Pedestrian Crash Investigation Data Form

Alexandria, VA

HWY16SH025

(10 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: Alexandria

1.1.2 State: VA

1.1.3 Route name: Richmond Highway

1.1.4 Route number: 1

1.1.5 Milepost: _____

1.1.6 Speed limit: 45

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: Sidewalk available on the east side of the roa

1.1.14 Intersection: ○ Yes ◉ No

If yes, name cross street: _____

1.1.15 GPS latitude: 384,355

1.1.16 GPS longitude: 770,610

1.2 Date of crash: 08/30/16

1.3 Local time: 0617

1.4 Weather conditions: Clear, Dawn

☑ 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.)*:

A debris field in the path of the pedestrian post impact was documented by the Fairfax County Police Department. This debris field contained both the right and left shoes of the pedestrian, his hat, and small pieces of the Yukon's headlight assembly. A clothing scuff mark in the middle of the debris field was also documented.

1.7 Document any traffic control devices in the vicinity:

The closest crosswalk across Richmond Highway is approximately 350 feet south of the area of impact, on the south side of the intersection of Richmond Highway and Mohawk Lane. The nearest crosswalk to the north is approximately 850 feet from impact, on the north side of the intersection of Richmond Highway and Russell Road. These pedestrian crosswalks have pedestrian walk phases incorporated into the traffic light timing sequence for each intersection.

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

This is an urban area. There are multiple businesses on the west side of the highway and a large place of worship on the east side. There is a bus shelter and stop in this block on the east side of the highway.

1.9 Crash Type *(From FHWA PBCAT – Ped Bike Crash Analysis Tool. See binder for 3-digit code.)*: 620

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.)*: N/A

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

Investigators were unable to locate any witnesses who would be able to give any details about the pedestrian's activities in the 24 hours prior to the collision.

The driver was on her way to work, but further information is unknown.

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.

The area is lit by streetlights on both sides of the roadway. There is ambient lighting from multiple surrounding businesses on the west side of the highway. The pedestrian was wearing jeans and a light gray t-shirt. [redacted]

☑ 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: M

2.4 Victim race: B

2.5 Alcohol involved: ◉ Yes ○ No ○ Unknown

2.6 Drug involved: ○ Yes ◉ No ○ Unknown

2.7 Victim height: 5'6"

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' 8"

2.8.4 From heels to shoulders: 4' 10"

2.9 Victim's height: 5'6"

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.).

Evidence indicates a fender vault type pedestrian impact. Probable side of impact is the left side based upon the left femur fracture.

Scene evidence left by the pedestrian included both left and right shoes, and his hat. There were clothing scuff marks left on the roadway by the pedestrian as he slid to a stop.

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 sustained abrasions consistent with sliding on the pavement to his knees, right thigh, and midsection. There were contusions and lacerations on the right side of his head, and to his left arm. The cause of death was determined by the medical examiner to be blunt force trauma to the neck and chest. The pedestrian's left femur was fractured mid-thigh,

☐ 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) : [redacted]

3.3 Driver sex: F

3.4 Driver race: B

3.5 Alcohol involved: ○ Yes ◉ No ○ Unknown

3.6 Drug involvement: ○ Yes ◉ No ○ Unknown

3.7 Driver injury: ◯ Yes ◉ No If injured, describe:

Driver was transported to hospital due to duress from the crash. She was treated and released.

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

3.9 Driving history:

Driver had no previous crashes or traffic tickets on her driving record.

☐ 3.10 PROVIDE driver cell phone records

3.11 Vehicle make and model: 2008 GMC Yukon SUV

3.12 Vehicle estimated original speed before crash: [redacted]

3.13 Vehicle speed at impact: [redacted]

☑ 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).*

There was no pre-existing damage or vehicle defect that contributed to this collision. The Yukon was examined on the scene by law enforcement and NTSB investigators, and contact damage was observed to the right front of the vehicle. The right headlight lens and most of the assembly was missing. The headlight bulb was found still attached to a portion of the reflector and was hanging from the connector wire. There was contact damage to the right side of the hood, from the top of the headlight cavity all the way to the base of the windshield. There was also contact damage to the right front fender, near the headlight. The frontal airbags did not deploy as a result of the impact with the pedestrian. The headlight controls on the vehicle were in the automatic position. Inspection of the right front headlight bulb, in

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: 24"

3.17.2 Bumper height from ground to top of bumper: 32.5"

3.17.3 Calculate bumper lead angle: 98 degrees

3.17.4 Height of hood from ground to front edge: 46.5"

3.17.5 Height of hood at intersection with bottom of windshield: 48"

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: 77"

3.17.8 Height of the roof: 6'4"

3.18 Airbag release: ( ) Yes (●) No

[ ] 3.19 PROVIDE airbag module for data download

[ ] 3.20 PROVIDE video records from surrounding vehicles or buildings