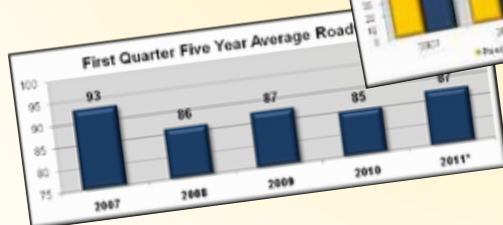
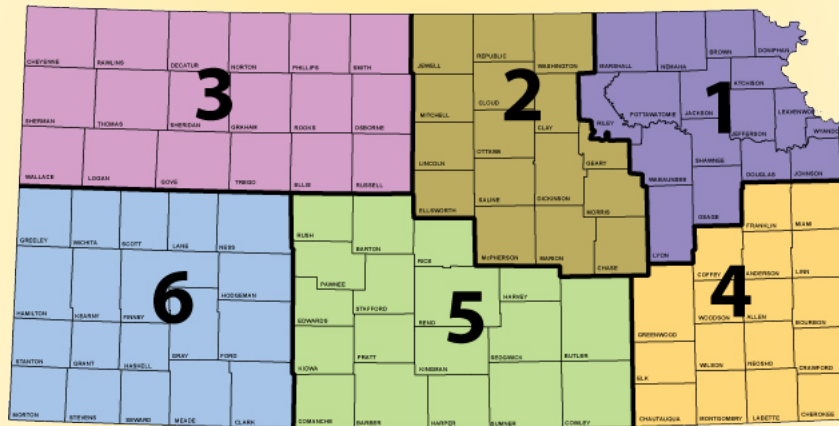


# 2011 DASHBOARD REPORT WHITE PAPER



## Purpose and Introduction

This white paper was developed to accompany the quarterly and annual Kansas Strategic Highway Safety Plan (SHSP) Dashboard Reports, produced by the Highway Safety Unit at the Kansas Department of Transportation (KDOT). This document is intended to provide guidance and clarification on how to read and interpret the information presented in the Dashboard Reports.

### Contents

The report outlines the latest motor vehicle fatality numbers for the state of Kansas. The quarterly Dashboard Report contains year-to-date preliminary (not officially closed out) fatality data for the following quarters:

Quarter One: January 1st through March 31st

Quarter Two: January 1st through June 30th

Quarter Three: January 1st through September 30th

Quarter Four (Annual Report): January 1st through December 31st

The annual Dashboard Report contains annual preliminary fatality data from January 1st through December 31st. The Report can also be generated ad-hoc as requested by the Executive Safety Council (ESC).

The Report presents either quarterly or annual fatality counts compared to the previous year. These figures are then further broken down statewide and at the district level by the emphasis areas outlined in the SHSP or as requested by the ESC.

### Current Emphasis Area Analysis Categories

#### Roadway Attributes

- Local Roadways
- State Highways
- Urban
- Rural
- Intersections
- Horizontal Curves

#### Driver Attributes

- Seatbelt Usage
- Teen Drivers
- Older Drivers
- Impaired Drivers

#### Crash Types

- Roadway Departure

#### Vehicle Attributes

- Large Commercial Vehicles
- Motorcycles and Mopeds

#### Other Fatality Data

#### District Fatality Data

## Important Notes Regarding the Data

**\*All fatality data is subject to change—data provided in this report is only current to the date of which the report is created.**

### **The statewide total number of fatalities will not always match the number of fatalities analyzed.**

The statewide total number of fatalities is generated by KDOT's Fatality Analysis Reporting System (FARS) analyst who has access to death certificates and EMS reports, thus KDOT can confirm a motor vehicle fatality even if an official Motor Vehicle Accident Report has not yet been submitted to KDOT. KDOT does not always receive every fatal Motor Vehicle Accident Report by the time the Dashboard Report is generated. This is often due to some crashes still being investigated by law enforcement or law enforcement agencies may not have submitted the report yet. Without these crash reports, KDOT cannot confirm details regarding the fatality such as the crash location, crash type, impairment and other important crash details. For this reason, KDOT can only analyze fatalities in which we have received a fatal crash report.

### **Fatalities involving an impaired driver are subject to change.**

Impaired driving, for the purpose of this report and the Kansas Strategic Highway Safety Plan, is defined as at least one driver reported as under the influence of alcohols or drugs. Alcohol and drug involvement can either be recorded on the Motor Vehicle Accident Report at the time of the crash by the reporting law enforcement officer or a Report can be amended or updated to reflect toxicology reports. Toxicology reports can take time, and for this reason, some fatal crash reports may still be amended to reflect pending results.

## What are Districts?

KDOT is organized into six districts:

- District One –Northeast Kansas;
- District Two –Northcentral Kansas;
- District Three –Northwest Kansas;
- District Four –Southeast Kansas;
- District Five –Southcentral Kansas;
- District Six –Southwest Kansas.



These districts provide a clear regional organization that includes all 105 counties in Kansas. See which counties fall into which districts below.

DISTRICT ONE	DISTRICT TWO	DISTRICT THREE	DISTRICT FOUR	DISTRICT FIVE	DISTRICT SIX
<ul style="list-style-type: none"> <li>•Atchison</li> <li>•Brown</li> <li>•Doniphan</li> <li>•Douglas</li> <li>•Jackson</li> <li>•Jefferson</li> <li>•Johnson</li> <li>•Leavenworth</li> <li>•Lyon</li> <li>•Marshall</li> <li>•Nemaha</li> <li>•Osage</li> <li>•Pottawatomie</li> <li>•Riley</li> <li>•Shawnee</li> <li>•Wabaunsee</li> <li>•Wyandotte</li> </ul>	<ul style="list-style-type: none"> <li>•Chase</li> <li>•Clay</li> <li>•Cloud</li> <li>•Dickinson</li> <li>•Ellsworth</li> <li>•Geary</li> <li>•Jewell</li> <li>•Lincoln</li> <li>•Marion</li> <li>•McPherson</li> <li>•Mitchell</li> <li>•Morris</li> <li>•Ottawa</li> <li>•Republic</li> <li>•Saline</li> <li>•Washington</li> </ul>	<ul style="list-style-type: none"> <li>•Cheyenne</li> <li>•Decatur</li> <li>•Ellis</li> <li>•Gove</li> <li>•Graham</li> <li>•Logan</li> <li>•Norton</li> <li>•Osborne</li> <li>•Phillips</li> <li>•Rawlins</li> <li>•Rooks</li> <li>•Russel</li> <li>•Sheridan</li> <li>•Sherman</li> <li>•Smith</li> <li>•Thomas</li> <li>•Trego</li> <li>•Wallace</li> </ul>	<ul style="list-style-type: none"> <li>•Allen</li> <li>•Anderson</li> <li>•Bourbon</li> <li>•Chautauqua</li> <li>•Cherokee</li> <li>•Coffey</li> <li>•Crawford</li> <li>•Elk</li> <li>•Franklin</li> <li>•Greenwood</li> <li>•Labette</li> <li>•Linn</li> <li>•Miami</li> <li>•Montgomery</li> <li>•Neosho</li> <li>•Wilson</li> <li>•Woodson</li> </ul>	<ul style="list-style-type: none"> <li>•Barber</li> <li>•Barton</li> <li>•Butler</li> <li>•Comanche</li> <li>•Cowley</li> <li>•Edwards</li> <li>•Harper</li> <li>•Harvey</li> <li>•Kingman</li> <li>•Kiowa</li> <li>•Pawnee</li> <li>•Pratt</li> <li>•Reno</li> <li>•Rice</li> <li>•Rush</li> <li>•Sedgwick</li> <li>•Stafford</li> <li>•Sumner</li> </ul>	<ul style="list-style-type: none"> <li>•Clark</li> <li>•Finney</li> <li>•Ford</li> <li>•Grant</li> <li>•Gray</li> <li>•Greely</li> <li>•Hamilton</li> <li>•Haskell</li> <li>•Hodgeman</li> <li>•Kearny</li> <li>•Lane</li> <li>•Meade</li> <li>•Morton</li> <li>•Ness</li> <li>•Scott</li> <li>•Seward</li> <li>•Stanton</li> <li>•Stevens</li> <li>•Wichita</li> </ul>

## Why examine fatalities by district as opposed to metropolitan planning organization (MPO) areas or by individual counties?

Analysis can certainly be done at both the MPO area and county level. Examining crashes only at an MPO level, however, can exclude many rural counties which are not included in an MPO. In addition, with 105 counties in Kansas, county level analysis might be too specific and not give an adequate regional perspective. For the purposes and intended length of this report, district division allows for a regional perspective without producing 105 individual analyses.

## Definitions, Acronyms and Query Details

### Closed Out

Crash data which is finalized by KDOT's Geometric and Accident Data Unit.

### Executive Safety Council (ESC)

A newly constituted Kansas Executive Safety Council, or ESC, first met on May 14, 2009. It is comprised of administrators, engineers, planners, medical care providers, trainers/educators and law enforcement personnel. The council champions transportation safety on all public roads in Kansas by developing an SHSP that will drive the formulation and implementation of safety-related programs. Mike Floberg, of KDOT, and Jim Hanni, of the Automobile Association of America, are co-chairs. A complete list of agencies and representatives can be found in the Partners, Roles and Processes Chapter of the 2011 Kansas Strategic Highway Safety Plan, <http://www.ksdot.org/burTrafficSaf/reports/kshs.asp>.

### Fatality

A fatality or fatal injury is any injury that results in death to a person within 30 days of a motor vehicle crash on any public road.

### Fatality Analysis Reporting System (FARS)

The Fatality Analysis Reporting System (FARS) contains data derived from a census of fatal traffic crashes within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public and result in the death of a person (occupant of a vehicle or a non-motorist) within 30 days of the crash. FARS was conceived, designed, and developed by the National Center for Statistics and Analysis (NCSA) of the National Highway Traffic Safety Administration (NHTSA) in 1975 to provide an overall measure of highway safety, to help identify traffic safety problems, to suggest solutions, and to help provide an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety programs. To read more about FARS, go to:

<http://www-nrd.nhtsa.dot.gov/Pubs/FARSBrochure.pdf>

To view FARS data, go to: <http://www-fars.nhtsa.dot.gov/Main/index.aspx>

### Highway Safety Unit

The Highway Safety Unit is a unit within the Bureau of Traffic Safety and Technology at KDOT. The Highway Safety Unit's primary function is to develop, maintain, and implement a statewide Strategic Highway Safety Plan (SHSP) for the state of Kansas and coordinate activities of stakeholders thru an Executive Safety Council and related sub-committees.

### Horizontal Curves

Curves or more precisely horizontal curves are defined by the FHWA as those that change the alignment or direction of the road (as opposed to vertical curves, which change the slope). A fatality will be listed in the Dashboard Report as on a "Curve" if the responding law enforcement reported the roadway characteristic as "Curved & level", "Curved on grade/slope", or "Curved on hillcrest" on the Motor Vehicle Accident Report.

**Impaired**

Impaired driving, for the purpose of this report and the Kansas Strategic Highway Safety Plan, is defined as at least one driver reported as under the influence of alcohol or drugs. Alcohol and drug involvement can either be recorded on the Motor Vehicle Accident Report at the time of the crash by the reporting law enforcement officer or a Report can be amended or updated to reflect toxicology reports.

**Intersection**

Crash which occurred within an intersection or within an approach to an intersection (as defined by the FHWA an intersection is a planned point of conflict in the roadway system). For the purposes of this Report, this includes both signalized and unsignalized intersections. Crashes at driveway access points are not included as an "intersection crash". The figures presented in this Report as "Intersection" are fatalities where the Accident Location recorded on the fatal crash report was listed as "Intersection" or "Intersection-related".

**KDOT**

Kansas Department of Transportation

**Large Commercial Vehicle**

Large Commercial Vehicles include trucks using more than four tires with a gross vehicle rate (GVW) of 10,001 lbs. or more and intended for commercial use. Body types include: single trucks over four tires, truck and trailer(s), or tractor-trailer(s). A fatality will be listed in the Dashboard Report as "Involving a Commercial Motor Vehicle" if the vehicle type is recorded on the Motor Vehicle Accident Report as one of the above categories.

**Local Roadways**

Any public road which is not maintained by the state and not a part of the state highway system (i.e. not a US highway, Kansas state highway, Kansas Turnpike, or interstate).

**Motorcycle/Moped**

The motorcycle/moped category includes vehicle body types: Motorcycle and Motorscooter or Moped.

**Older Driver**

A fatality will be listed in the Dashboard Report as "Involving Older Driver" if a driver involved in a fatal crash is 65 years of age or over at the time of the crash. This does not mean that an older driver was fatally injured, only that they were a driver involving a fatality.

**Preliminary**

The total number of fatalities is typically accurate 30 days from the date of a crash; data contained in the official Motor Vehicle Accident Report, however, may not be available at the time of reporting. In general, KDOT crash data is closed out, or finalized by the summer of the following year. For example, 2011 crash data is officially closed out in the summer of 2012.



## Roadway Departure

A roadway departure crash is defined by the FHWA as a non-intersection crash which occurs after a vehicle crosses an edge line or center line, or otherwise leaves the traveled-way. By this definition, lane departure and roadway departure are the same thing, and the departure can be both voluntary (such as to pass) or involuntary (such as inattention.) This includes the following crash types: head-on crash with another vehicle, side-swipe crash with opposing vehicle, side-swipe crash with vehicle in the same direction, overturned, and fixed object. Crash locations include non-intersection, interchange area, shoulder, roadside, and median.

## Rural

Crash occurring on a roadway classified as a rural (city under 5,000, no urban area boundary (UAB)) functional classification. Such functional classifications include: rural interstates, rural other principle arterials, rural minor arterials, rural major collectors, rural minor collectors, and rural local roads. For more details go to: <http://www.fhwa.dot.gov/planning/fctoc.htm>

## Seat Belt Use

"Belt Use" means the proper utilization of child safety seat, booster seat, or seat belt. The seat belt use statistics presented exclude occupants in vehicle body types: motorcycle, moped, farm equipment, all-terrain vehicle, bus, train, emergency vehicle, other, and unknown. The seat belt use statistics also exclude airbag only, helmet, eye protection, and unknown restraint use.

## State Highway System

All US highways, Kansas state highways, interstates, or Kansas Turnpike. Typically roadways maintained by the state of Kansas or Kansas Turnpike Authority (KTA).

## Strategic Highway Safety Plan (SHSP)

As defined by the Federal Highway Administration (FHWA), a Strategic Highway Safety Plan (SHSP) developed by the State Department of Transportation (DOT) is a Federal requirement of SAFETEA-LU, 23 U.S.C. § 148, and is a major part of the core Highway Safety Improvement Program (HSIP). An SHSP is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The SHSP strategically establishes statewide goals, objectives, and key emphasis areas developed in consultation with Federal, State, local, and private sector safety stakeholders. To view more details about the FHWA's requirements, go to:

<http://safety.fhwa.dot.gov/safetealu/docs/shspquick.pdf>

To view the 2011 Kansas Strategic Highway Safety Plan, go to:

<http://www.ksdot.org/burTrafficSaf/reports/kshs.asp>

## Teen Driver

As defined by the SHSP Teen Driver Emphasis Area Team, a teen or novice driver must be between the ages of 14 and 19 years old. A fatality will be listed in the Dashboard Report as "Involving Novice/Teen Driver" if a driver involved in a fatal crash is between the ages of 14 and 19 at the time of the crash. This does not mean that a teenager was fatally injured, only that they were a driver involving a fatality.

**Urban**

Crash occurring on a roadway classified as a urban (city over 5,000, with urban area boundary (UAB)) functional classification. Such functional classifications include: urban interstates, urban freeways and expressways, urban other principle arterials, urban minor arterials, urban collectors, and urban city streets. For more details go to: <http://www.fhwa.dot.gov/planning/fctoc.htm>