

Washington State Patrol

Chief Lowell M. Porter



2004 Herman Goldstein Award for Excellence in Problem Oriented Policing



Hispanic/Latino Community Traffic Safety Educational Outreach





STATE OF WASHINGTON
WASHINGTON STATE PATROL

General Administration Building, PO Box 42600 • Olympia, Washington 98504-2600 • (360) 753-6540

May 14, 2004

Mr. Rob Guerette, Goldstein Award Coordinator
Herman Goldstein Award Selection Committee
School of Criminal Justice
Rutgers University-Newark
123 Washington Street
Newark NJ 07102-3094

Dear Mr. Guerette:

It is with great pleasure that I submit two Washington State Patrol Exemplary Problem Oriented Public Safety (POPS) Projects for consideration for the 2004 Herman Goldstein Award for Excellence.

Washington State Patrol - Organ/Tissue Donation Project
Washington State Patrol - El Protector Project

As outlined in the submission instructions, nine copies of each completed application package are enclosed. In addition, an electronic copy (WORD document on CD) is also enclosed in a sleeve within each hard copy.

By this letter, I attest to the projects methodology, and verify that each project's results are accurate and directly attributable to that project.

In addition to nominating these projects for award consideration, I also ask that they be considered for panel presentation at the 2004 POP Conference.

If you have any questions about the Organ/Tissue Donation Project, please contact Captain Brian A. Ursino, commander of our Criminal Investigation Division at (360) 753-0315, extension 159. If you have questions about the El Protector Project, please contact Captain Timothy Braniff, of our Field Operations Bureau at (360) 753-0271.

Sincerely,

A handwritten signature in blue ink that reads "Lowell M. Porter".

CHIEF LOWELL M. PORTER

LMP:srb

Enclosures

cc: Captain Timothy P. Braniff, Field Operations Bureau
Deputy Chief Glenn M. Cramer, Field Operations Bureau
Deputy Chief Steven T. Jewell, Investigative Services Bureau
Captain Brian A. Ursino, Criminal Investigation Division



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ON THE COVER: Trooper Rey Gomez meets with migrant farm workers.



* Project Title *

"El Protector" - Hispanic/Latino Community Traffic Safety Educational Outreach

Scanning

This application addresses a problem within the Hispanic/Latino community—specifically, limited English-speaking people who are not educated in the traffic safety laws of the state of Washington.

Over the past decade, Eastern Washington has experienced a dramatic increase in the number of fatality and felony collisions involving Hispanic/Latino-surnamed drivers. Because of those shocking tragedies, the Washington State Patrol's (WSP) District 3 engaged growers, state and national traffic safety organizations, Spanish- and English-speaking media, Hispanic/Latino civic groups, legislators, and local law enforcement partners to look closely at the causal factors and to develop a plan to attack this issue.

Analysis

An analysis of traffic collisions in the Kennewick and Walla Walla Autonomous Patrol Areas (APAs) showed that during a three-year period of 2000-2002, there were 363 collisions involving Hispanic/Latino-surnamed drivers. In addition, there were a total of 66 fatal collisions—a Hispanic/Latino-surnamed driver was involved 50% of the time. In 2002 alone, the area experienced 17 fatality collisions, of which involved a Hispanic/Latino-surnamed driver 60% of the time. There were five felony collisions, of which involved a Hispanic/Latino-surnamed driver 100% of the time. Those collisions resulted in the deaths of nine individuals, as well as critically injuring twelve others. Regionally, the Hispanic/Latino population average is 25%-30%.

Response

With the support of all stakeholders, an *El Protector* program was launched to educate the Hispanic/Latino community and was designed to address traffic safety in the region through **educational outreach** tactics—not through **enforcement measures**. In addition, the creation of an El Protector advisory board and law enforcement committee was formed in order to gain access to key community organizations and to guide the process with the involvement of the community we serve. The local law enforcement component works in collaboration with the WSP, which represents the program for the region.



Assessment

In 2003, the Kennewick and Walla Walla APAs experienced a dramatic decrease in the number of fatal and felony collisions. Fatal collisions dropped to 10 (or by 41%), and there were no felony collisions (for a reduction of **100%**). Traffic safety in the region has improved dramatically; as an example, there were no fatal collisions during the harvest season (for a reduction of **100%**). As of May 3, 2003, there still have been no felony collisions involving a Hispanic/Latino-surnamed driver in the Kennewick or Walla Walla APAs.

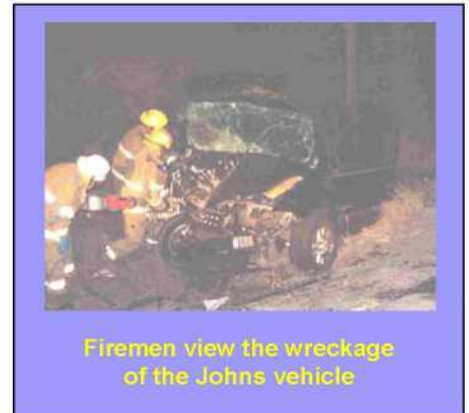


Nature of the Problem

Hispanic/Latino-surnamed drivers are over-represented in fatal and felony collisions in our region.

Problem Identification

On June 1, 2002, at approximately 2 a.m., Mr. Kipp and Mrs. Suzanne Johns and their three children Michael, Ty, and Ashley were traveling through the Walla Walla region of Washington State on their way home from a family vacation. Traveling in the opposite direction was a vehicle whose driver was extremely intoxicated and did not have a driver's license or insurance on his vehicle. When the vehicles collided head-on, the lives of Suzanne age 38, Ty age 7, and Ashley age 1 ended instantly. The driver was a migrant farm worker from Mexico here for the harvest season. His driving record consisted of possessing only an ID card in Washington and Oregon. He also had a criminal history under an alias name and date of birth but positively identified in Oregon. He had been arrested in Oregon for Criminal Trespassing and No Driver's License and once held by Umatilla Tribal Police for identification.



On September 16, 2002, at approximately 6 a.m., two vehicles with a total of seven occupants collided head-on on a stretch of state highway that runs through the middle of Eastern Washington's agricultural hub. As a result of the collision, five of the seven died, and the other two were critically injured. While at the scene of the collision, and while reconstructing the collision later, investigators had a hard time determining the exact cause. In fact, both drivers had a blood alcohol level at or above the legal limit of .08. In addition, both drivers had in their system at the time illegal narcotics. All of the occupants were migrant farm workers here for the

harvest season. None of the occupants were wearing a seat belt, and neither driver possessed a valid driver's license or insurance for the vehicle. The driving record for both drivers consisted of:

Driver 1: Under the influence of intoxicants (BAC .07). He had a valid Washington State driver's license with six previous violations for No Driver's License, Defective Equipment, No Insurance, and Open Alcoholic Container.

Driver 2: Under the influence of intoxicants (BAC .14), Methamphetamine, Amphetamine, and Cocaine. He was wanted on a warrant for Possession of Marijuana and Assault and had a prior DUI. He also used numerous aliases and had an extensive criminal history consisting of Theft, DUI, Drug Arrests, Driving While Suspended, Obstructing an Officer, Trespassing, Burglary, and Malicious Mischief.

Who Identified the Problem?

After losing eight lives and decimating one family, WSP District 3 troopers, sergeants, and area management decided that something must be done to stop these tragedies from occurring in the future.

Why This Problem Was Selected

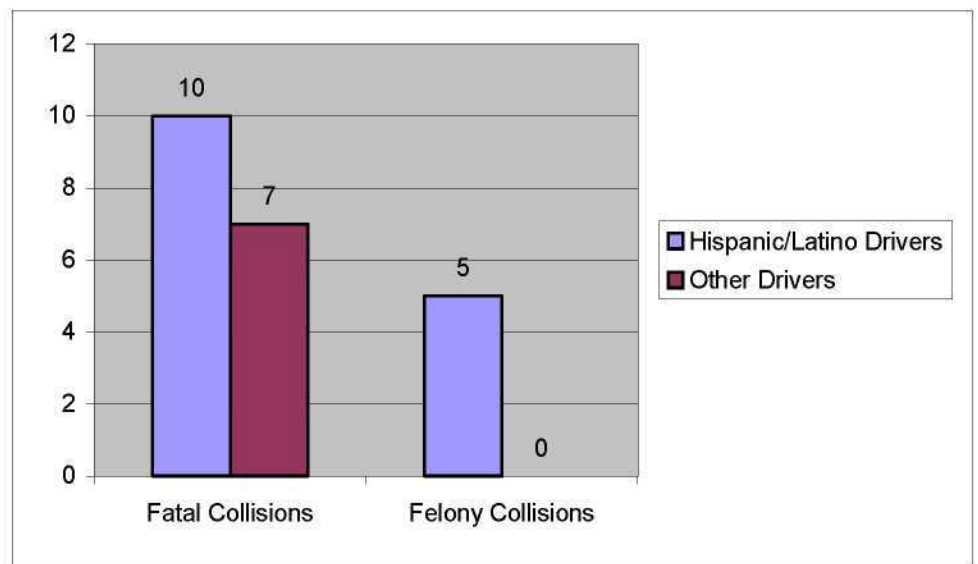
No problem is greater than one that repeatedly takes and maims lives. As they cleaned up the road that September morning and watched as the County Coroner picked up five bodies, the men and women of District 3 said "Enough is enough" and opened a Problem Oriented Public Safety (POPS) project to engage the Hispanic/Latino community in helping us solve this problem.

Initial Level of Diagnosis

Preliminary analysis consisted of looking at every fatal collision in the region that occurred in 2002.

(NOTE: Of the 17 fatal collisions, 7 occurred during the harvest season, and of the 5 felony collisions, 2 occurred during the harvest season.)

Causal factors included DUI, failing to wear a seat belt, drowsy driving, speeding, and unsafe passing.

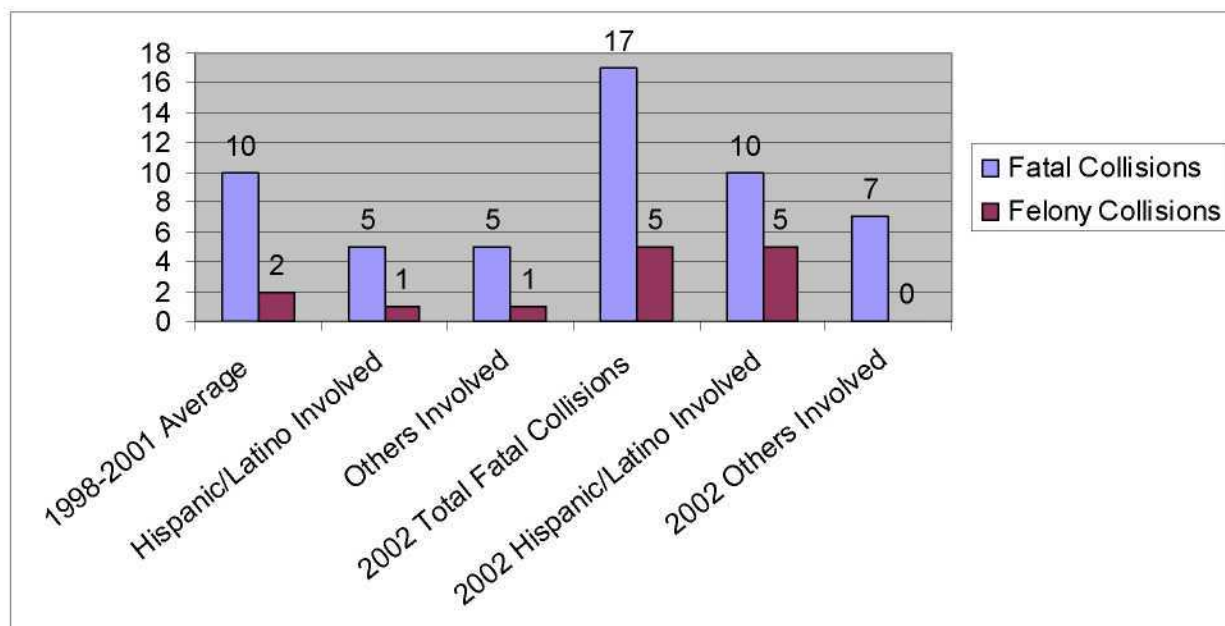


Data Used to Analyze the Problem

Collision data, collision demographics, and census data.

How Long Has It Been a Problem?

Steadily increasing since 1998 with a severe spike in 2002, an analysis of fatal collisions between the years 1998-2001 revealed the following:



Who Was Involved in the Problem?

The WSP's District 3 (specifically Kennewick and Walla Walla) is made up of small- to medium-sized communities that are rural in nature and are largely agricultural. The population centers include the Tri-Cities (Pasco, Kennewick, and Richland) with a bi-county population of nearly 200,000; and Walla Walla, with a county population of around 35,000. During the harvest season, however, the population can swell by an additional 50,000. Most of the increase in population comes by way of migrant workers with limited English-speaking abilities and limited knowledge of our social norms.



What Harms Resulted From the Problem?

After comparing the initial data to the 1998-2001 averages, it was obvious that the region experienced a spike in 2002, which caused further analyses. In 2002 alone, the area experienced 17 fatality collisions, of which involved a Hispanic/Latino-surnamed driver 60% of the time. There were five felony collisions, of which involved a Hispanic/Latino-surnamed driver 100% of the time. Those collisions resulted in the deaths of nine individuals, as well as critically injuring twelve others. Additionally, seven of the fatal collisions occurred during the harvest season, once again involving 100% Hispanic/Latino-surnamed drivers.

How Was the Problem Addressed Before?

We first looked at our enforcement tactics, which actually had increased over the past several years. The District supports four core mission elements outlined in the WSP's strategic plan (***DUI enforcement, dangerous speeding, aggressive driving, and occupant protection***). In those four core mission elements, the area troopers produced significant increases:

Core Mission	1998	1999	2000	2001	2002
DUI	324	314	372	636	1,321
Speed	20,691	18,778	20,372	20,957	25,948
Seat Belt Enforcement	2,639	2,557	2,889	3,279	5,067

The next step was to evaluate our educational effort. We found that we were doing a very good job with the large mainly English-speaking employers. At the time, we were actively engaged with the Hanford Nuclear site, providing on-site training in DUI and aggressive driving. We partnered with our local law enforcement agencies to present the "Every 15 Minutes" program at area high schools. Finally, we engaged the English-speaking media to get our word out on television, radio, and print. There was a clear and obvious hole in our educational effort, not only locally, but statewide as well. The Hispanic/Latino population in the state of Washington ranks number two next to Caucasian, yet all of the traffic safety educational material was in English.

In the past, District 3 personnel attempted to engage the Hispanic/Latino community through organized efforts to educate; however, their time was short-lived. In the late 1980s, we received a small traffic safety grant to teach child seat safety. In the early 1990s, we reassigned a trooper to travel the district and attend safety meetings, fairs, and social events in an attempt to engage the Hispanic/Latino community. In both cases, we enjoyed great success; however, the program did not last due to a lack of funding and commitment.



Communication With the Community

This time, the resolve of the District and its employees began a process to educate the Hispanic/Latino community by involving everyone. A community meeting was held to discuss the issue. In attendance were Hispanic/Latino community leaders, law enforcement leaders, health care professionals, state and national traffic safety leaders, and members of both the Spanish- and English-speaking media. Feedback from all who attended was gathered and categorized in the following manner:

- How do you think we can solve this problem?
- How will this project affect you?
- What resources can you bring to the table?
- Who would you recommend we contact to assist us further?
- What problems or roadblocks can you foresee with this project?

From the responses, there was an overwhelming majority suggesting the development of a citizen's advisory committee and for the WSP to dedicate a full-time person to develop a comprehensive educational outreach program.



Possible Responses

- Continue traditional enforcement tactics.
- Multi-faceted educational effort with private and public sector partners.

We chose the second option. In 2003, the ***El Protector*** program was implemented to address the increasing concern of Hispanic/Latino-surnamed drivers being over-represented in fatal and felony collisions in the Mid-Columbia Valley. The idea for the program came from the highly successful California Highway Patrol program with the same name. The program places special emphasis on people with limited English-speaking abilities. In addition, this bilingual/bicultural program provides public education through dialogue with the Hispanic/Latino community, instead of focusing specifically on enforcement measures.

Responses Used to Address the Problem

Action Plan

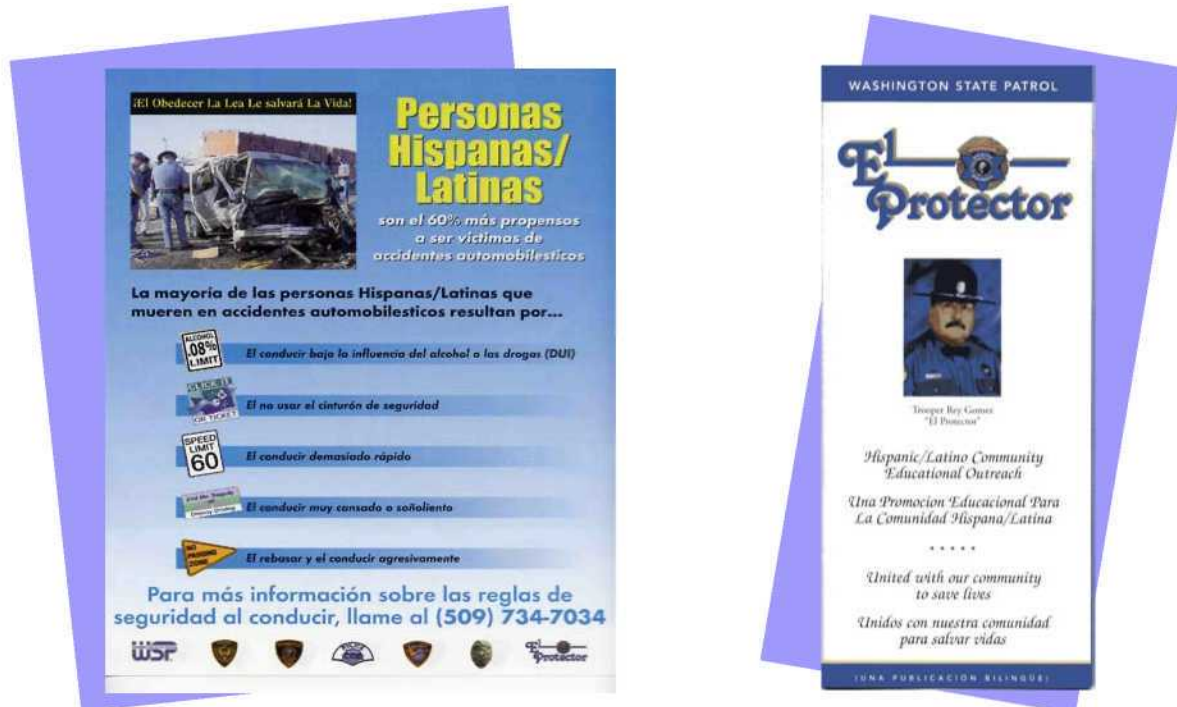
- Create a standardized training program in all four Field Operations Bureau (FOB) core mission elements in Spanish (DUI, Occupant Restraints, Speed, and Aggressive Driving).
- Develop Hispanic/Latino community partnerships.
- Develop Hispanic/Latino and general media partnerships.
- Involve the Washington State Traffic Safety Commission.
- Create a statewide information exchange within the Hispanic/Latino community.
- Outreach to orchards, businesses, and community groups.
- Work with our law enforcement partners to accomplish our goals.

Delivering a consistent message that reaches all audiences is the method by which we have achieved success in the development of our program. Weekly, our message is delivered via Spanish radio broadcasts, both live and taped. We conduct public service announcements on the cable television stations in Spanish, as well as monthly news programming with the Spanish news broadcasts on KVEW ABC. The program has a weekly column in each of the Spanish newspapers, collaborating with the owners of each publication to print the same message. In addition, the program has learned that the best way to reach out is by providing one-on-one education at the work place. Finally, our program is a part of every cultural celebration within the Hispanic/Latino community. We are earning the trust of the community by providing access to our program to everyone, and being there when called upon.

Coming up with information that people with limited English-speaking abilities can understand was very challenging. Through our advisory committee, a bilingual



educational flyer was developed that identifies causal factors in collisions involving Hispanic/Latino drivers (**NOTE:** This concept was adopted from the California Highway Patrol's SAFE program). This document serves as the foundation for our training and guides our educational efforts. We have also created bilingual coloring books for children and a bilingual program pamphlet used to advertise to area businesses, growers, and community groups.



Response Development

The program officially began on February 20, 2003, when a community meeting was held in Burbank, Washington. In attendance that evening was a variety of Hispanic/Latino community leaders, state and local law enforcement officials, and members of state and national traffic safety organizations. The WSP led a graphic presentation that included statistics from all of the fatal collisions in 2002. During this meeting, there was an overwhelming positive response and commitment from everyone to do something about this issue.

Mission

To create an outreach program that addresses DUI and occupant protection education, built in collaboration with community stakeholders.



Intended Response Plan Results

Goals

- Reduce the number of fatality collisions involving Hispanic/Latino drivers/occupants.
- Reduce the number of felony collisions involving Hispanic/Latino drivers/occupants.
- Reduce the number of Hispanic/Latino community members injured or killed as a result of failing to use vehicle occupant restraint equipment.
- Evolve the program to address all traffic safety issues within the Hispanic/Latino community.

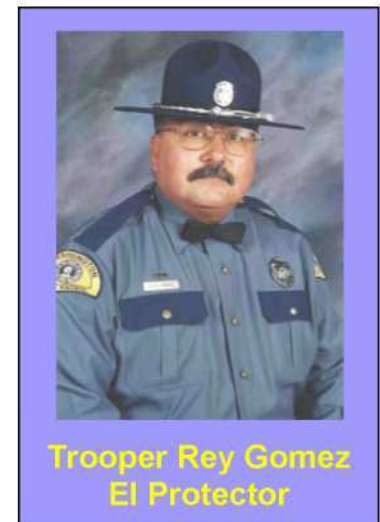
Performance Measures

- Number of fatal collisions
- Number of felony collisions
- Number of deaths
- Number of injured

Resources Made Available

In response to the results of this meeting, the WSP listened to the community by developing a citizen's advisory board and by creating an "El Protector" position to work full-time with the Hispanic/Latino community. The advisory board was designed to provide guidance, develop shared goals and objectives, and to ensure that our traffic safety message was sent consistently through all outlets. Trooper Rey Gomez was selected as Washington's first El Protector to work directly with the Hispanic/Latino community in June 2003.

Significant accomplishments for the year include Advisory Board selection, the selection of Trooper Rey Gomez, law enforcement partnerships, official program kick-off, community events, working in the fields, Web site development, program flyer development, bilingual coloring book development, becoming members of the Tri-City Hispanic Chamber of Commerce, and working with the Spanish-speaking and English-speaking media.



Citizen Advisory Committee

The El Protector Advisory Committee involves key members of the Hispanic/Latino community who are actively trying to make a difference:



- Dave Cortinas - LaVoz Hispanic Newspaper and Chairman of the Tri-Cities Hispanic Chamber of Commerce
- Maria Vera - Catholic Family and Child Services
- Theresa Quezada - Hispanic Outreach Leadership Alliance
- Lucy Cartagena - Broetje Orchards
- Eva Madrigal - Broetje Orchards
- Rick Contreras - Radio Zorro and La Mexicana
- Randall Grady - KVEW Television
- Under Sheriff Kevin Carle - Franklin County Sheriff's Office
- Chief Raul Almedia - Mabton Police Department (Yakima Valley "El Protector")
- Captain Gary Bainter - Walla Walla Police Department
- Captain Bill White - Walla Walla County Sheriff's Office
- Sergeant Ron Sabin - Benton County Sheriff's Office
- Nancy Walters - WTSC Regional Coordinator, Walla Walla
- Lynda Lou West - WTSC Regional Coordinator, Tri-Cities

The El Protector Law Enforcement Advisory Committee involves key members of regional law enforcement agencies:

- Ramiro Gomez - Benton/Franklin Juvenile Justice
- Ascencion (AC) Castillo - Walla Walla Police Department
- Antonia (Toni) Alvarado-Jackson - Walla Walla County Sheriff's Office
- Erick Garza-Homage - Pasco Police Department
- Marcos Guzman - Pasco Police Department
- Abel Campos - Benton County Sheriff's Office
- Jason Nunez - Franklin County Sheriff's Office
- Joel Chavez - Benton/Franklin Human Services
- Saul Reyna - Walla Walla Police Department
- Trooper Oscar Garcia - Washington State Patrol
- Trooper Albert Escalera - Washington State Patrol
- Trooper Juan Montemayor - Washington State Patrol (Aviation Section)



Difficulties Encountered

- Skepticism that a state governmental agency can bring together all of the necessary resources in a community to address this issue.
- Long-term financial commitment to a sustained effort.
- The common fear of law enforcement.
- Lack of commitment from stakeholders.
- Continual population fluctuation and migration in the Hispanic/Latino community.
- Language, social, and cultural differences.

Who Was Involved in the Response?

- Trooper Rey Gomez, supported by other WSP personnel and command staff.
- Citizen Advisory Committee (members listed above).
- Law Enforcement Advisory Committee (members listed above).



This program was a success from the minute the community meeting began in early 2003. Bringing together a diverse group of leaders and community activists solidified our commitment to make a difference in the Kennewick and Walla Walla communities. This program is a visible part of every Hispanic/Latino community event, and through the hard work of our stakeholders, we have seen a dramatic reduction in the number of fatal and felony collisions.



The program overcame all of the barriers that we outlined going into the year because of our unwavering commitment to working with our community and allowing Trooper Gomez to form relationships built around trust. In addition, we attended every event we were asked to participate in and provided material in Spanish that we created to open up positive dialogue.

	2002	2003
	0	58
Number of Personal Contacts	0	2,000
Number of Media Contacts	4	45

The El Protector program now reaches over 200,000 Hispanic/Latino people by way of weekly radio programs, weekly columns in Spanish newspapers, and on Spanish television broadcasts and public service announcements. Our team of law enforcement professionals constantly works with our advisory board to bring our traffic safety message to community celebrations, fairs, and other social events.

Methods of Evaluation

- Collision data and collision demographics.
- Community outreach opportunities.

Who Was Involved in the Evaluation Process?

Lieutenant C. Stephen Sutton and Trooper Rey Gomez.

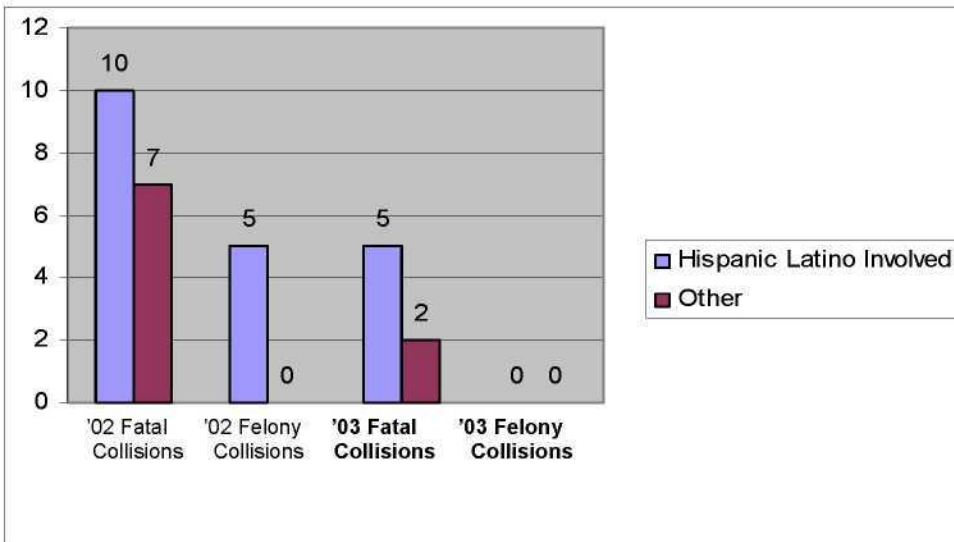


Problems With Implementation

Obtaining the commitment from the agency and all of the stakeholders was not an issue. Each participant came to the table with resources, time, and experience to assist in solving this community-based problem. Once the program was launched, the only problem we encountered was that of spreading Trooper Gomez too thin. This process was minimized greatly through the hard work of our law enforcement committee, assisting and taking the lead when necessary. As the program continues to grow, it will be essential that we engage our law enforcement partners to help with future events and training opportunities.

Response Goals Accomplished

In 2003, the Kennewick and Walla Walla APAs experienced a dramatic decrease in the number of fatal and felony collisions. Fatal collisions dropped to 10 (or by 41%), there were no felony collisions (for a reduction of **100%**), and there were no fatal collisions during the harvest.



(As of May 3, 2004, there still have been no felony collisions involving Hispanic/Latino people.)

Displacement Issues

This program works with neighboring WSP districts and local law enforcement agencies in the region to send a consistent message concerning the education of limited English-speaking migrant workers. Since the program focuses on specifically educational measures, we have found the opposite—we are being asked to come to them.

Continued Effort

This region of Washington State is the fastest growing region in the state. The Hispanic/Latino race is not only the second highest in terms of statewide population at 7%, it is growing at a rate faster than any other. Having said that, continued vigilance in our educational effort in this region—along with the expansion to additional WSP districts with significant Hispanic/Latino population—is warranted.



- The WSP's EI Protector program was developed in District 3 of the Field Operations Bureau. Currently, District 3 is working with its neighbor district to the north on implementation and training of their officers. The Washington Traffic Safety Commission has adopted several of the program documents for statewide distribution.
- WSP area management, specifically Lieutenant C. Stephen Sutton, has received training and been involved with POPS (Problem Oriented Public Safety) in the past. However, Trooper Gomez had received no training prior to taking on this challenge. Staff involved with this program includes primarily uniformed officers from the WSP and local law enforcement agencies and volunteers from this community (Advisory Committee).
- There are no incentives that are offered to WSP personnel for participating in problem-solving activities.
- In 1990 and 1995, we received small traffic safety grants to travel throughout the district to train and educate the community on child seat safety and installation. While the programs were well-received both times, neither could sustain themselves more than several months.
- There were no issues concerning the implementation of this program. We used the guidance of the California Highway Patrol's program with the same name, reaching out to them for assistance. This program is a model Problem Oriented Policing success story.
- One full-time trooper has been assigned to this program; however, the position was taken from another area of the district. The community has raised \$17,500 to date, and the Field Operations Bureau of the WSP has provided an additional \$20,000 to be used for training material, public service announcements, and equipment.
- Project Contacts:

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ADDENDUM A

News Articles



Herald/Phil T. Erickson

Rey Gomez, a trooper with the Washington State Patrol, will educate the Spanish-speaking community on the dangers of drinking and driving. He will run the new El Protector, an outreach program designed to

Meet El Protector

By Vicki Adame
Herald staff writer

After 25 years patrolling the roads for the Washington State Patrol — including the last five as a detective investigating collisions — Rey Gomez felt it was time for a change.

On July 1, he officially became the person behind the state patrol's El Protector program, which will provide traffic safety educational outreach services to the Spanish-speaking community in the Tri-Cities and Walla Walla.

Although he gave up the 3 percent incentive pay he received as a detective, Gomez has no regrets.

"A guy has to enjoy what he's doing, and I saw this as something I can put my heart and soul into," he said.

The department, as well as the community, has overwhelmingly supported creation of the program, he said.

Rey Gomez heads program aimed at reducing Latino traffic accidents

LI. Steve Sutton began exploring the possibility of starting something similar to the California Highway Patrol's El Protector program last fall. He had noticed an upward trend in fatal accidents involving drivers with Latino surnames.

El Protector is a proactive traffic safety outreach program that aims at reducing the number of traffic accidents involving Latinos.

Sutton looked for someone who was bilingual and culturally aware of the Latino community, Gomez said. "I can think of only three or four others who would be able to integrate themselves

into the Hispanic community," he said.

But all of those officers, like Gomez, were in specialty positions — such as detectives or airplane pilots. "Whoever took the position was obviously going to demote back to a trooper," Gomez said.

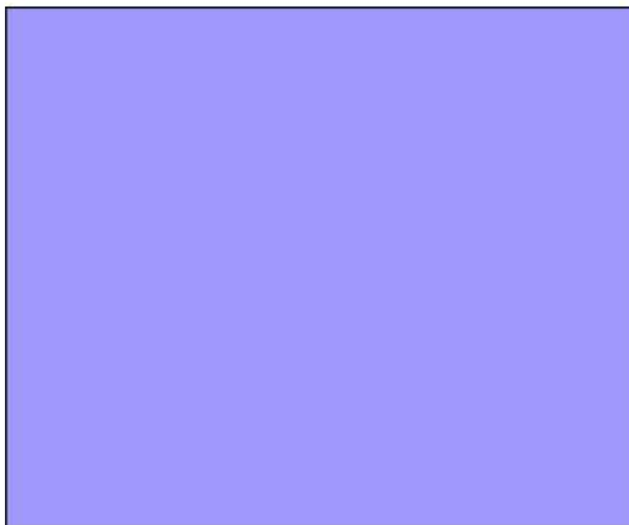
But Gomez, who has been based at the Kennewick WSP office for 15 years, sees his new job as the perfect way to complete his tenure with the state patrol.

He sees his new assignment — which will require him to move all of about 10 feet to a new desk — as a "new beginning, a new job with a more positive environment."

The state patrol would be hard-pressed to find another trooper with the cultural understanding Gomez brings to the job.

Although he was raised in Texas' Rio Grande Valley, his family traveled to

See **Protector**, Page B2



2/19/04 VIVAL

EL Protector

Noche de diversión termina en tragedia

TRI-CITIES—José es un joven de 18 años de edad a quien le encanta salir a divertirse con sus amigos, y también es un trabajador que se levanta temprano para estar en su lugar de empleo.

El 2 de marzo de 2003, luego de dormir pocas horas, José se levantó a tiempo para estar en su lugar de trabajo a las 7 a.m. Trabajó hasta las 4 p.m.

Luego José se juntó con unas amigas como a las 7 p.m. Estas incluían a María, iban a las Tri-Cities, una distancia de 25 millas.

Los cuatro amigos fueron de compras y luego a un baile. Como a la 1:30 de la mañana el siguiente día pararon en un restaurante para una cena tarde o desayuno temprano. Como a las 3 a.m. salieron de las Tri-Cities rumbo hacia a sus casas.

Al ratito, María y sus dos amigas, que estaban muy cansadas, se dormieron, y José continuó adelante el único despierto en el vehículo. Como a las 3:40 a.m., José perdió control de su camioneta. Se salió de la pista y se volcó.

Las amigas de María fueron lesionadas seriamente, pero María no tuvo tan buena la suerte. Luego de estar echada del vehículo, este se le rodó en cima, dejándola muerta.

Para María ya es tarde la lección de este triste incidente. Para nosotros, los que seguimos adelante con vida, hay mucho que aprender.

Primeramente se puede asumir que José se descuidó o se dormió en la guía. Sus amigas estaban dormidas, y él no se acuerda lo que pasó.

Es un hecho que José tenía 21 horas de actividad con muy poco descanso. Estudios indican que una dormida de 20 minutos deja a un conductor alerta por al menos una hora.

En segundo lugar, habían cuatro personas en la camioneta de José pero nomás tres cinturones de



Reynaldo Gómez
Patrulla de Washington
Oficina de Kennewick

seguridad. En este caso, ninguno en la camioneta usaba el cinturón, y todos fueron echados cuando se volcó.

Estudios indican que una persona tiene 75 por ciento mejor la oportunidad de sobrevivir un choque cuando usa el cinturón de seguridad. Tal vez estuviera viva ahora María si hubiera usado el cinturón.

La ley del camino requiere que cada persona que conduce un vehículo o es un pasajero use su cinturón. También requiere que cada niño chico esté amarrado en un asiento de seguridad.

Por favor, use siempre su cinturón de seguridad y tome un buen descanso antes de empezar un viaje. Nuestro deseo aquí en la Patrulla del Estado de Washington es que todos sobrevivan los peligros del camino.

Personas que gustarían hablar con el Oficial Rey Gómez de la Patrulla de Washington, le pueden llamar en el 509-734-7029, o lo pueden visitar en la oficina de Kennewick de la Patrulla.

Mensaje de Seguridad de Tráfico

LA 602
3/4/04

EL Protector



KENNEWICK, WA.- El trabajo de un oficial de policía tiene muchos peligros, uno de los cuales es que no sabes a quién te vas a encontrar. Un oficial de policía es muy fácil de identificar por su uniforme, el carro, pistola y su insignia. La policía que se encuentra gente todos los días muchas veces no es fácil de identificar.

Hay muchas razones porqué una persona desea esconder su identidad falsificando su nombre. Una persona puede usar un falso nombre o usar una identidad de otros para que, no pueda ser identificada. Quizás es porque tiene orden de arresto, o quizás porque no tiene licencia de manejar o sus privilegios de manejar han sido suspendidos. También podría ser que esa persona no tiene su estado de residente permanente legal y usa documentos fraudulentos para asegurar el trabajo y mantener a su familia.

No hace mucho tiempo me dijeron que fuera a un accidente de dos carros en mi área de trabajo. Cuando llegué a la escena, observé un accidente devastador. Dos carros habían chocado de frente y cuatro personas estaban muertas en la escena. Una Ford Sedan con 6 hombres que iban al trabajo habían chocado con una mini van Dodge con solamente el chofer manejando. Cuatro hombres de los pasajeros de la Ford Sedan murieron instantáneamente en la escena. El chofer de la Dodge Van murió después que llegó al Hospital. Estos hombres todos eran Hispanos que iban a trabajar en un rancho para pisar manzanas. Mi trabajo como oficial de policía era investigar las razones porque sucedió el accidente y identificar todas las personas envueltas.

La razón porqué sucedió el accidente no era difícil de determinar, ambos choferes habían estado bebiendo y cruzaron la línea del centro de la carretera chocando uno frente al otro. La parte difícil de investigar fué identificar la gente enVEA LA PAGINA 3

EL PROTECTOR

Periódico Semanal
"SIRV"



