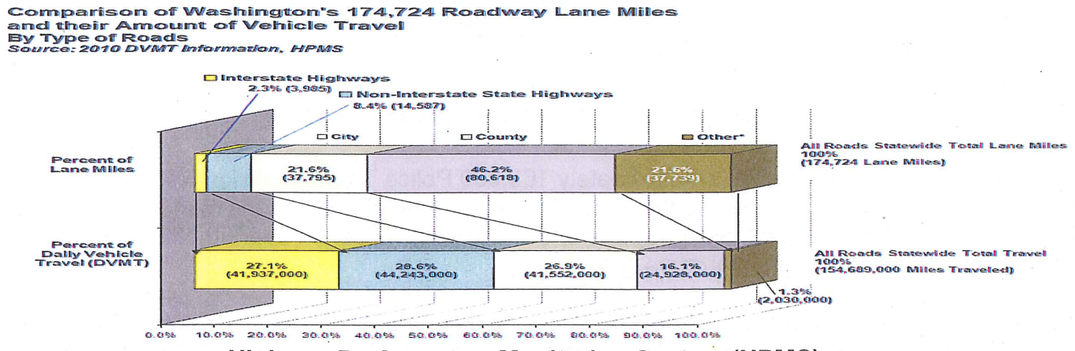

Highway Performance Monitoring System (HPMS)
Functional Classification (FC)

STCDO reports data on the Highway Performance Management System (HPMS) and Functional Class (FC) data on all 80,000 miles of public roads in Washington State. The FC maintains records to ensure federal functional classification guidelines are met. The HPMS collects roadway and traffic data on a statistically valid sample of all public roads in the state to report to the Federal Highways Administration (FHWA). FHWA includes Washington's input in the congressional Highway Condition and Performance Report. This information is used to determine the extent of the Highway Trust Fund and also to apportion federal aid funds to Washington (Interstate Maintenance, National Highway System, Surface Transportation and Highway Safety Programs).

Travel Analysis

We provide current and estimated twenty-year forecasts of Average Annual Daily Traffic (AADT), Directional Design Hour Volumes (DDHV) turning movements and design hour truck percentages for route development and intersection improvement design. Our data is used in estimating Safety Rest Area needs for parking spaces, restroom fixtures, water usage calculations as well as roadway capacities and estimates for travel delay costs for assessing liquidated damages. We provide truck volume and tonnage data for the biennial updating of state route freight designations. We support benefit cost analysis methodology for the prioritization of I-1 Mobility projects. We provide traffic volumes and classifications for traffic noise sources and air quality impacts, and review traffic portions of environmental documents. We provide support for the development of a statewide method of identifying deficiencies for the Washington Transportation Plan (WTP).
We process and analyze travel information for before and after studies to report project performance for the Communications office and the Strategic Assessment office. We estimate and report expected travel during holidays for the communications office.

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STATEWIDE TRAVEL& COLLISION DATA OFFICE

T FUNDED PROGRAMS AND SERVICES

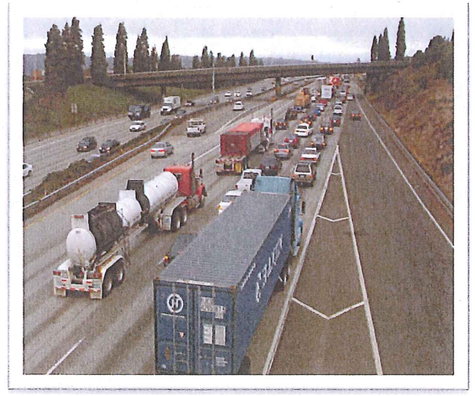
Washington State Department of Transportation

Good data is the "fuel" that drives transportation decisions

Meeting the department's goals of **Preservation**, **Safety**, **Mobility**, **Environmental**, **Stewardship** and **Economic Vitality** issues all rely upon data to make intelligent decisions regarding the operation, maintenance and improvement of the Washington State Highway System.

Our mission is better decisions through better data! We collect, analyze and report data for operating and improving the state transportation system. We do this so that;

- ✓ WSDOT has good data for decision making, program delivery and performance measurement.
- ✓ WSDOT and local agencies receive federal funding for transportation projects.
- ✓ Collision data is available to all Transportation and law enforcement agencies in Washington for the development of programs that improve safety on public roads.



TRAFFIC DATA

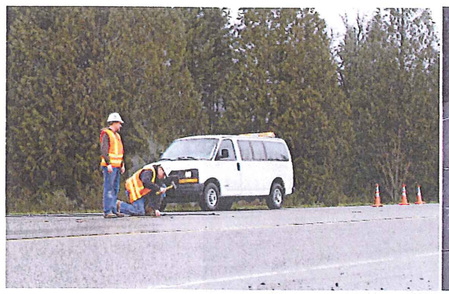
Traffic data is primarily obtained by either embedding permanent traffic sensors into the roadway surface or suspending them either overhead or on the side of the road. The sensors are then connected to modems that relay data 24/7; another way traffic data is obtained is by short duration collection efforts conducted using visual manual counts or by installing temporary data collection equipment.

Some types of data collected include;

Number of Vehicles
Types of Vehicles (Cars/Trucks) Patterns
Vehicle Axle Weights
Traffic Speeds
Freight Movements
Highway Individual Lane Usage
Peak Hours of Traffic
Estimated Travel Times

STCDO collects and reports state highway traffic data for more than 7,061 centerline miles so that WSDOT can measure travel demand, (Vehicle Miles Travelled - VMT), identify mobility needs, design projects for lane and pavement needs, support revenue analysis, and meet federal reporting requirements including data for the Strategic Highway Research Program/Long Term Pavement Performance Program (SHRP/LTPP) provided to Federal Highway Administration (FHWA).

STCDO data is used to provide travel analysis and forecasting, maintenance of the Freight and Goods System database, and travel modeling and forecasting.



Collision Data and Analysis

Accurate collision information is the "backbone" of all good data-driven decisions made by conscientious traffic safety professionals.

Collision Data . . . How is it processed?

Each year, the STCDO processes approximately 160,000 Police Traffic Collision Reports (PTCR) for collisions occurring in the State of Washington. The processing effort includes managing, storing, safeguarding, retrieving, and releasing reports of collisions that occur on over 80,000 miles of our city streets, county roads and state highways.

The PTCR is used by all law enforcement agencies in the state to investigate reportable collisions involving injury or meeting a minimum dollar damage threshold. This can be done by paper or through the Statewide Electronic Collisions and Ticketing Online Records application known as SECTOR. SECTOR allows law enforcement to submit a collision report electronically from the field. Once the reports are submitted, STCDO staff review the reports and enter the information into the statewide collision database. The STCDO has established a Quality Assurance program that involves reviewing many of the submitted reports on a random basis to ensure the best possible collision data quality.

What do the collision records contain?

Some examples of the data items reported are:

Location information •Date/Time•Type of collision, i.e., side-swipe or rear-end•Type of object struck•Environmental conditions such as light or weather conditions•Vehicle/motorcycle driver information such as contributing circumstances i.e., alcohol usage, exceeding speed limit, cellphone usage•General occupant information such as restraint usage or injury level•Pedestrian/bicyclist information such as walking/riding against traffic•Vehicle information such as the type of vehicle

Collision data is used by state, local and federal transportation and safety agencies to develop safer modes of transportation.

Did you know that in the average two-vehicle collision, more than 120 data items are collected?