

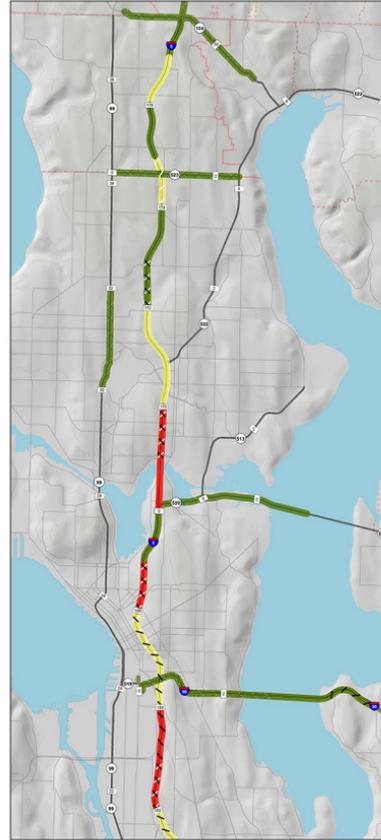
Morning Activity: Hours 0500 - 1300



Afternoon Activity: Hours 1300 - 2100



Night Activity: Hours 2100 - 0500



Standardized Overlay: AP05 North Region

Q4* 2014

Above Average Activity in 2+ Categories	Average Activity	Below Average Activity in 2+ Categories
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<p>Above Average Activity</p> <ul style="list-style-type: none"> Proactive Stops Aggressive Contacts <p>Average Activity</p> <ul style="list-style-type: none"> Proactive Stops Aggressive Contacts 	<p>Below Average Activity</p> <ul style="list-style-type: none"> Proactive Stops Aggressive Contacts <p>Average Activity</p> <ul style="list-style-type: none"> Proactive Stops Aggressive Contacts 	<p>Proactive Stops</p> <p>Aggressive Contacts</p>
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Data Sources:
 Fatality Analysis Reporting System (FARS)
 Collision Location Analysis System (CLAS)
 Computer Aided Dispatch (CAD)
 Time and Activity System (TAS)

* Data for this period comes from Q4 (Oct. - Nov., Dec.) of the previous five years (2013-2009).

N

0 2.5 5

Miles

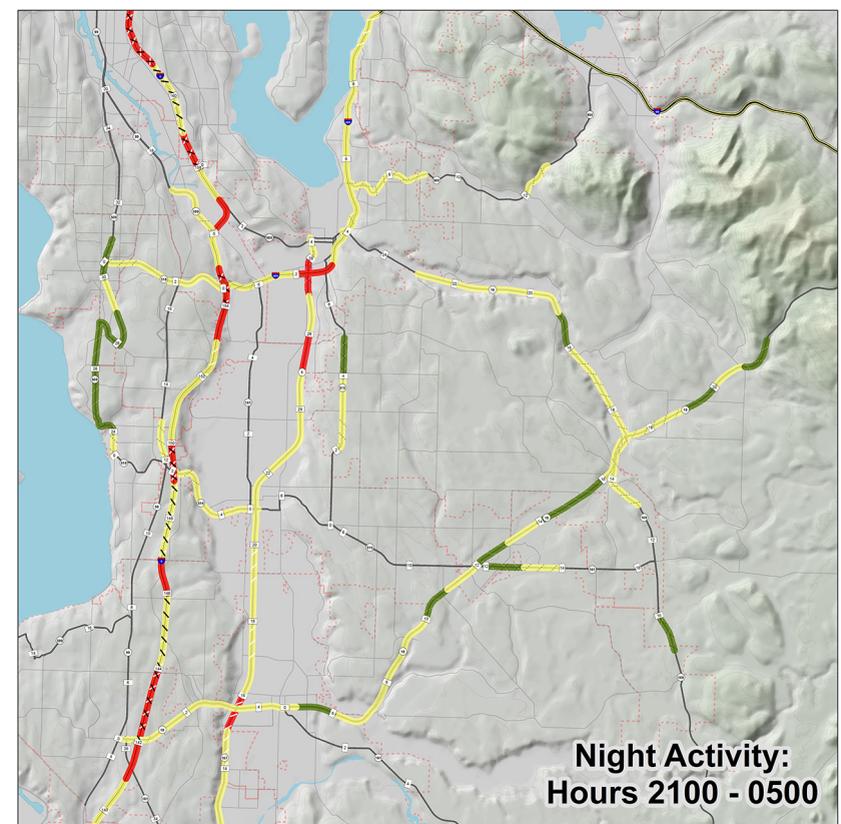
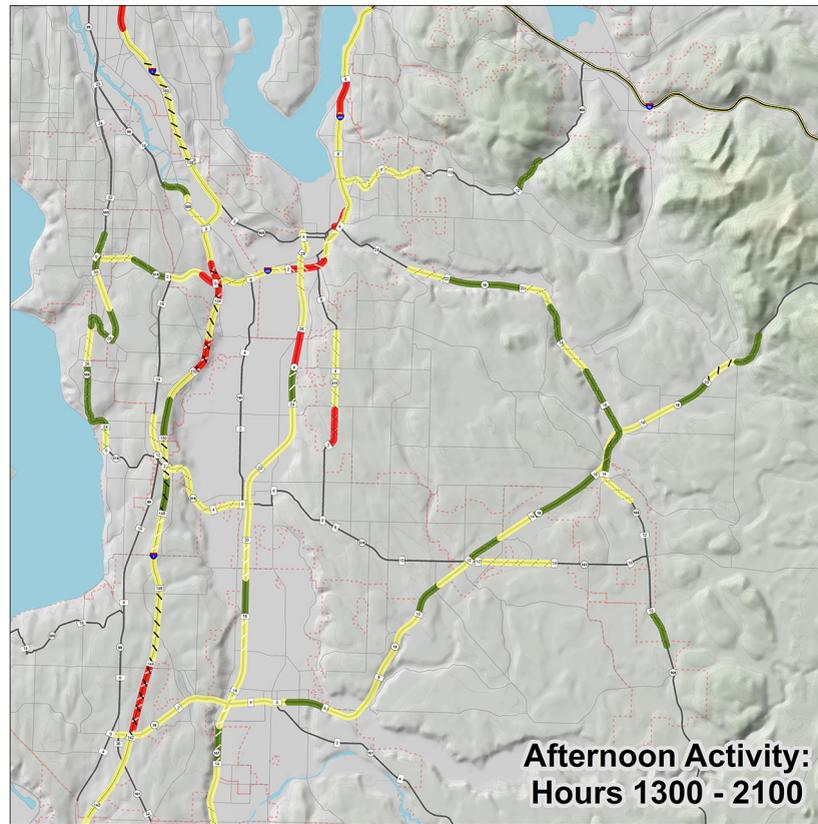
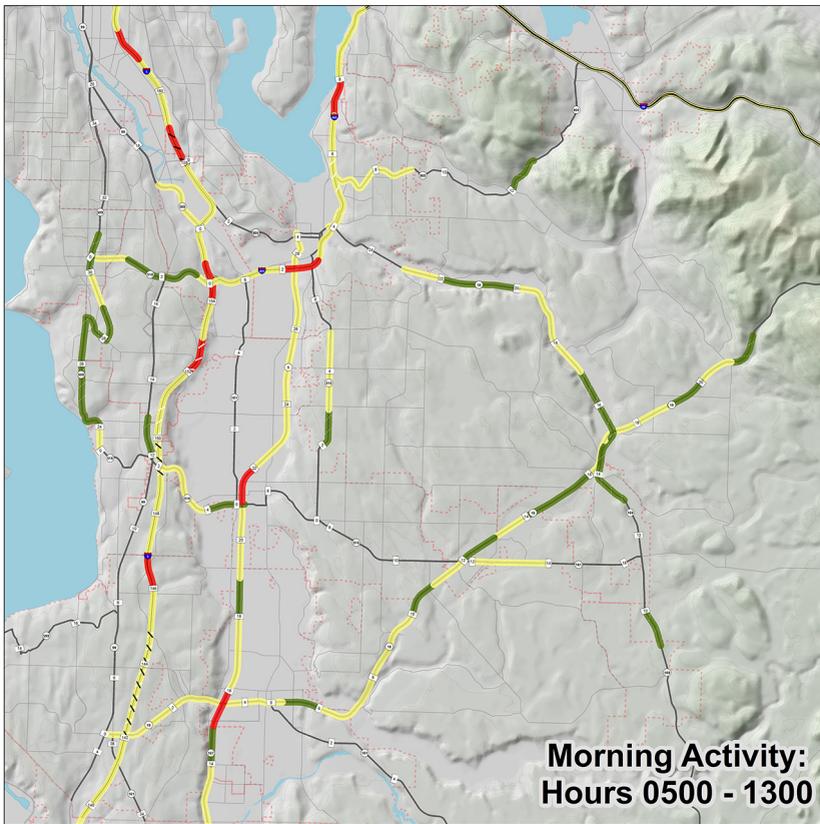
1 inch equals 1 miles

2014-09-23

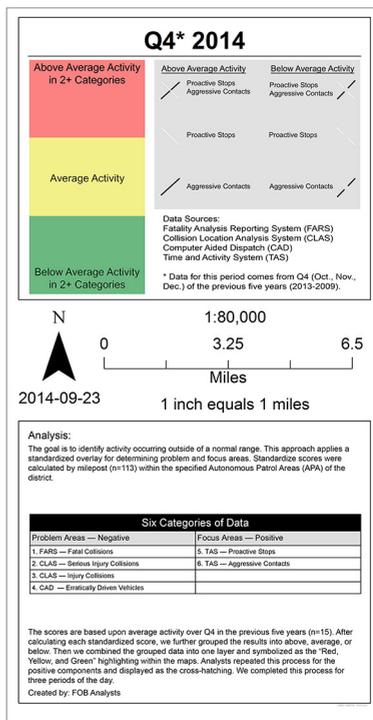
Analysis:
 The goal is to identify activity occurring outside of a normal range. This approach applies a standardized overlay for determining problem and focus areas. Standardize scores were calculated by milepost (m-3k) within the specified Autonomous Patrol Areas (APA) of the district.

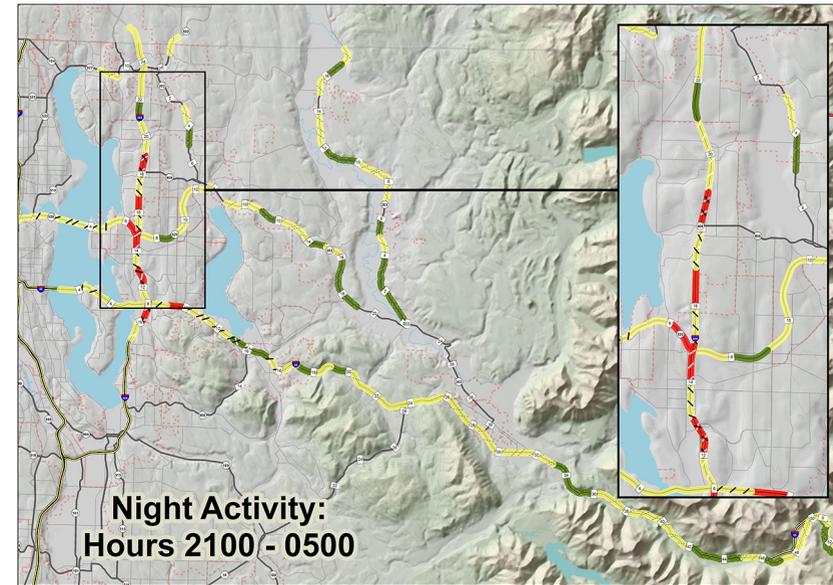
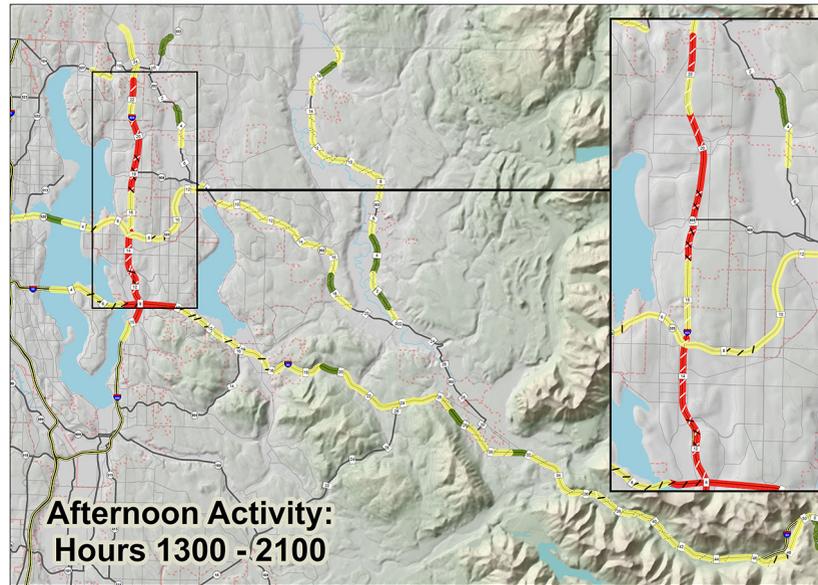
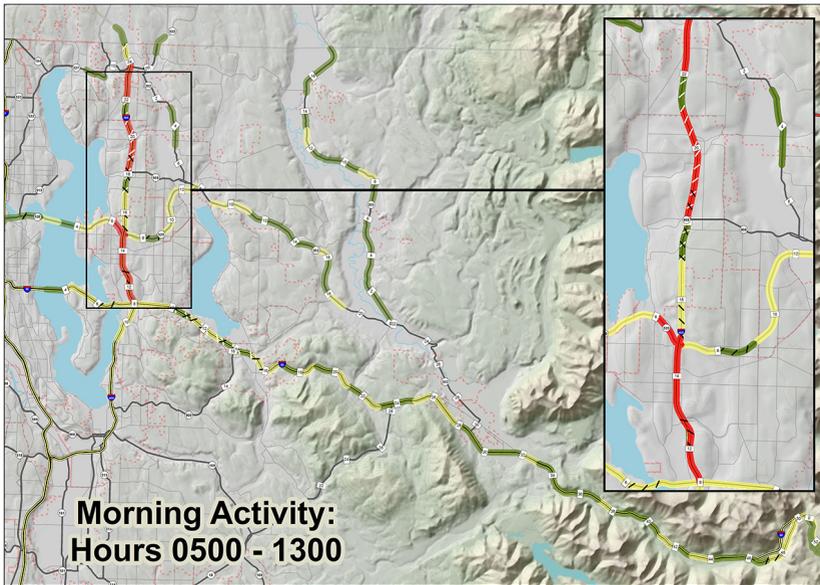
Six Categories of Data	
Problem Areas — Negative	Focus Areas — Positive
1. FARS — Fatal Collisions	5. TAD — Proactive Stops
2. CLAS — Serious Injury Collisions	6. TAD — Aggressive Contacts
3. CLAS — Injury Collisions	
4. CAD — Erratically Driven Vehicles	

The scores are based upon average activity over Q4 in the previous five years (n=15). After calculating each standardized score, we further grouped the results into above, average, or below. Then we combined the grouped data into one layer and symbolized as the "Red, Yellow, and Green" highlighting within the maps. Analysts repeated this process for the positive components and displayed as the cross-hatching. We completed this process for three periods of the day.
 Created by: FOB Analysts

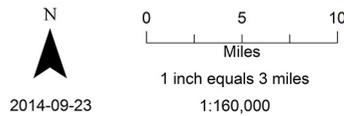


Standardized Overlay:
AP06
South Region



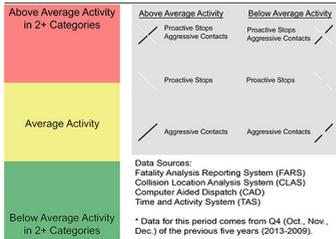


**Standardized Overlay:
AP09 East Region**



2014-09-23

Q4* 2014



Analysis:

The goal is to identify activity occurring outside of a normal range. This approach applies a standardized overlay for determining problem and focus areas. Standardized scores were calculated by resample (m 123) within the specified Autonomous Patrol Areas (APA) of the district.

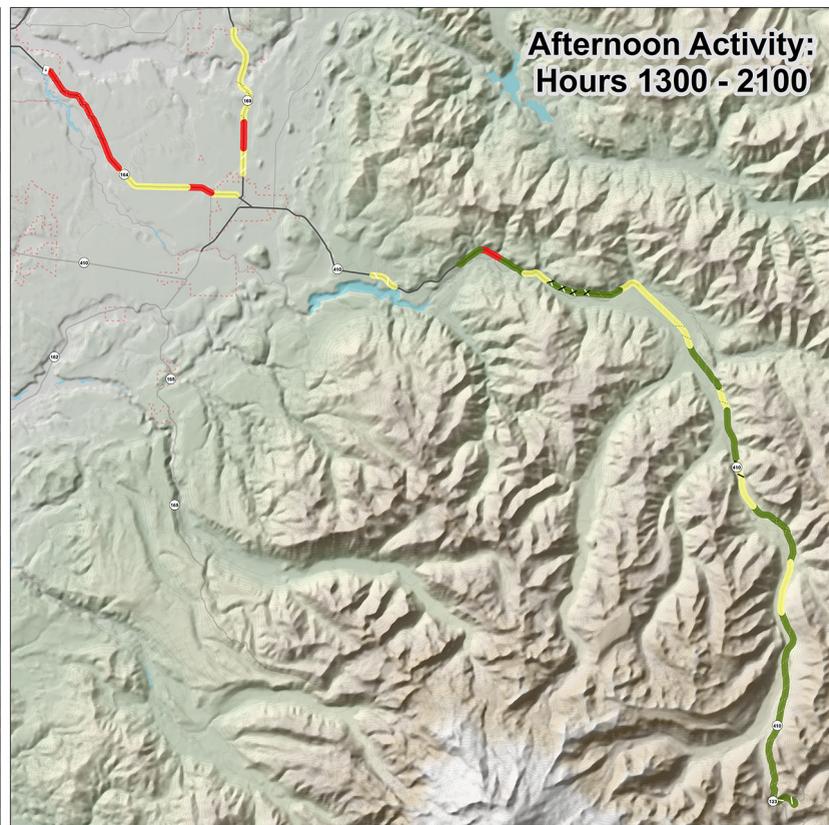
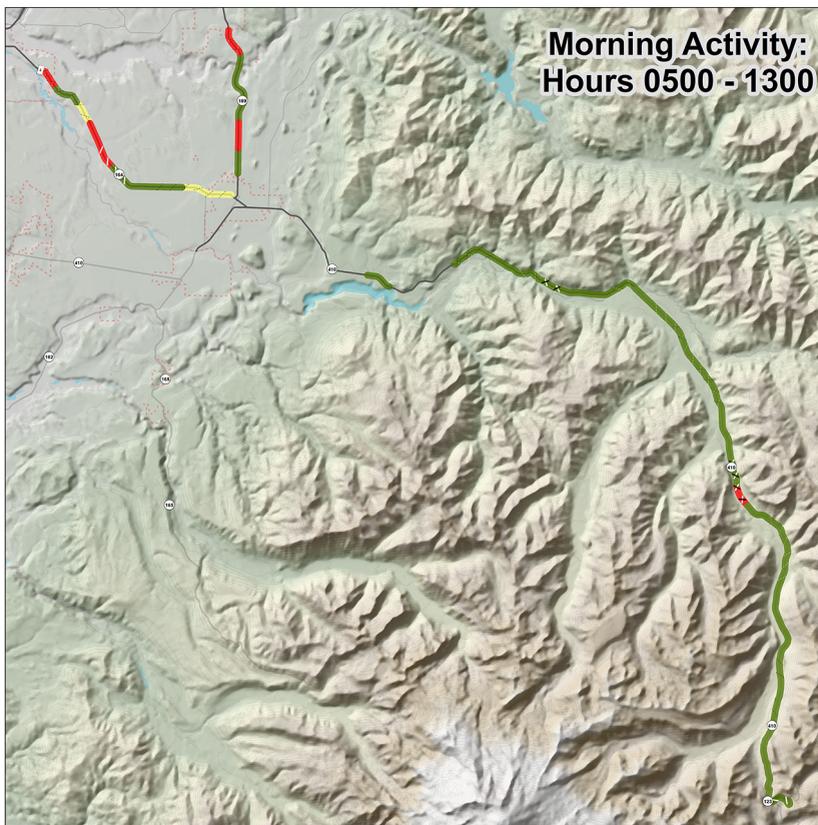
Six Categories of Data

Problem Areas — Negative	Focus Areas — Positive
1. FARS — Fatal Collisions	5. TAS — Proactive Stops
2. CLAS — Serious Injury Collisions	6. TAS — Aggressive Contacts
3. CLAS — Injury Collisions	
4. CAD — Erratically Driven Vehicles	

The scores are based upon average activity over Q4 in the previous five years (n=15). After calculating each standardized score, we further grouped the results into above, average, or below. Then we combined the grouped data into one layer and symbolized as the 'Red, Yellow, and Green' highlighting within the maps. Analysts repeated this process for the positive components and displayed as the cross-hatching. We completed this process for three periods of the day.

Created by: FOB Analysts





Standardized Overlay: AP10 Enumclaw

