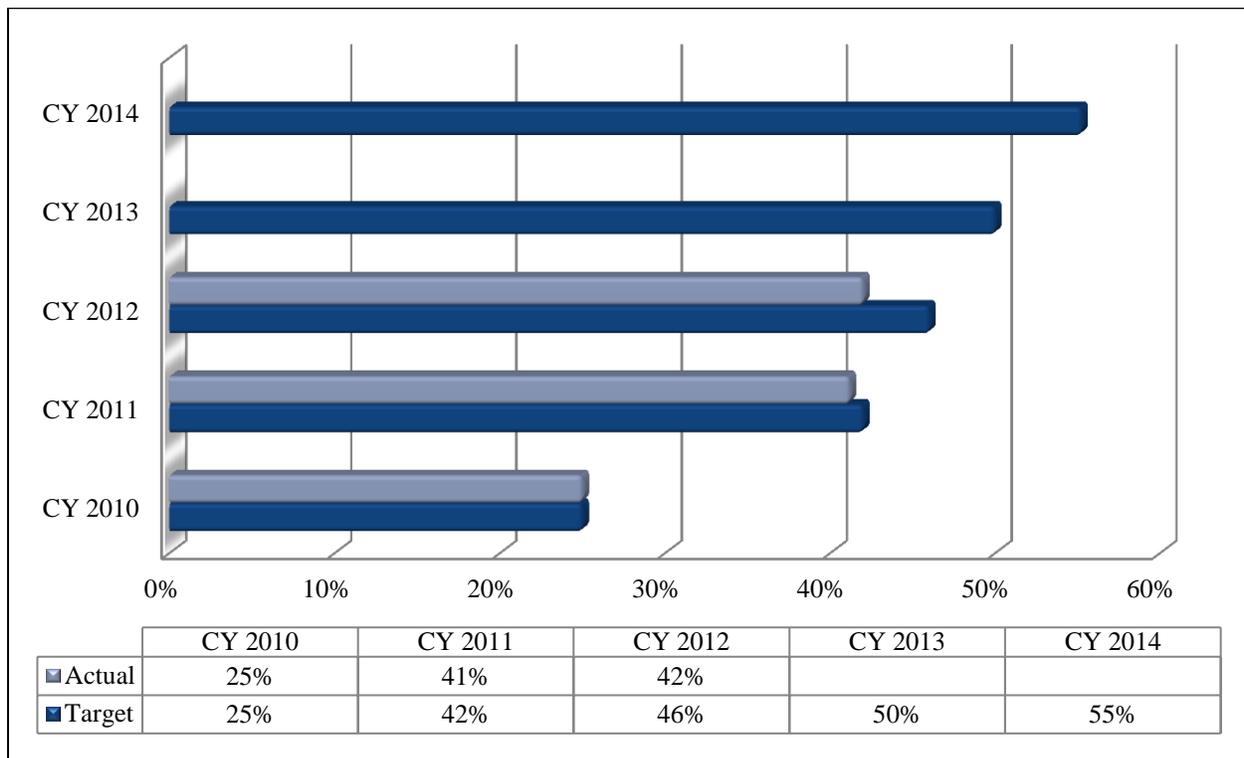


Positive

29 EMS providers have migrated over to the KEMSIS system, bringing the total participation up to 42% of all service providers.

As a collective effort to better understand and utilize patient-care information and EMS data, these 172 statewide services submit EMS reports electronically to the State’s EMS repository, Kansas Emergency Medical Services Information System (KEMSIS).

In 2012, 72 out of the now 170 EMS providers across the State are participating in the KEMSIS program. This represents 42% which is a small, but positive increase over the prior year and is only 4% short of the 46% target previously stated by the agency. 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

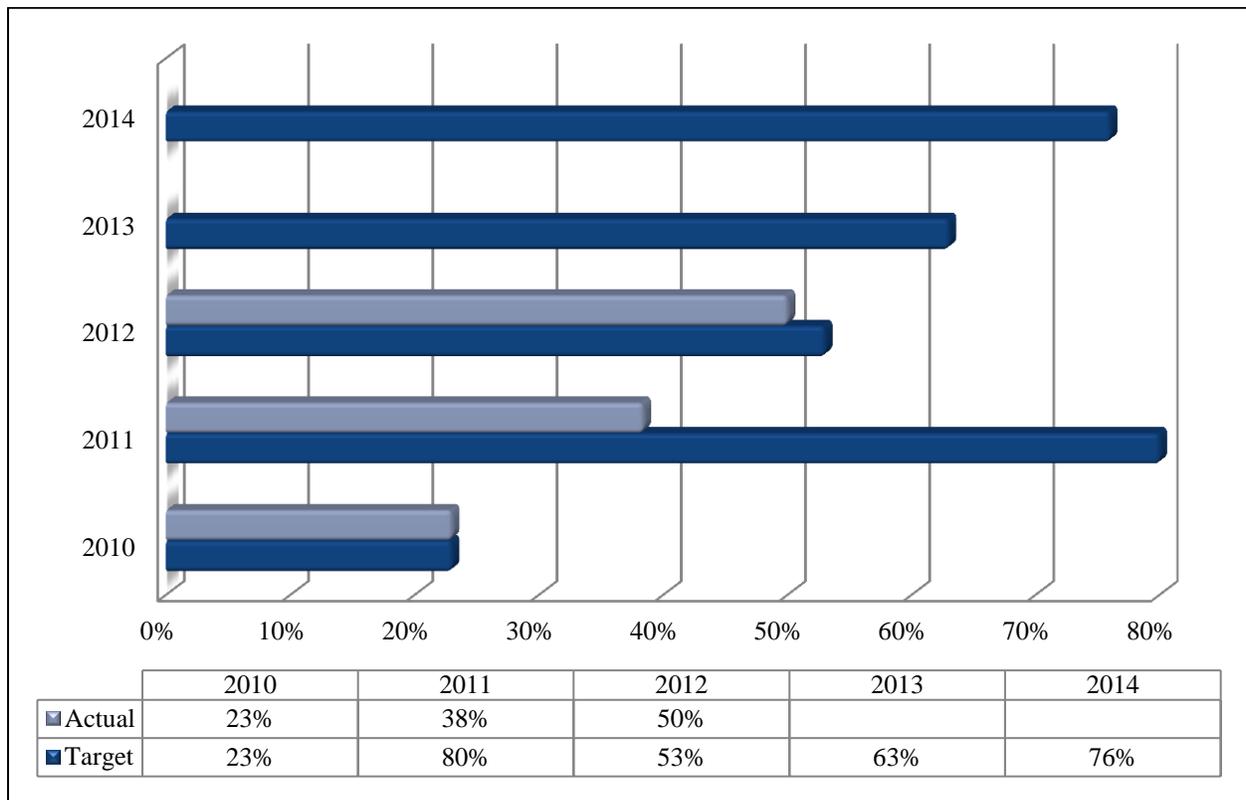
In an effort to better understand and utilize patient-care information and EMS data; EMS reports are being collected electronically across six regions and among 172 EMS services statewide. After some careful consideration it has been determined that a Performance Measure for annual number of reports 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*

*While the total is 3% short of the desired target, the actual number of reports increased 130% over last year.*

In 2012, 125,000 out of approximately 250,000 incidents were completed and routed to KEMSIS. This represents 50% of all the EMS incidents statewide for the year. The following chart depicts the Kansas targeted and actual progress towards the KEMSIS reporting submission goals and expectations.



The target trend was estimated based on three years (2010-2012) of actual data.

## VI. INTEGRATION MEASURES

### A. Crash –Report Electronic Submittal

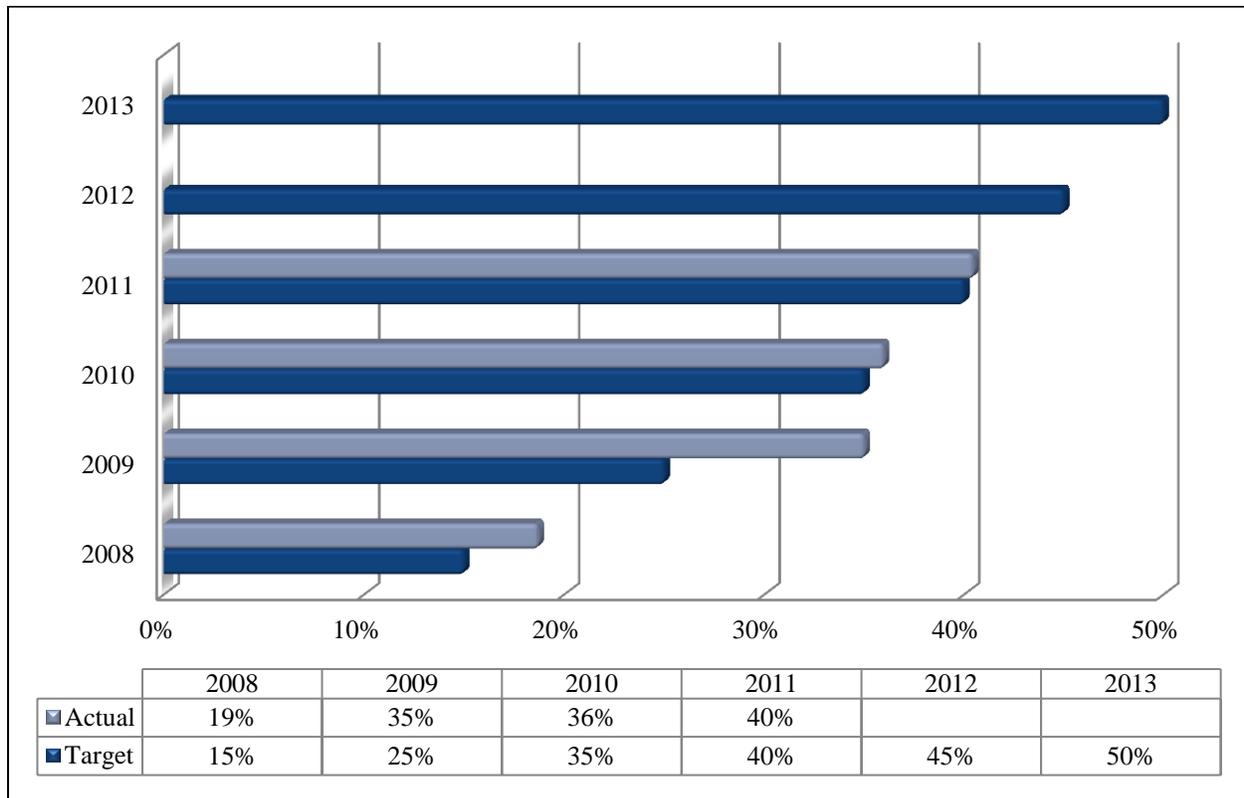
Automating crash data collection is a large emphasis of the TRS strategic plan. Automation often provides improved data timeliness and quality through an improved workflow. In this case, crash report data would be readily accessible at the KCARS database, and duplicate data entry has been substantially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



Positive

*In 2011 approximately 40% of the crash reports submitted to KDOT were filed electronically resulting in a 4% increase and meeting the target.*

The goal measured here is increasing 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 will be deployed to law enforcement and a centralized record index established to facilitate collection and distribution of this electronic information.



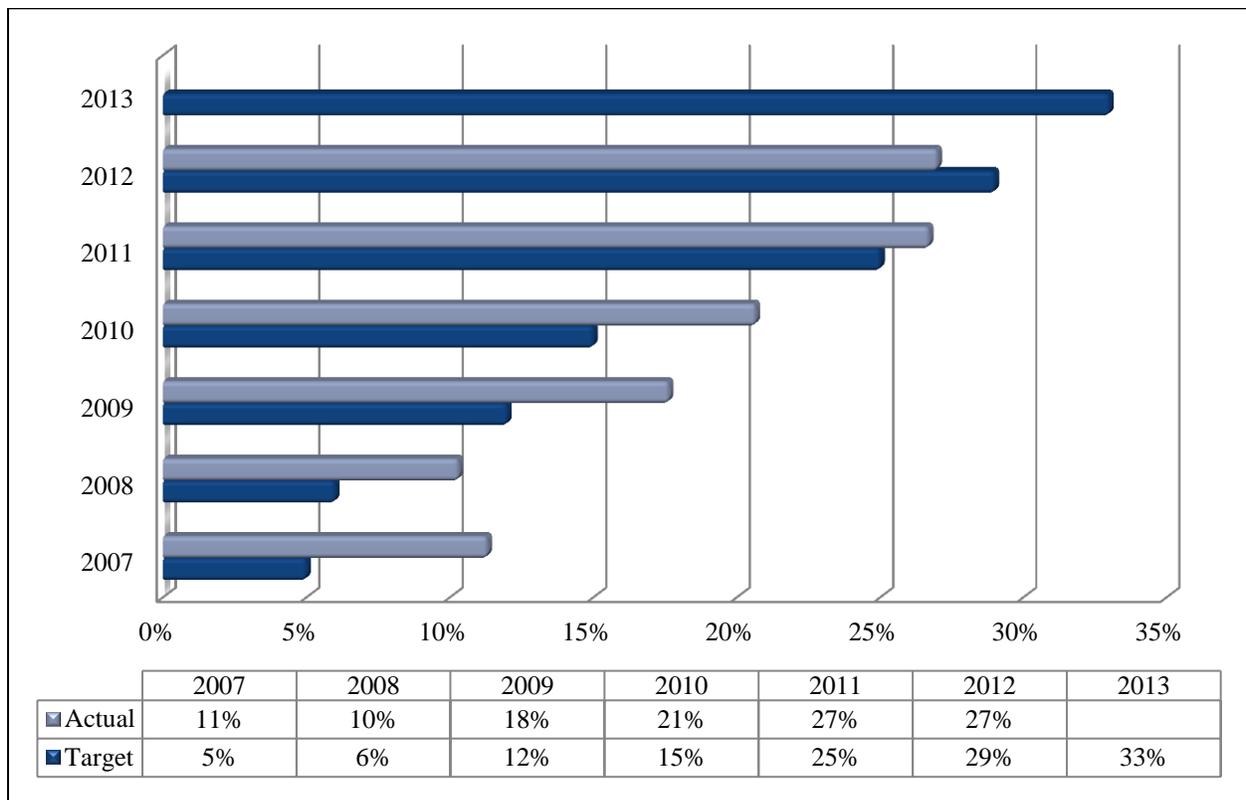
In 2011 approximately 24,000 out of the 60,000 or 40% of the crash reports submitted to KDOT were filed electronically resulting in a 4% increase and meeting the target.

## 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.

 Neutral	<p><i>In 2012, the percentage change was stagnant. Fiscal constraints led to the consolidation of several reporting agencies.</i></p>
--	---

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 had surpassed the initial targets. In CY 2012, 87 out of the approximately 319 agencies (27%) of who actively file crash reports are integrated to the crash reports database electronically. Fiscal constraints and limited resources caused several agencies to merge services, so the number of participating agencies contracted from 330 in 2011 to 319 in 2012.

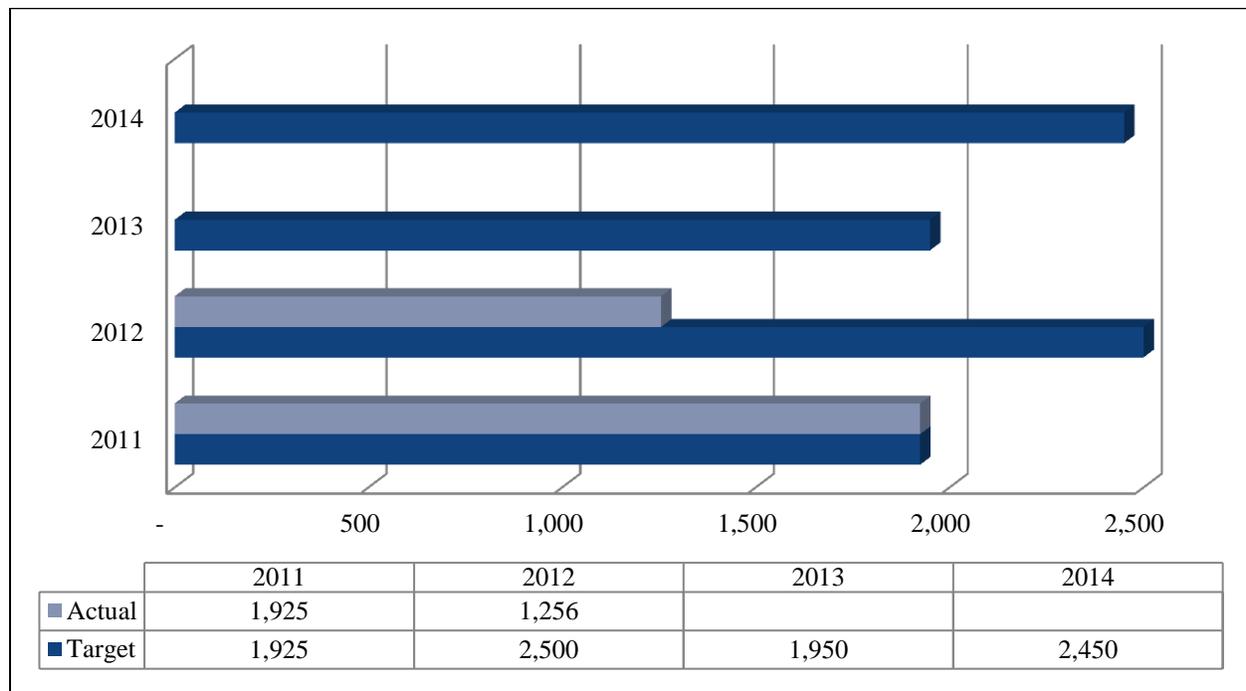
## VII. ACCESSIBILITY MEASURES

### 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.

*Almost 2,000 searches were performed for electronic crash reports in the first full year it was available to the traffic safety community.*

This portal is used heavily 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 easy 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.



This new metric has been added and targets based on a conservative increase of 25% each year however, with no real trend to use as a guide, after a second year in production it may be necessary to adjust the targets associated with this measure.

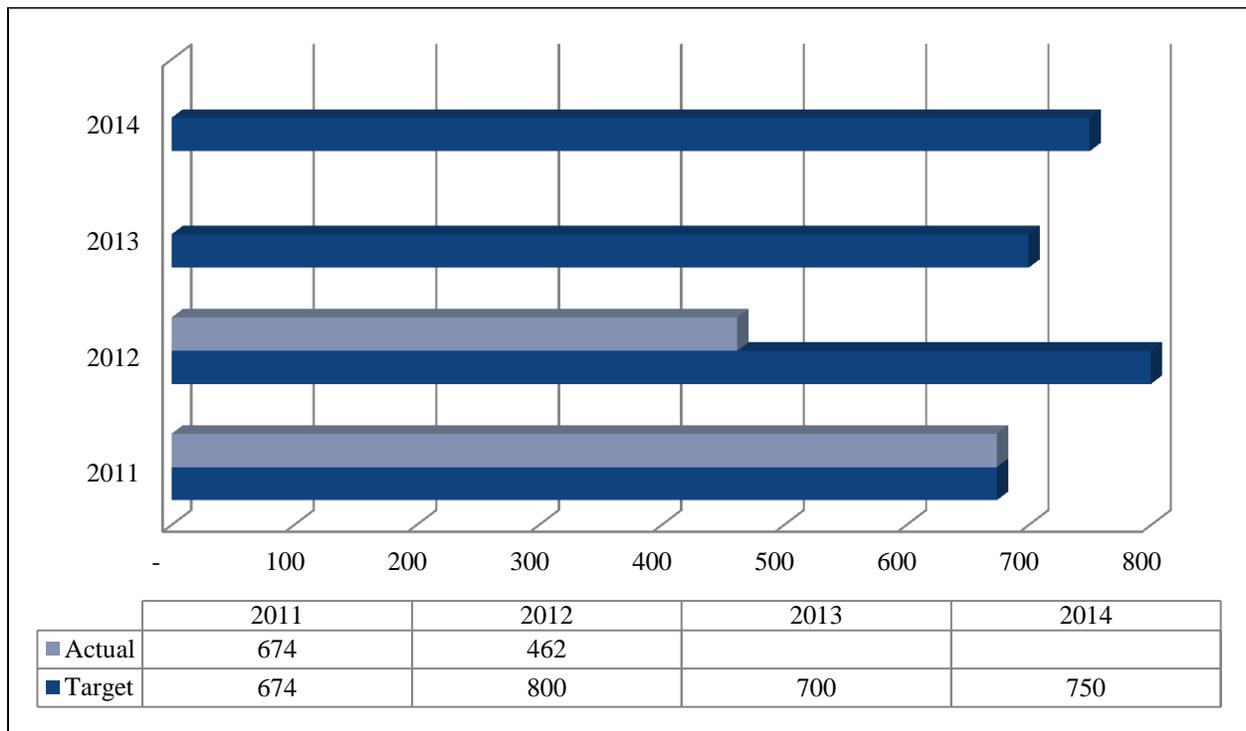
## B. Crash – Electronic Records Retrieved

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.

  
*Baseline Year*

In its first year available via the KCJIS portal, over 600 electronic records were distributed to stakeholders.

This portal is used heavily 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 easy 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 crash records returned alongside the measure’s target figures.



This new metric has been added and targets based on a conservative increase of approximately 15% each year however with no real trend to use as a guide, after a second year in production it was necessary to adjust the targets associated with this measure.