



Washington FARS*



REDUCING FATALITIES & SERIOUS INJURIES THROUGH FATAL CRASH REPORTING TIMELINESS

November 2014

Issue 7

2013: **436** PEOPLE LOST THEIR LIVES ON WASHINGTON ROADWAYS

Our fatality number is going down; in 1979 it was 1015. But is that enough of an improvement? How many are *too* many deaths?

Prompt fatal crash reporting helps reduce fatal and serious injury crashes.

- It helps traffic safety planners identify new and emerging traffic safety issues so appropriate programs can be developed;
- It helps public safety agencies qualify for specific types of funding (e.g. DUI enforcement);
- It helps planners understand the scope of ongoing issues, such as impairment; and
- It helps legislators and elected officials guide our state toward a safer driving environment.

The bottom line is that too many people die on Washington roadways, and too many others suffer serious or debilitating injuries.

These are virtually all preventable.

Day and night, in all types of weather, crash investigators respond to the tragic results of risky driving behavior. They tend to the injured; direct traffic; clear the roadway; and follow up on hundreds of details to ensure all pertinent information is gathered. They are asked to submit the information as quickly as possible.

Data collectors and traffic safety planners understand

this task can't be done completely in an instant or an hour. However, RCW 46.52.030 states "...SHALL, WITHIN FOUR DAYS AFTER SUCH AN ACCIDENT, MAKE A WRITTEN REPORT OF SUCH ACCIDENT TO THE CHIEF OF POLICE OF THE CITY OR TOWN...THE ORIGINAL REPORT SHALL BE IMMEDIATELY FORWARDED...TO THE CHIEF OF THE WASHINGTON STATE PATROL (the state's crash report repository)..."

Basically this means that an initial report via a press memo or PCTR should be submitted within four days of the crash, with the crash date/time, location, driver and victim names, vehicles driven, and investigating agency.

This is enough to enter the fatal crash into the national data base (FARS, the Fatality Analysis Reporting System). A complete PCTR should be submitted as soon as possible with the understanding that any supplemental information (tox results, charges, contributing factors, etc.) can be submitted until the end of the next calendar year.

We thank all the dedicated crash investigators for their outstanding work in a challenging and sometimes life-threatening environment and for continuing efforts to improve the safety of our roadways as well as fatal crash reporting timeliness.



Fatal Crash Reporting Timeliness HALL OF FAME

NOTE: Almost every agency had at least one report that was delayed for three months or more. Without those outliers, the average reporting time would have been significantly shorter

Ninety-six police departments investigated fatal crashes 2006—2013. Below are the overall top reporters; their average reporting days lapsed (crash to first report) is in parenthesis.

Thirty-five sheriffs' offices investigated fatal crashes 2006—2013. Below are the overall top reporters; their average reporting days lapsed (crash to first report) is in parenthesis.

Agencies that investigated 10+ fatal crashes (19 total)

Agencies that investigated 10+ fatal crashes (20)

Seattle PD (2)

Grant SO (2)

Federal Way Dept. Public Safety (3)

Kitsap SO (2)

Kent PD (4)

Snohomish SO (2)

Spokane PD (4)

Pierce SO (2)

Tacoma PD (5)

King SO (2)

Bellingham PD (6)

Clark SO (3)

Everett PD (6)

Spokane SO (3)

Mason SO (4)

Agencies that investigated 2-9 fatal crashes (47 total)

Benton SO (4)

Wenatchee PD (7)

Kittitas SO (8)

Mount Vernon PD (8)

Chelan SO (9)

W Richland PD (8)

Stevens SO (9)

Centralia PD (10)

Agencies that investigated 2-9 fatal crashes (14)

Lake Stevens PD (12)

Walla Walla SO (6)

Pacific PD (13)

Whatcom SO (15)

Port Angeles PD (13)

Adams SO (15)

Agencies that investigated one fatal crash (30 total):

Grandview PD (2)

Asotin SO (16)

Kalama PD (6)

Ferry SO (17)

Goldendale PD (7)

Agencies that investigated one fatal crash (1 total):

Republic PD (10)

Pend Oreille SO (2)

Rainier PD (11)

~ THANK YOU FOR ALL YOU DO ~

A GIS Interagency Workgroup: how cool is that?



Gary Montgomery,
WTSC GIS Analyst

**TRAFFIC SAFETY
GIS
INTERAGENCY
WORKGROUP**

**NEXT MEETING 1300-1500
1 7 D E C 2 0 1 4**

WTSC • 621 8TH AVE SE • OLYMPIA, WA
SUITE 409 • CONFERENCE ROOM 400
QUESTIONS/RSVP TO GARY M
(GMONTGOMERY@WTSC.WA.GOV OR
3 6 0 . 7 2 5 . 9 8 7 7)

STATE/LOCAL GOV'T & LEO WELCOME

SPONSORED BY THE WASHINGTON TRAFFIC SAFETY COMMISSION

LAIR OF THE MAP MONKEY — THINGS MAY BE FLUNG.

Interested in maps, GIS, and traffic safety data? The Washington Traffic Safety Commission is sponsoring a Traffic Safety GIS Interagency Workgroup, with an eye to providing a subject matter expertise resource. We're always looking for new input, and we anticipate a growing, active membership that includes GIS users in all levels of government and law enforcement. Contact Gary Montgomery at WTSC with questions or to RSVP to the December meeting — see the clever ad on this page.

In other GISly news, one of the pros at my alma mater (Penn State, if you're curious) got a mention in that nerd-centric publication WIRED magazine. If you're a GIS/carto-type you've probably ground your teeth at the wretched stock color palettes available in GIS — fortunately Dr. Cindy Brewer has you covered in the sequential, qualitative, and diverging data departments, with options for photocopy, printer, and colorblind-friendly palettes in hex, RGB, or CYMK.

WIRED: <http://www.wired.com/2014/10/cindy-brewer-map-design/>

Colorbrewer, so you never just pick the rainbow palette again: <http://colorbrewer2.org/>

Dr. Brewer: <http://www.geog.psu.edu/people/brewer-cynthia>



621 8th Avenue SE, Suite 409
P. O. Box 40944
Olympia, WA 98504-0944

Research and Data Division (RADD)

Staci Hoff, Ph.D., Manager

shoff@wtsc.wa.gov (360) 725-9894

Dick Doane, Research Investigator

ddoane@wtsc.wa.gov (360) 725-9894

Gary Montgomery, GIS Specialist

gmontgomery@wtsc.wa.gov (360) 725-9877

Terry Ponton, FARS* Research Analyst

tponton@wtsc.wa.gov (360) 725-9891

Mimi Nickerson, FARS* Research Analyst

mnickerson@wtsc.wa.gov (360) 725-9892

*Fatality Analysis Reporting System

Fatal Crash Reporting 2013 & 2014 HALL OF FAME



Traffic Detective Linda Mack, Edmonds PD

Officer Stephen Showalter, Lynnwood PD

Sargent James Nordenger, Auburn PD

2014-2015 STATEWIDE

MOBILIZATIONS

11/26/14-1/1/2015: **DUI Holiday**

4/1-15/2015: **Distracted Driving**

5/11-24/2015: **Click it or Ticket**

8/21—9/7/2015: **Drive Sober or Get**

Pulled Over/DUI

In addition to the statewide mobilizations, local jurisdictions will schedule and conduct mobilizations based on specific traffic safety issues and needs.

YOUR FEEDBACK IS INVITED: This newsletter is intended to open discussion between investigators and other members of the traffic safety community. Please let us know what topics are of interest to you. Guest contributors are welcome! Contact Mimi Nickerson (nickerson@wtsc.wa.gov), (60) 725-9892.

NOTES TO CRASH INVESTIGATORS:

- **Motorcycle Helmets:** Whether the motorcycle helmet is USDOT-approved is of critical value to fatal crash data collectors and analysts, both state and federal.
Helmet use: Yes ___ No ___ Unknown ___ (applies to MC riders, pedal cyclists, skateboarders, etc.)
USDOT-Compliant? (MC riders only) **PLEASE NOTE IN NARRATIVE.**
- **Pedestrian Deaths:** Please request full toxicology screening for non-motorists (pedestrians, pedalcyclists, those in wheelchairs, on skateboards, etc.) killed in traffic collisions.
- **Totaled Vehicles:** Per PTCR Instruction Manual Chapter 6-3, “. . . If the vehicle is demolished print ‘demolished’ across the diagram.”