Pedestrian Crash Investigation Data Form

Lewiston, ME

HWY17SH008

(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: Lewiston

1.1.2 State: Maine

1.1.3 Route name: Main Street

1.1.4 Route number: 202

1.1.5 Milepost: _____

1.1.6 Speed limit: 25

1.1.7 Number travel lanes: 2

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: Mixed business and residential

1.1.14 Intersection: (•) Yes ( ) No

If yes, name cross street: Frye Street

1.1.15 GPS latitude: 44

1.1.16 GPS longitude: -70

1.2 Date of crash: 11/03/2016

1.3 Local time: 7:10 a.m.

1.4 Weather conditions: Cloudy, light rain

☑ 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.)*:

The Lewiston Police Department conducted an investigation and produced a reconstruction report. In that report, the speed of the Ford was estimated to be 34 Mph. Police also obtained a security video of the crash taken from an adjacent business. The NTSB video study of that data lists a speed range for the Ford of 33 to 37 Mph. For further information refer to the Police Reconstruction report and Video Study in the docket.

1.7 Document any traffic control devices in the vicinity:

There are no traffic signals at this intersection. Traffic from Frye Street is regulated by a stop sign.

A painted pedestrian crosswalk is located on Main Street traversing the west side of the roadway to the northeast corner of Frye Street.

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

US Route 202, Main Street, is classified as an urban arterial roadway and in the area of the crash is comprised of two lanes. The roadway runs generally north/south and a painted double yellow line delineates south and northbound lanes. There is a streetlight at the northeast corner where Main and Frye Streets intersect.

The environment surrounding the intersection of Main and Frye Streets is comprised of a mix of residential housing, office complexes, and a hospital just south of the crash site. However, the intersection does incorporate sidewalks for pedestrian movement.

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

See binder for 3-digit code.): _____

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.)*: _____

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

The pedestrian was a 13-year- old male who lived in the area. A police interview conducted with the family revealed that the pedestrian was walking to his school that morning and lived in the area. The distance from the pedestrian's home to the school is less than a mile.

The police noted that the pedestrian normally rode the bus to school. The day he was struck was the first day he was walking to school.

An examination of the driver's cellphone was conducted after the crash. The driver consented to a forensic download of her cellular phone by police. The phone data showed that the driver was not talking or texting at the time of the collision.

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.

On the morning of the crash, the pedestrian was wearing a gray and white striped over shirt, black undershirt, green camouflaged pattern pants, and blue and white tennis shoes. He was also carrying dark green locker-type pack containing schoolbooks and papers.

At the time of the collision, the roadway was wet, as it was raining lightly. Sunrise on November 3, 2016 was 7:21 a.m. and it was still dark when the crash occurred.

☑ 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]2003

2.3 Victim sex: M

2.4 Victim race: A

2.5 Alcohol involved: ○ Yes ◉ No ○ Unknown

2.6 Drug involved: ○ Yes ◉ No ○ Unknown

2.7 Victim height: _____

2.8 Body measurements

2.8.1 From heels to knees: _____

2.8.2 From heels to hips: _____

2.8.3 From heels to navel: _____

2.8.4 From heels to shoulders: _____

2.9 Victim's height: _____

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.).

The pedestrian's backpack and contents were located near the crosswalk, there was a trail of shoes and personal effects leading from the area of impact to the pedestrian's point of rest. The scale diagram created by the police department depicts the resting place.

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:

An examination of the pedestrian was conducted at the Pinnette Funeral Home. The injuries observed at the time of the examination included blunt impact injury to the head and a possible fracture of the right femur. An autopsy was not performed by the Office of Medical Examiner (ME Report #16-02575E)

☐ 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]1962

3.3 Driver sex: F

3.4 Driver race: W

3.5 Alcohol involved: ◯ Yes ◉ No ◯ Unknown

3.6 Drug involvement: ◯ Yes ◉ No ◯ Unknown

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

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

Driver was cited and convicted of failing to yield to a pedestrian in a crosswalk, causing death.

3.9 Driving history:

None reported

☐ 3.10 PROVIDE driver cell phone records

3.11 Vehicle make and model: 2009 Ford F150 Pickup Truck

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).*

The accident vehicle was a 2009 Ford F-150 pickup truck. The vehicle was equipped with frontal airbags for the driver and front seat occupant, which did not deploy because of the impact with the pedestrian. The vehicle was examined while at impound and the damaged areas were documented. Damage to the vehicle included a broken grill and dents on the leading edge of the hood to the passenger's side of center. There were no indications beyond the leading edge of the hood of the pedestrian "riding-up" onto the Ford. Attempts to download the airbag control module were without result

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"

3.17.2 Bumper height from ground to top of bumper: 28"

3.17.3 Calculate bumper lead angle: _____

3.17.4 Height of hood from ground to front edge: 49.5"

3.17.5 Height of hood at intersection with bottom of windshield: _____

3.17.6 Length of hood from leading edge to bottom of windshield: _____

3.17.7 Distance from leading edge of hood to top of windshield: _____

3.17.8 Height of the roof: _____

3.18 Airbag release: ○ Yes ◉ No

☐ 3.19 PROVIDE airbag module for data download

☑ 3.20 PROVIDE video records from surrounding vehicles or buildings