



# WASHINGTON FARS



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## WA FARS\* Thanks Prompt Fatal Crash Reporting Officers & Agencies



Washington's Fatality Analysis Reporting System (FARS) analysts collect information from fatal crashes that occur in our state for analysis and entry into the National Highway Transportation Safety Administration's fatality data base.

### RCW 46.52.030

*"... 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 OF THE REPORT SHALL BE IMMEDIATELY FORWARDED BY THE AUTHORITY RECEIVING THE REPORT TO THE CHIEF OF THE WASHINGTON STATE PATROL ..."*

The primary sources of fatal crash information are Police Traffic Crash Reports submitted by crash

investigators. Many of Washington's 275 law enforcement agencies investigate fatal crashes or request investigative support from larger agencies.

Complying with this statute benefits the investigative agencies in several ways. With complete information, planners can identify new and emerging traffic issues and allocate funds that will get "the most bang for the buck" to make Washington's roadways safer. Comparing "before" and "after" data is an excellent way to track issues, evaluate mobilizations, and set goals. This is true in local jurisdictions as well as statewide.

Up-to-date crash data is critical when local jurisdictions apply for grants or special campaign funds.

Most of Washington's agencies comply with RCW 46 most of the time; but one or two late reports can skew crash data significantly. A press memo, email, or other simple notification of a fatal crash within four days is not only required by law, it is vital for tracking our traffic deaths. Additional information can be added to the data base as it is received.

WA FARS warmly thanks our officers and agencies for all they do; particularly for submitting crash reports promptly. Your diligence is appreciated!

## Washington's Crash Data Sharing

Washington's FARS unit, based in the Washington Traffic Safety Commission, commends its data partners for their commitment to making our roadways safer by sharing information. These partners include the State Departments of Transportation, Licensing, Health, and the

Washington State Patrol. FARS analysts in some states don't enjoy the highly developed and enduring data sharing partnerships that WAFARS does. Washington's traffic safety members are committed to joining forces in order to stretch traffic safety dollars as far as

possible.

The result for our state is that fatalities and serious injuries are trending down in accordance with Target Zero goals. For further information, see the Washington Traffic Safety Commission's website, <http://www.wtsc.wa.gov/>.

- ◆ **Fatal Crash Reporting**
- ◆ **Data Partners**
- ◆ **New Name for WTSC Research & Data Group**
- ◆ **New Research & Data Manager**

### TIMELY FATAL CRASH REPORTING

### HALL OF FAME

#### 2012 Agencies by Number of Crashes:

##### 1 fatal crash:

**Auburn PD  
Bonney Lk PD  
Grandview PD  
Mill Creek PD  
Walla Walla Co.  
Woodland PD**

##### 2-10 fatal crashes:

**Lakewood PD  
Marysville PD  
Mason County  
Grant County  
Spokane County**

##### 12-40 fatal crashes:

**Pierce Co  
WSP-1  
WSP-2  
WSP-4  
WSP-5  
WSP-6  
WSP-8**

\*Fatality Analysis Reporting System

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Anastacia "Staci" Hoff, Ph.D.

## RADD Welcomes New Data Manager

The Washington Traffic Safety Commission's Research and Data Division, a.k.a. RADD, welcomes Staci Hoff, Ph.D., as its new manager.

Staci recently completed her Ph.D. in epidemiology from Walden University, and she brings both vast experience and an understanding of the research and data world to RADD. She is leading the division in streamlining its functions (also called 'value stream processing') and in the integration of public health and traffic collision data.

Staci also brings enormous energy, warmth, and focus to her new position and to our team.

### ~ Feedback ~

**This newsletter is a work-in-progress and intended to open discussion between crash data crunchers and "boots on the ground." Please give us your feedback, suggestions, and ideas for future topics by email (mnickerson@wtsc.wa.gov) or phone (360) 725-9892. Guest contributors are welcome!**

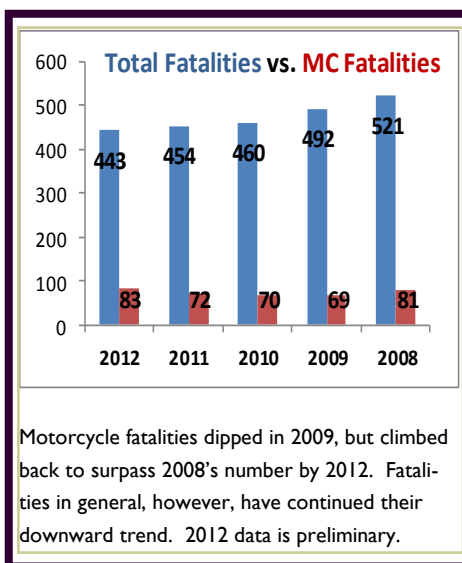
## All Fatalities ➡ vs. Motorcycle Fatalities ➡

Traffic fatalities in general have been trending downward, although that trend has been slowing. Motorcycle fatalities, however, continue to increase.

Motorcycle fatalities 2008—2012:

- Average Age: 41.6
- Sex: 94% Male 6% Female
- Single vehicle: 51% Multi vehicle: 49%
- Daytime: 6 AM—5:59 PM: 52%
- Nighttime: 6 PM—5:59 AM: 48%

Why are MC deaths on the rise? There are no clear answers, although investigators report a number of driver-related factors that contribute to these crashes. These are well-known and consistent: speeding,



Motorcycle fatalities dipped in 2009, but climbed back to surpass 2008's number by 2012. Fatalities in general, however, have continued their downward trend. 2012 data is preliminary.

impairment, running off the road, improper passing, disregarding traffic signs or lights, and others.

Motorcycles are more fuel-efficient than passenger vehicles. It may be that the sluggish economy motivates people riding MCs more often for transportation as well as for recreation.

Weather, of course, is a factor; as much as we welcome and enjoy Washington's warmer seasons, we know they will bring more motorcycle crashes, serious injuries and deaths.

Every death is one too many.