

MOTOR VEHICLE ACCIDENT REPORT		Please read the Privacy Act State- ment on Page 3.		INSTRUCTIONS: Sections I thru IX are filled out by the vehicle operator. Section X, items 72 thru 82c are filled out by the operator's supervisor. Sections XI thru XIII are filled out by an accident investigator for bodily injury, fatality, and/or damage exceeding \$500.	
SECTION I - FEDERAL VEHICLE DATA					
1. DRIVER'S NAME (Last, first, middle)			2. DRIVER'S LICENSE NO./STATE/LIMITATIONS		3. DATE OF ACCIDENT
4a. DEPARTMENT/FEDERAL AGENCY PERMANENT OFFICE ADDRESS				4b. WORK TELEPHONE NUMBER ()	
5. TAG OR IDENTIFICATION NUMBER	6. EST. REPAIR COST \$	7. YEAR OF VEHICLE	8. MAKE	9. MODEL	10. SEAT BELTS USED <input type="checkbox"/> YES <input type="checkbox"/> NO
11. DESCRIBE VEHICLE DAMAGE					
SECTION II - OTHER VEHICLE DATA (Use Section VIII if additional space is needed.)					
12. DRIVER'S NAME (Last, first, middle)			13. DRIVER'S LICENSE NUMBER/STATE/LIMITATIONS		
14a. DRIVER'S WORK ADDRESS				14b. WORK TELEPHONE NUMBER ()	
15a. DRIVER'S HOME ADDRESS				15b. HOME TELEPHONE NUMBER ()	
16. DESCRIBE VEHICLE DAMAGE				17. ESTIMATED REPAIR COST \$	
18. YEAR OF VEHICLE	19. MAKE OF VEHICLE	20. MODEL OF VEHICLE		21. TAG NUMBER AND STATE	
22a. DRIVER'S INSURANCE COMPANY NAME AND ADDRESS				22b. POLICY NUMBER	
				22c. TELEPHONE NUMBER ()	
23. VEHICLE IS <input type="checkbox"/> CO-OWNED <input type="checkbox"/> RENTAL <input type="checkbox"/> LEASED <input type="checkbox"/> PRIVATELY OWNED				24a. OWNER'S NAME(S) (Last, first, middle)	
				24b. TELEPHONE NUMBER ()	
25. OWNER'S ADDRESS(ES)					
SECTION III - KILLED OR INJURED (Use Section VIII if additional space is needed.)					
26. NAME (Last, first, middle)				27. SEX	28. DATE OF BIRTH
29. ADDRESS					
A. 30. MARK "X" IN TWO APPROPRIATE BOXES <input type="checkbox"/> KILLED <input type="checkbox"/> DRIVER <input type="checkbox"/> PASSENGER <input type="checkbox"/> INJURED <input type="checkbox"/> HELPER <input type="checkbox"/> PEDESTRIAN		31. IN WHICH VEHICLE <input type="checkbox"/> PED <input type="checkbox"/> OTHER (2)		32. LOCATION IN VEHICLE	
33. FIRST AID GIVEN BY					
34. TRANSPORTED BY		35. TRANSPORTED TO			
36. NAME (Last, first, middle)				37. SEX	38. DATE OF BIRTH
39. ADDRESS					
B. 40. MARK "X" IN TWO APPROPRIATE BOXES <input type="checkbox"/> KILLED <input type="checkbox"/> DRIVER <input type="checkbox"/> PASSENGER <input type="checkbox"/> INJURED <input type="checkbox"/> HELPER <input type="checkbox"/> PEDESTRIAN		41. IN WHICH VEHICLE <input type="checkbox"/> PED <input type="checkbox"/> OTHER (2)		42. LOCATION IN VEHICLE	
43. FIRST AID GIVEN BY					
44. TRANSPORTED BY		45. TRANSPORTED TO			
46. Pedestrian			a. NAME OF STREET OR HIGHWAY		
			b. DIRECTION OF PEDESTRIAN (SW corner to NE corner, etc.) FROM TO		
			c. DESCRIBE WHAT PEDESTRIAN WAS DOING AT TIME OF ACCIDENT (Crossing intersection with signal, against signal, diagonally, in roadway, playing, walking, bicycling, etc.)		

Seattle Police Department Accident Report Request

R Barnett

A red circular graphic with a gradient, appearing as a partial circle or a thick arc, located to the right of the name R Barnett.

Seattle Police Department Accident Report Request:

Military Cooperation with Civilian Law Enforcement Officials United States. Congress. House. Committee on the Judiciary. Subcommittee on Crime, 1985 Privacy Act System of Records United States. Department of the Air Force, 1978

Task Force Report United States. President's Commission on Law Enforcement and Administration of Justice, 1967

Privacy Act Systems of Records United States. Department of the Air Force, 1978 Pipeline Accident Report ,

Pipeline Accident Report Pipeline Rupture and Subsequent Fire in Bellingham, Washington June 10, 1999 , **Public**

Health Reports , 1960 Records and Briefs of the United States Supreme Court , 1832 Privacy Act Issuances ...

Compilation , **Privacy Act Issuances ... Compilation** United States. Office of the Federal Register, 1986 Contains systems of records maintained on individuals by Federal agencies which were published in the Federal Register and rules of each agency concerning the procedures the agency will use in helping individuals who request information about their records Federal Register , 1980-03-20 **There Are No Accidents** Jessie Singer, 2023-02-28 A journalist recounts the surprising history of accidents and reveals how they've come to define all that's wrong with America We hear it all the time Sorry it was just an accident And we've been deeply conditioned to just accept that explanation and move on But as Jessie Singer argues convincingly There are no such things as accidents The vast majority of mishaps are not random but predictable and preventable Singer uncovers just how the term accident itself protects those in power and leaves the most vulnerable in harm's way preventing investigations pushing off debts blaming the victims diluting anger and even sparking empathy for the perpetrators As the rate of accidental death skyrockets in America the poor and people of color end up bearing the brunt of the violence and blame while the powerful use the excuse of the accident to avoid consequences for their actions Born of the death of her best friend and the killer who insisted it was an accident this book is a moving investigation of the sort of tragedies that are all too common and all too commonly ignored In this revelatory book Singer tracks accidental death in America from turn of the century factories and coal mines to today's urban highways rural hospitals and Superfund sites The automobile industry popularized the idea of jaywalking to redirect blame away from cars and their drivers Racist planning policies built hazardous highway conditions straight through Black neighborhoods and then blamed Black and Latino victims Drawing connections between traffic accidents accidental opioid overdoses and accidental oil spills Singer proves that what we call accidents are hardly random Rather who lives and dies by an accident in America is defined by money and power She also presents a variety of actions we can take as individuals and as a society to stem the tide of accidents saving lives and holding the guilty to account Public Health Reports , 1960 **Hearings, Reports and**

Prints of the Senate Committee on the Judiciary United States. Congress. Senate. Committee on the Judiciary, 1968

How to Win Your Personal Injury Claim Joseph Matthews, 2024-11-01 After an injury Settle your claim the right way

When you've been hurt in an accident dealing with insurance companies and their lawyers can feel daunting But with the

right guide you can handle a claim yourself and save thousands of dollars How to Win Your Personal Injury Claim leads you through the insurance claim process step by step After almost any kind of accident from a car crash to a slip and fall you ll learn how to figure out how much your injury claim is worth gather the right evidence prepare an effective demand letter respond to common insurance company tactics negotiate a fair settlement and file a small claims lawsuit This completely updated edition of How to Win Your Personal Injury Claim includes the latest state by state lawsuit filing deadlines and small claims court limits *Seattle Municipal News*,1942 **Decisions and Orders of the National Labor Relations Board** United States. National Labor Relations Board,1973 **Task Force Report: Science and Technology** Institute for Defense Analyses,1967 This report presents study results and recommendation intended to illustrate the potential contributions of science and technology to crime control The report supplements and amplifies the discussion of science and technology in the general report of the President s Commission on Law Enforcement and Administration of Justice entitled The Challenge of Crime in a Free Society Two chapters address the application of technology in police apprehension of criminals Topics considered are the use of technology to reduce police response time means to modernize the command and control process and how to relieve the radio frequency congestion in most large police departments Another chapter discusses aspects of court management corrections and crime prevention The court management discussion focuses on delay reduction in case processing Two aspects of corrections addressed are the use of programmed instruction as a rehabilitation aid and the use of statistical techniques to aid in correctional decisionmaking Auto ignition redesign and street lighting are discussed as technological means to reduce crime opportunities A chapter examines the uses of systems analysis for the study of the entire criminal justice system as an integrated whole One chapter considers the potential role of modern information technology in the development of an integrated criminal justice information system The final chapter outlines a program of research and development by which the Federal Government can stimulate a major infusion of science and technology into the criminal justice process and counter the broader problems of crime control **Task Force Reports** United States. President's Commission on Law Enforcement and Administration of Justice,1967 *Technical Reports of the National Highway Traffic Safety Administration* United States. National Highway Traffic Safety Administration,Lois Flynn,1978

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