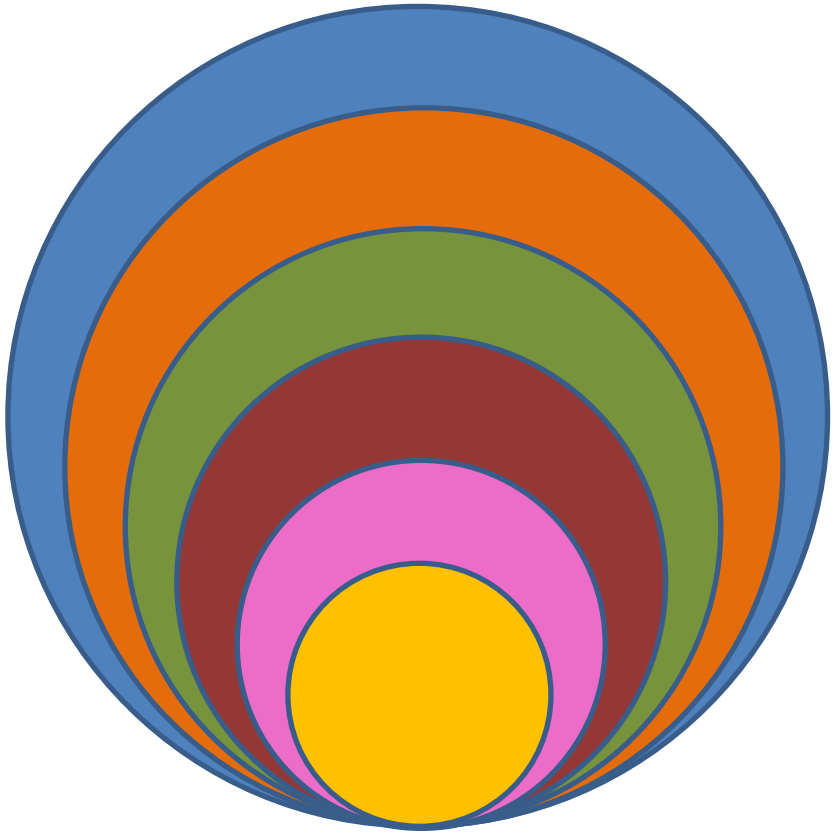
Defining PSAC Terms, Scope & Focus



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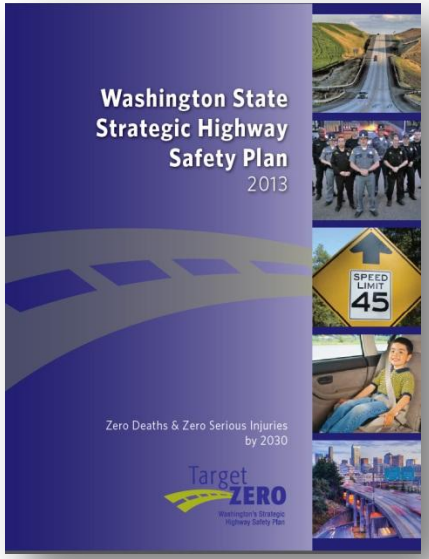

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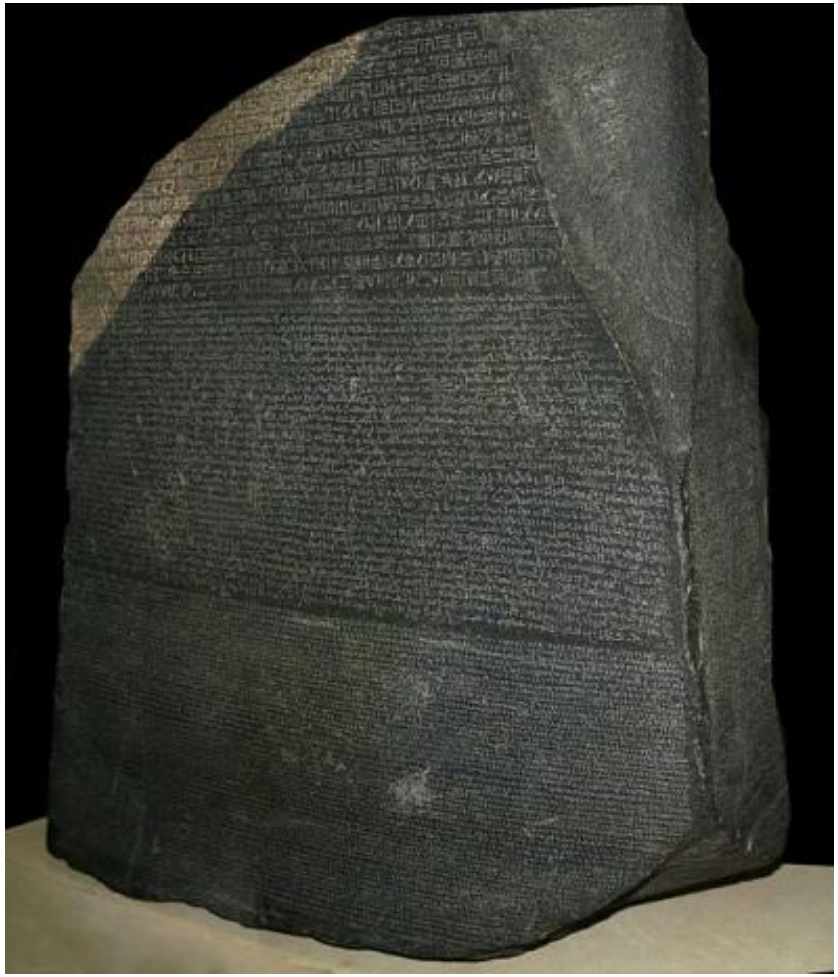

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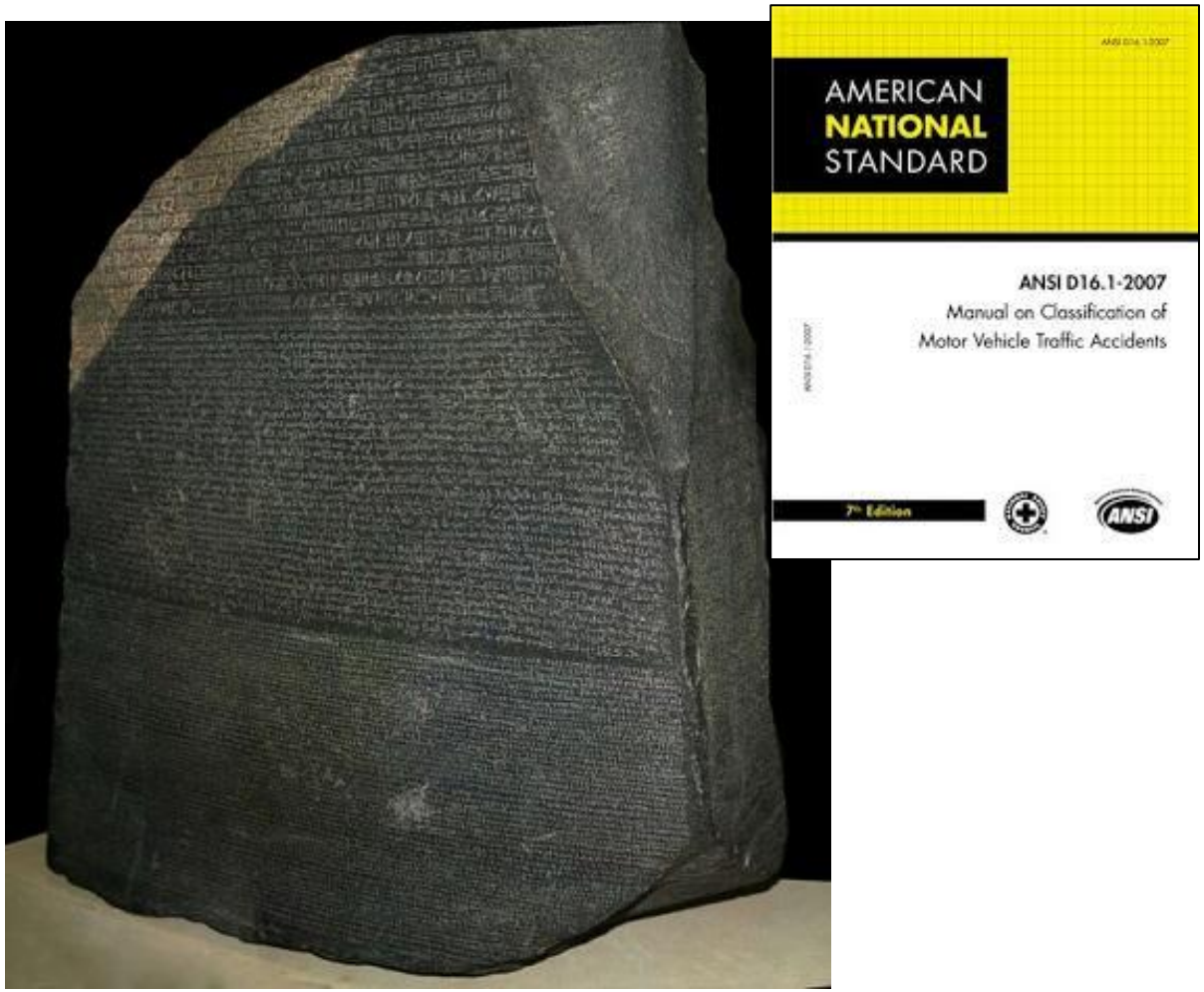

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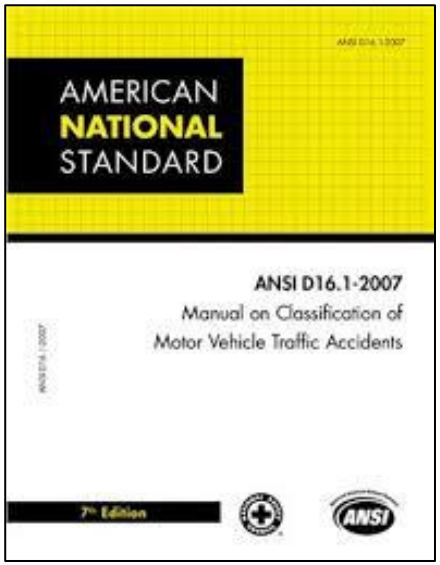

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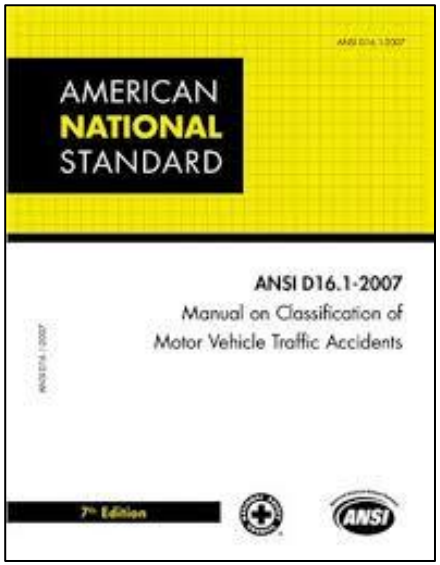
Purpose: "to provide a common language for reporters, classifiers, analysts and users of traffic accident data."



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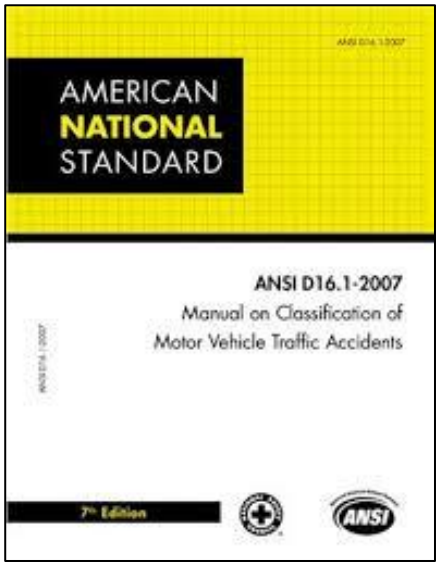

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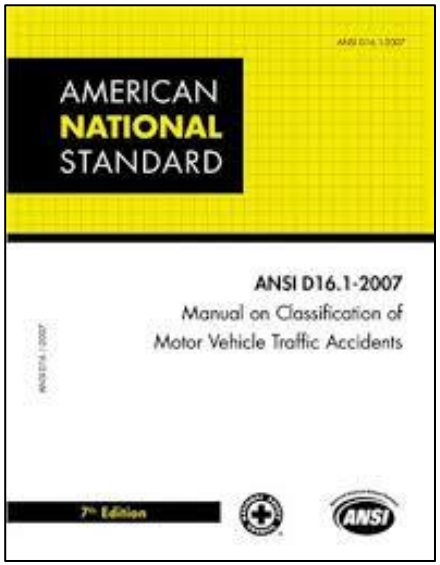

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— Person walking, running, jogging, hiking, sitting or lying within the trafficway or on private property, etc.

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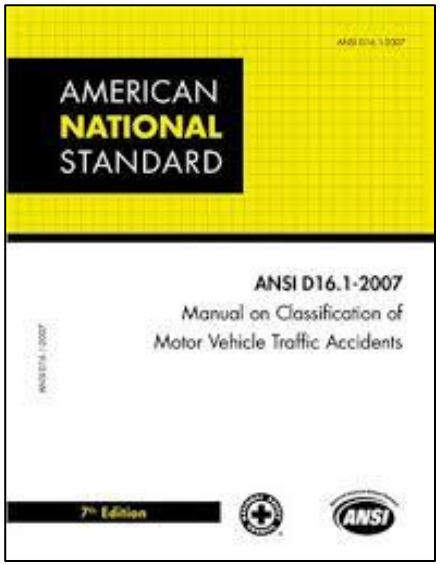

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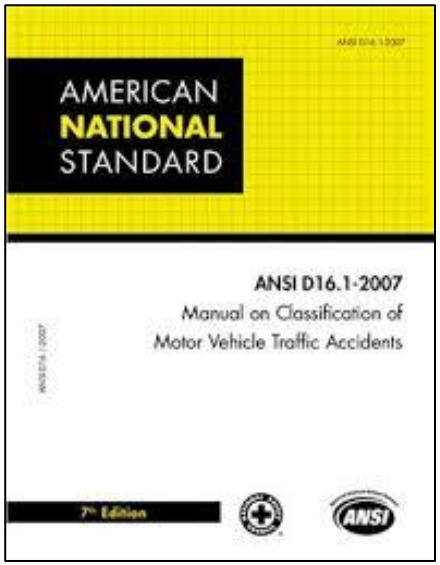

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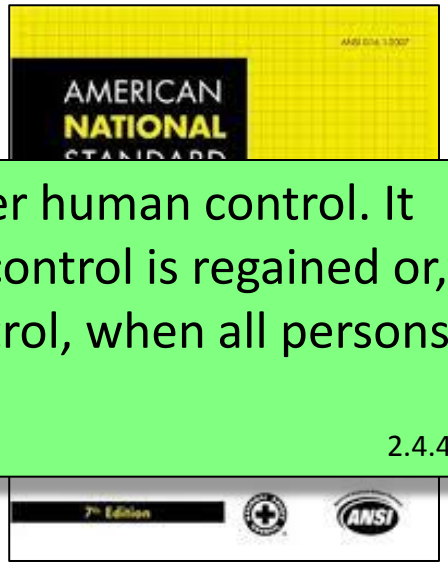

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"An unstabilized situation is a set of events not under human control. It originates when control is lost and terminates when control is regained or, in the absence of persons who are able to regain control, when all persons and property are at rest."

2.4.4

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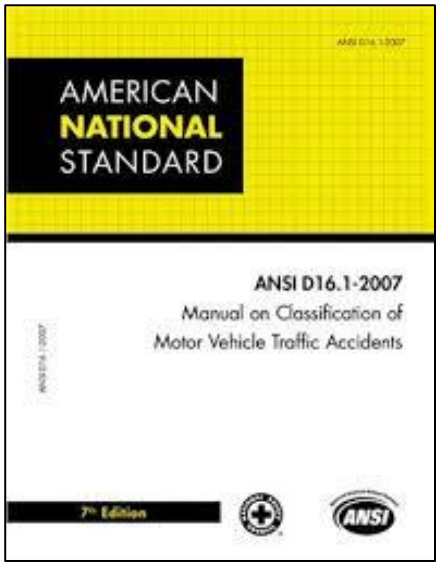

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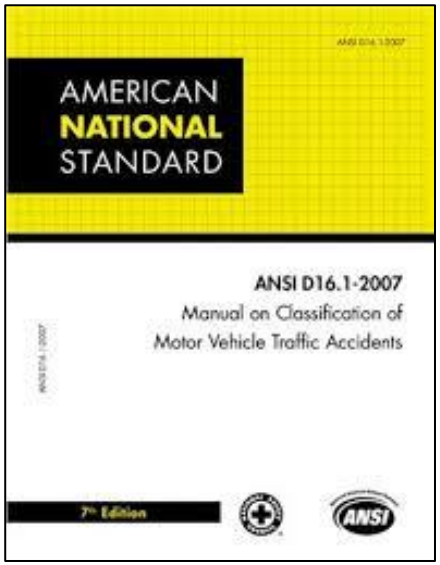

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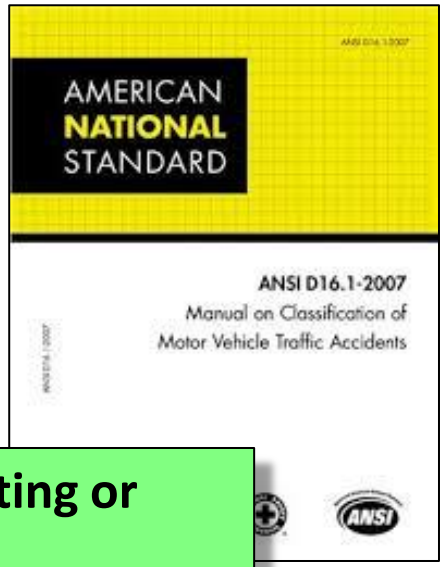

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WA state law does not specifically include people sitting or lying in the road:

"Any person ***afoot*** or who is using a wheelchair, power wheelchair as defined in RCW 46.04.415, or a means of conveyance propelled by human power other than a bicycle".

RCW 47.01.010

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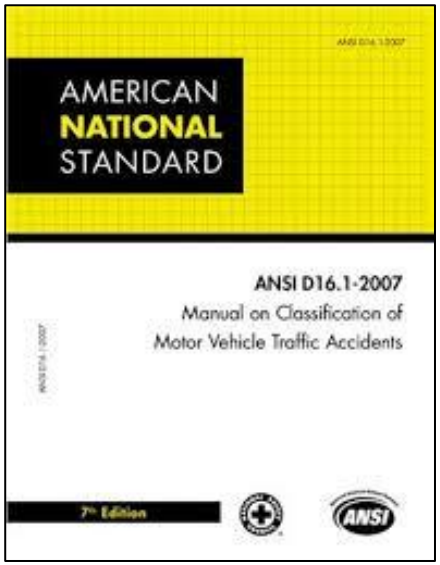

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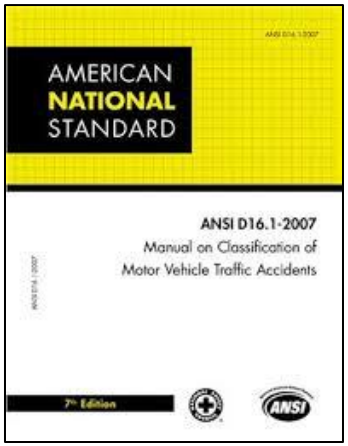

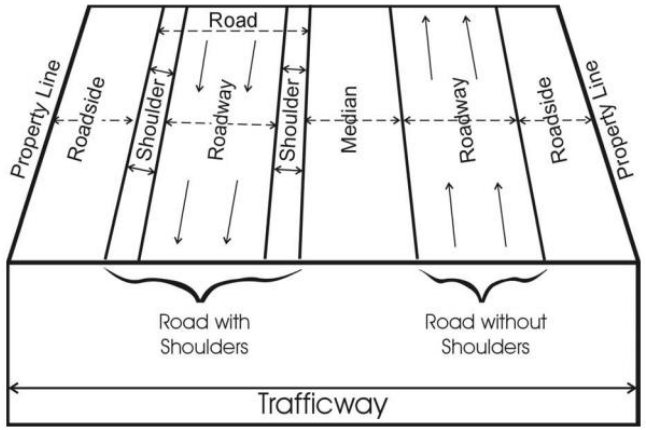

fars

A motor vehicle based system that deals with collisions either originating on or entering the public trafficway…

BUT WAIT
THERES MORE

Defining Pedestrian Crashes

Defining Pedestrian Crashes

May 2016

DOT HS 812 270

NHTSA

Pedestrians

Key Findings

- In 2014 there were 4,884 pedestrians killed in traffic crashes – a 2-percent increase from 4,779 pedestrian fatalities in 2013.
- On average, a pedestrian was killed every 2 hours and injured every 8 minutes in traffic crashes in 2014.

A pedestrian, as defined for this fact sheet, is any person on foot, walking, running, jogging, hiki sitting, or lying down who is involved in a motor vehicle traffic crash. A traffic crash is defined as incident that involved one or more motor vehicles where at least one vehicle was in transport and crash originated on a public traffic way, such as a road or highway. Crashes that occurred on priv property, including parking lots and driveways, are excluded.

In this fact sheet, the 2014 pedestrian information is presented as follows:

- Overview
- Environmental Characteristics
- Alcohol
- Vehicle Type and Impact Point

Defining Pedestrian Crashes

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(DOT HS 812 270)

Defining Pedestrian Crashes

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A FARS definition of a pedestrian crash…

Defining Pedestrian Crashes

A FARS definition of a pedestrian crash…

Excludes:

- Collisions where a pedestrian is struck by a form of transportation other than a motor vehicle, such as a train or airplane (regulated elsewhere), or a bicycle.
- Collisions where a pedestrian is struck on private property where the entire incident (the "unstabilized situation") took place on private property.

Includes:

- Collisions where a driver on a public roadway loses control, enters a private parking lot and strikes a pedestrian.
- Collisions where a driver in a private parking lot loses control, enters a public roadway and strikes a pedestrian.

Defining Pedestrian Crashes

Lest you think we are splitting hairs…

Collision circumstances can be so complex and vary so greatly, that NHTSA's FARS staff sometimes have to be consulted for determinations about how to classify them.

… it's all about having good data.

Common Ground

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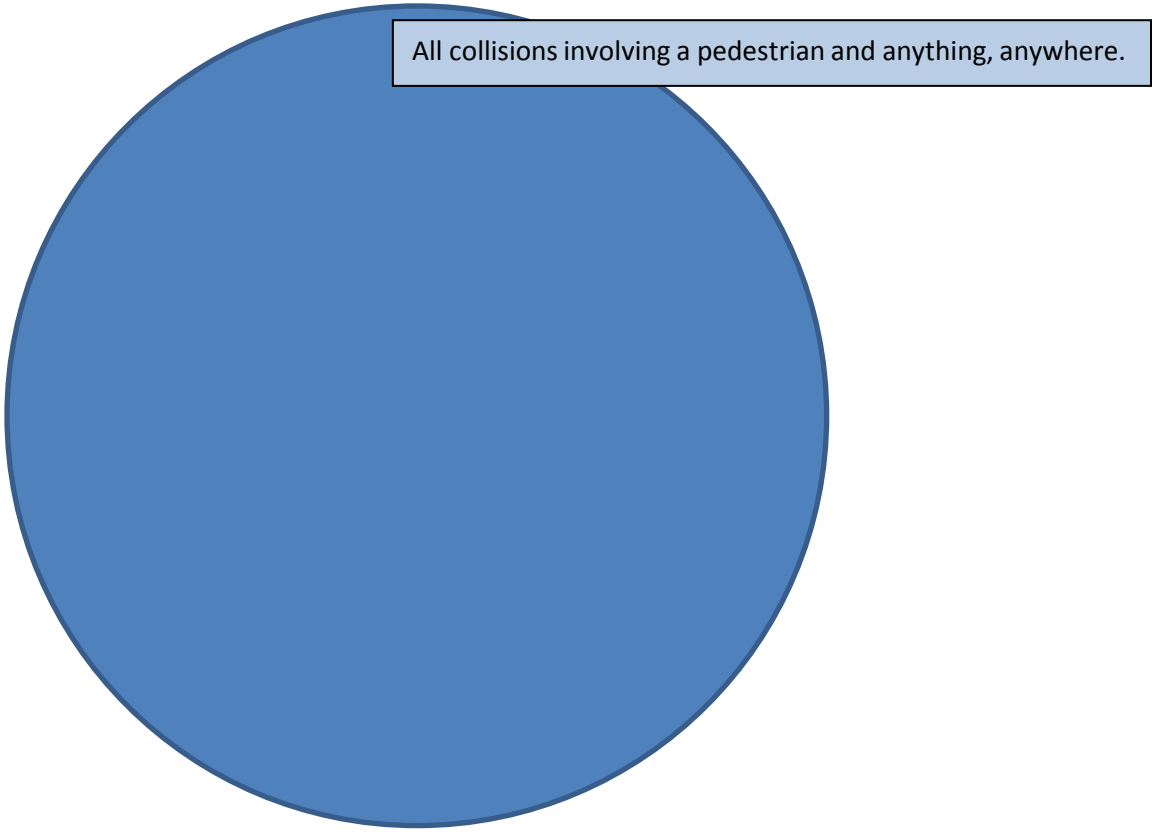

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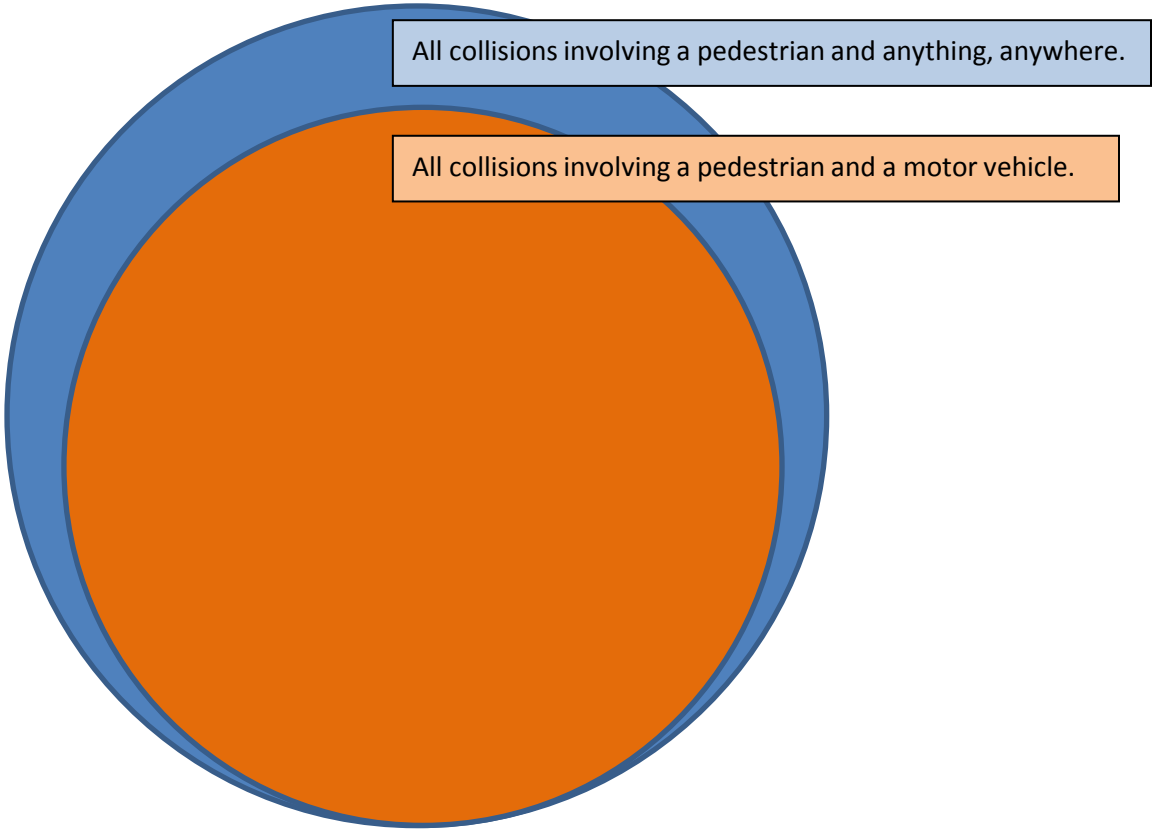

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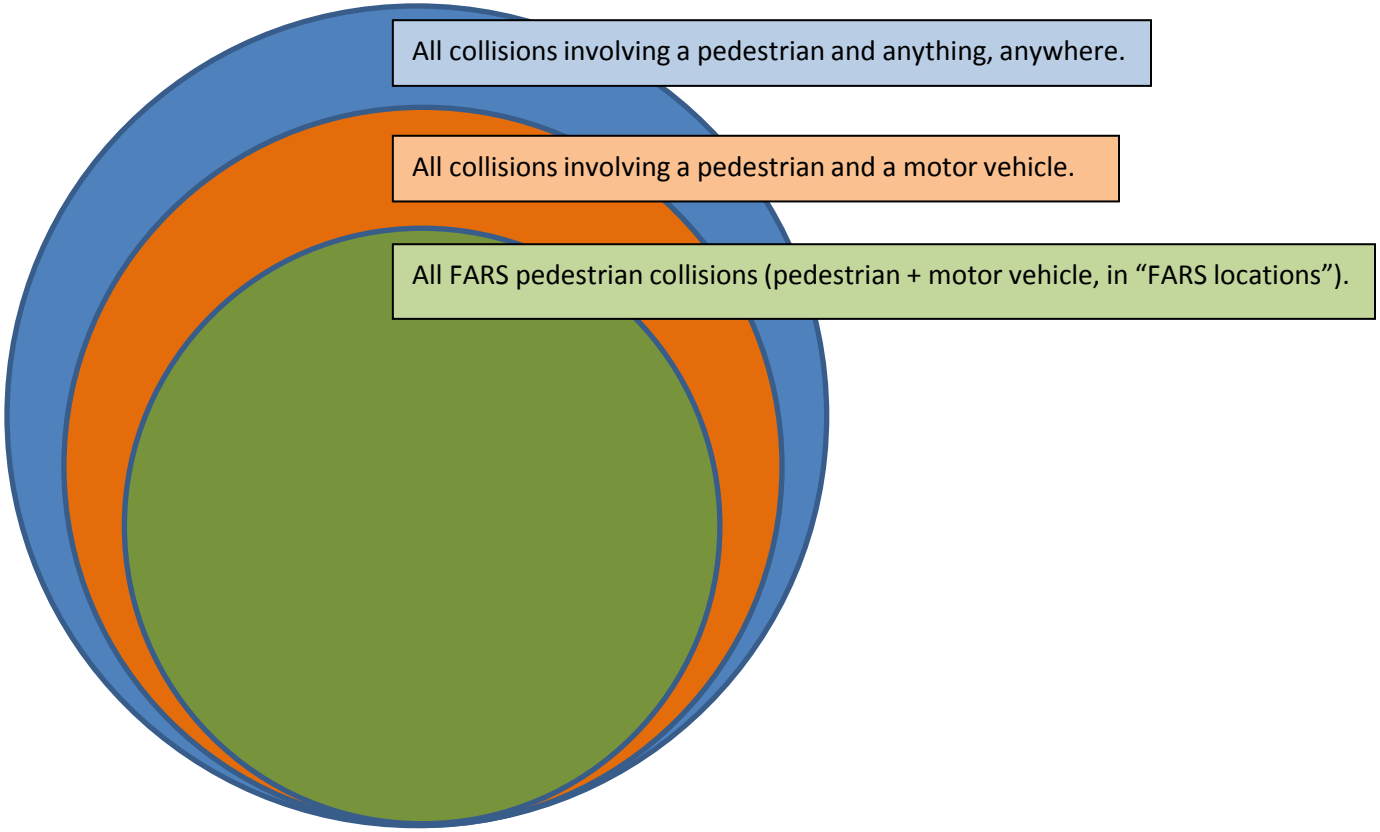

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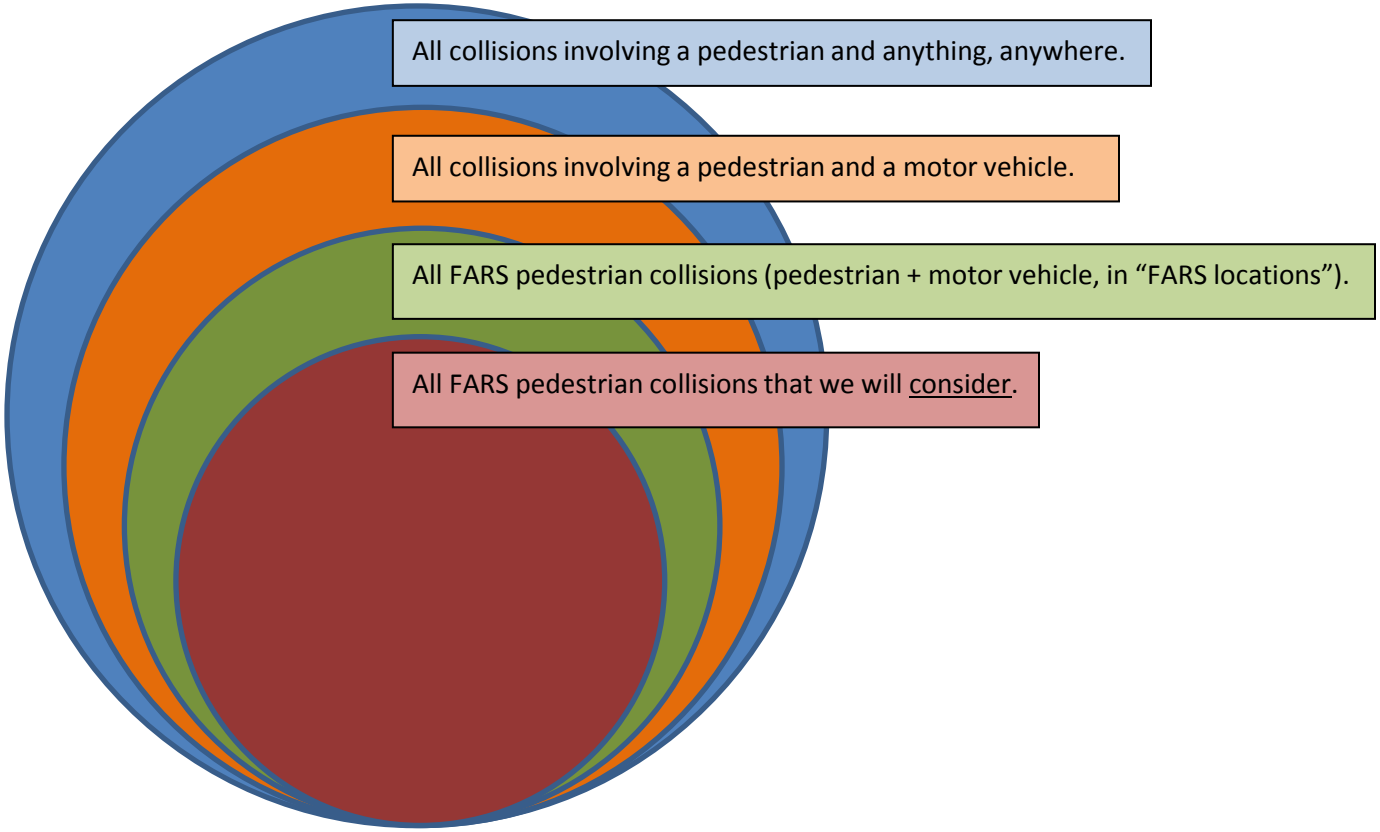

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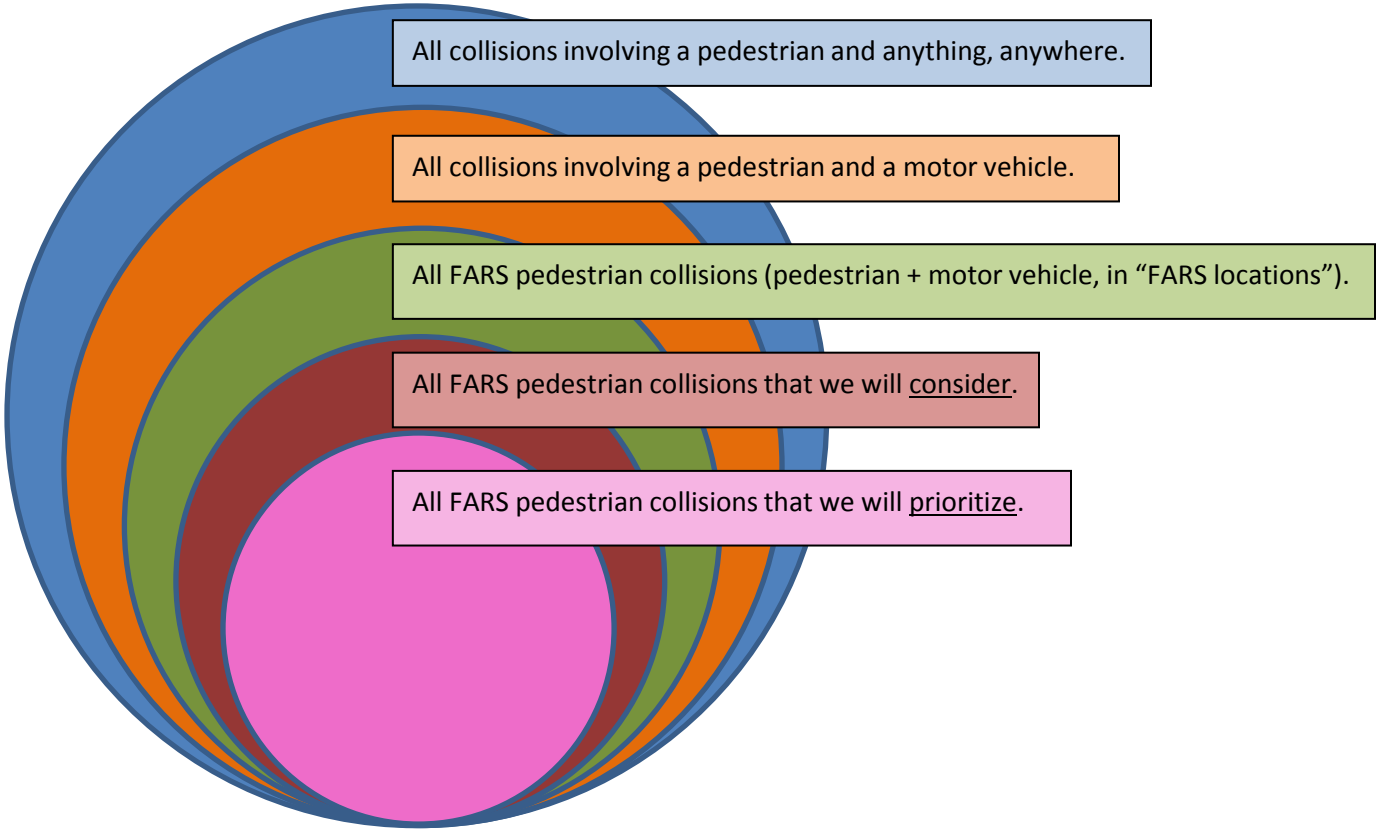

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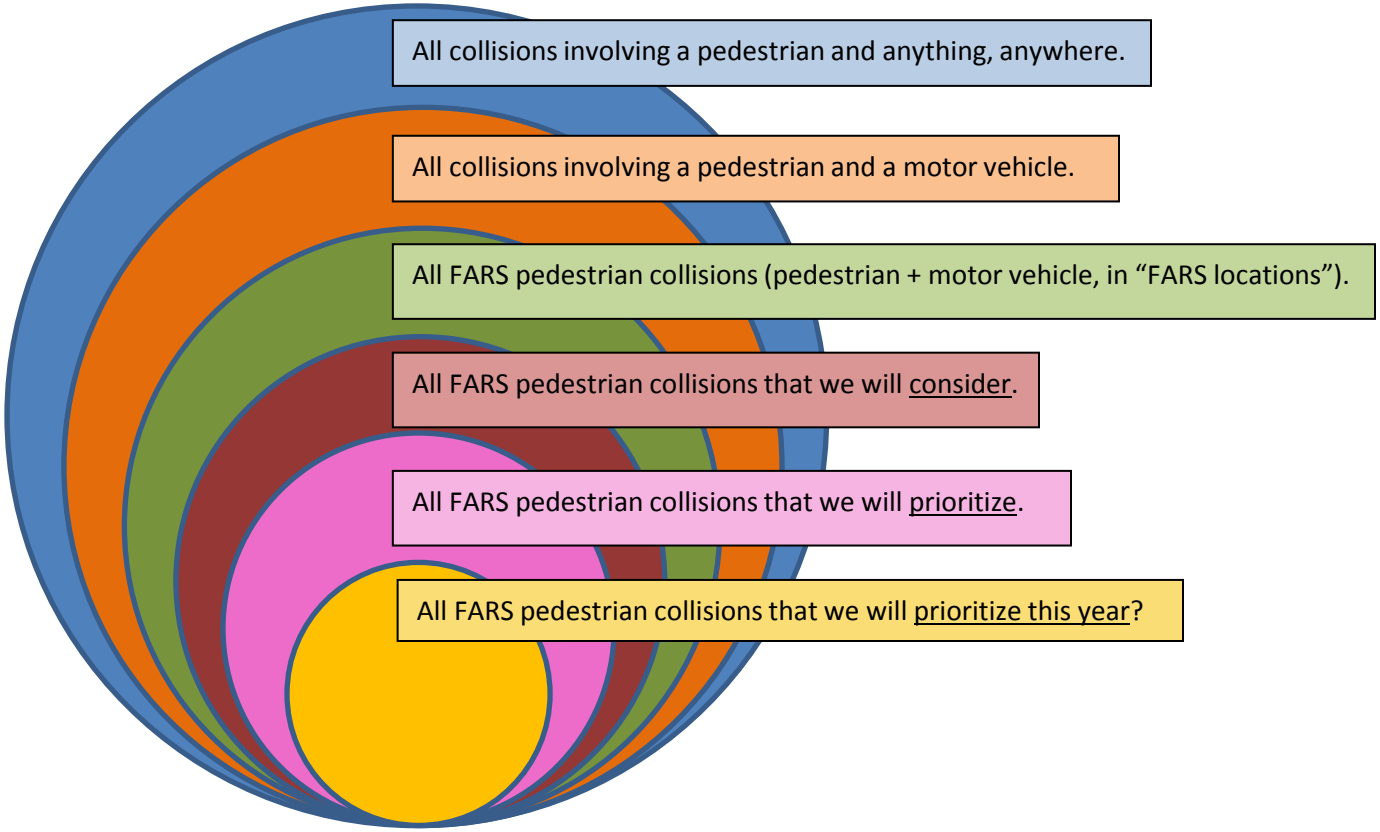

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Legislative Direction and Intent

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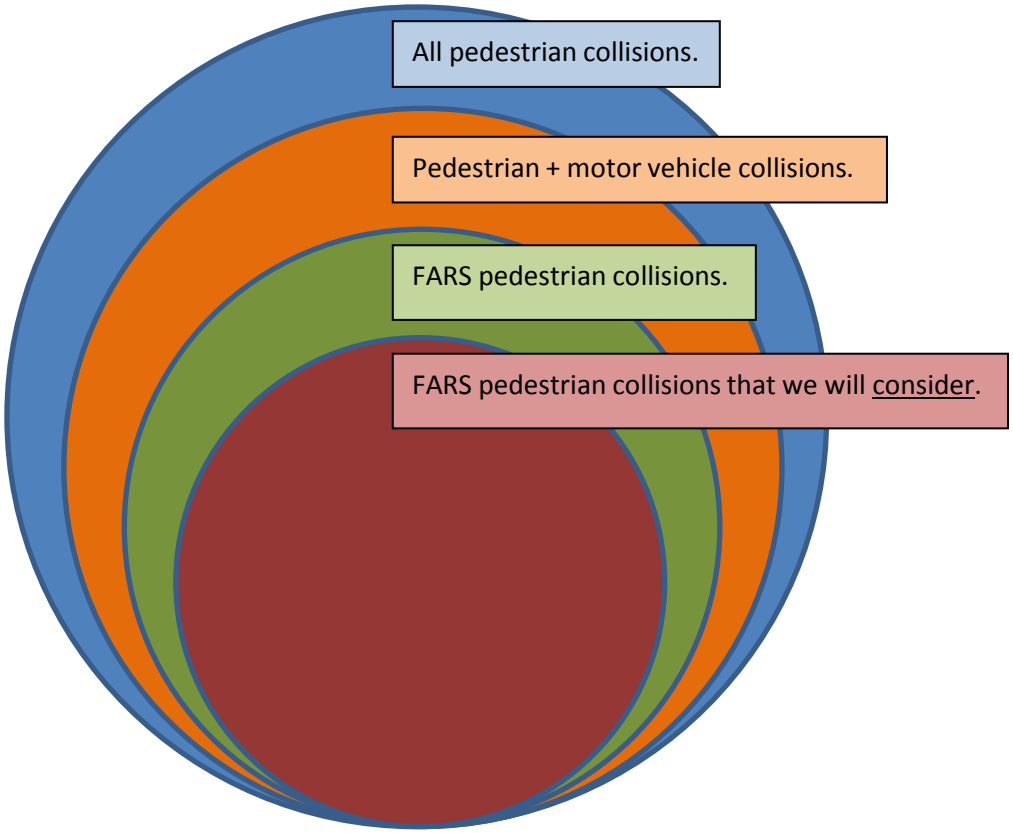

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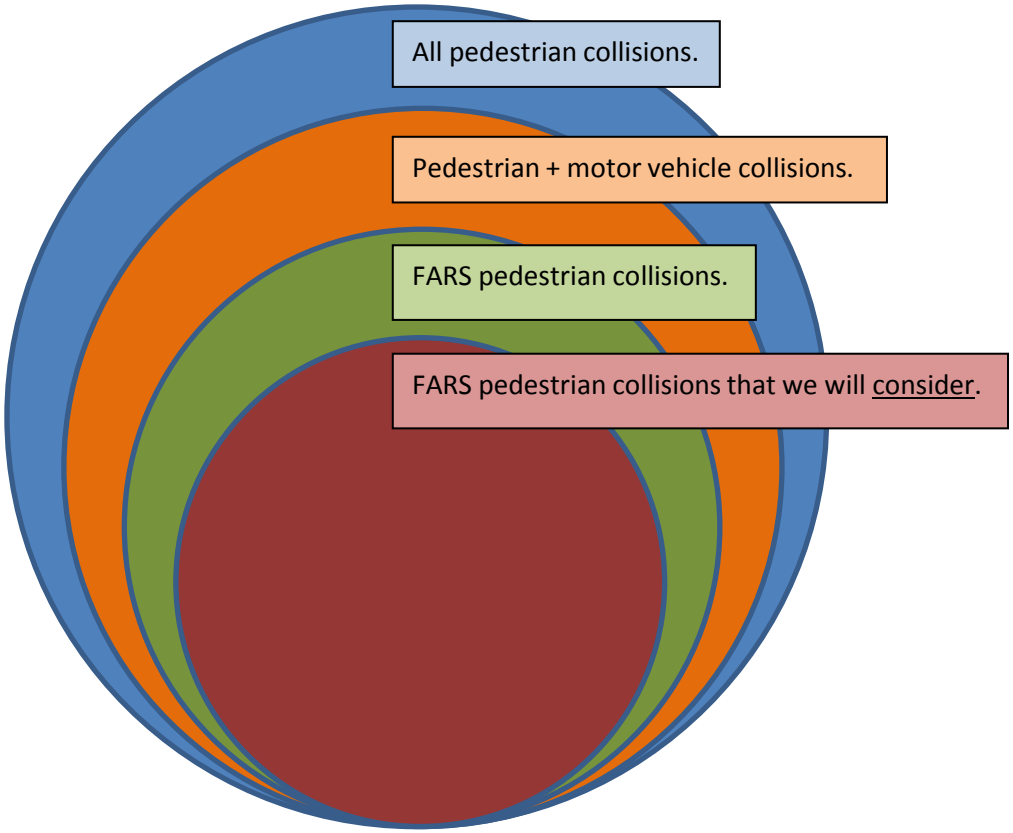

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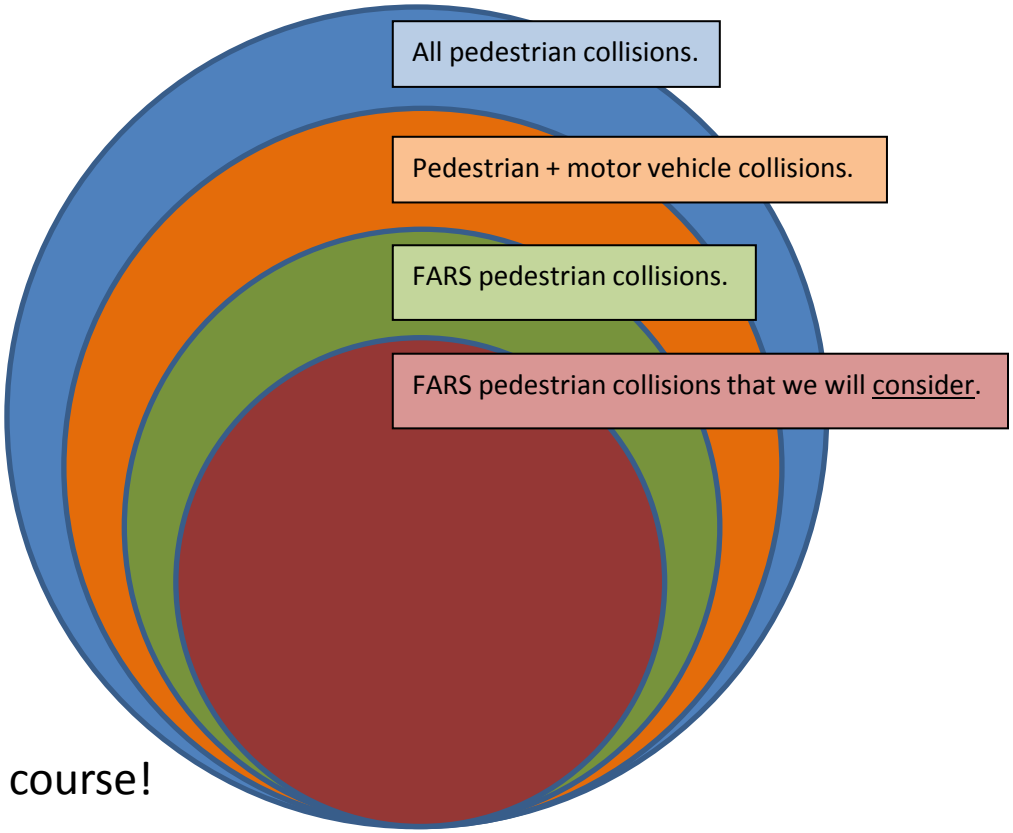

* Not *really*, but there are rules – of course!

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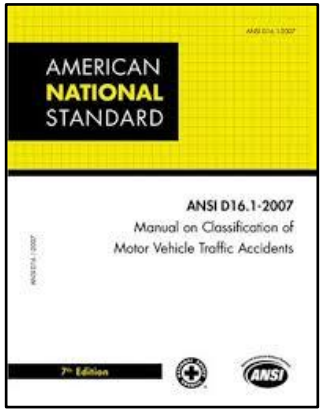

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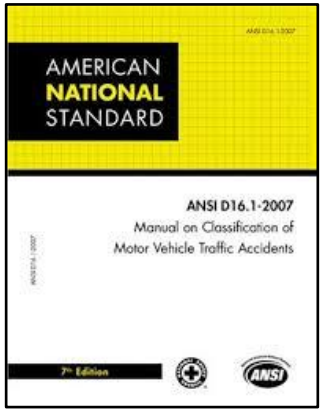

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- Incapacitating injury accident
- Non-incapacitating evident injury accident
- Possible injury accident
- Non-injury accident

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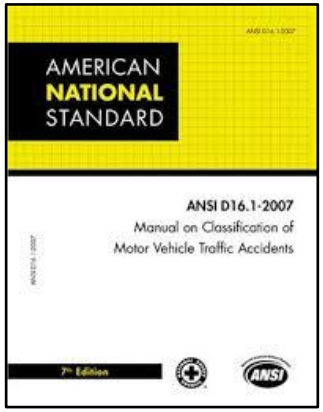

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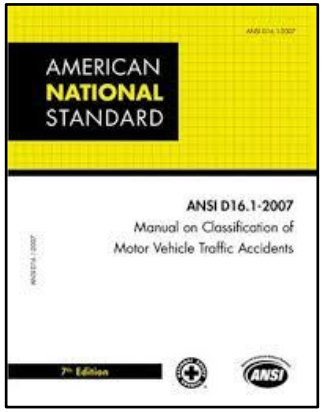

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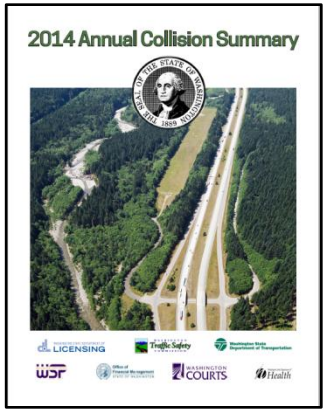

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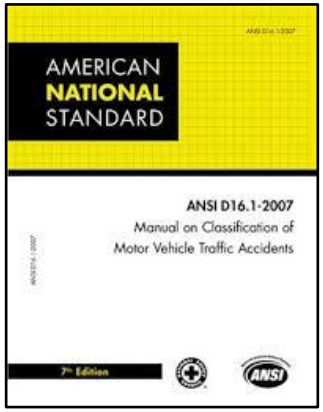

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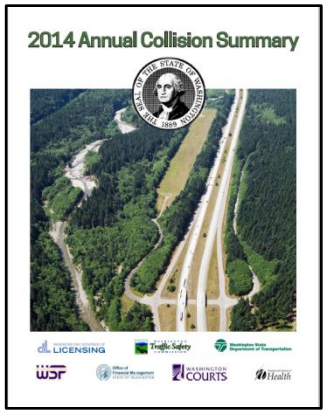

"<u>Collision Types</u>"

- Fatal Injury
- Serious Injury
- Minor Injury
- Evident (non-disabling) Injury
- Possible Injury
- No Injury/Property Damage Only

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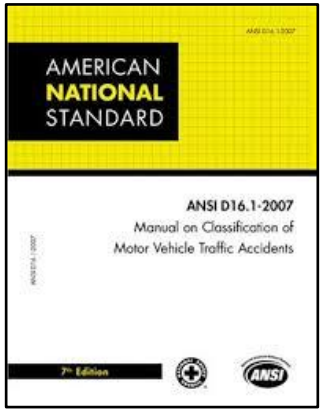

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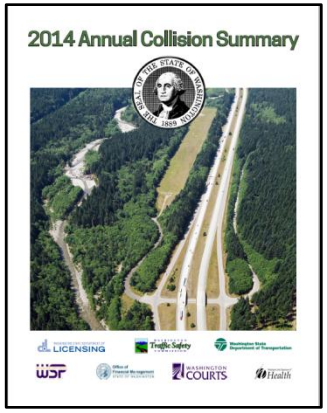


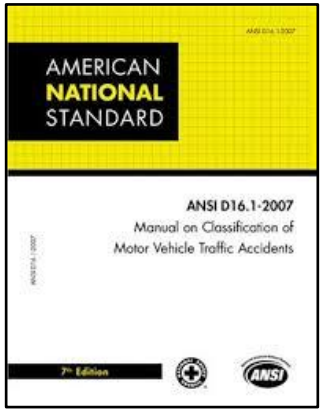
"Collision Types"

- **Fatal Injury**
- Serious Injury
- Minor Injury
- Evident (non-disabling) Injury
- Possible Injury
- No Injury/Property Damage Only

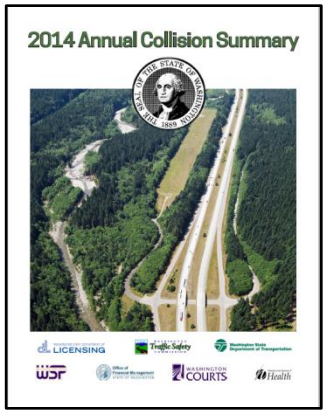
Consistent: "30-day timeframe"

Common Ground

Injury Severity:



- Fatal accident
- Incapacitating injury accident
- Non-incapacitating evident injury accident
- Possible injury accident
- Non-injury accident



"<u>Collision Types</u>"

- Fatal Injury
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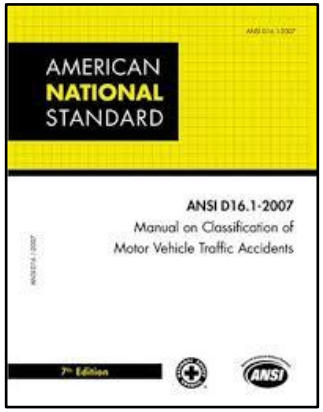
Common Ground

Injury Severity:



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- **<u>Incapacitating injury accident</u>**
- Non-incapacitating evid injury acciden
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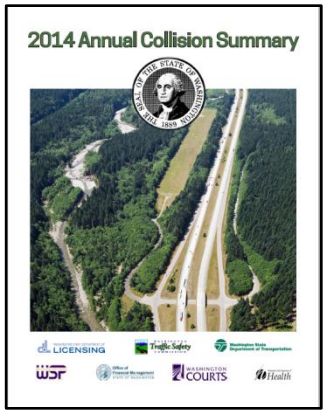
- Non-injury accident



<u>"Collision Types"</u>

- Fatal Injury
- **<u>Serious Injury</u>**
- Minor Injury
- Evident (non-disabling) Injury
- Possible Injury
- No Injury/Property Damage Only

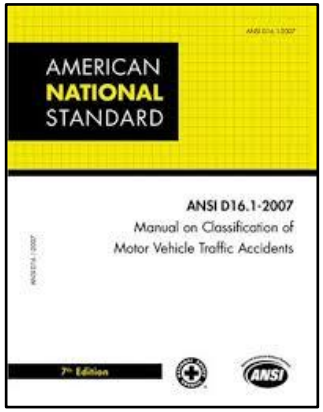
Consistent:

Essentially "injury which prevents the injured person from walking, driving, or continuing normal activities at the time of the collision. Includes severe lacerations, broken or distorted limbs, skull or chest injuries, abdominal injuries, etc.

Excludes momentary unconsciousness, etc.".

Common Ground

Injury Severity:



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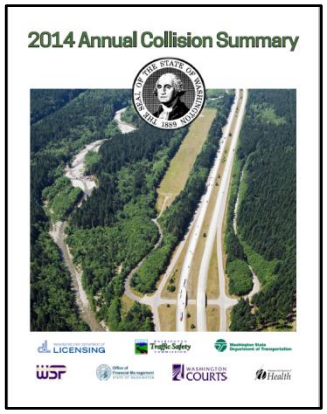

"<u>Collision Types</u>"

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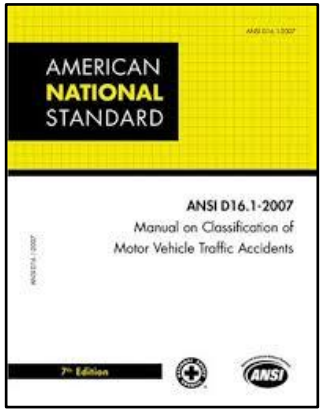

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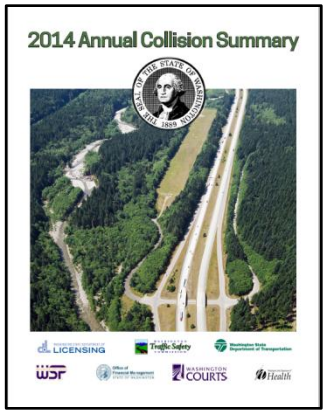


"<u>Collision Types</u>"

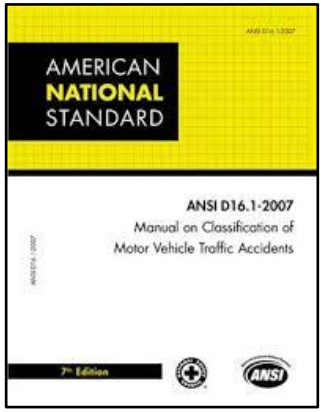
- Fatal Injury
- Serious Injury
- **<u>Minor Injury</u>**
  - Evident (non-disabling) Injury
  - Possible Injury
- No Injury/Property Damage Only

Unique Type:

"A category combining evident and possible injuries"

Common Ground

Injury Severity:



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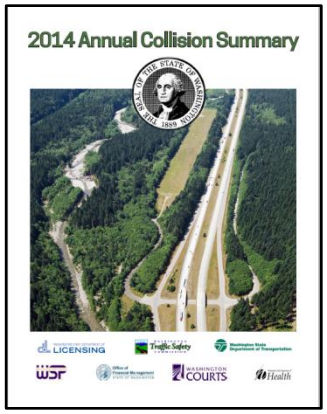

"<u>Collision Types</u>"

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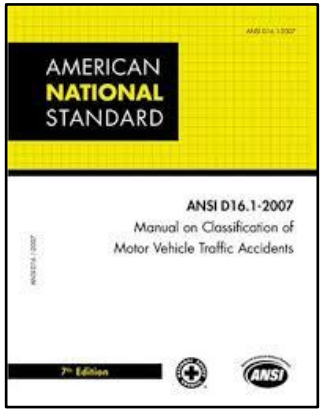
Common Ground

Injury Severity:



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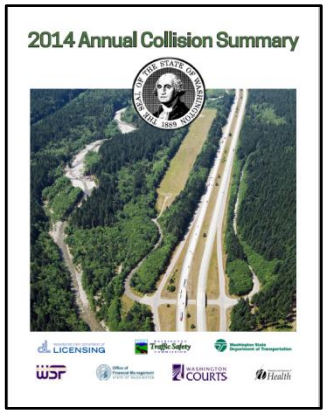


"Collision Types"

- Fatal Injury
- Serious Injury
- Minor Injury
- **Evident (non-disabling) Injury**
- Possible Injury
- No Injury/Property Damage Only

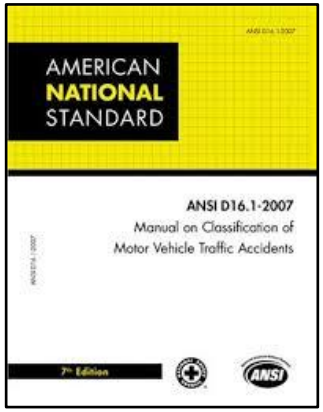
Consistent:

Essentially "injury which is visible but does not prevent the injured person from walking, driving, or continuing normal activities at the time of the collision. Includes broken fingers or toes, abrasions, etc.

Excludes limping, complaint of pain, nausea, momentary unconsciousness, etc."

Common Ground

Injury Severity:



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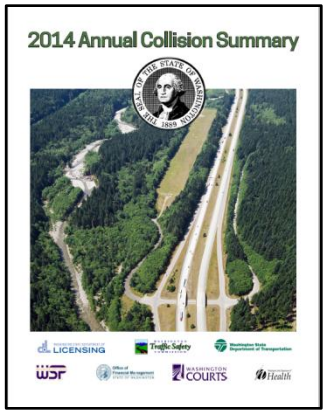


<u>"Collision Types"</u>

- Fatal Injury
- Serious Injury
- Minor Injury
- **<u>Evident (non-disabling) Injury</u>**
- Possible Injury
- No Injury/Property Damage Only

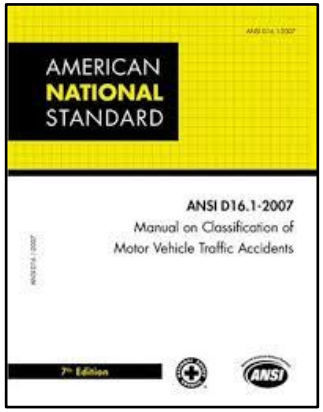
But Problematic?

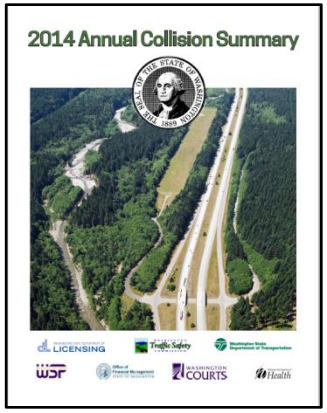
The collision data gathering process relies on the investigating officer for medical assessment.

Is momentary unconsciousness always minor?

Common Ground

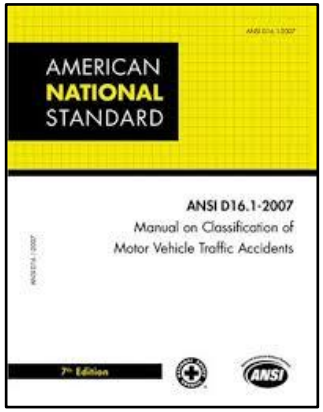
Injury Severity Discussion Questions:



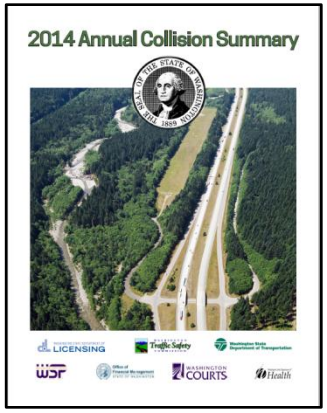


Common Ground

Injury Severity Discussion Questions:

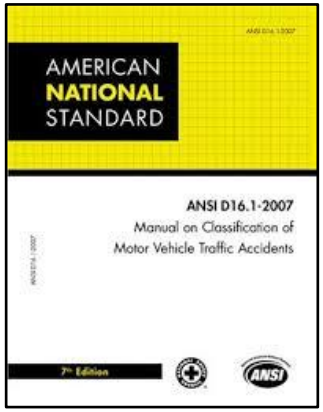


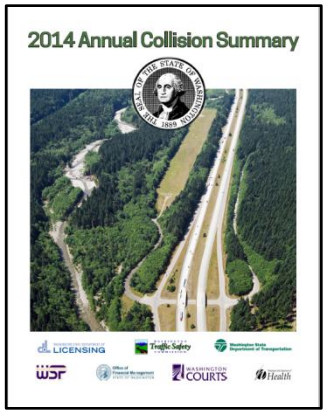
- What definition of “serious injury” can we work with?



Common Ground

Injury Severity Discussion Questions:





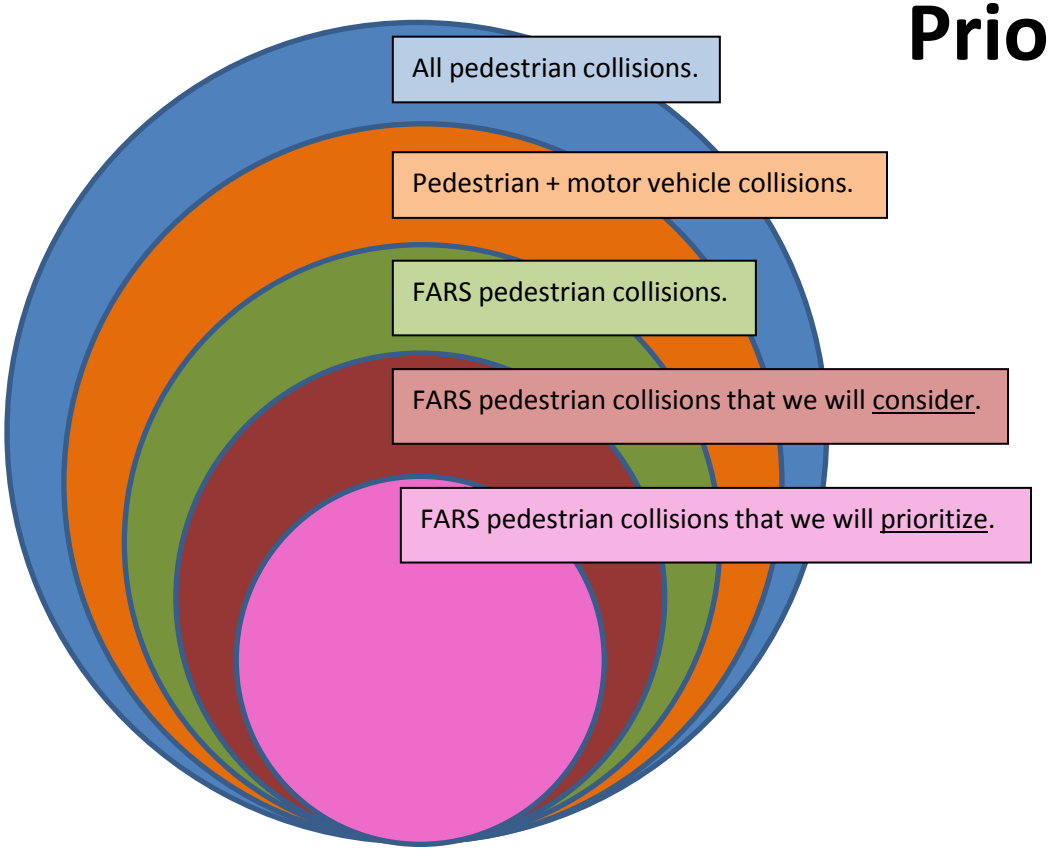
- What definition of “serious injury” can we work with?
- Is the following sufficient?

“injury which prevents the injured person from walking, driving, or continuing normal activities at the time of the collision. Includes severe lacerations, broken or distorted limbs, skull or chest injuries, abdominal injuries, etc.

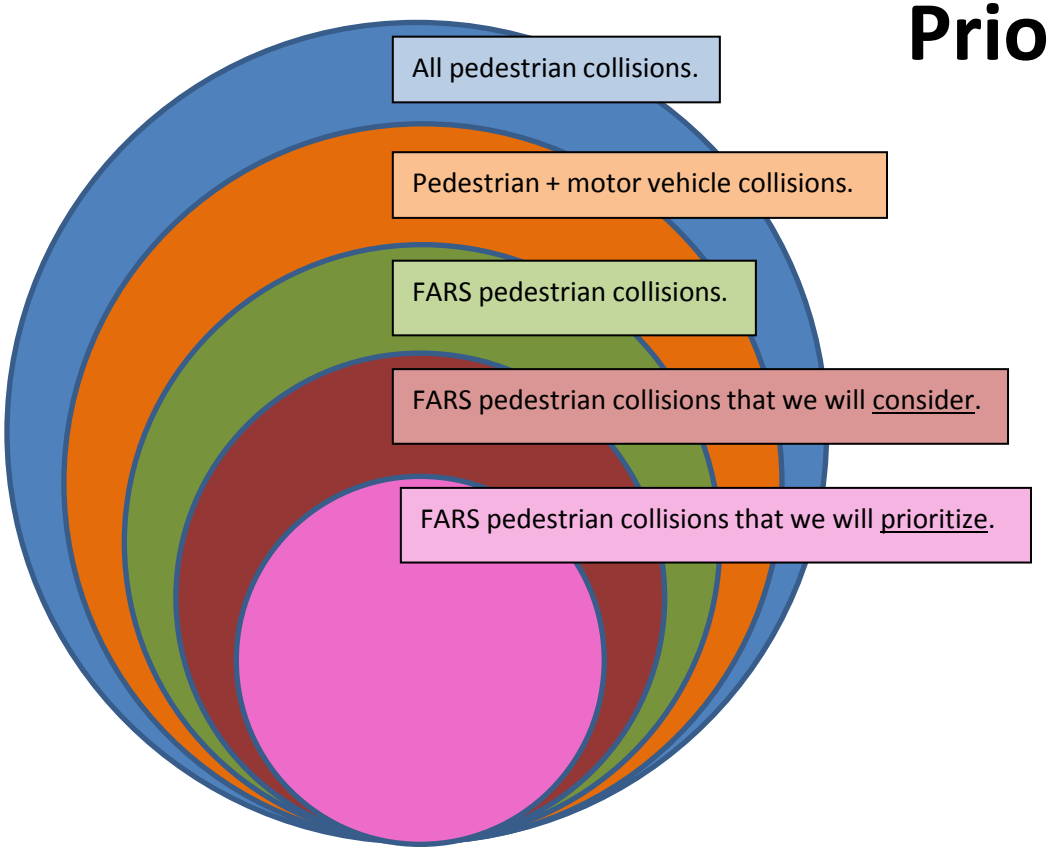
Excludes momentary unconsciousness, etc.”

Common Ground

Prioritization Options:



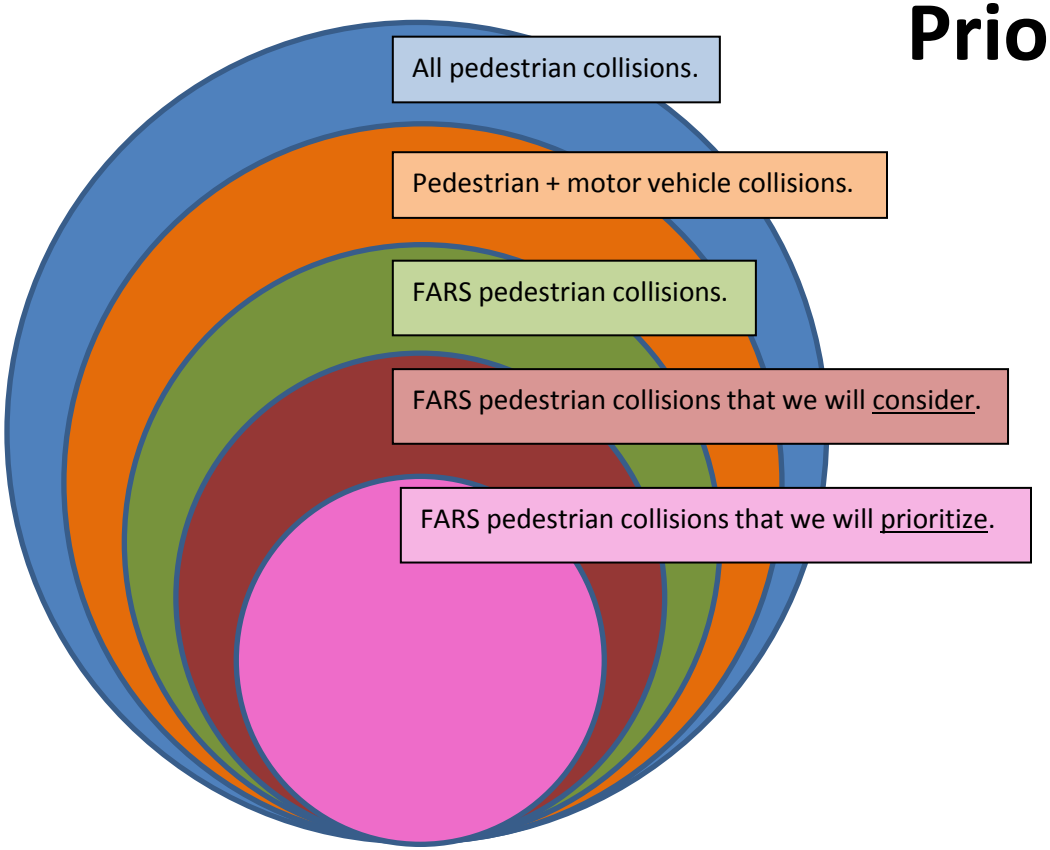
Common Ground



Prioritization Options:

- Crash types that affect the most people

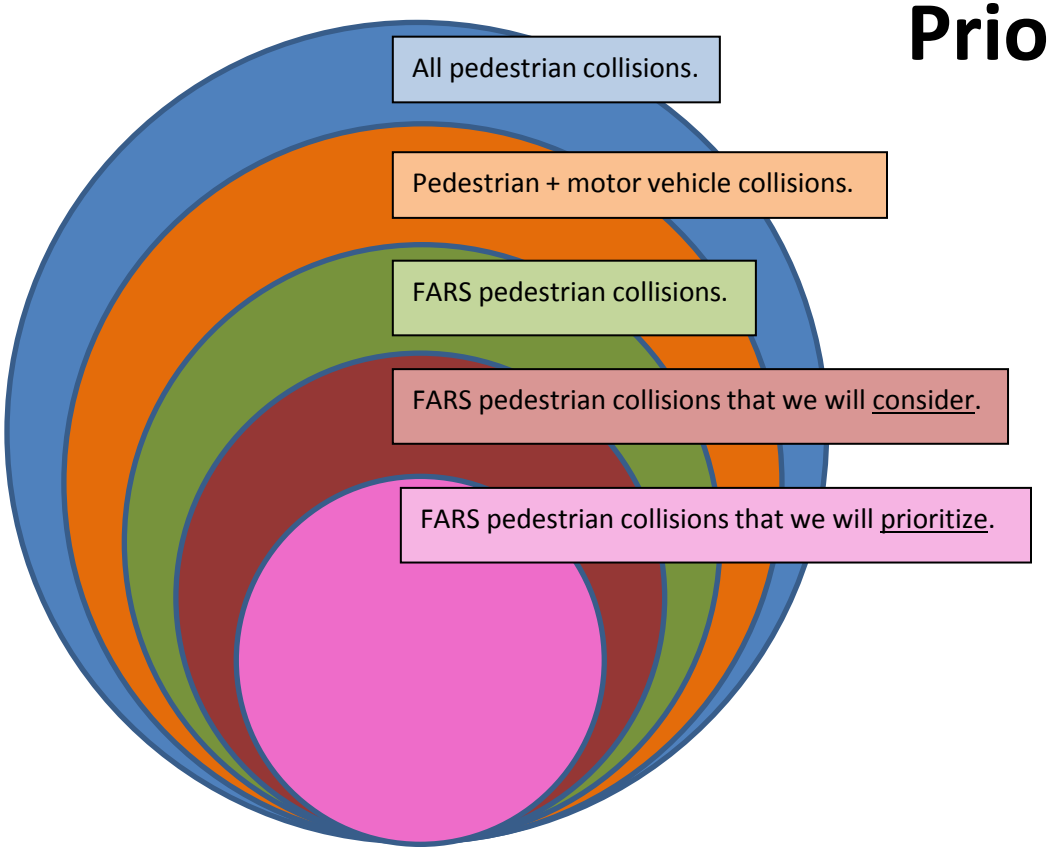
Common Ground



Prioritization Options:

- Crash types that affect the most people
- Crash types that are the cheapest/easiest to address

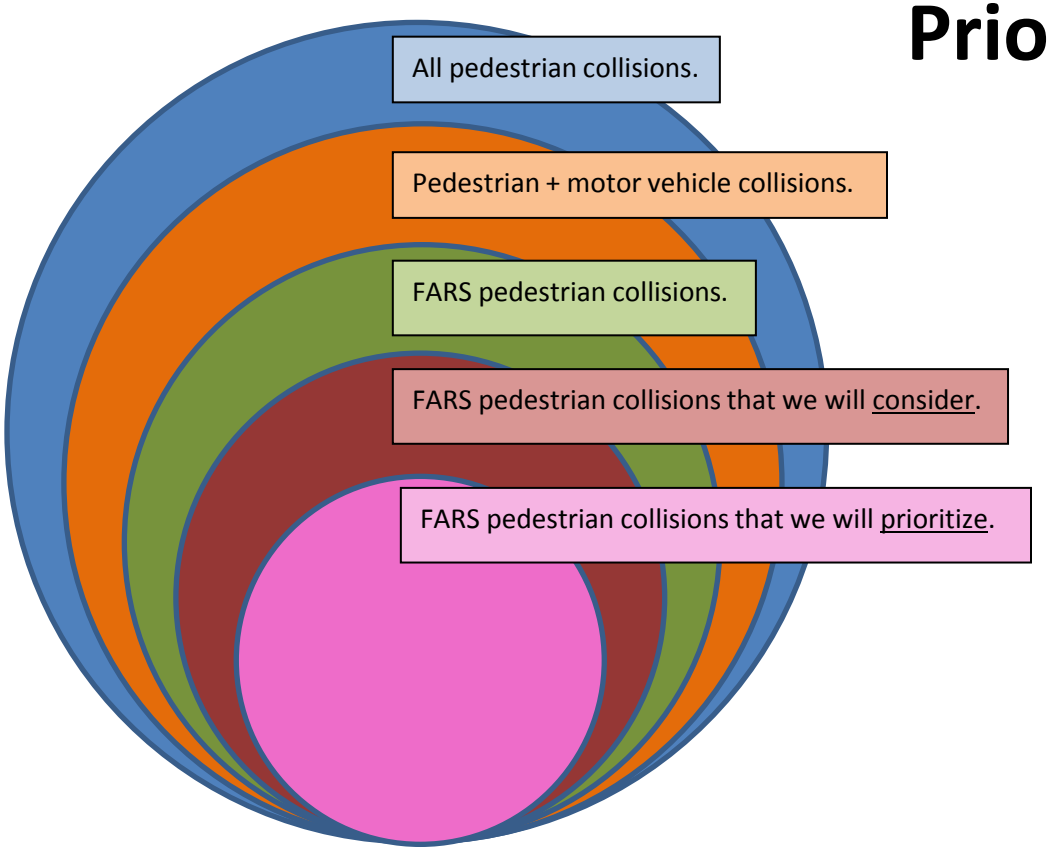
Common Ground



Prioritization Options:

- Crash types that affect the most people
- Crash types that are the cheapest/easiest to address
- Other options?

Common Ground



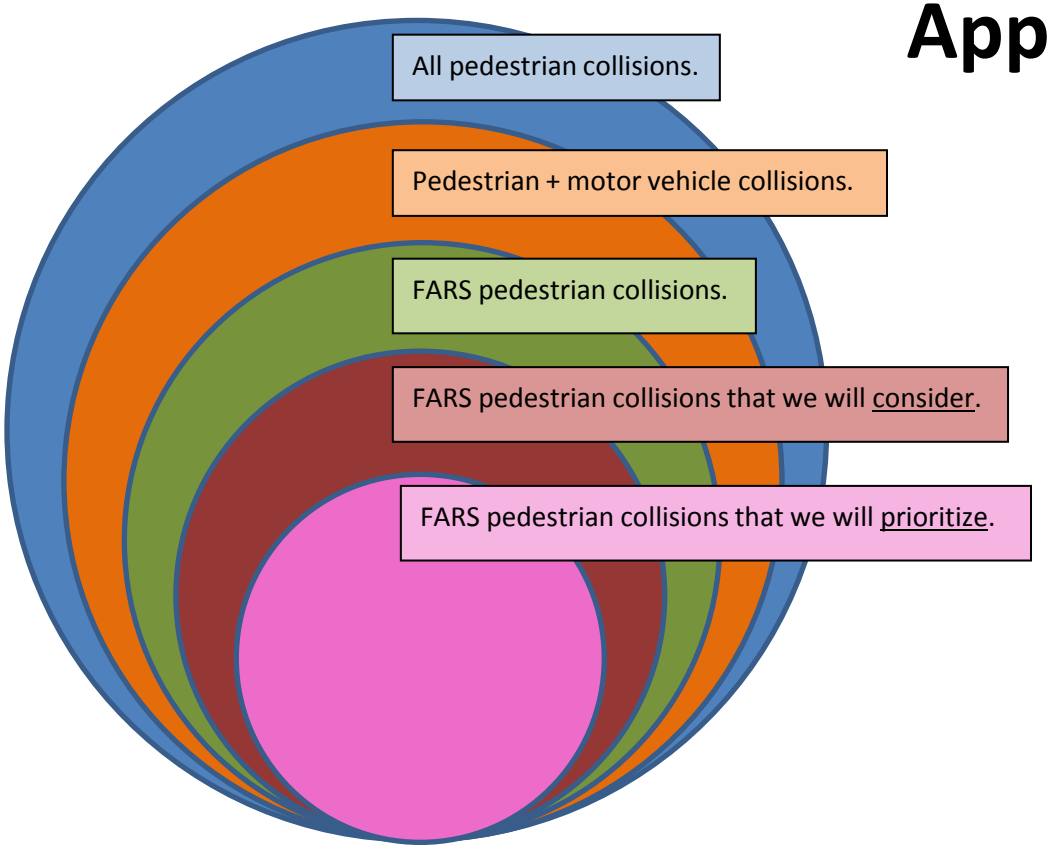
Prioritization Options:

- Crash types that affect the most people
- Crash types that are the cheapest/easiest to address
- Other options?
- Can we infer **the spirit/intent of the legislation**?

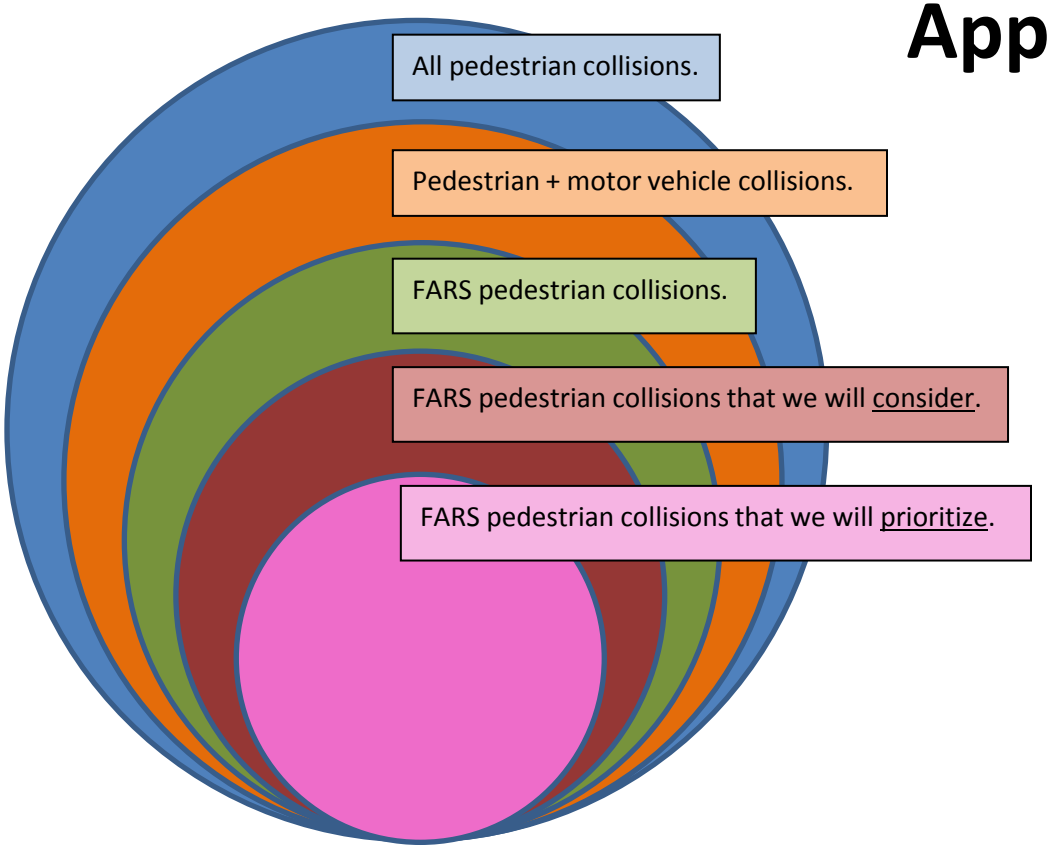
  Pedestrian travel-focused vs. odd collision types (e.g. struck in front yard by car intruding from roadway)

Common Ground

Approach Options:



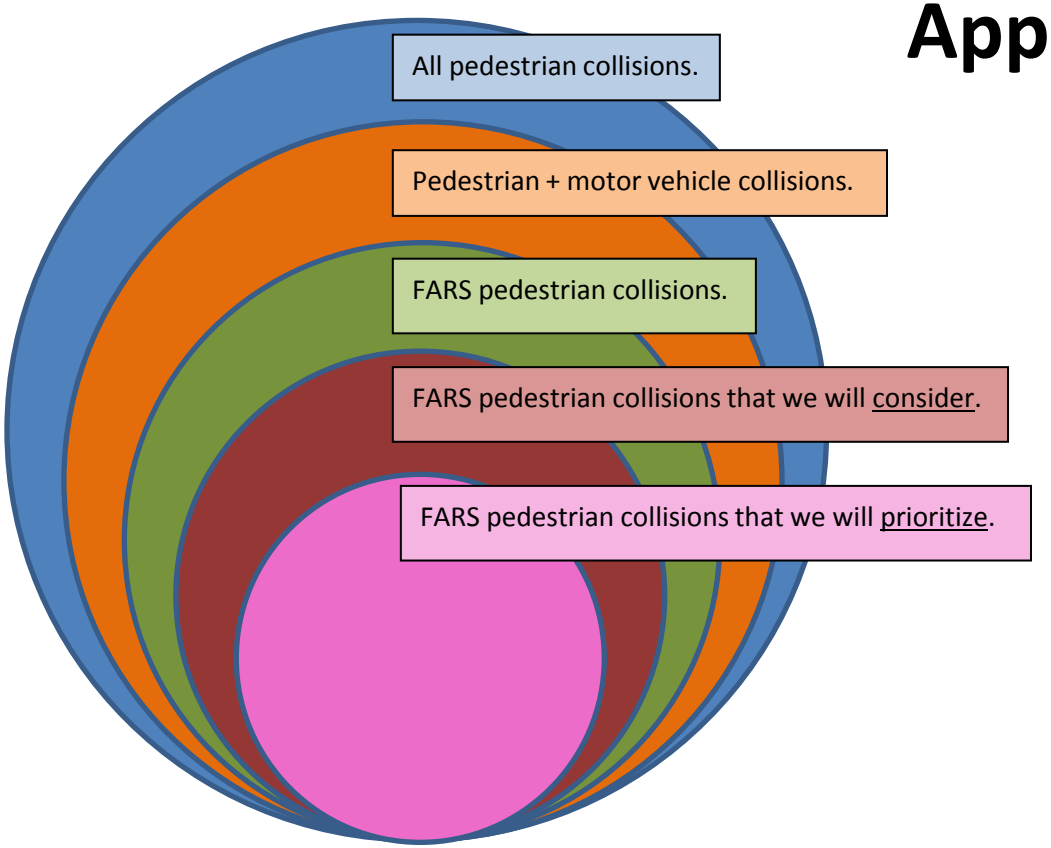
Common Ground



Approach Options:

- Annual reports with same content.

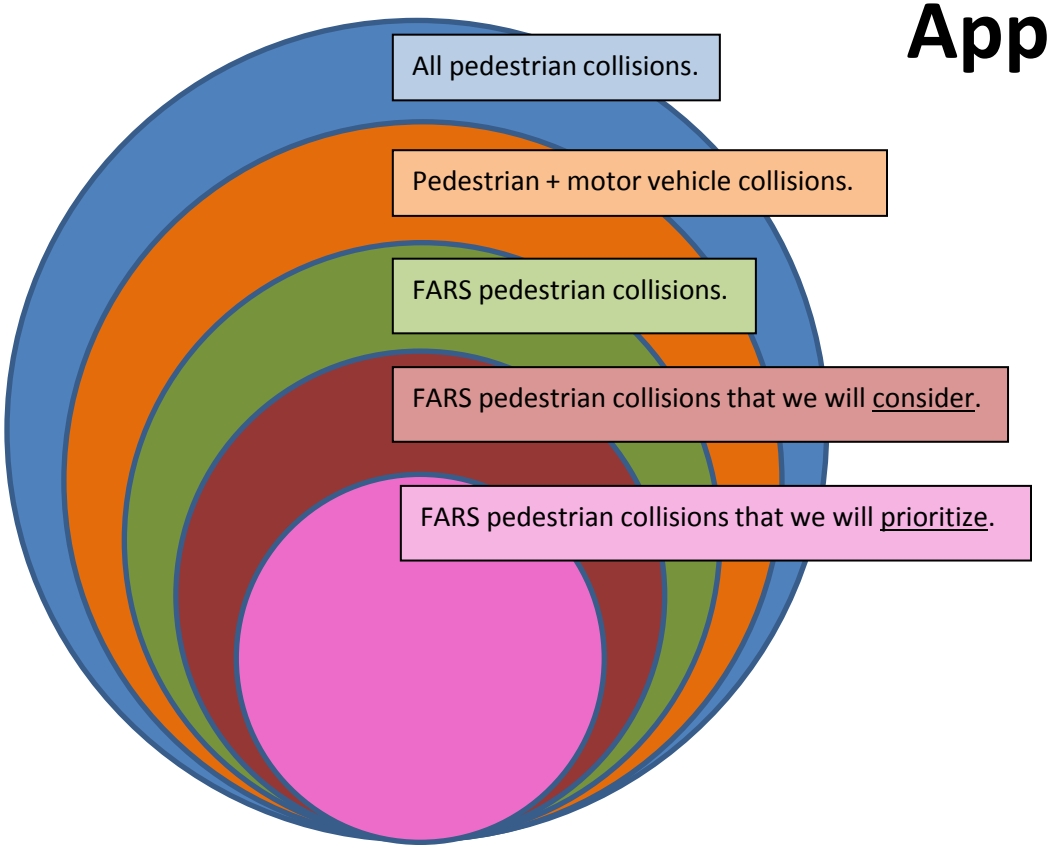
Common Ground



Approach Options:

- Annual reports with same content.
- Yearly focus on a different aspect or set of aspects related to pedestrian safety.

Common Ground



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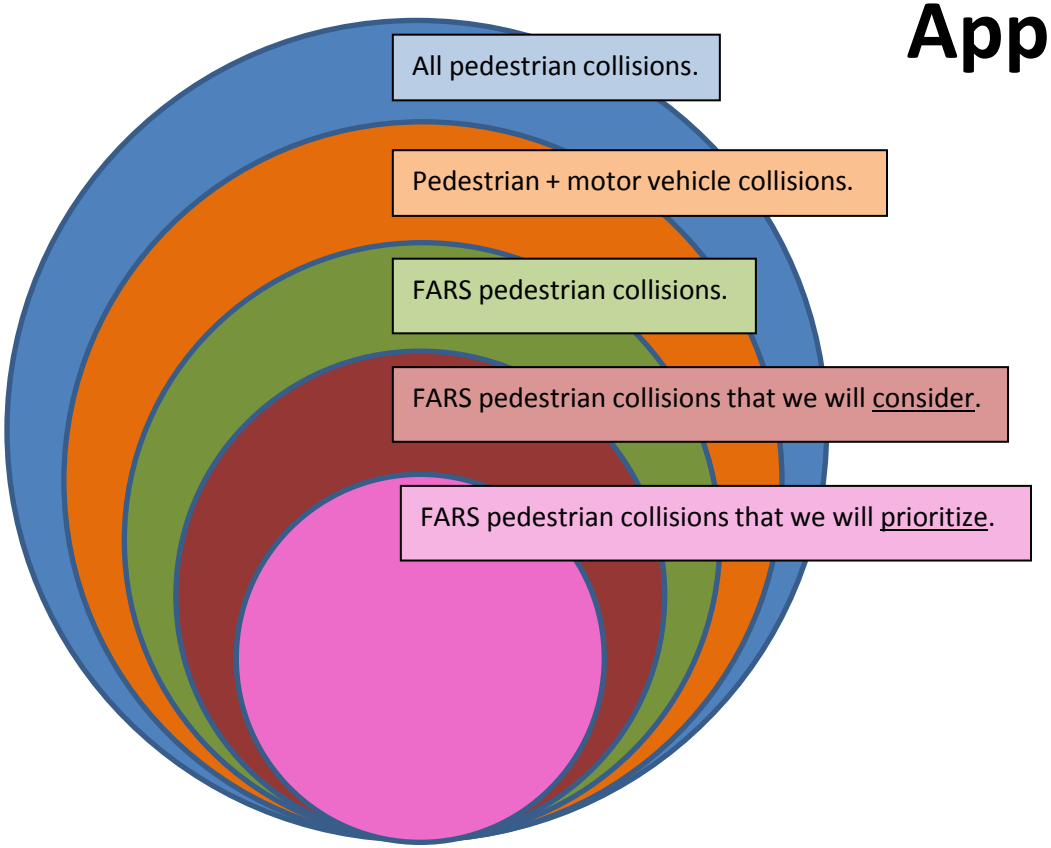

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What are the merits of each approach and are there other approaches? Do we even need to decide the approach yet?

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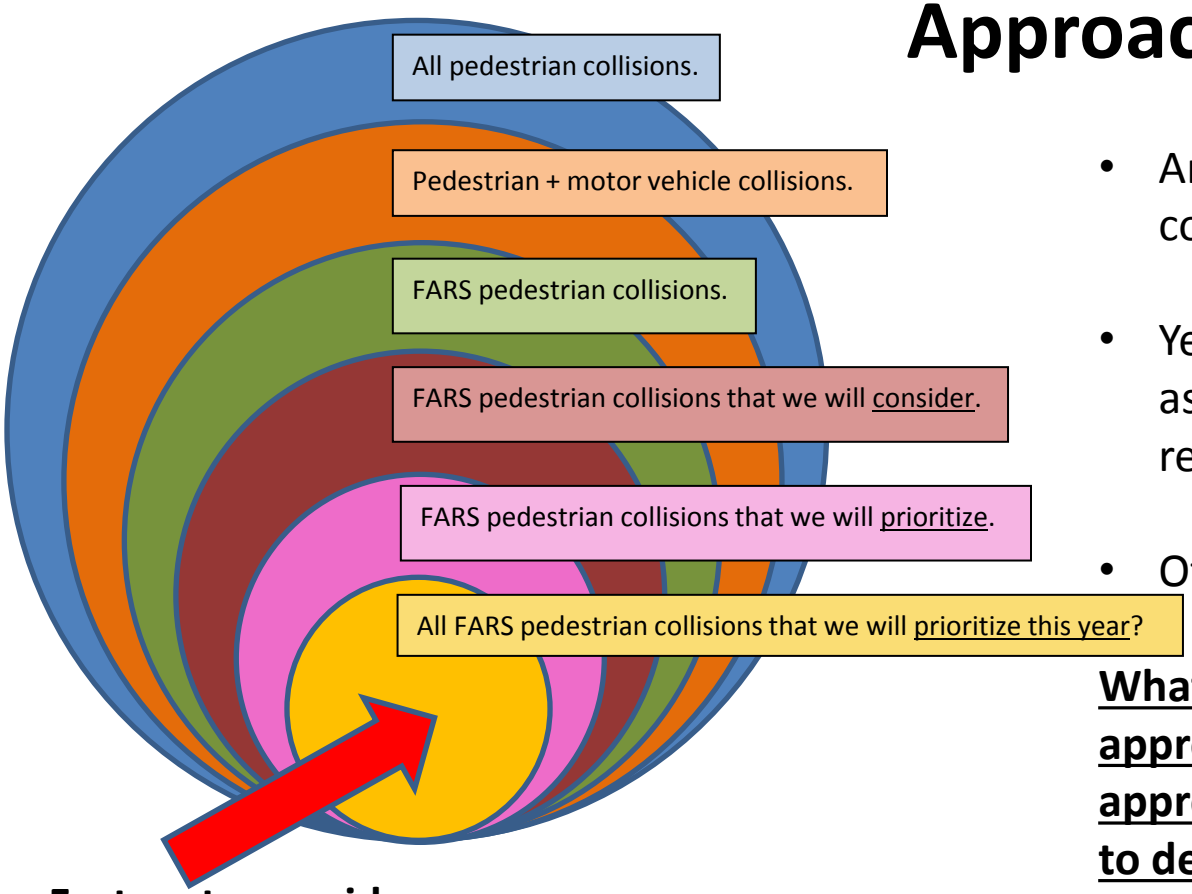


Approach Options:

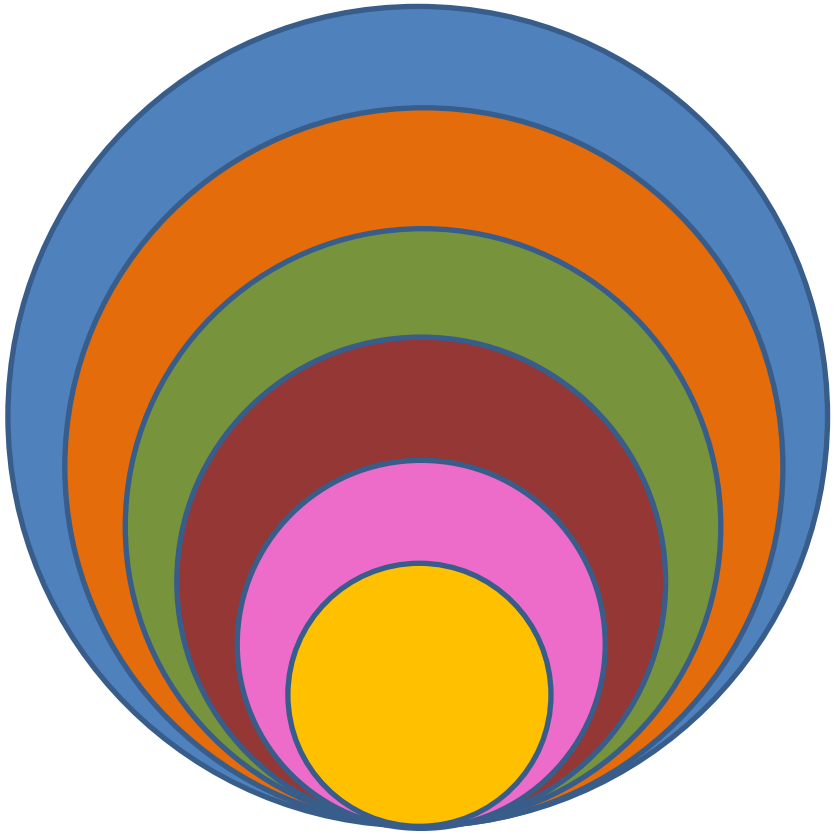
- Annual reports with same content.
- Yearly focus on a different aspect or set of aspects related to pedestrian safety.
- Other options?

What are the merits of each approach and are there other approaches? Do we even need to decide the approach yet?

Factors to consider:

- Project timeframe: annual reports in 2016 & 2017, with a final report in 2018
- Project resources: Currently a half-time staff position and $5500 operational budget (travel, etc.)
- Cost/Benefit (or other measure – i.e. social justice) of addressing crash types
- Others?

Lunch Break!



Reconvene @ 1PM