

SPOKANE POLICE ADDITIONAL REPORT

RPT. #: 06-101761

PAGE: 1 of 9

DATE: 4-10-06 TIME: 1500

CHARGE: Collision Fatality Investigation

Victim: Savage, Jo Ellen

DOB: 9-1-1943

On 4-10-06 I was assigned the follow up investigation of a collision that had occurred 4-8-06 at 1214 hours. The collision occurred at the River Park Square Parking garage located at 814 W. Main Spokane, Washington and resulted in the death of Jo E. Savage (9-1-43).

Officer K. Thomas had conducted the scene investigation on the date of the collision (See his report).

On 4-10-06 at approximately 1000 hours I attended the autopsy at the Spokane County Medical Examiners Office. Dr. Ross conducted the autopsy. I took photos of the exterior injuries of the deceased. The deceased had more severe external injuries on the left side, including a fractured left arm, a contusion on the left side of the head near the temple area and a contusion on the left hip area. These injuries were consistent with the deceased's vehicle impacting on the driver's side/roof area.

I noted the following additional injuries:

- Two small lacerations on the top of the left shoulder
- Abrasion/contusion on the top of the right shoulder
- A contusion on the top of the right foot
- A circular/ octagonal red mark in the center of the chest
- Contusions on the chest/abdomen area

I was advised that the cause of death was attributed to blunt force trauma to the head, chest and abdomen (See Medical Examiner's report).

After compiling responding officers reports, it was determined that the vehicle was towed by AM towing to the towing company's tow yard located at 1311 E. Second Spokane, Washington.

While attending the autopsy I received a message from Attorney Rob Rembert. I returned Rembert's call at 1325 hours. Rembert explained that he is in practice with the deceased's ex-husband, David Savage. Rembert explained that the Law Firm would be representing the deceased's son, Jesse Savage. I was advised that Jesse and David were currently in California.

Rembert inquired as to the location of the vehicle and the portion of a concrete wall that had been removed. I advised him of the location of the vehicle, but did not have a location for the section of wall at that time.

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I attempted to view River Park Square surveillance videotapes that Ofc. Kakuda had secured from River Park Square security. The tapes had multiple camera angles that cycled through at a very high rate. I was unable determine what images had been captured because of the rate of cycle. I requested the Spokane Police Dept. audio/visual technicians' assistance in viewing the tapes, but the technicians were unavailable until 4-17-06.

I responded to A.M. towing tow yard. The yard is secured with a chain link fence and locked gate. I spoke with Rick Riggs, the tow driver that removed the vehicle from the scene.

He advised me that no one else had been in the yard to inspect the vehicle and unlocked the gate to allow me access. I observed the vehicle, bearing Washington State License #380TCF in the northwest area to the lot.

I noted numerous deep scratches that went lengthwise (front to rear) on the driver's side and roof area of the vehicle. These scratches were not consistent with the collision with the wall of the parking garage or the fall after.

Riggs then explained that he was unable to tow the vehicle from where it had come to rest due to a large section of unsecured concrete dangling above the scene. He told me that he was instructed to drag the vehicle to a safe location and load it onto the flatbed tow truck.

Riggs told me he dragged the vehicle approximately 1/2 block down the entrance ramp of the garage, turned it upright and loaded it onto the tow truck.

I noted that the vehicle had landed upside down on the driver's side/roof area. There was intrusion into the driver's compartment. I noted induced damage near the firewall/transmission well. The transmission well was damaged and depressing the accelerator pedal. The gear selector was in drive.

I noted that the driver's side seatbelt was extended, and locked, in a position that was consistent with being worn at the time of the collision.

On the driver's side floorboard, near the pedals, I noted a pair of shoes. They were black and white casual type shoes that appeared to have a rubber type sole. They were individually tied, as if they had been slipped off.

I examined the shoes and did not observe any unusual marks on them.

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On the front bumper there were scuffmarks that were consistent with contact with the concrete wall. The marks were on the passenger side of the front bumper, extending across approximately 1/3 of the bumper.

I noted the passenger side headlight was not broken and had what appeared to be a pink paint transfer on it. There was slight damage to the structure of the vehicle underneath the bumper cover.

On the rear bumper I noticed several light colored scrapes.

I photographed the damage to the vehicle. And advised Riggs not to release the vehicle.

I spoke with Lt. Earle and requested to secure the vehicle at the secure Police impound facility. I was advised that I could not seize the vehicle due to the fact that nothing in the investigation indicated there was any criminal activity.

That same date I contacted Camp Subaru. I gave the service advisor the VIN and asked if the vehicle had any recalls, or recall work performed. I was given a Subaru Star System Vehicle Coverage Inquiry printout. I was advised that the vehicle was purchased new, at Camp, on 1-29-96 by Jo Savage. The vehicle did not have any recalls, nor was any recall work performed.

On 4-11-06 at approximately 1214 hours, I spoke with witness Staci Andreas. Staci told me that she and her husband, Richard Andreas, parked on the south side of the pink level of the parking garage. She said they were getting their child out of their vehicle when she heard a "crash". She described the sound as a metal crunching sound. Staci stated that she was unsure if she heard the sound of tires "screeching", but thought she must have because of news coverage she had seen afterward.

Staci confirmed that she was not at a vantage point where she could see the collision. She also stated that she did not recall observe Savage driving prior to the collision.

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On 4-11-06 at approximately 1220 hours, I spoke with witness Richard Andreas. Richard also told me that he and his wife were parked on the south side of the pink level of the parking garage.

He told me they were getting their child out of the car when he heard a loud "Bang". Richard stated that he heard tires squealing for several seconds, describing it as sounding as if Savage's vehicle was "meeting resistance". He said he then heard what he believed was the sound of Savage's vehicle going underneath the chain link fencing. Richard told me he heard the car impact the ground and ran to where it went over. Richard confirmed he was not at a vantage point where he could see the collision. He also told me he did not recall observing Savage driving before the collision.

On 4-11-06 at 1230 hours, I spoke with witness Tara McLaughlin, via phone. Tara explained that she, her husband (David McLaughlin) and child had just pulled into a parking stall two spaces to the east of where the collision occurred. They were on the pink/orange on the north side of the parking garage.

She stated that Savage was behind them and pulled into the stall to the west, leaving one empty stall between them.

Tara stated Savage slowed to "almost a stop" as she pulled into the stall. She estimated Savage's speed at "No more than five miles per hour". Tara said Savage slowed and that she thought they were going to have to help Savage with a "fender bender".

Tara stated that Savage's vehicle hit the curb and that Savage may have given the vehicle a "small burst of gas".

Tara told me the wall "just disappeared" and the front of Savage's vehicle went over the edge. She said Savage's vehicle nearly stopped and then fell over the edge.

Tara told me Savage was driving "normal" and appeared to be in control of the vehicle until it hit the curb.

Tara stated that it did not appear that Savage had intentionally driven into the wall. She said she heard Savage screaming as the car went over the edge.

On 4-11-06 at approximately 1340 hours, I spoke with witness Sarah Paulus. Paulus told me she was parked in the parking garage, one row over from the collision scene. She told me she was parked near the orange elevators.

Paulus described hearing a loud "crash", screaming and then another crashing sound. Paulus told me that prior to the first "crash", she did not hear any squealing tires, or other sounds that would indicate someone was driving too fast. She told me she was

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sure she would have heard tires because they can often be heard even when vehicles are going around corners at slow speeds.

On 4-12-06 I went to the A.M. Towing tow yard (1311 E. 2nd). I accompanied ASE Certified City of Spokane automotive technicians William Hansen and Randy Kaiser. I had requested a visual inspection of Savage's vehicle.

I was present during the inspection.

Kaiser and Hansen removed the passenger side front and rear wheels. The driver's side wheels were not removed because of damage. Hansen inspected the brakes, advising nothing looked unusual and the brake pads were at 5/632nd.

Kaiser and Hansen were able to check the brake system. The master cylinder still had fluid and there was pressure when the pedal depressed.

The throttle cable was stuck open, but appeared to be caused by damage to the vehicle. I was advised that there were no tampering or mechanical defects on the vehicle.

I took photos and measurements of the damage to the vehicle. The mark on the lower portion of the front bumper was approximately 32 inches long and was approximately 15 inches at the bottom and 18 1/2 inches at the top, measured from the ground. The mark on the upper portion of the front bumper was approximately 30 inches long and was approximately 19 inches at the bottom and 22 inches at the top, measured from the ground.

The pink mark on the headlight was approximately 8 1/2 inches in length and was approximately 24 3/4 inches at the bottom to 26 1/2 inches at the top, measured from the ground.

I located a scrape on the undercarriage of the vehicle. It was located approximately 17 inches in from the front driver's side door, towards the center of the vehicle.

On 4-12-06 at approximately 1530 hours, I spoke with witness Kathleen Walton. Walton told me she was parked on the north side of the parking garage, toward the inside wall of the pink level.

She told me she remembered seeing Savage just prior to Savage pulling into the parking stall where the collision occurred. She said Savage was between the painted parking lines and appeared to be parking.

She stated that Savage appeared to be driving at a normal speed until Savage turned into the stall. She said she heard the vehicle's motor rev noticeably, but not out of

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control as Savage turned into the stall. Walton stated that she thought Savage was going "a little too fast", but not driving in a reckless manner. Walton told me she was screaming and could not hear the collision. Walton also told me she did not occur to her that the vehicle's motor was revving until a few days later when she heard a vehicle next to her at a light.

On 4-13-06 I spoke with David Savage, Ex-husband of Jo Savage. He explained that he and Jo have a son together, Jesse. He told me that he and Jo were still close and spoke regularly.

David told me that he was unaware of Jo having any health problems. He said the only drug he was aware of her taking was Lipitor for high cholesterol.

David stated that Jo was a very cautious driver and it would be out of character for her to drive in an unsafe manner. He had also not heard her make any comments about mechanical problems with her car.

He stated he was unaware of Jo having any confrontations or other negative contacts with anyone. He said she had not spoken of suicide and was not depressed.

David gave me the name of a close friend of Jo's, Louise Kodis.

I spoke with Kodis after speaking with David Savage. She told me she had spoken with Jo by phone at approximately 0900 hours on 4-8-06. She told me Jo did not make any unusual comments and sounded well. She told me Jo had never made any comments about problems with her car.

Kodis stated that Jo was going to drive to Spokane, go shopping and then visit her at her home.

Kodis also told me that Jo was a very cautious driver. She was unaware of Jo having any health problems.

Cpl. Dashiell and I went to the pink level of the parking garage to take additional measurements. I was unable to complete a scale diagram because the collision scene had been secured with a plywood wall.

I was able to take measurements of the curb and the barrier near the collision scene.

Cpl Dashiell and I then went to Rob's Demolition (4848 E. Surro) and located the section of barrier that had been removed after the collision. I observed several marks on the barrier that appeared to be consistent with Savage's vehicle striking it. Near the

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center of the barrier there was an imprint of what appeared to be the fog light and bumper of Savage's vehicle.

I also observed a scuff mark in the pink paint of the barrier. It was consistent with paint transfer on the headlight of Savage's vehicle. The marks on the barrier appeared to be close to the same height as they would have been had Savage's vehicle struck the wall while the front tire was on the raised portion of the barrier. There were striations in the marks that were consistent with Savage's vehicle moving up, or the wall falling away as the vehicle moved forward.

Cpl. Dashiell and I measured and photographed the marks on the barrier.

On 4-14-06 at approximately 1200 hours, Lt. Earle directed me to secure the five videotapes of the River Park Square parking garage and take them to Mortimore Productions (1520 W. Garland). I was advised to make copies for representatives of River Park Square. It was explained to me that representatives of River Park Square requested copies of tapes be made at the facility.

I removed the tapes from the police property room and transported them to Mortimore Productions.

Michael Weaver, an employee of the business, started to attempt to make copies. He explained to me that each tape would take approximately 70 minutes to copy. I explained that I could not wait for nearly six hours and spoke with Lt. Earle. I explained to Lt. Earle that I would like to make copies of the part of the tape starting five minutes prior to the incident to ½ hour past the incident. Lt. Earle agreed.

With tape marked #81 there was a date/time stamp. We found the time that corresponded with the time of the collision. I observed what appeared to be Savage's vehicle driving through the parking garage and then a camera angle of the vehicle resting on its roof on the ramp of the parking garage.

Weaver told me he made a copy of the times mentioned for tape #81.

All of these tapes have multiple camera angles that cycle through very rapidly. This makes it difficult to view the tapes without equipment that Weaver told me they did not have available to them. The quality of the tapes was poor, as it appeared they had been used and then recorded over for multiple dates.

Weaver told me he was unable to locate the approximate times I was requesting on the remaining tapes (numbered 82,83,84 and 85) because they did not have date/time stamps on them. Weaver also stated that the other tapes did not have a date/time

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stamp. Weaver also explained that the quality of tapes 82 and 83 was so poor that he could not make copies of them. He told me he might damage them trying to make the copies.

I remained with the videotapes during this entire process. I secured the tapes and booked them back into the police property facility.

On 4-18-06 I spoke with witness David Mclaughlin. Mclaughlin stated that he, his wife and children had just pulled into the parking stall two spaces east of where the collision occurred.

He told me he was standing at the driver's side of his vehicle when Savage slowed, as if she intended to pull into the space next to him.

Mclaughlin told me it appeared that Savage decided to pull into the space one away from them, leaving one space between her vehicle and their vehicle.

Mclaughlin stated Savage was slowing and going at "normal speed" to park. He then described her speed as "not very fast". He said Savage continued to pull into the stall at a "slow" speed until the vehicle's right front tire went up onto the curb. Mclaughlin told me that the vehicle "popped up onto the curb" and it "lunged forward". Mclaughlin said the barrier "gave way" and the under carriage of the vehicle struck the edge of the concrete.

Mclaughlin explained that the front of the vehicle tipped forward and he could see the rear wheels off the ground and spinning. He told me the engine was going at normal speed and did not sound as if Savage had the accelerator depressed.

Mclaughlin stated the airbags had not deployed as the vehicle went over the edge. He told me he could see and hear Savage screaming as the vehicle went over.

Mcluaghlin said he went to the edge and saw that Savage's vehicle had landed on the roof. He then called 911.

04-18-06 I spoke with Ofc. McGregor. He is an audio/visual technician for the Spokane Police Dept.. Ofc. McGregor told me it would take several hours to copy the tapes and make them into a viewable format. He secured the tapes to attempt this.

On 4-19-06 Ofc. McGregor advised that the tapes would take several days to put into a viewable format. I secured the tapes and returned them to the Police Property Facility.

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On 4-20-06 I spoke with Lt. Andy Mcleod of the Spokane Fire Dept. He stated that he was one of the first responders on scene and had entered the vehicle to provide aid to Savage.

Mcleod stated that he did not recall if Savage was wearing her shoes when he first saw her. He told me he would typically untie or cut the laces if he were to remove shoes. He did tell me that Firefighters Mike Ramos and Andrea Kerncamp were present and may recall if Savage was wearing her shoes.

On 4-20-06, I spoke with witness Jeremy Boedigheimer. Jeremy stated that he and a friend, Amanda McClure, were driving west on Spokane Falls Blvd. He told me he saw Savage's vehicle falling "backward" from the parking garage. He was unsure if the airbag had deployed prior to the vehicle landing on the parking ramp.

He stated that he and Amanda drove up the on ramp, stopped and ran to Savage's vehicle to provide aid.

He told me that Savage was unconscious. He remained on scene until police and fire had arrived.

I attempted to contact Amanda McClure, but was unable to reach at the time of this report.

On 4-21-06 at approximately 0930 hours, I met with River Park Square representatives in the River Park Square security office.

At the request of the Attorney for River Park Square, Duane Swinton, I released the tapes to David C. Sommers of Safeco Insurance.

I did view the tape on River Park Square's security system.

I viewed the tape with the camera angles that could have shown the collision. The tape has gaps of approximately 1-3 seconds between images. The tape shows Savage driving through the levels of the parking garage. It shows her starting to turn into the parking stall and then there is a gap. When it appears the collision occurs, parked vehicles obstruct the view.

From the videotape, I was unable to determine if the brake lights were on just prior to her entering the stall.

There is video of the vehicle after it landed on the ramp.

At the time of this report I had not received the Medical Examiner's final report.

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04/27/06
Mike Row 403

