

Priority Level Two: Traffic Data Systems

Timely, accurate, integrated, and accessible data is the underpinning of the campaign to reach zero deaths and serious injuries on the state's roadways in 2030. This data serves as the critical link in the process of identifying problems, selecting appropriate countermeasures, and evaluating the resulting performance.

Washington's information and decision support system is comprised of the hardware, software and accompanying processes that capture, store, transmit, and analyze the following types of data:

- Traffic fatalities and serious injuries
- Collisions
- Driver citations, infractions & adjudication
- Drivers & Registered Vehicles
- Commercial motor vehicles
- Injury treatment data from sources such as emergency medical services, emergency department, trauma records, and hospital inpatient records
- Roadway data such as traffic volume, roadside features inventory, geometrics, etc.
- Location data from Geographic Information Systems (GIS)

Together, these data systems make up what is commonly referred to as Washington's Traffic Records System. Each component of this system provides key information to identify problems and support decisions regarding public and transportation safety. Information derived from these systems is central to enhancing management and accountability in public service by gauging progress toward key measures of performance.

The Washington Traffic Records Committee

The Washington Traffic Records Committee (TRC) is a partnership of state, local, and federal interests from the transportation, law enforcement, criminal justice, and health fields. This statewide stakeholder forum was created to foster collaboration and to facilitate the planning, coordination and implementation of projects to improve the state's traffic records system.

In February 2009, Washington hosted a NHTSA-sponsored Traffic Records Assessment, its first assessment since the initial 2003 assessment that initiated Washington's multi-year strategic planning effort. The 2009 assessment team essentially affirmed the work the TRC has produced since 2003. The following is an excerpt from the Executive Summary of the 2009 assessment report:

In 2003 the State's Traffic Records Committee (TRC) had neither the organizational structure nor the governing fundamentals to serve as a well-functioning State TRC. It has since re-constituted itself and has become an essential advisory and oversight body to guide the State's traffic records system development. As stated in a 2005 letter from Governor Chris Gregoire to WTSC Director Lowell Porter, "A well-supported and representative TRC is essential to provide the necessary leadership to coordinate traffic records improvement projects across multiple agencies. This collaborative approach minimizes duplication of work by enabling agencies to leverage one another's efforts in achieving common goals."

Testimony to the level of achievement that is possible when such collaboration becomes a reality is the eTRIP Governance Team. The State TRC formed this impressive and remarkably successful group that operates as a permanent subcommittee under the authority of the TRC, comprised of members representing most of the highway safety and traffic records stakeholder agencies in the State. Its purpose is to provide policy oversight and program direction as well as business and technical leadership in the implementation, maintenance, update, and enhancements of the eTRIP Initiative throughout the State including the SECTOR field data collection application.

- 2009 Washington State Traffic Records Assessment by NHTSA

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The 2009 assessment report highlighted several of the major accomplishments Washington has made in traffic records improvements, including:

- Development and implementation of the state’s electronic ticketing and collision reporting program, or eTRIP. Electronic tickets, collision reports, and dispositions now make up more than 30% of the statewide volume for tickets and collision reports.
- Completion of the Electronic County Location Coding project to automate the collection of county road collision location data.
- Development of the state’s first Emergency Medical Information System to centrally collect data on first responder call-outs.
- Creation of a seven-county integrated dataset within the Washington State Transportation Framework (WA-Trans) for more accurate road feature and event location data.
- Establishment of a Data Integration Team to link crash and injury outcome data.

In addition, the 2009 assessment provided a number of areas in which further improvements can be made. The TRC is addressing some of those improvements in strategies related to enhanced collision location, data integration and analysis, and performance measurement.

The TRC has used the 2009 assessment as a tool to help evaluate and revise the state’s Traffic Records Strategic Plan, which will be finalized in 2010. The new strategic plan aims to create a singular vision for a more innovative, efficient, and integrated system for traffic records in Washington.

Key Traffic Records strategies for the future

A few of the strategies from the table on the following pages:

- Aggressive expansion of Statewide Electronic Collision

Traffic Record Committee Mission & Goals

Mission

The Washington Traffic Records Committee enhances transportation and public safety through coordinated projects to provide the most timely, accurate, integrated and accessible traffic records data.

Goals

1. Leverage technology and appropriate government and industry standards to improve the collection, dissemination, and analysis of traffic records data.
2. Improve the interoperability and exchange of traffic records data among systems and stakeholders for increased efficiency and enhanced integration.
3. Provide an ongoing statewide forum for traffic records and support the coordination of multi-organizational initiatives and projects.
4. Promote the value of traffic records data and encourage training opportunities to maximize its effectiveness as decision support.

and Ticket Online Records (SECTOR) and the state’s infrastructure for electronic ticketing, collision reporting, and dispositions.

- Development of systems to improve location data for traffic-related features and events.
- Development of the state’s first central repository for emergency department data.
- Revision of the statewide collision report form.
- Development of an automated system to retrieve and disseminate collision reports.
- Integration of injury surveillance and collision data for improved analysis of the human and financial costs of collisions.

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2.6 Strategies to Improve Information and Decision Support Systems

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| 2.6.A Replace paper-based data collection processes with automated electronic systems | 2.6.A1 Incorporate new features and functional enhancements to the Statewide Electronic Collision & Ticket Online Records (SECTOR) software application. (T) |
| | 2.6.A2 Develop and deploy enhancements to the SECTOR application to allow prosecutors statewide to create, review, amend and electronically file criminal cases with courts. (P) |
| | 2.6.A3 Support the expansion of the eTRIP Initiative, by aggressively expanding use of SECTOR and the state infrastructure for electronic reporting. (P) |
| | 2.6.A4 Develop an in-vehicle incident location tool for use in SECTOR to enhance ticket and collision report location data. (P) |
| 2.6.B Reduce paper exchanges among traffic records systems and stakeholders | 2.6.B1 Support the eTRIP Initiative, to enhance state and local repositories to more efficiently process and file electronic tickets collision reports, and dispositions. (P) |
| | 2.6.B2 Support the eTRIP Initiative, by leveraging the Justice Information Network Data Exchange (JINDEX) infrastructure to more efficiently disseminate ticket, collision report, and disposition data to state and local users. (P) |
| | 2.6.B3 Design a process for city engineers to electronically access collision reports, code their locations, and automatically submit this information to WSDOT for analysis. (T) |
| 2.6.C Develop and expand integrated patient care information systems for enhanced injury surveillance | 2.6.C1 Increase EMS reporting by first responders throughout the state to the Washington Emergency Medical Services Information System (WEMSIS). (P) |
| | 2.6.C2 Implement the Coded Emergency Department Data Information System (CEDDS). (P) |
| | 2.6.C3 Expand use of the Electronic Death Registration System (EDRS) to all Washington State counties. (T) |
| 2.6.D Create a more accurate statewide system for roadway feature and event location | 2.6.D1 Expand Washington's statewide transportation data layer (WA-Trans) to include the entire state. (P) |
| | 2.6.D2 Develop a system at the point-of-entry into the state's Collision Locations and Analysis System (CLAS) to pinpoint more accurate collision location data. (P) |
| | 2.6.D3 Develop a new linear referencing system to maintain geospatial location data and advance overall integration. (T) |

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Washington Receives National Recognition for SECTOR Program

Washington State developed the Statewide Electronic Collision & Ticket Online Records (SECTOR) program to allow WSP and local law enforcement officers to electronically create tickets and collision reports at the scene of a traffic stop or collision. This makes the reports available instantly for processing and analysis. In August, the National Association of State Chief Information Officers (NASCIO) formally recognized SECTOR's value and innovation by choosing the SECTOR application as a finalist, from among 117 nation-wide applications, for their 2009 Award for Outstanding Achievement in the Field of Information Technology.

P=Proven, T=Tried, E=Experimental

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2.6 Strategies to Improve Information and Decision Support Systems, continued

2.6.E Improve the accuracy, timeliness, completeness, and accessibility of statewide collision data

2.6.E1 Acquire or develop a collision analysis software application to provide to state and local transportation safety officials for in-depth analysis. (T)

2.6.E2 Improve collision data processing efficiencies at the Dept. of Licensing. (T)

2.6.E3 Revise the Police Traffic Collision Report (PTCR) and accompanying data systems for statewide release in 2012. (P)

2.6.E4 Create a collision investigation training DVD to improve on-scene data collection practices. (T)

2.6.E5 Develop an electronic system to more efficiently retrieve and disseminate collision reports to authorized recipients. (P)

2.6.E6 Develop and make available a data dictionary for CLAS. (P)

2.6.E7 Ensure the availability of timely collision data to support customer needs for analysis and performance measurement of safety projects, programs, and Target Zero strategies. (P)

2.6.E8 Work with Tribal Governments to obtain reservation road maps so WSDOT can provide tribes with collision data specifically for the reservation. (P)

2.6.E9 Encourage tribal law enforcement to submit collision reports to the state. (P)

2.6.F Enhance the structure and activities of the Traffic Records Committee

2.6.F1 Support training opportunities in traffic records for transportation and safety professionals. (T)

2.6.F2 Develop a meaningful and valid set of system-level performance measures to identify problems, develop solutions, and monitor system improvements. (P)

2.6.G Enhance data integration and accessibility for analysis among traffic records components

2.6.G1 Conduct an injury and collision data integration proof of concept. (T)

2.6.G2 Promote use and expand capabilities of the WSDOT GIS Workbench. (P)

2.6.G3 Develop methods for FARS analysts to electronically access EMS and Trauma Registry data for FARS cases. (T)

2.6.G4 Develop a Judicial Information System (JIS) DataMart for improved access and analysis of citation and adjudication data. (P)

2.6.H Develop and enhance safety data analysis evaluation methods

2.6.H1 Develop coordinated and consistent analytic approaches to analyzing safety data.

2.6.H2 Improve and support statistical analysis skills of agency data analysts.

2.6.H3 Develop project scoping safety teams that use a quantitative approach to evaluating projects for educational, engineering, enforcement, and EMS improvements.

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