



Falls Church, Virginia

HWY16SH012

(11 pages)

Pedestrian Crash Investigation Data

- FIRST: Identify all overhead wires, and sketch on rough scene diagram where you can and cannot use GoPro extension pole.**

1.0 SCENE

1.1 Crash Location

- 1.1.1 Town: Falls Church
- 1.1.2 State: Virginia
- 1.1.3 Route name: Leesburg Pike
- 1.1.4 Route number: 7
- 1.1.5 Milepost: _____
- 1.1.6 Speed limit: 30
- 1.1.7 Number travel lanes: 4
- 1.1.8 Road type (*See binder for definitions*):
- Interstate Expressway Arterial Collector Local
- 1.1.9 Road department: City County State Federal
- 1.1.10 Roadway alignment (*e.g., curved right or left, straight, etc.*):
- Straight
- 1.1.11 Sidewalk: Yes No
- 1.1.12 Marked crosswalk: Yes No
- 1.1.13 Describe roadside terrain: Level, urban roadway

1.1.14 Intersection: Yes No

If yes, name cross street: Glen Carlyn Drive

1.1.15 GPS latitude: 38,855,996

1.1.16 GPS longitude: -77,139,748

1.2 Date of crash: 05/18/2016

1.3 Local time: 1540hrs

1.4 Weather conditions: Overcast, dry, daylight

1.5 PROVIDE Scene diagram (*Send .pdf attachment*) of locations of the victim and vehicle along with any evidence showing the path of travel for the pedestrian and the vehicle. Note anything unusual about roadway surface or defects. Label diagram, and provide GoPro scan of vehicle and immediate highway location (could be two separate scans).

Listed below are suggestions for inclusion in the scene diagram.

1.5.1 Roadway point of impact (lighter objects typically land closer to impact area)

1.5.2 Area body first strikes the ground – point of first landing

1.5.3 Distance from point of impact to rest (total post-impact displacement)

1.5.4 Distance traveled in the air

1.5.5 Distance slid along the road/ground (ignore skid skips)

1.5.6 Pre and post impact length of vehicle skid marks

1.5.7 Angle between skid marks of vehicle and final rest position

1.5.8 Location of any victim personal effects and body evidence

Need data for calculating speeds and doing a time distance analysis. Suggest using .70 unless reasons lead to another value.

- 1.6 Describe other roadway evidence (*e.g., skid marks, ABS evidence, tire prints, surface scrapes, glass, vehicle parts, etc.*):

There were tire marks on the curb where the vehicle left the roadway just after impact. Impressions in the grass next to the road from the tires were also located.

- 1.7 Document any traffic control devices in the vicinity:

The intersection of Leesburg Pike and Glen Carlyn Drive is controlled by traffic signals and pedestrian walk signs. There are pedestrian activation buttons on the traffic signal poles. Well marked pedestrian crosswalks are in place at the east side of the intersection crossing Leesburg Pike, and on both the north and south side crossing Glen Carlyn. There is no crosswalk on the west side of the intersection across Leesburg Pike.

- 1.8 Describe surrounding features (*e.g., school zone, housing development, urban, industrial, rural, etc.*):

This is a high traffic volume intersection located in an urban area. There is a strip mall on the southeast side of the intersection and a church on the northeast side. There are several apartment complexes in the area. There is also a large amount of pedestrian traffic in the area due to the housing, retail, and church. Transit bus stops are located on the east side of the intersection on both the eastbound and westbound side of Leesburg Pike.

1.9 Crash Type (From FHWA PBCAT – Ped Bike Crash Analysis Tool.

See binder for 3-digit code.): 782

1.9.1 Motorist direction:

Northbound Southbound Eastbound Westbound Unknown

1.9.2 Motorist maneuver: Left turn Right turn Straight Unknown

1.9.3 Leg of intersection: Nearside Far side Unknown

1.9.4 Pedestrian direction:

Northbound Southbound Eastbound Westbound Unknown

1.10 Number/letter code of intersection diagram in relation to movement of vehicle and

pedestrian. (See binder for diagrams.): 12a

1.11 Timelines for both driver and pedestrian (24-hour or right before the crash):

The time line for the driver is as follows: Wakes up at 6am. Drinks coffee, has bread, goes to work at 6:30am. Works close by. Takes his lunch at 12pm for one hour. Works until 4pm in afternoon. Comes home after work. Goes to sleep about 9pm. Worked until 3pm the day of the crash. At 3pm they put the tools away and started cleaning up. At 3:45pm they left the truck at the company. Parked car in Carlin Springs past Route 50 (at a commuter lot). He started driving around 4pm.

The pedestrian was a 71-year old male who lived in the area. His current occupation was a vehicle mechanic. He was widowed and family members were not available for interviews.

1.12 Conspicuity analysis or evidence of obstructed view for both driver and pedestrian (environmental light conditions, dark clothing, area lighting, parked cars, utility poles, trees, etc.) Consider videotaping relatively same size person dressed similarly at same time of day.

This crash occurred during daylight hours and environmental light conditions were not applicable. The pedestrian did begin crossing the roadway near a utility pole which could have interfered with the driver's ability to see the pedestrian, as well as the pedestrian's ability to see the Jeep. It is unclear as to if the pedestrian was on the near side or the far side of the pole when he stepped off the curb into the roadway.

1.13 PROVIDE police report (include 911 call time)

1.14 PROVIDE past crash history at same location and along road segment (5 years from state DOT or local)

2.0 PEDESTRIAN

2.1 Number of pedestrians (*NOTE: If more than one pedestrian was involved in the crash, open new form and complete this section for each additional pedestrian.*): 1

2.2 Victim age or date of birth (DOB): [REDACTED]

2.3 Victim sex: Male

2.4 Victim race: Hispanic

2.5 Alcohol involved: Yes No Unknown

2.6 Drug involved: Yes No Unknown

2.7 Victim height: 5'7"

2.8 Body measurements

2.8.1 From heels to knees: 1' 9"

2.8.2 From heels to hips: 3' 3"

2.8.3 From heels to navel: 3' 9"

2.8.4 From heels to shoulders: 4' 10"

2.9 Victim's height: 5'7"

2.10 Describe victim evidence on scene (including side of impact and any evidence of secondary impact with vehicle and ground, clothing, shoes, personal effects, cell phone, body parts, body fluids, etc.).

Victim's eyeglasses were in the center of the inside, eastbound lane of Leesburg Pike. Victim's hat was in the outside, eastbound lane. Victim's right shoe was in the gutter on the south side of Leesburg Pike. Blood was found at victim's final rest location near the south curb.

2.11 Was there evidence of the body being run over? Yes No

2.12 Cell phone recovered: Yes No

2.13 If yes, location of cell phone: Pocket Bag Apart from body

2.14 Final pedestrian position: Intersection Crosswalk Travel lane

Shoulder Sidewalk Driveway Non-roadway

2.15 Pedestrian impact kinematics (See binder for definitions.):

- Wrap Forward projection Fender vault Somersault
 Roof vault Dragged

2.16 Injury description; characterize blunt force trauma as (Select as many as apply):

- Contusions Fractures Lacerations Abrasions

Describe injuries:

The pedestrian had numerous abrasions on his right thigh and both knees. There were abrasions on his lower abdominal area and left hip area. A large abrasion was located on top of his right shoulder. There was a contusion near his pelvis on the right side. Cause of death documented in autopsy report was blunt force trauma to head and torso.

- 2.17 PROVIDE hospital medical records
- 2.18 PROVIDE toxicology report
- 2.19 PROVIDE victim's cell phone use records
- 2.20 PROVIDE autopsy or medical examiners report (including impact locations, internal injuries, head injuries, broken bones, tension wedge fracture in the leg)

3.0 VEHICLE

3.1 Hit and run: Yes No

3.2 Driver age or date of birth (DOB) :  _____

3.3 Driver sex: Male

3.4 Driver race: Hispanic

3.5 Alcohol involved: Yes No Unknown

3.6 Drug involvement: Yes No Unknown

3.7 Driver injury: Yes No If injured, describe:

N/A

3.8 Driver citation: Yes No If cited, describe charges:

N/A

3.9 Driving history:

The driver of the striking vehicle, a 51-year old male, held a valid class D driver's license issued by the state of Virginia. He has had a Virginia driver's license for 12 years, and has no restrictions on his driving privilege.

3.10 PROVIDE driver cell phone records

3.11 Vehicle make and model: Jeep Wrangler

3.12 Vehicle estimated original speed before crash: ██████████

3.13 Vehicle speed at impact: ██████████

3.14 PROVIDE vehicle photographs (*8-profile, all 4 sides, all 4 corners, and damage photographs as a series of progressively closer shots.*)

3.15 Describe vehicle (e.g., mechanical condition, vehicle damage and debris, glass broken, molding and components missing, paint fragments, antenna, wipers, parts numbers).

The Jeep was in good condition prior to the accident with no mechanical conditions which would have contributed to the cause of the collision. A post-crash inspection of the vehicle showed only minor scuff marks to the left corner of the front bumper. There was some material transfer and scuffing on the left front fender and the left side of the hood.

3.16 If vehicle is already impounded, was it moved by: Flatbed Towed

3.17 Vehicle measurements

3.17.1 Bumper height from ground to bottom of bumper: 20 1/4"

3.17.2 Bumper height from ground to top of bumper: 26 1/2"

3.17.3 Calculate bumper lead angle: 32

3.17.4 Height of hood from ground to front edge: 43 1/2"

3.17.5 Height of hood at intersection with bottom of windshield: 49"

3.17.6 Length of hood from leading edge to bottom of windshield: 48"

3.17.7 Distance from leading edge of hood to top of windshield: 62"

3.17.8 Height of the roof: 71"

3.18 Airbag release: Yes No

3.19 PROVIDE airbag module for data download

3.20 PROVIDE video records from surrounding vehicles or buildings

4.0 PROBABLE CAUSE



5.0 DESCRIPTIVE NARRATIVE

The pedestrian was northbound crossing Leesburg Pike near its intersection with Glen Carlyn Drive. This intersection has pedestrian crosswalks and traffic signals, however, the victim was crossing against the traffic controls and was outside of the crosswalk. The driver of the Jeep was making a left turn from southbound Glen Carlyn Drive onto eastbound Leesburg Pike. The Jeep had a green left turn arrow and had entered Leesburg Pike when he struck the pedestrian with the left front of the vehicle. The pedestrian was thrown to the pavement and run over by the Jeep. The Jeep driver swerved to the right and onto the south curb of Leesburg Pike.