

RUTGERS

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SUBMITTED TO:

STATE OF NEW JERSEY
Department of Transportation
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Appendix A

Individual Summaries of all 2012 New Jersey Pedestrian Fatalities



New Jersey Bicycle and Pedestrian Resource Center



Location Characteristics

ID 1 Crash ID 3287653 Case I-2012-002156 Time 2:28:00 PM Date 1/23/2012 Day Monday
 Street BERGEN CTY 50 Cross Street CR 29 / ANDERSON AVE Intersection Yes
 Municipality Cliffside Park Borough County Bergen Road System County
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Dense urban area. A large A&P supermarket is on the southwest corner, with large surface parking. Multiple 3-4 story buildings in area, with residential on top. Residential neighborhoods in all directions.

Edgewater Road generally has one lane in each direction. At the intersection, it widens to three eastbound lanes to allow for turns. Anderson Avenue is also one lane in each direction, widening to two at the intersection to allow a left turn lane. Left turn arrow phasing in all directions. Marked transverse crosswalks in all directions.

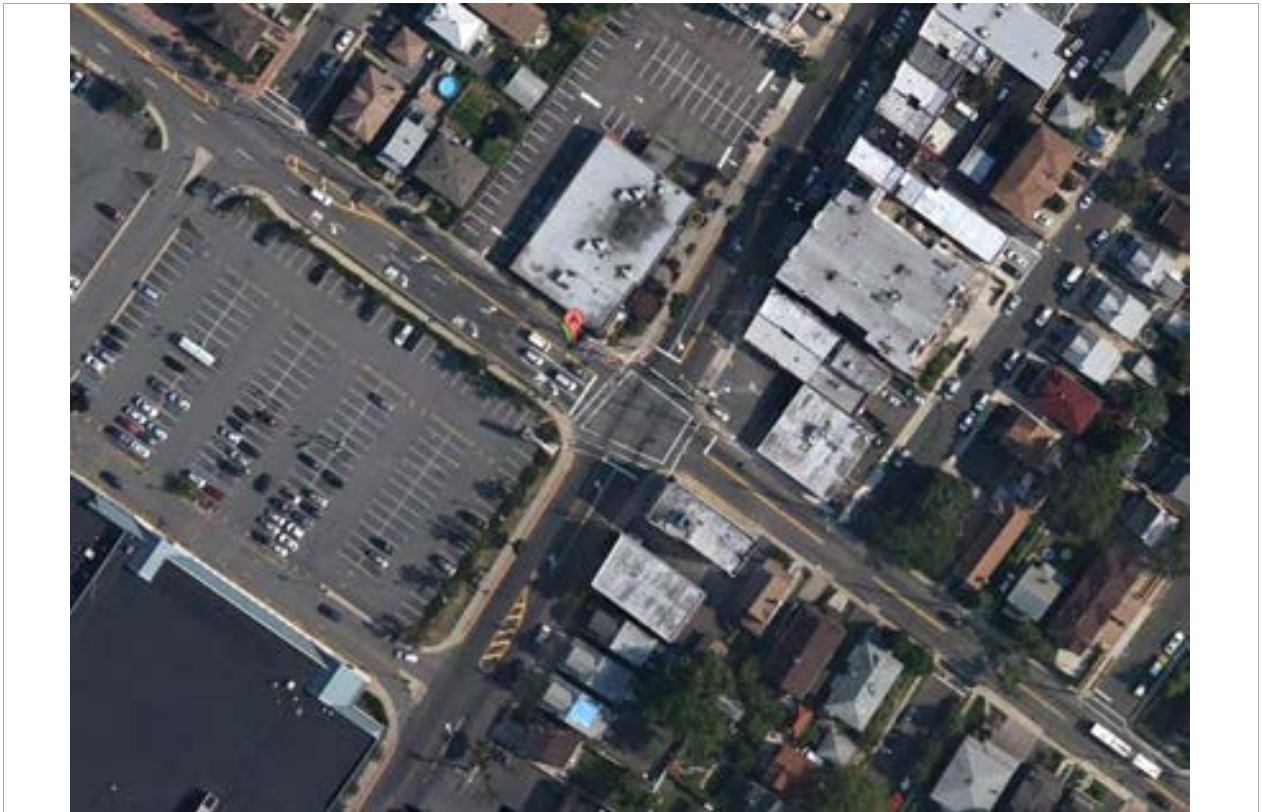


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/MeGtz>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

- Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 2 Crash ID 3289747 Case 12003265 Time 9:16:00 PM Date 1/14/2012 Day Saturday
 Street NJ HIGHWAY 184 Cross Street COLUMBUS DR Intersection Yes
 Municipality Perth Amboy city County Middlesex Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Offset intersection with major 4 lane road and minor residential roads. Pfeiffer Blvd (NJ 184) is an east-west roadway with two lanes in each direction and a double-yellow line. In both directions it has highway characteristics as it passes over other routes, with on-ramps. At the crash site, there is an at-grade off-set intersection with a very minor residential road. Pfeiffer has the right of way.

In September 2012, a transverse crosswalk is shown across the minor residential road, with none across arterial. That crosswalk did not exist in 2009. There is a sidewalk only on one corner. One street light at intersection



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/cE7on>

Participants

Driver Age	<input type="text" value="73"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08817"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="63"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08861"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="1.2"/>	Distance From Driver Home	<input type="text" value="6.6"/>						

Findings

Police Reported Fault	<input type="text" value="None"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input checked="" type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
Police Findings	<input type="text" value="Driver stated that he was in right lane of Pfeiffer and out of nowhere pedestrian appeared. A witness stated that he had just missed hitting the same individual. Stated that individual was wearing dark clothing and was staggering in middle of road."/>								
Fault Details	<input type="text" value="Report does not assign fault, aside from witness statement"/>								
Interpretation	<input type="text" value="If witness is correct, then pedestrian was standing in roadway while intoxicated. Area is residential, although a 7-11 and restaurant are .2 miles up road. Improved lighting could have made pedestrian easier to spot. There are no sidewalks or shoulders to reach nearby business, and no marked crosswalks."/>								
Infrastructure contribute?	<input type="text" value="Yes: Street lights were off at 9:16 PM, no crosswalks, high speed (45mph), no sidewalks"/>								
Questions	<ol style="list-style-type: none"> 1. What is average speed of drivers? 2. Are pedestrians walking to nearby business area? 3. Was pedestrian intoxicated? 4. Are lights adequate? 5. Why is there no crosswalk across Pfeiffer Blvd (184)? 6. Is a road diet justified? 								

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 3 Crash ID 3291646 Case 12-02826 Time 6:05:00 PM Date 1/25/2012 Day Wednesday
 Street UNION CTY 610 Cross Street TUTTLE PKWY Intersection Yes
 Municipality Westfield Town County Union Road System County
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure North Avenue (610) has two very wide lanes, and is lined with homes and their driveways. To the south, Tuttle Parkway has one lane in each direction and serves as an important link over railroad tracks. To the north, Tuttle Parkway splits into a residential development.

At the intersection, there is a well marked ladder crosswalk across North, on the east side, and crosswalks over Tuttle. Tuttle is stop controlled while North has the right of way Streetview indicates the crosswalk, with signs, existed as early as 2007.

The surrounding area is suburban residential. Downtown Westfield, with a train station and many businesses, is about half a mile east.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/kNezd>

Participants

Driver Age	<input type="text" value="85"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07090"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="68"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07076"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="1.1"/>	Distance From Driver Home	<input type="text" value="1"/>						

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Location Characteristics

ID 4 Crash ID 3294016 Case 12-2178 Time 11:54:00 PM Date 2/5/2012 Day Sunday

Street RTE 509 Cross Street SUSSEX AVE Intersection Yes

Municipality East Orange City County Essex Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure South Grove Street (Route 509) has two lanes in each direction, divided by a double yellow line. Sussex Avenue also has two lanes in each direction, with a double yellow, although the lane narrows and then ends .2 miles west of crash site. Both roads appear wider than necessary for surrounding land use.

A bus stop with shelter is at the intersection. Multiple streetlights observed in area. Intersection is near highways, possibly causing drivers to speed. There are very faded transverse crosswalks at the intersection.

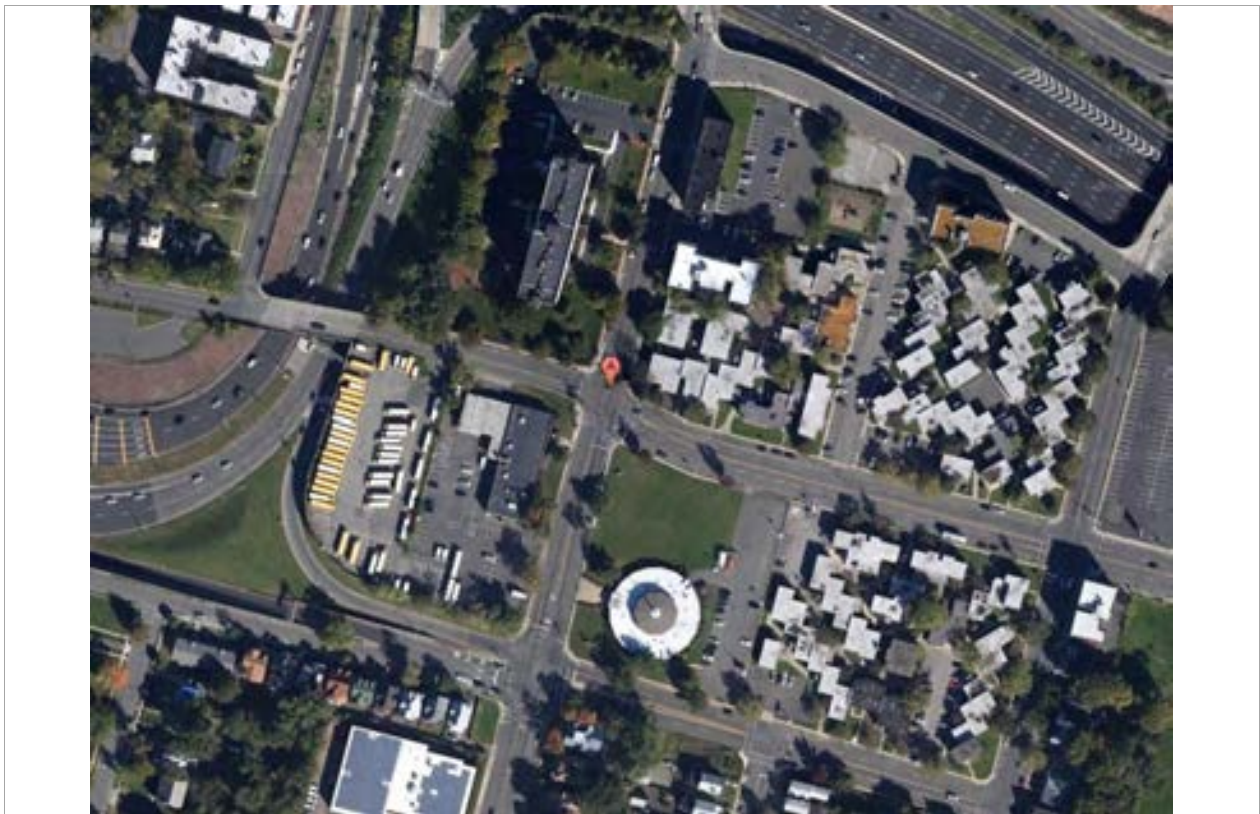


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/ZaHtT>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 5 Crash ID 3305397 Case MVA2012-996 Time 5:43:00 PM Date 2/4/2012 Day Saturday

Street US HIGHWAY 130 Cross Street TENBY CHASE DR Intersection Yes

Municipality Delran township County BURLINGTON Road System State Highway

Road Character Straight and Grade Pavement Width 70 Shoulder Width 6 Median Width 6 Street Parking

Speed Limit 50 Lanes 6 AADT 50,565 Sidewalk 5/8 Crosswalk Condition 3/4, Transverse

Traffic Control Traffic Signal Light Dark (Street Lights On/Continuous) Condition Clear

Additional Infrastructure Burlington Pike (RT 130) has three lanes in each direction divided by a concrete jersey barrier with no pedestrian refuge. There are wide shoulders that occasionally turn into active travel lanes. There are bus stop in both directions on the nearside within the jughandle, but the eastbound side is not connected to any sidewalk. There is no crosswalk on the west side of the road to cross 130, but there is one to cross Tenby Chase Drive (not ADA).

Tenby Chase Drive has one lane in each direction, widening to add left and right turn lanes at the intersection. To the north, it quickly ends in a garden apartment complex.

Small streetlights appear to be attached to every signal pole.

Area is surrounded by suburban residential and commercial uses.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/KsO1e>

Participants

Driver Age	<input type="text" value="35"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08077"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="54"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08010"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.9"/>	Distance From Driver Home	<input type="text" value="1"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Pedestrian exited NJ Transit Bus on 130 North at Tenby Chase Drive. Pedestrian crossed street at intersection, on corner without crosswalk. He made it across 4 lanes and was hit in 5th lane (center southbound). Witnesses said 130 had green, but it is unclear what the signal was as he began to cross.
He was hit by a second vehicle as well (female, 27).

Fault Details Pedestrian for "Failed To Obey Traffic Control Device" and "Crossing Where Prohibited"

Interpretation Report notes that "all witnesses" stated that pedestrian crossed against light, but witnesses not listed.
Bus stop is present with no pedestrian infrastructure. Missing crosswalk means pedestrian must cross three roads to get to the other corner. Lights exist at each corner but they appear small and not well positioned over the roadway. Speed limit is high.
Pedestrian blamed for crossing where prohibited but it is unclear if crossing is actually prohibited or if crossing functions as unmarked crosswalk.

Infrastructure contribute? Yes: No sidewalk on the corner where a bus stop is, no crosswalk on one side from bus stop, high speed (50mph)

- Questions**
1. Were street lights working?
 2. Why isn't there a crosswalk at that corner?
 3. How many passengers use that bus stop?
 4. How long does it take to cross the road legally?
 5. Is crossing at unmarked crosswalk prohibited by signage?

Supplemental Transit rider



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 6 Crash ID 3306351 Case 12001221 Time 6:32:00 PM Date 1/31/2012 Day Tuesday
 Street NJ HIGHWAY 129 Cross Street CR 606 / HAMILTON AVE Intersection Yes
 Municipality Trenton city County MERCER Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Route 29 is generally 4 lanes wide, with divided median, but widens to 6 at intersection. Driver was coming from the north, hinting she might have just exited Route 1 via a highway off-ramp.

There are ladder crosswalks on 3/4 sides, with the 4th being transverse. The Sun Center Arena is on the southwest corner, with parking on the northwest. An abandoned warehouse is on the southeast corner, but that corner also provides access to the Hamilton Avenue Light Rail station, which is oddly placed between two intersections. The northeast corner has a residential neighborhood. The area has a variety of streetlights.

Southbound has no left turns allowed, northbound has left turn arrow.

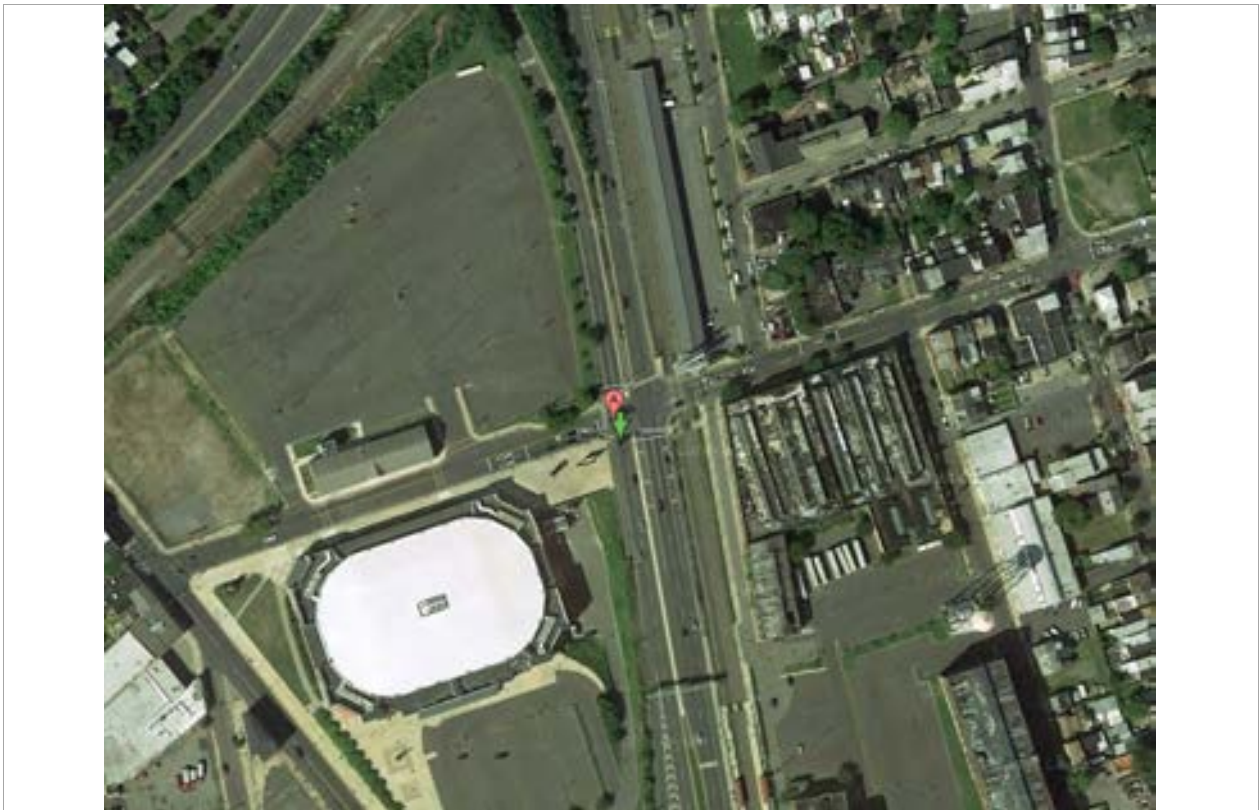


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/zzhAc>

Participants

Driver Age	<input type="text" value="35"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08638"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="67"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08609"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.2"/>	Distance From Driver Home	<input type="text" value="1.8"/>						

Findings

Police Reported Fault	<input type="text" value="Unknown"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
Police Findings	<input type="text" value="Driver was southbound on Route 29, and pulled over past intersection. The report is limited in detail. States that driver did not see the victim, but did pull over, check on victim, and called 911."/>								
Fault Details	<input type="text" value="No charges filed as of report."/>								
Interpretation	<input type="text" value="Route 29 resembles a limited access highway, with no sidewalks and crash barriers on both sides. To the north it is grade separated with a bridge, to the south with an underpass. The design implies high speeds. Although crosswalks exist at the intersection, there is little indication that the area is populated, even though a light rail station exists very close by, and the arena probably sees large crowds."/>								
	<input type="text" value="The pedestrian was 3 blocks from home."/>								
Infrastructure contribute?	<input type="text" value="Yes! Crosswalk is extremely long (Is there enough time to get across the street?)"/>								
Questions	<input type="text" value="1. How is the street lighting?
2. Who had the right of way?
3. Were charges ever filed?
4. Do pedestrian signals work?
5. Was vehicle speeding?
6. Was more investigation done?"/>								
Supplemental	<input type="text" value="The report is unclear about which crosswalk the pedestrian was using (north or south)."/> <input type="text" value="Pavement width estimated"/>								



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 7 Crash ID 3312870 Case I-2012-03572 Time 5:53:00 PM Date 2/1/2012 Day Wednesday
 Street NJ HIGHWAY 47 Cross Street S. 6th STREET Intersection Yes
 Municipality Middle township County CAPE MAY Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure NJ 47 (Delsea Drive) generally has 2 lanes of traffic in each direction separated by a large median. The crash took place near the ramps to the Garden State Parkway South, where the road is 6 lanes wide, and the median is narrow.

The crash took place by South 6th St. South 6th street terminates at NJ 47 from both directions. The median is solid, so there is no access for cars to make turns. There are also no crosswalks, but there are no signs to prohibit pedestrians from crossing in the unmarked crosswalks. Sidewalks on 47 exist to the west of 6th, but not to the east.

The nearest signaled intersection is .2 miles to the west. To the east, there is no significant development for 2 miles.

The closest building to the collision is a motel, on the southeast corner of 47 and 6th. On the north side there is a commercial center with a ShopRite and RiteAid. There is a small trailer park behind the motel.

There are no street lights on 47, except for one oriented diagonally into the intersection from S. 6th.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/bGlyf>

Participants

Driver Age	<input type="text" value="77"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08218"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="42"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08210"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.3"/>	Distance From Driver Home	<input type="text" value="8.9"/>						

Findings

Police Reported Fault	<input type="text" value="None"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
Police Findings	<input type="text" value="Pedestrian was in center of inside lane. Driver of Chevrolet Blazer said he did not see her until he hit pedestrian. Pedestrian was crossing from north to south, and had just entered roadway from median."/>								
Fault Details	<input type="text" value="No charges to drivers in report. Pedestrian noted as having crossed where prohibited and having dark clothing."/>								
Interpretation	<input type="text" value="It is possible that the victim was walking from the pharmacy or supermarket to the motel or trailer park. It appears that instead of using the signalized intersection at 5th Street, which is .2 miles away, she elected to cross at 6th. 6th is blocked by a median, but it is crossable by pedestrians. 5th does have crosswalks in all directions."/>								
	<input type="text" value="Pedestrian is listed as living in a motel .3 miles away. If she was coming from there, she would have had to cross 5th."/>								
Infrastructure contribute?	<input type="text" value="Yes: No street lights, no crosswalk at 6th Street"/>								
Questions	<input type="text" value="1. Was the pedestrian crossing legally in an unmarked crosswalk?
2. Is the lighting adequate?
3. Are there reasons a pedestrian may choose not to use the 5th street crosswalk?"/>								
Supplemental	<input type="text" value="The x/y coordinates given by the CAIT database are further east than the crash diagram shows. Lat/long are correct."/>								



Location Characteristics

ID 8 Crash ID 3316590 Case I-2012-010720 Time 6:15:00 PM Date 2/26/2012 Day Sunday
 Street NJ HIGHWAY 67 Cross Street WHITEMAN ST Intersection Yes
 Municipality Fort Lee borough County BERGEN Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Route 67 (Lemoine Ave) is a 4 lane Urban Minor Arterial in a densely populated area. Street parking is allowed and marked with striping.

Southwest corner of intersection has 2 story apartments, and southeast has 2 story mixed use. Northwest is surface parking for strip mall, and northeast is 2 story office. Area to the west is made up of low density residential (detached housing) while large apartment towers are to the east, facing Manhattan.

25mph speed limit sign is posted on traffic light. While area has street lighting, there is none over the north crosswalk. Pedestrian signals are on all corners, and phasing appears to be automatic (no buttons).

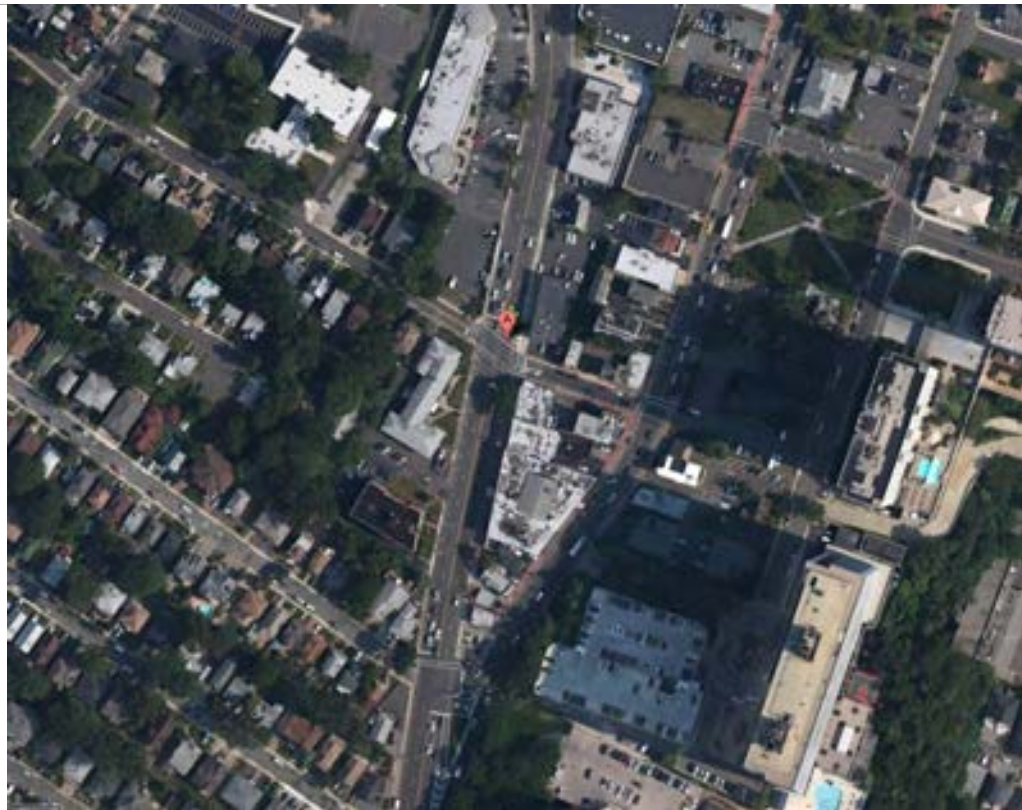


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/zNIDT>

Participants

Driver Age	<input type="text" value="66"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07632"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="63"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07024"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.2"/>	Distance From Driver Home	<input type="text" value="4.5"/>						

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

- Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 9 Crash ID 3317026 Case 12-03-17-2165 Time 9:39:00 PM Date 3/17/2012 Day Saturday

Street RIVER RD Cross Street BEIDEMAN AVE Intersection No

Municipality Camden city County CAMDEN Road System Municipal

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure

Road has frequent street lighting, but CAIT database describes them as not functional. Intersections are frequent, with the intersection to the east having a traffic signal. A light rail stop is within walking distance.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/HdCca>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 10 Crash ID 3317941 Case 12006586 Time 3:04:00 AM Date 1/21/2012 Day Saturday
 Street US HIGHWAY 1 Cross Street FORD AVE Intersection Yes
 Municipality Woodbridge township County MIDDLESEX Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Route 1 is a 50mph highway with 4 lanes in each direction, a concrete median, and no turns allowed at the intersection. The north and east corners are jughandles. The south corner is vacant grass, with large power lines overhead. The west corner has a strip mall surrounded by surface parking. Route 1 does not have sidewalks.

Ford Avenue is 2 lanes wide, but widens to 4 or 5 at the intersection with Route 1. It has sidewalks in all directions.

Street lights exist at the intersection, but do not look long enough to provide complete coverage of crosswalk. There is no pedestrian refuge.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/MnVrA>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 11	Crash ID 3319416	Case UP-00930-12	Time 9:26:00 PM	Date 2/19/2012	Day Sunday
Street MILLTON AVE	Cross Street LOUISA ST	Intersection No			
Municipality Union Twp (Union Co)	County UNION	Road System Municipal			
Road Character <input type="text" value="Straight and Level"/>	Pavement Width <input type="text" value="24"/>	Shoulder Width <input type="text" value="0"/>	Median Width <input type="text" value="0"/>	Street Parking <input checked="" type="checkbox"/>	
Speed Limit <input type="text" value="25"/>	Lanes <input type="text" value=""/>	AAADT <input type="text" value=""/>	Sidewalk <input type="text" value="No"/>	Crosswalk Condition <input type="text" value="N/A"/>	
Traffic Control <input type="text" value="NULL"/>	Light <input type="text" value="Dark (Street Lights On/Continuous)"/>	Condition <input type="text" value="Clear"/>			
Additional Infrastructure	<input type="text" value="Suburban, low density. Incident occurred on front lawn."/>				

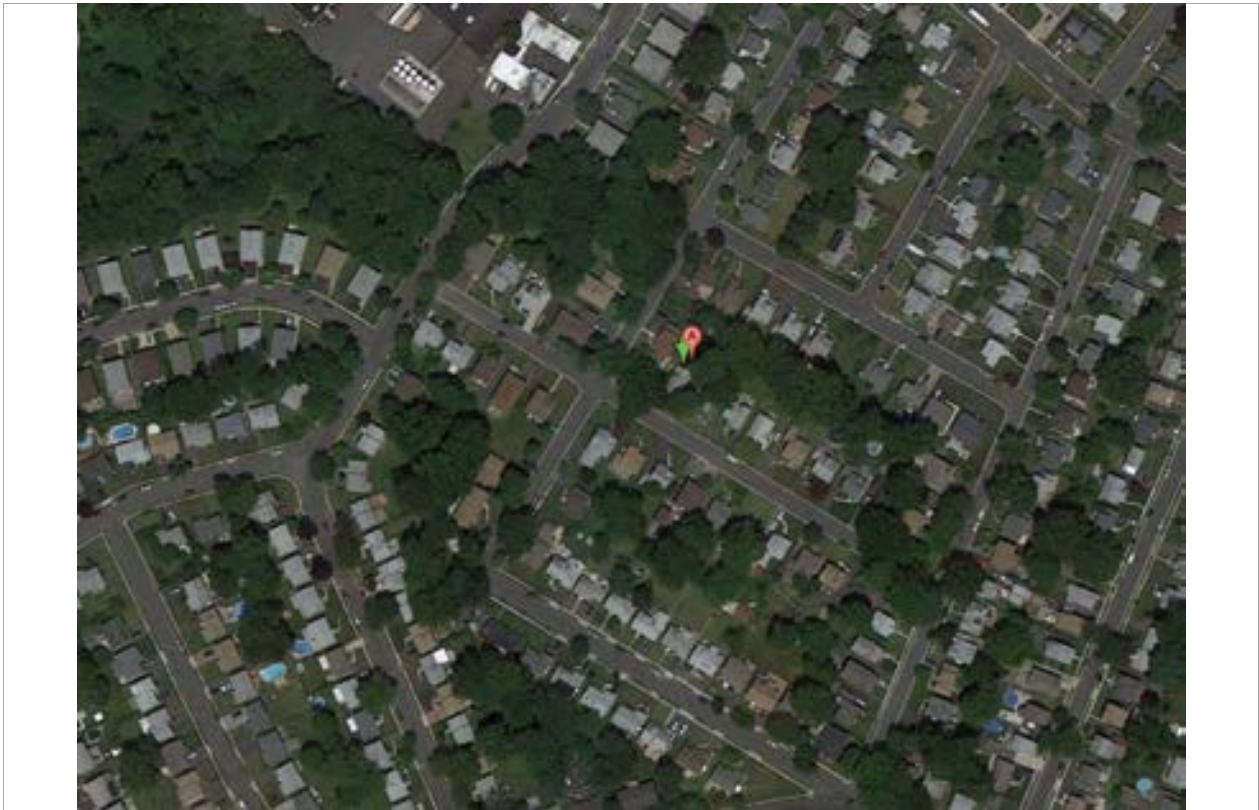


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/rbM6F>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 12 Crash ID 3326292 Case M-12-32 Time 2:14:00 PM Date 4/1/2012 Day Sunday

Street 200 W COMMERCIAL AVE PARKING Cross Street Intersection No

Municipality Moonachie borough County BERGEN Road System Private

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/eHj4R>

Participants

Driver Age	<input type="text" value="30"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="7055"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="33"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07055"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="4.4"/>	Distance From Driver Home	<input type="text"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
Police Findings	<input type="text" value="Driver was parking Nissan Pathfinder, hit gas and crushed pedestrian against wall."/>								
Fault Details	<input type="text" value="Driver charged with NJS 39:3-10, driving without a license, and 39:3-76.2a, not having a booster seat for child under 8."/>								
Interpretation	<input type="text" value="Report is very short and appears to be an open/shut case of a mistake when parking. Unknown if any investigation was done to see if incident was not an accident, and was a result of feud. Also unclear if vehicle was analyzed for malfunction. Age or conditions do not appear to be a factor."/>								
Infrastructure contribute?	<input type="text" value="No"/>								
Questions	<input type="text" value="1. Why were charges unrelated to death?
2. Was investigation made as to potential motive?
3. Why wasn't a drug test done?"/>								
Supplemental	<input type="text" value="Parking collision, off road"/>								

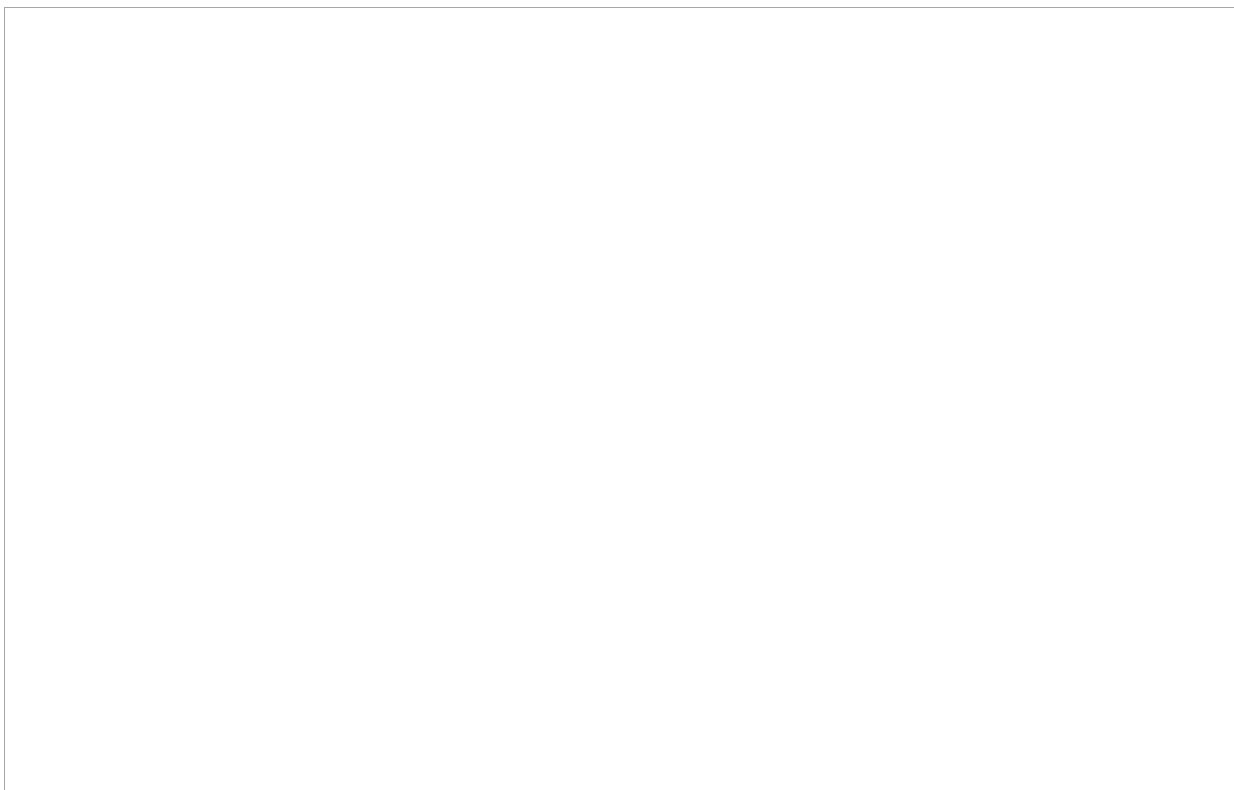


Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 13 Crash ID 3333344 Case 12-8781 Time 9:49:00 PM Date 4/1/2012 Day Sunday

Street 3056 JACKSON RD Cross Street Intersection No

Municipality Monroe Twp (Gloucester Co) County GLOUCESTER Road System Private

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/kbSdV>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 14 Crash ID 3334820 Case 12009710 Time 8:09:00 PM Date 5/5/2012 Day Saturday

Street KEARNY AVE Cross Street PATTERSON ST Intersection No

Municipality Kearny town County HUDSON Road System Municipal

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Kearny Avenue is a 2-lane street with metered parking on both sides. The east side has mostly detached apartments, while the west side is mixed use. The street is very urban in nature, with a modern and attractive streetscape and frequent decorative street lighting. The intersections in both directions are controlled with traffic signals.

Incident took place in a parallel parking spot, as the driver reversed into it.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/plczj>

Participants

Driver Age	<input type="text" value="25"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="07032"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="79"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07032"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.1"/>	Distance From Driver Home	<input type="text" value="9.1"/>						

Findings

Police Reported Fault	<input type="text" value="Both"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings Driver was southbound on Kearny, and passed a street parking spot to position herself to park. Pedestrian appears to have waited for vehicle to pass, and then began to cross north, towards empty spot. Driver did not see pedestrian crossing behind her and reversed into pedestrian. Pedestrian was killed due to head impact with pavement after falling.

Fault Details Driver was focusing on positioning vehicle and watching approaching traffic rather than seeing pedestrian directly behind car. Pedestrian blamed for wearing dark clothing, being inattentive, and crossing away from an intersection.

Driver cited for suspended license/registration. (39:3-40)

Interpretation Speed does not appear to be a factor as the driver was reversing into a street parking spot. Age of pedestrian might be, as it could have been the reason the pedestrian elected to cross mid-block, rather than walking the extra distance to crosswalk. Age might have also led to incident being a death rather than an injury caused by head injury.

Driver did not see pedestrian when backing up, which is a failure to exercise caution. Pedestrian might have been in a blind spot, which is where technology like rear-view cameras could help. Light posts are frequent on the street, but perhaps a more directional type of lighting could have helped to illuminate the pedestrian, especially if there was glare from other vehicle headlights.

Road appears to be very wide for 2 lanes with parking. This might cause speeding, which could be why driver was more worried about approaching vehicles than looking for the pedestrian.

Infrastructure contribute? Yes: Wide lanes

Questions 1) What are average speeds?

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 15 Crash ID 3336124 Case 12-10428 Time 6:43:00 AM Date 3/16/2012 Day Friday
 Street CYPRESS LN Cross Street COTTONWOOD DR Intersection Yes, T
 Municipality Hamilton Twp (Mercer Co) County MERCER Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Dark, sunrise at 7:08am. 43 degrees, wet roadway due to on/off rain.

Very suburban area, with curving streets. Cottonwood Drive is short access road to multiple 3-story garden style apartment buildings with tennis courts and pool. Same development exists on both sides of Cottonwood. Cottonwood terminates at Cypress in T-intersection, with a stop sign for those leaving the apartments. Cypress eventually terminates in signal controlled t-intersections in both directions. The south side of Cypress is only forest, and what appears to be a trail.

Cypress is divided by double yellow line, with fog-lines marking shoulders, but no crosswalks painted in any direction. Cobra lighting exists on Cypress, on utility poles, with two decorative lights in center of Cottonwood, in median announcing entrance to apartments.

Surprisingly, sidewalks exist in all directions. Cottonwood has a sidewalk on the east side, leading into the apartment area. North side of Cypress has standard concrete sidewalk, probably 4 feet wide, with ramps at Cottonwood. Those sidewalks continue to the end of Cypress in both directions.

South side of Cypress has very wide asphalt sidewalk, which resembles a trail. Probably 8-10 feet wide. However, there is no development on south side of Cypress, just forest. There are however two newspaper boxes, which is why the pedestrian crossed the road.

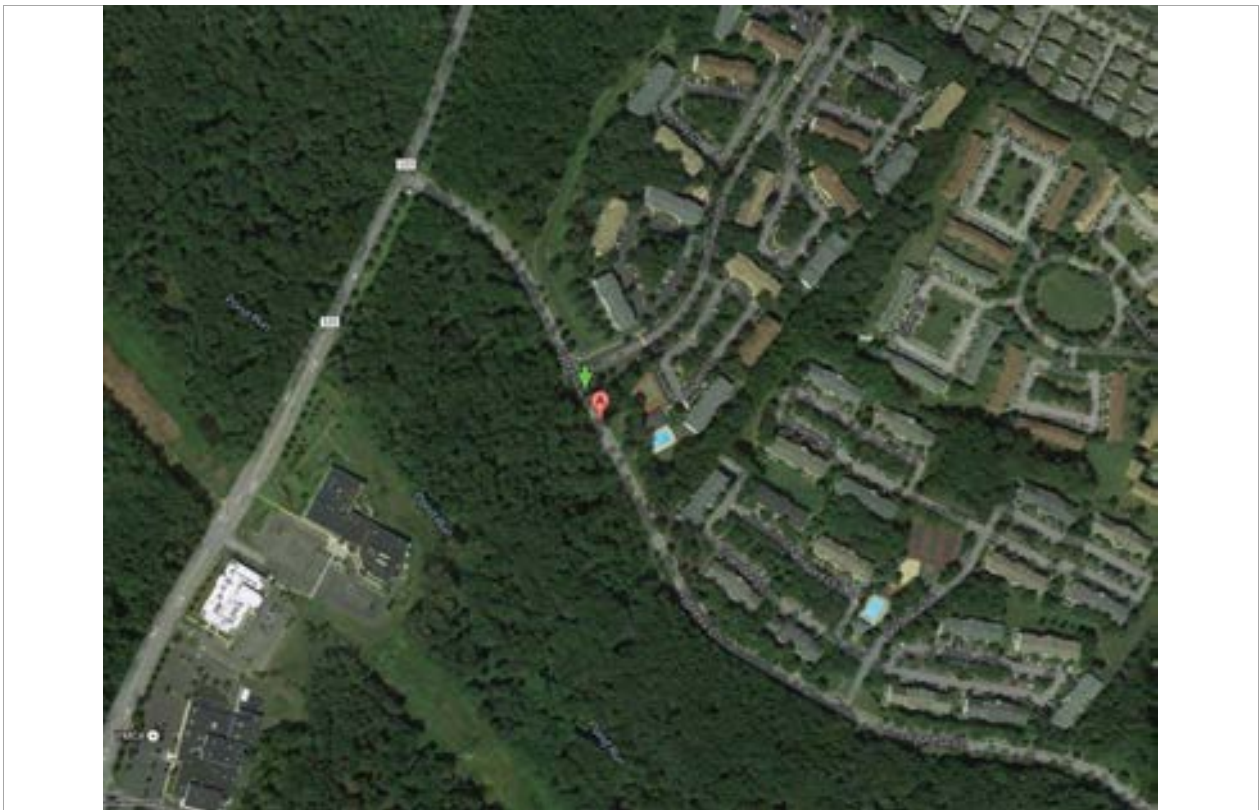


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/jwjgl>

Participants

Driver Age	<input type="text" value="73"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08609"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="84"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08619"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.1"/>	Distance From Driver Home	<input type="text" value="4.6"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings 2013 black Hyundai Accent was driving eastbound on Cypress Lane. Elderly driver does not recall if she applied brakes before or after hitting pedestrian. Driver had not paid her insurance so it had expired. Vehicle registration was suspended when insurance was cancelled.

Pedestrian lived in apartments closest to intersection. Had left house to access newspaper boxes located directly across the street. He had recently been diagnosed with Alzheimer's, although he went for the newspaper every day, and that was not considered a factor.

Fault Details Crash determined to be caused by inattention of driver. Pedestrian was crossing in or near unmarked crosswalk and had "established his position in the roadway" while crossing eastbound lane. Driver failed to observe and yield.

Contributing factors listed as dark skies and dark clothing.

Driver charged with failure to yield at unmarked crosswalk (39:4-4-36A), driving with registration suspended (39:3-40), and uninsured motorist (39:6b-2).

Interpretation The style of development certainly played a factor in this death. Surrounding area is forested, which leads to the impression that it is uninhabited, but the north side of Cypress is full of apartment buildings set back from the roadway. This probably means the 30 mph limit is frequently ignored, especially because it is a 38-foot roadway and only two lanes. While shoulders are striped, no one would ever need to park in them, essentially creating 19-foot lanes.

The entrance to the apartment buildings (Cottonwood) is also very wide. There is a center median with what appear to be 20 foot lanes in each direction, and extremely wide turning radii.

Time of day is also a factor. The early hour meant that it was dark, and also the driver probably did not expect to encounter anyone on her drive.

Age was probably also at play. The driver was 73, which may have meant trouble seeing in the dark and a slow reaction.

However what really could have made this collision avoidable was the placement of the newspaper boxes. There is absolutely nothing on the south side of Cypress, aside from the sidewalk. All the residents live on the north side. Residents are forced to cross the street to access the newspapers. The only reason I can think that they would be there is for the convenience of the delivery truck.

The lack of marked crosswalks is also important here. Further, there are no curb ramps to access to trail/sidewalk on the south side of Cypress, and no signage warning of pedestrians.

Infrastructure contribute? Yes: Newspaper box across the street from apartments, no pedestrian crosswalks or ramps to box, very wide road creating higher speeds

Questions 1) Why is the newspaper box on the other side of the road and can it be moved?
2) Do the decorative lights in the Cottonwood median help illuminate the road or just cause glare?

3) What are average speeds on Cypress, and can traffic calming be used to change them?

Supplemental

Very detailed report, can be used as model



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 16 Crash ID 3336893 Case C060-2012-00196 Time 11:09:00 AM Date 2/16/2012 Day Thursday
 Street US HIGHWAY 1 Cross Street Intersection No
 Municipality Trenton city County MERCER Road System State / Interstate
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Collision apparently took place on Route 1, on bridge over Delaware River, which is the border with Pennsylvania. The highway has no pedestrian accommodations, although neighboring Lincoln Highway Bridge does.

The roadway consists of 3 southbound lanes and 3 northbound lanes separated by a concrete barrier. All lanes are concrete, approx. 12 ft wide and in good condition. The roadway is clearly marked through the area with painted lanes and the speed limit posted is 50 mph.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/ljEAh>

Participants

Driver Age	<input type="text" value="42"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08691"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="47"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text"/>	Distance From Driver Home	<input type="text"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Vehicle 1, 2000 Nissan Maxima, was traveling southbound on US Highway 1 in the right lane when it changed lanes to the center lane and struck vehicle 2, a stopped 1992 Dodge Dakota pickup, from behind. When vehicle 2 was struck, it was pushed forward and struck pedestrian 1, as he was standing in front of vehicle 2. The hood of vehicle 2 was up. Vehicle 1 continued southbound, entered the left lane and struck the concrete barrier as it was struck in the left side of vehicle 3, 2004 Dodge Ram.

The crash location was in the vicinity of milepost 0.0, US Highway 1 near a bridge that crosses the Delaware River into Pennsylvania.

Pedestrian 1 was pinned under vehicle 2 and was unable to give a statement. The vehicle was noted to be in park.

The pedestrian brought his vehicle to a stop in the center southbound lane. Pedestrian 1 exited the vehicle due to the hood opening while traveling southbound. Pedestrian 1 attempted to close the hood of his vehicle, while doing this his vehicle was struck from behind. Vehicle 2 (pedestrian's vehicle) made impact with pedestrian 1

Fault Details There are no charges indicated on the report.

Interpretation Pedestrian pulled his car over in the EZ pass lane on US Highway 1 in order to close the hood of his car. His vehicle was struck from behind when he was closing the hood and he was pinned under his vehicle.

Infrastructure contribute? No

Questions

Supplemental This is not a traveling ped fatality. Pedestrian was outside of his vehicle on the highway.
 XY from CAIT and lat/long from paper report don't match up exactly.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 17 Crash ID 3340924 Case 1201040108 Time 5:48:00 PM Date 1/4/2012 Day Wednesday

Street NJ HIGHWAY 36 Cross Street THOMPSON AVE Intersection

Municipality Middletown township County MONMOUTH Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure

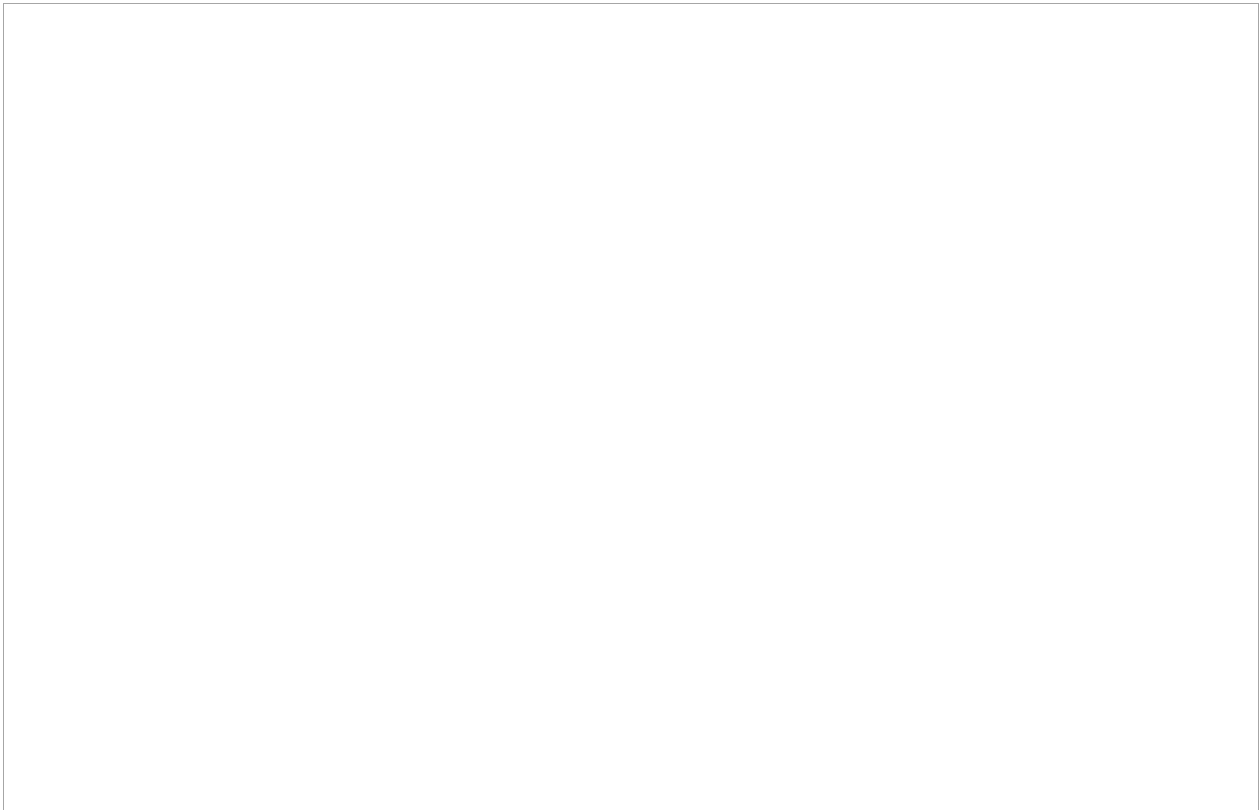


Figure 1. Overhead View of Site [Map Link](#)

Participants

Driver Age	<input type="text" value="46"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07737"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="0.00"/>
Ped Age	<input type="text" value="66"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07748"/>	Ped Drug Test	<input checked="" type="checkbox"/>	Test result	<input type="text" value="0.00"/>
Distance From Ped Home (miles)	<input type="text"/>	Distance From Driver Home	<input type="text"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
Police Findings	<input type="text" value="Missing"/>								
Fault Details	<input type="text" value="Missing"/>								
Interpretation	<input type="text" value="Missing"/>								
Infrastructure contribute?	<input type="text" value="Unknown"/>								
Questions	<input type="text" value="Missing"/>								
Supplemental	<input type="text" value="This is only update to blood test results, not actual case."/>								

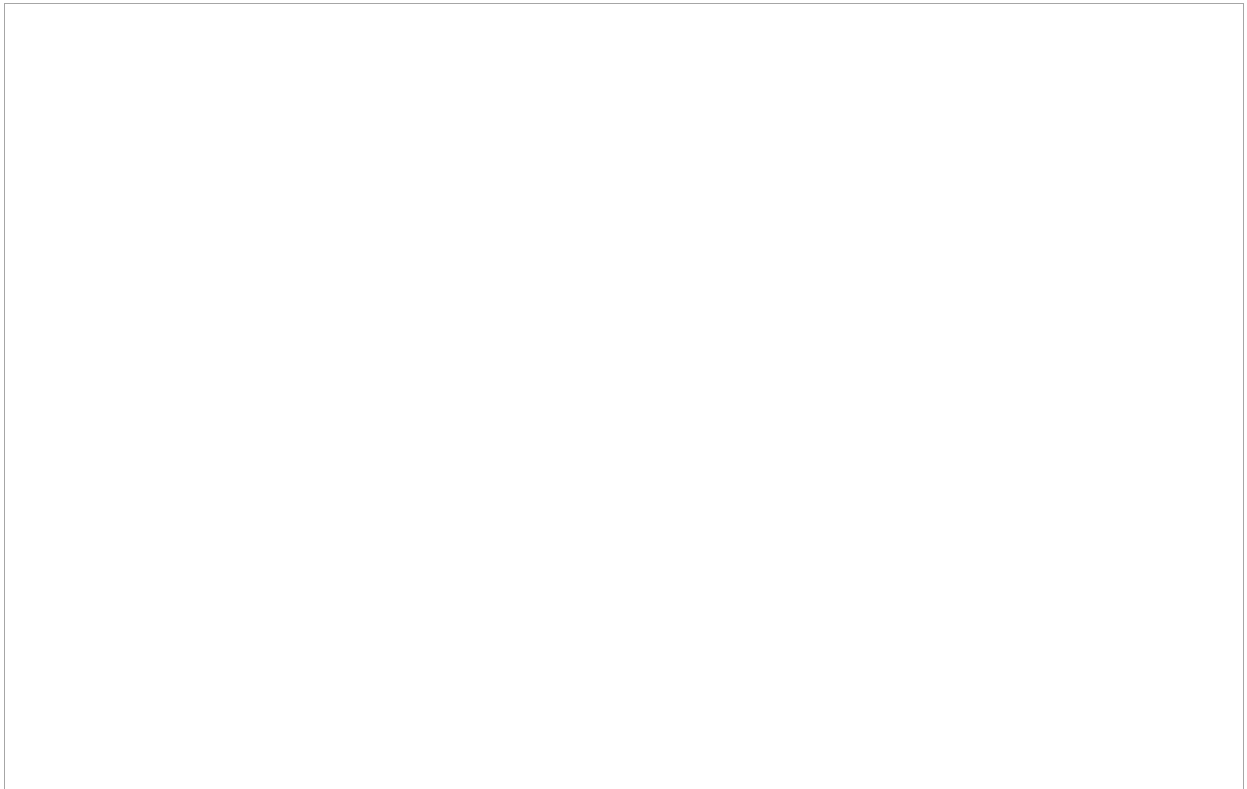


Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 18 Crash ID 3344704 Case 2012-000069 Time 7:19:00 PM Date 4/4/2012 Day Wednesday

Street 244 W 7TH ST Cross Street Intersection No

Municipality Ship Bottom borough County OCEAN Road System Private

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/otsWw>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental

Note: Pedestrian has address listed in Philadelphia, but news article indicates he lived in Ship Bottom, possible vacation home



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 19 Crash ID 3345134 Case 12-3173 Time 3:57:00 AM Date 3/17/2012 Day Saturday
 Street US HIGHWAY 46 Cross Street 7TH ST Intersection Yes, offset
 Municipality Clifton city County PASSAIC Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Route 46 (Piaget Avenue) has two lanes in each direction, with a large median (estimated at 15 feet) which contains grass and bushes. The north side is residential, a mixture of garden-style apartments and single-family homes. The south side is mostly auto-oriented commercial, such as gas stations and fast food. Street parking is allowed, and the right lane appears to be very wide, providing a large unpainted buffer between the parked cars and moving cars. A bike lane could easily fit, but doesn't exist.

7th is a minor residential street, with two lanes, but only striped at the main intersection.

At the intersection, 7th is slightly offset, which widens the intersection considerably. It is controlled by a traffic signal, and at the intersection the median on 46 becomes a left turn lane in both directions. Left turns from 46 have an exclusive phase.

Transverse crosswalks are painted across 7th on both sides and across 46 only on the western leg of the intersection. While the east side is lacking crosswalk paint, pedestrian signals, and ramps, there don't appear to be any signs banning crossings. On the south side, the location of the missing crosswalk is a gas station curb cut.

There is a single street light for the entire intersection.

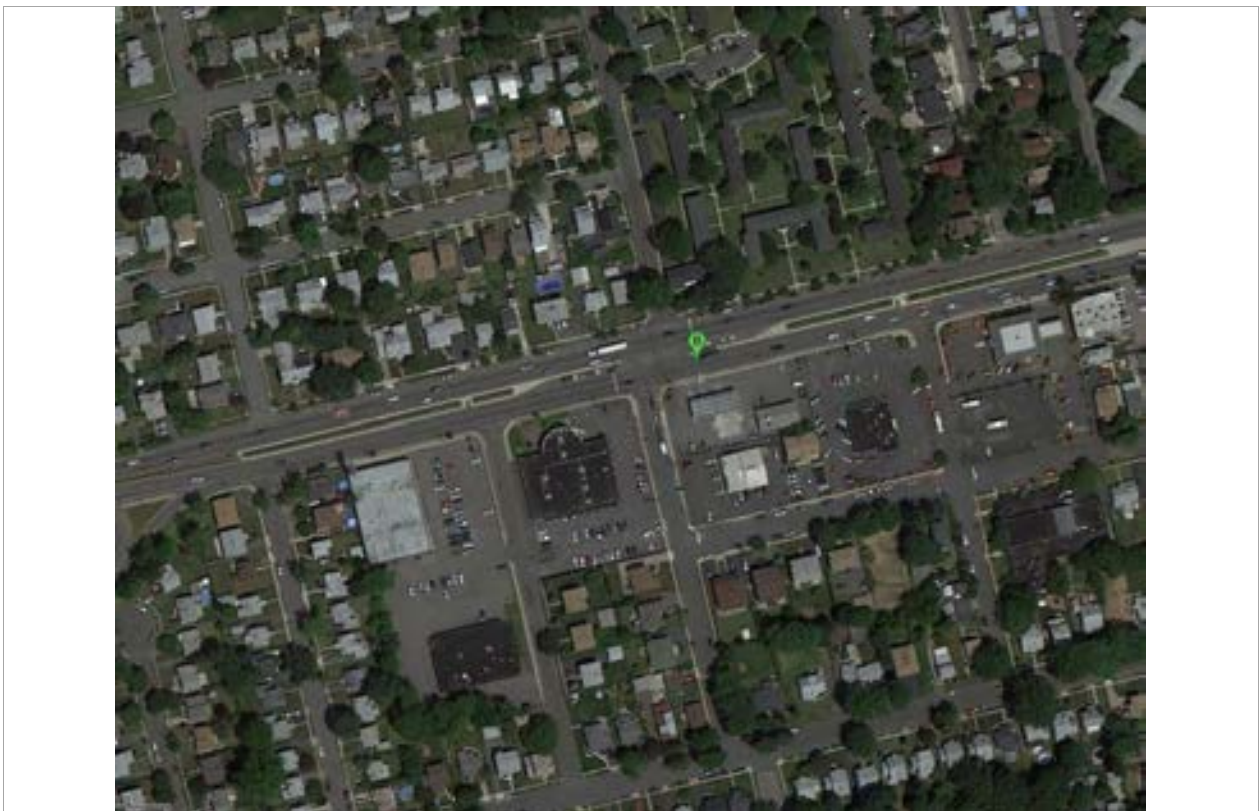


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/wrBpb>

Participants

Driver Age	<input type="text"/>	Driver Sex	<input type="text" value="NULL"/>	Driver Zip	<input type="text"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="35"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="11222"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="20"/>	Distance From Driver Home	<input type="text"/>						

Findings

Police Reported Fault	<input type="text" value="Both"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings An unknown vehicle struck pedestrians 2 and 3 while they were standing in the roadway. Vehicle 1 left scene of the crash.

Diagram indicates they were on eastbound side, just east of the intersection.

Second pedestrian killed was 28 year old female.

Fault Details Hit and run.

Wording of report indicates pedestrians were standing in roadway, which implies blame.

Interpretation The report is incredibly limited. Based on the crude drawing, the pedestrians may have been crossing in the unmarked crosswalk, and then thrown further east. The report indicates that they were standing in the roadway, but no source was given. Unknown if there was a witness or video.

Infrastructure contribute? Yes - No crosswalk on eastern side of intersection, high speed design

- Questions**
- 1) Is the eastern leg an unmarked crosswalk?
 - 2) Why isn't it painted?
 - 3) Was surveillance footage from gas station recovered?
 - 4) Were their witnesses?
 - 5) How long is the signal phase? How long do peds have to wait to cross 46 with signal?
 - 6) Was vehicle turning or going straight?
 - 7) Is street lighting adequate for such a large intersection?

Supplemental Two pedestrians killed. See case 165 for 2nd ped.

CAIT had case as 465290

Ped address in Brooklyn, NY



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 20 Crash ID 3348445 Case 12BT01038 Time 3:50:00 AM Date 3/2/2012 Day Friday
 Street US HIGHWAY 206 Cross Street Intersection No
 Municipality Byram township County SUSSEX Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Area was under construction at the time, with construction barrels lining northbound shoulder.

South of collision area, Route 206 is four lanes, with a small concrete median. In the area of the crash, it appears that the road was two lanes, and in 2012-2013 was being widened to four lanes.

Area is very rural (forested). South of crash site are the ends of suburban residential neighborhoods. To the west is the Allamuchy Mountain Park, and to the east mostly forest.

The crash itself happened directly outside of STS Tire and Auto Center. A car wash and a Nissan dealership are further south. To the north of the crash site, there is a shopping center with a ShopRite, bank, McDonalds, and liquor store.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/Q1ehD>

Participants

Driver Age	<input type="text" value="39"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07860"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="40"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07857"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="2.8"/>	Distance From Driver Home	<input type="text" value="9.6"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings Driver stated he was travelling north on Route 206 approaching intersection with Lackawanna Drive. That intersection in the distance had a green light. All of a sudden, driver heard bang and saw something red hit right side of vehicle. Stated he did not know what happened until he stopped and saw person on road.

"From my training and experience, it is the opinion of this officer that the victim was walking north in the northbound shoulder of the roadway when he either stumbled into the lane of travel or unknowingly stepped into the lane of travel directly in front of the vehicle"

Fault Details Pedestrian blamed for being inattentive and walking on the wrong side of the road.

Interpretation The police report seems quick to blame the pedestrian without justifying the reasoning. The report states that the pedestrian stepped into the roadway directly in front of the vehicle. This seems to be taken from the account of the driver that "something red hit the right side of his vehicle."

It seems unlikely that a pedestrian would step onto the roadway into the front side of a vehicle. It is possible that the pedestrian had been walking for some distance in the roadway, due to the lack of sidewalk or shoulder, and was not seen by the driver who was focused on the traffic signal in the distance. Also, as it was before 4am, the driver was probably used to empty roads on his commute.

While the report states that the area is well lit by street lights, that doesn't appear to be the case. There is a streetlight on every other utility pole on one side of the street, which is enough to give drivers a good idea of the road outline, but not to show pedestrians, animals, or objects in the roadway.

The construction also probably played a factor, however the roadway south of the crash site which was not under construction has no shoulder or sidewalk either.

That was probably the greatest factor: the complete lack of safe walking area connecting the residential areas to the commercial strip center. It would be interesting to know if the pedestrian was walking to work in that center.

Infrastructure contribute? Yes: No sidewalks, no safe way to get from residential area to commercial strip, lighting may also be insufficient, construction did not accommodate peds

- Questions**
- 1) Did construction add sidewalk or shoulder?
 - 2) Is lighting actually useful to see pedestrians?
 - 3) Why did officer assume pedestrian "stumbled" into roadway?
 - 4) Are construction projects not required to provide safe walking path?
 - 5) What were walking conditions on other side of road?
 - 6) Was he walking to work?

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 21 Crash ID 3350535 Case 2012-28116 Time 9:59:00 PM Date 3/13/2012 Day Tuesday

Street LIBERTY AVE Cross Street ALLEN AVE Intersection No
 Municipality Union Twp (Union Co) County UNION Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Liberty Avenue is an Urban Collector residential street, with two lanes divided by a solid double yellow line, and private homes with driveways which directly front the roadway. There are sidewalks on both sides. Parking appears to be allowed, but in streetview and satellite imagery no cars appear to park on the roadway. All homes have driveways and garages.

To the north, Liberty ends at an on-ramp to I-78 in .5 miles. To the south, the road eventually ends at Route 22.

The collision happened between Linwood Road and Allen Avenue. Both are quiet residential streets, and are 285 feet apart.

There is a 25mph speed limit sign immediately before the site.

There are no marked crosswalks across Liberty between Morris Avenue and Vauxhall Road, a distance of 1 mile. In that space, there are 17 intersections with unmarked crosswalks.

Every other utility pole has a streetlight on one side of the roadway.

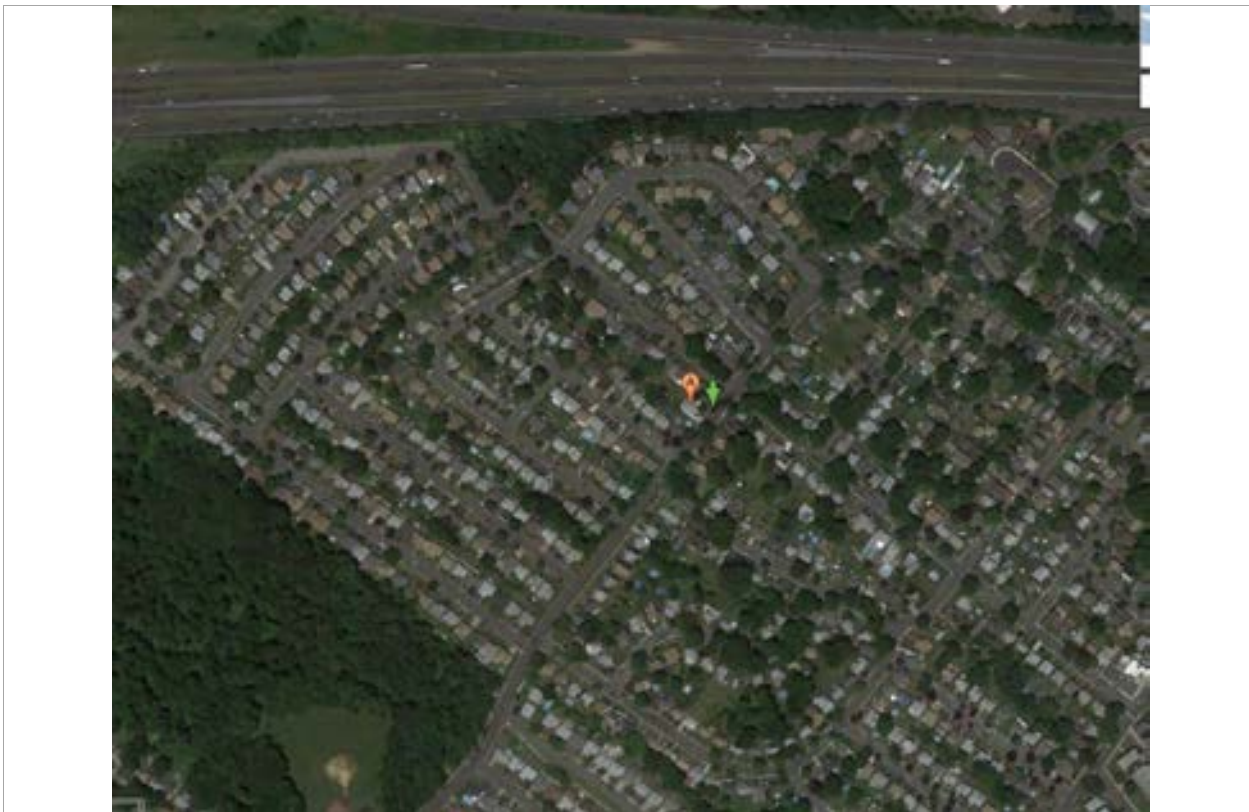


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/1L04W>

Participants

Driver Age	<input type="text" value="59"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="07040"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="78"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07083"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0"/>	Distance From Driver Home	<input type="text" value="2"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
Police Findings	<input type="text" value="Driver 'suddenly heard a thump,' stopped vehicle, walked back and saw ped."/>								
Fault Details	<input type="text" value="Driver cited for obstructed view due to handicap placard on rearview mirror."/>								
	<input type="text" value="39:3-74 VIEW OBSTRUCTION"/>								
Interpretation	<input type="text" value="Limited detail available. Incident occurred where pedestrian lived. Old age might be a factor. Was pedestrian crossing the street to visit friend or family, or was pedestrian lost and disoriented?"/> <input type="text" value="Roadway design is inappropriate for 25mph limit and residential area. Street too wide, and probably needs traffic calming. May also need more street lighting."/> <input type="text" value="Marked crosswalks also needed to remind drivers that they are in a neighborhood."/>								
Infrastructure contribute?	<input type="text" value="Yes: No crosswalks or signage for pedestrians in a residential neighborhood, roadway is very wide for 25 mph"/>								
Questions	<input type="text" value="1) Why are there no crosswalks across Liberty?"/> <input type="text" value="2) Is lighting adequate for area?"/> <input type="text" value="3) Was investigation made for speeding or distracted driving?"/> <input type="text" value="4) What are average speeds?"/> <input type="text" value="5) Is street parking allowed at all hours?"/>								
Supplemental	<input type="text" value="Appears to be directly outside home of victim"/>								



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID **22** Crash ID 3351466 Case I-2012-06734 Time 9:03:00 PM Date 5/5/2012 Day Saturday

Street ATLANTIC AVE Cross Street LITTLE ROCK AVE Intersection Yes

Municipality Ventnor City city County ATLANTIC Road System Municipal

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Atlantic Avenue is a 4 lane road with street parking, divided with double yellow line. Intersections are very frequent, about 120 feet apart. Every single intersection has a continental crosswalks over Atlantic, with transverse on the side streets.

Little Rock Avenue is a one way street with a single lane and parking on both sides.

The intersection of Atlantic and Little Rock is signal controlled. The signal appears to be on a timer. There are no pedestrian signals or buttons present.

Atlantic Avenue is a block from beach, with typical shore-style residential in area. Atlantic is mixed use, with retail on bottom.

CAIT database indicates no streetlights, but streetview shows some, including one at intersection.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/JlbRx>

Participants

Driver Age	<input type="text" value="71"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08244"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="0.02"/>
Ped Age	<input type="text" value="79"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08083"/>	Ped Drug Test	<input checked="" type="checkbox"/>	Test result	<input type="text" value="0.03"/>
Distance From Ped Home (miles)	<input type="text" value="50"/>	Distance From Driver Home	<input type="text" value="8"/>						

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings
 Media says:
 According to police, Simons with walking north against a red traffic signal within the marked crosswalk at Little Rock Avenue, and Patten was traveling westbound on Atlantic Avenue with a green traffic signal at the time of impact.

Fault Details

Interpretation
 Intersection has traffic signal, but no lights for pedestrians. It cannot be know who went against the light, from the limited report. However, if ped went against light, it might be due to design of signal that is only for drivers.

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 23 Crash ID 3358461 Case C020-2012-00154 Time 6:16:00 PM Date 3/23/2012 Day Friday

Street DAVENPORT AVE Cross Street Parking Lot Intersection Yes, T

Municipality Hainesport township County BURLINGTON Road System Municipal

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Davenport Avenue is a minor street that acts as an access road to a townhome development (Davenport Village). The only people who would use this road are residents and visitors to this specific development. Small parking lots to the individual townhome clusters break off to the east, and the road terminates at a townhome parking lot to the south. No speed limit sign is posted, but there is a "Slow Children at Play" sign.

The crash happened at a T intersection between this minor street and a parking lot to the east. There is a small playground on the west, with a minor pedestrian path and curb ramp leading into the intersection. There is no marked crosswalk.

According to the report the area is well lit without glare.

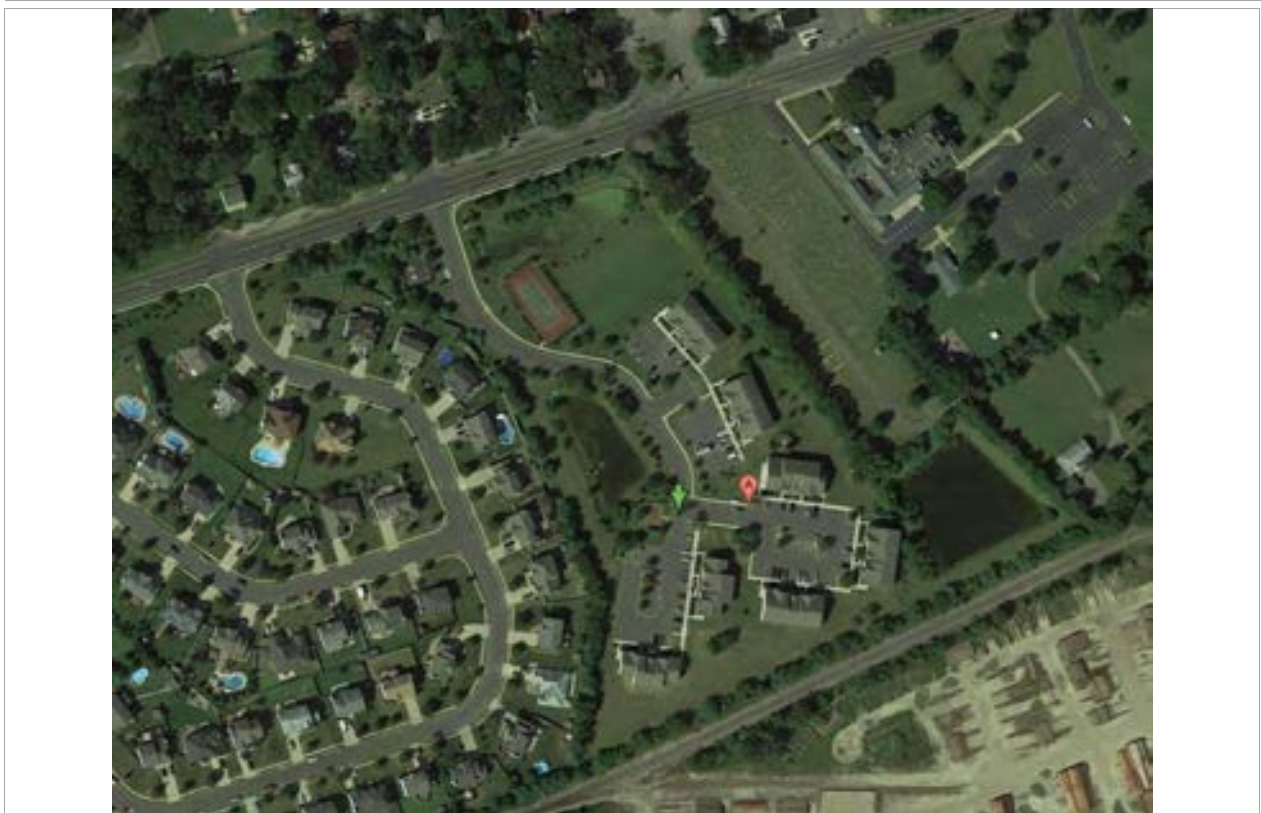


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/bBYyl>

Participants

Driver Age	<input type="text" value="33"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08068"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="5"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08036"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.05"/>	Distance From Driver Home	<input type="text" value="9.5"/>						

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 24 Crash ID 3358465 Case C020201200209A Time 9:25:00 PM Date 4/17/2012 Day Tuesday

Street NJ HIGHWAY 38 Cross Street BANCROFT LN Intersection No

Municipality Hainesport township County BURLINGTON Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Route 38 is a 4 lane highway with a jersey-barrier dividing median. There are no sidewalks, aside from the occasional isolated segment in front of a business. Each side has a wide shoulder.

Immediate area is very low density, with forests, aside from a diner on the south side of roadway. Disconnected residential suburbs exist in the surrounding areas.

An intersection with Bancroft Lane exists to the west. It is signal controlled, and has no crosswalks. Route 38 westbound can turn into Bancroft via a jughandle on the north side.

Approaching the jughandle, the shoulder for the westbound lane becomes a traffic lane into the jughandle. The pedestrian was walking in the shoulder, which became a lane.

There are unevenly spaced streetlights over the roadway.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/Ta73F>

Participants

Driver Age	<input type="text" value="50"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08043"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="28"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08054"/>	Ped Drug Test	<input checked="" type="checkbox"/>	Test result	<input type="text" value="Pending"/>
Distance From Ped Home (miles)	<input type="text" value="3.3"/>	Distance From Driver Home	<input type="text" value="15.3"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input checked="" type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Vehicle 1 in travelling westbound in right lane of State Highway 38 (unknown if this meant lane into jughandle). Vehicle 1 impacted pedestrian which according to driver, suddenly appeared.

Collision caused vehicle 1 to swerve into left lane. Vehicle 2 struck vehicle 1 in the rear bumper with its front bumper causing vehicle 2 to rotate counter-clockwise coming to a final uncontrolled rest facing south. Vehicle 1 then maneuvered into the right lane and came to a final controlled rest on the right shoulder of State Highway 38. Pedestrian 1 sustained fatal injuries.

The crash occurred on State Highway 38 West in the right lane of the roadway 228 feet east of Bancroft Lane.

Only vehicle 1 struck the pedestrian.

Statements:

Driver 1 stated in effect that he was coming home from hospital where he works as a registered nurse. He left work at 9:20 pm after an extended shift. He was traveling west on SH 38 through Hainesport Township at approx. 50 mph. Driver stated pedestrian suddenly appeared in the headlights of his vehicle. He did not have time to brake and attempted to turn left to avoid pedestrian. Driver stated, "It was dark. I was driving and last minute he was there". Driver swerved left and got out of the car to check what had happened.

Driver 2 stated that he was coming home and traveling west on SH 38 in the same area. He advised that he saw pedestrian 1 suddenly step out into the street and he "heard him get hit". Driver 1 then slammed on his brakes and pulled into the left lane. Driver 2 then struck the rear end of vehicle 1 and began to spin. Driver 2 called 911.

Witness (was in the jughandle, stopped at the red light. He stated he had passed pedestrian who was walking west in the shoulder. He saw pedestrian begin to walk leftwardly into the right lane and then get hit.

Fault Details Report codes indicates pedestrian with dark clothing, walking on wrong side of road, walking with traffic. No charges were filed on the report.

Interpretation From witness statement, it is clear that pedestrian was walking west in the shoulder. Near the site of the crash, the shoulder ends and becomes an active travel lane into the jughandle. It is unclear if pedestrian continued walking in lane or attempted to move off road. The exact location of the collision appears to be where the jughandle lanes begins to move right, and a hatched area appears before the landscaped island. The pedestrian likely walked across the jughandle lane to reach to hatched area to continue his way to the signal. That is where he was hit.

While pedestrian should have waited for traffic to clear before crossing, the lack of sidewalks, crosswalks, or safe walking area are the reason he was hit.

Infrastructure contribute?

Yes: No sidewalks, crosswalks, or shoulder, high speed, poor lighting

Questions

Why is there no pedestrian infrastructure?
Where was pedestrian going and coming from?
Were the street lights on?

Supplemental

"Case pending toxicology results of Pedestrian and follow up to Burlington County Prosecutor's Office"

Road width estimated



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 25 Crash ID 3359755 Case I-2012-000836 Time 5:24:00 PM Date 1/11/2012 Day Wednesday
 Street NJ HIGHWAY 31 Cross Street CR 636 / PARKSIDE AVE Intersection Yes
 Municipality Ewing township County MERCER Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Pennington Road is a 4 lane highway with 2 lanes in each direction divided by a double yellow line. Across Pennington there is only one crosswalk at south side of intersection. Police report notes that there is no pedestrian signal. There is a streetlight over the crosswalk in working order.

The intersection itself is quite long due to angle at which the streets meet. This also means that the signals aren't directly oriented to the crosswalk.

Area is primarily residential suburban, with a small office building on the northeast corner. Single family homes with driveways lead directly onto Pennington.

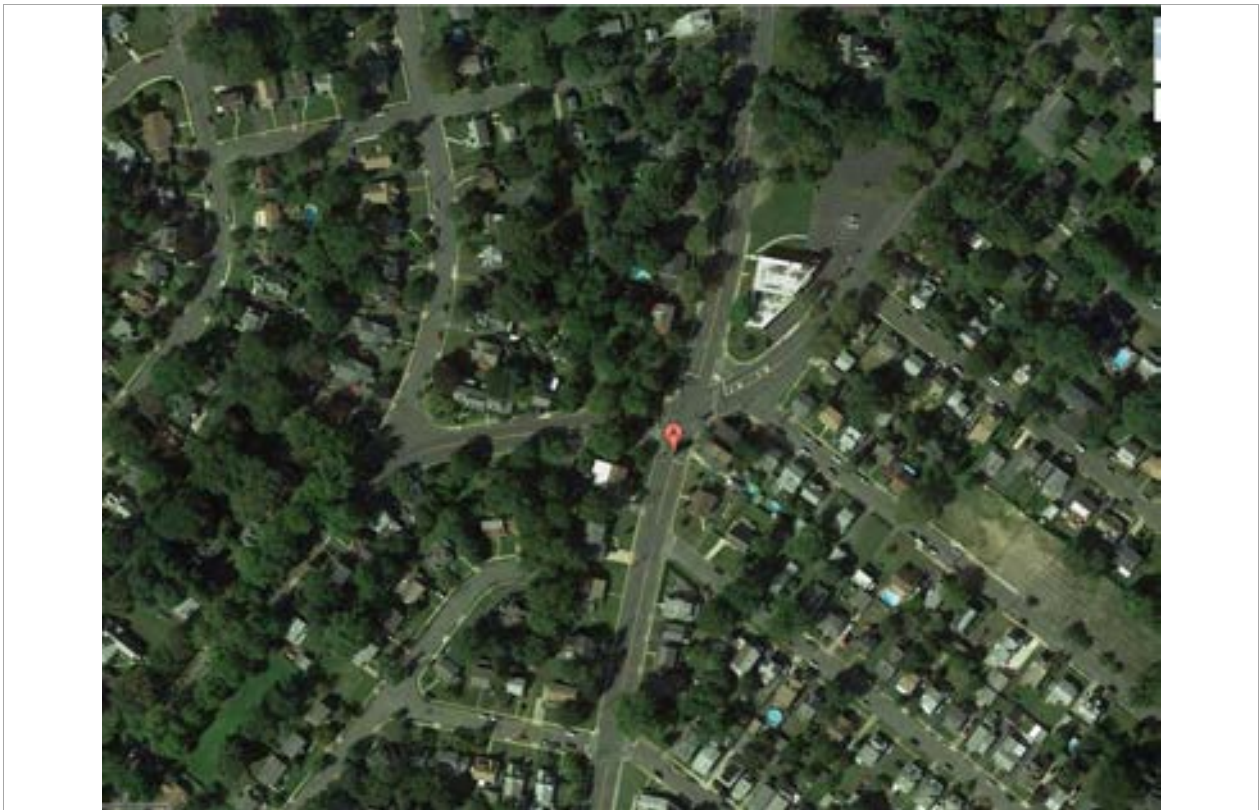


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/2dFUU>

Participants

Driver Age	<input type="text" value="39"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08638"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="38"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08628"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.8"/>	Distance From Driver Home	<input type="text" value="1.3"/>						

Findings

Police Reported Fault	<input type="text" value="Ped"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings	<p>Driver of grey Hummer H2 was travelling southbound in passing lane. She was passing intersection of Parkside Avenue on green signal and struck pedestrian. Driver stated that pedestrian stepped into lane directly in front of her from northbound passing lane. Stated she did not see ped until right in front of her.</p> <p>Police report notes that no witness could confirm that she had green.</p> <p>Pedestrian was wearing black coat and black pants.</p>
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Fault Details	No charges indicated in report. Without anyone to dispute that driver had green, it is presumed that driver had signal. CAIT notes ped "failure to yield ROW"
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Interpretation	<p>Intersection is very long due to angle at which Parkside meets Pennington. Further compounded by minor street arriving on eastern side. However, incident occurred in shortest crosswalk. Due to length of intersection, duration of yellow and presence of (or lack of) all-red signal phase could have been a factor if driver entered just as light turned red, and pedestrian began to cross when he saw light changing.</p> <p>The angle of the intersection means that the signals are not directly facing the crosswalk, and there is no pedestrian signal. It is possible that a pedestrian cannot see who has green.</p>
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Infrastructure contribute?	Yes: No pedestrian signal, angled intersection, wide intersection
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Questions	<p>1) Is traffic signal visible from crosswalk?</p> <p>2) How long is signal cycle?</p> <p>3) What is yellow light timing? Is there an all-red phase?</p> <p>4) What are average speeds?</p>
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Supplemental	Interesting that report mentions how statement of green light cannot be confirmed/disputed by independent witnesses.
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID **26** Crash ID 3364023 Case I-2012-009694 Time 4:57:00 PM Date 2/20/2012 Day Monday

Street INWOOD TER Cross Street COUNTY ROAD 29 Intersection Yes, T

Municipality Fort Lee borough County BERGEN Road System Municipal

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure

Anderson Avenue is a 2-lane, one way street, south direction. Right lane breaks off to form Inwood Terrace, a one-way, one-lane street. Directly west of crash site is the Fort Lee Community Center. Directly east is a small one-story retail center with parking for 9 cars.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/ufE5W>

Participants

Driver Age	<input type="text" value="26"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07024"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="25"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07024"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.6"/>	Distance From Driver Home	<input type="text"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="N/A"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 27 Crash ID 3364700 Case I-2012-12658 Time 10:52:00 PM Date 4/28/2012 Day Saturday
 Street NJ HIGHWAY 47 Cross Street 2ND ST Intersection Yes
 Municipality Middle township County CAPE MAY Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Route 47 (Delsea Drive) is a three lane road, with one lane in each direction and a two-way center turning lane. Land use around the road is strip suburban, with many curb cuts leading to surface parking lots. Neighboring businesses include a gas station, car wash, Mexican restaurant, Burger King, and other strip retail.

2nd St. is a minor 2-lane road without striping. 2nd is stop-sign controlled at the intersection, with Delsea having the right of way.

There are no painted crosswalks at the intersection in any direction, and there is a single streetlight over the intersection.

Further west, 47 expands to two southbound lanes, a concrete median, and 3 northbound lanes at the intersection with Shore Road, which is signal controlled.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/i9iYN>

Participants

Driver Age	<input type="text" value="42"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08251"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="52"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08242"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.05"/>	Distance From Driver Home	<input type="text" value="38.4"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings	<p>Vehicle was on northbound lane, when pedestrian entered roadway from shoulder. Driver stated he was driving 35-40mph and did not see pedestrian until collision.</p> <p>Witness who was with victim (and lives in same motel) stated that victim had been drinking alcohol and taking Clonazepam in large doses.</p> <p>"For further information, see Detective Higginbottom's supplementary report"</p> <p>"For scene diagrams, see Sgt. Conte's supplementary report"</p>
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Fault Details	If witness is reliable, victim may have been under the influence of alcohol and medications.
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Interpretation	<p>Crash diagram needed to know exact location of incident, but may have occurred at unmarked crosswalk.</p> <p>Driver was coming from southeast, where the roadway goes a good distance with no development on either side of road. After passing the access ramps to the Garden State Parkway, suddenly there are multiple stores, motels, and retail points. Another pedestrian was killed in the same road less than half a mile away, which indicates that even if the victim was drunk and negligent, something is very wrong with this road.</p> <p>It may be that drivers are arriving very quickly (ie, 50mph), and then not changing their driving behavior to account for the population increase. While there is a road diet, it may not be enough. The lack of safe crossing points between major intersections may also be an issue.</p> <p>Also, at the unmarked crosswalks, pedestrians have to cross only 2 lanes of traffic and a turning lane. At the intersection, they must cross 5 lanes. This might make crossing away from the traffic signal more appealing.</p> <p>Social issues might be at play here, as indicated by motel being listed as permanent residence.</p>
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Infrastructure contribute?	Yes - Road diet may not be enough to slow down cars coming from 50 mph to 25 mph speed limit, no marked crosswalk, infrequent lighting
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Questions	<p>1) Why aren't crosswalks marked?</p> <p>2) Is lighting adequate?</p> <p>3) Is social/economic makeup of area significant?</p>
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Supplemental	<p>Location is .3 miles west of other 2012 pedestrian fatality.</p> <p>Consultant might be useful for these two cases</p>
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 28 Crash ID 3365577 Case 12-16314 Time 11:09:00 PM Date 4/26/2012 Day Thursday
 Street MERCER CTY 614 Cross Street N JOHNSON AVE Intersection Yes, T
 Municipality Hamilton Twp (Mercer Co) County MERCER Road System County
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Nottingham Way (Mercer 614) is a two lane, bidirectional roadway with on street parking, and a double yellow center line. Incident occurred just east of the Northeast Corridor rail line, where the road passes under the tracks.

Incident happened near intersection with Johnston Avenue, which terminates at a T-intersection with 614. Johnston is a minor 2-way road with no striping, and is stop controlled where 614 has the right of way. There is one crosswalk, but pedestrian was not attempting to cross street.

Surrounding area is mixture of old (abandoned?) industrial complexes and row housing. Streets appear in poor condition.

There is a single street light over the intersection. From the report, the street light was on at the time and provided good light.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/kWUsO>

Participants

Driver Age	<input type="text" value="38"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08609"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="29"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08609"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0"/>	Distance From Driver Home	<input type="text" value="0.4"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

The pedestrian left his house and walked along the sidewalk, entering the street from in between two vehicles to enter the driver's seat of his car. At about the same time, vehicle 1 was traveling eastbound from Trenton. The roadway at that point is narrow.

A witness (friend of ped) saw a vehicle hit a pedestrian and not stop. Was able to provide description of vehicle to police.

The detective drove through the area to search for vehicle 1. The detective found a large landscape truck which had a rear cargo area and a white truck body. It was observed that the sideview mirror metal supports were bent and the mirror was missing. The opposite mirror looked to match the mirror found at the scene.

The detective brought the owner of this truck to headquarters for questioning. The owner claimed the damage had happened a week prior in Pennsylvania. He was arrested following the investigation.

From media:

Harris came out of his Nottingham Way home after changing his shirt around 11 p.m. and joined his friends outside for the drive over. He headed toward the driver's side of his car, which was parked in the street. As he did, police said, a Ford Super Duty pickup truck passed by. Its large side-view mirror struck Harris in the head and dealt a fatal blow. The driver fled the scene.

"He didn't even slow down," a horrified Bradshaw said hours later.

Bradshaw, who was standing outside the car, heard the impact and saw the massive mirror come flying off. He rushed over to his friend, 29 years old, dying in the street.

"He couldn't say nothing, trying to breathe, just, like, bubbles," Bradshaw said.

An ambulance rushed Harris to the hospital, but there was nothing anyone could do. Harris was pronounced dead on arrival, police said.

Emergency personnel treat Isaiah Harris after the hit-and-run accident that ultimately took his life on Nottingham Way in Hamilton.

Erix R. Yuman, the 37-year-old township resident who, police said, was alone in the truck, continued driving away after the impact. Witnesses gave a description of his distinctive black-and-white truck to police, and some of Harris' friends followed the vehicle before losing it.

"There were witnesses who followed the vehicle and the vehicle got lost, so it had to be somewhere in the area," said Sgt. Jim Petrecca of the Hamilton Police Department.

Officer Jill Morrison searched and found the truck parked in front of Yuman's home, police said. Yuman was arrested and charged with knowingly leaving the scene of a motor-vehicle accident resulting in death

and was in police custody yesterday afternoon in lieu of \$150,000 bail

Fault Details Driver charged with:
39:4-97 (careless driving).
2C: 11-5,1 Leaving the scene of a motor vehicle crash resulting in death
39: 4-130 failure to report accident
39: 4-129 leaving scene of accident

Interpretation Pedestrian had just left house and had been walking along the sidewalk to enter his car that was parked on the street. Pedestrian walked between two cars to reach his driver's side and was hit by the mirror of the large vehicle.

Infrastructure contribute? No

Questions Did the driver see the pedestrian?
How fast was vehicle going?

Supplemental The pages that were missing were very detailed.

Pedestrian was actually about to get into the driver's side of his car. Was hit as he stepped into the roadway.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 29	Crash ID 3366535	Case 12-05366	Time 1:47:00 PM	Date 5/5/2012	Day Saturday				
Street	MORRIS CTY 632	Cross Street	LITTELL RD	Intersection	No				
Municipality	East Hanover township	County	MORRIS	Road System	County				
Road Character	<input type="text" value="Straight and Level"/>	Pavement Width	<input type="text" value="44"/>	Shoulder Width	<input type="text" value="6"/>	Median Width	<input type="text" value="0"/>	Street Parking	<input type="checkbox"/>
Speed Limit	<input type="text" value="45"/>	Lanes	<input type="text" value="3"/>	AADT	<input type="text" value="15,331"/>	Sidewalk	<input type="text" value="No"/>	Crosswalk Condition	<input type="text" value="N/A"/>
Traffic Control	<input type="text" value="NULL"/>	Light	<input type="text" value="Daylight"/>	Condition	<input type="text" value="Clear"/>				

Additional Infrastructure Ridgedale Avenue (Morris 632) has three lanes, two in the southbound direction, and one in the northbound direction. There is a double yellow hatched painted median between both directions. North of the crash site the road narrows to two lanes, with no median. South of the crash site it widens to 7 lanes at a traffic signal controlled intersection.

Area is low density suburban, with strip commercial development along the roadway. Surface parking fronts the roadway directly, with no landscaping, and there are no sidewalks.

There do not appear to be streetlights, but the crash was during the day.

Incident occurred in the parking lot of 30 Ridgedale. As there are missing pages, it is unclear what the exact spot was, but it is likely to have been the locations closest to the roadway.



Figure 1. Overhead View of Site [Map Link http://goo.gl/maps/AbocS](http://goo.gl/maps/AbocS)

Participants

Driver Age	<input type="text" value="32"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value=".133"/>
Ped Age	<input type="text" value="49"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07936"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="2.5"/>	Distance From Driver Home	<input type="text" value="5.7"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Pedestrian was in parking lot, standing next to his car (vehicle 1) with door and cab doors open. Vehicle 5 was traveling south on Ridgedale Ave, crossed over the shoulder and struck the curb in front of 30 Ridgedale Ave. Vehicle 5 continued over the curb and into the parking lot. The vehicle struck the open driver side doors and pedestrian 1. As vehicle 5 continued across the parking lot, the pedestrian was freed and thrown to the ground. Vehicle 5 then collided with vehicles 2 & 3. Upon impact with vehicle 3, it was pushed into the guardrail and then into vehicle 4.

A witness, who was stopped on Melanie Lane at the intersection with Ridgedale Ave, observed vehicle 5 pass him traveling south and advised that vehicle 5 caught his attention since he heard and observed an object dragging on the ground from the vehicle. The witness believed it to be part of the protective under carriage.

From media:

"Vanessa Brown, accused of striking 46-year-old Ralph Politi Jr. as he stood by his truck outside his business, allegedly told two East Hanover police officers Politi's truck "came out of nowhere" and hit her, but told two other officers she didn't know how the accident happened, according to the four officers' testimony.

Brown's words and actions just before and after the accident were the focus of a pre-trial hearing in Superior Court in Morristown as the prosecution sought permission to have the evidence declared admissible in her trial.

Brown is charged with aggravated manslaughter and vehicular homicide in the accident that occurred at 1:45 p.m. on May 5, 2012. Politi was a board member in the Hanover Park Regional High School District and the longtime coach of his two daughters' softball teams.

Lino Forgione testified he was standing outside his friend's house when he saw Brown make the U-turn onto the lawn and drive away with her "spoiler" hanging.

Morris County Assistant Prosecutor John McNamara Jr. said the statement should be allowed because it shows either Brown's "consciousness of guilt" or her "inability to see things" because she was so intoxicated. Brown had a blood-alcohol concentration of .133 percent that day, he said."

Also:

Prosecutors also want a jury to hear that Brown had a DWI conviction from 2009 in Tinton Falls, when her blood alcohol content was .194 percent, or more than double the .08 percent level at which a motorist is deemed legally intoxicated. Noting that Brown is accused of having a .133 percent BAC in the Politi

homicide, Gilson had ruled that the 2009 DWI conviction could be revealed to jurors for the limited purpose of showing she had knowledge of the dangers of drunken driving

Fault Details

Drunk driver

Charges:
 Aggrevated Manslaughter
 39:4-50 - Driving while intoxicated
 39:4-96 - Reckless driving
 39:4-88b - Failure to observe traffic lanes
 39:3-72 - Tire safety violation
 39:4-97 - Careless driving
 39:3-4 - Unregistered vehicle
 2C:11-5B - Vehicular homicide

Interpretation

Drunk driver drove into parking lot, killing a pedestrian who was standing next to his car and also hitting 4 other vehicles.

Proximity of surface parking to high-speed roadway without a buffer was probably contributory to death.

News article indicates driver was very drunk, which could mean that even with a larger buffer between the roadway and parking, the driver could still have killed someone.

Infrastructure contribute?

No

Questions

- 1) Is it legal to pave parking lot right to roadway?
- 2) Would any engineering change have saved the victim from a drunk driver?

Supplemental

"See Morris County Sheriff's Department Diagram" for crash drawing

So many possible charges for same incident. Interesting how officer even threw in charges of tire maintenance issues. Contrast with other fatalities with zero charges.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 30 Crash ID 3367727 Case I-2012-08750 Time 8:54:00 PM Date 4/26/2012 Day Thursday

Street US HIGHWAY 22 Cross Street HARDING RD Intersection Yes

Municipality Scotch Plains township County UNION Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Route 22 is a four lane roadway with a center concrete barrier median. Driver was coming from west, where there is a .5 mile section of forest and no homes or businesses next to roadway. Area of collision has low-density residential neighborhoods on both side of highway, with one restaurant/bar adjacent to intersection.

Harding Road is a minor residential street with no lane striping, parking, and residential driveways.

At Route 22, Harding is stop controlled, and is right turn only as there is a concrete median. However, there is a traffic signal at the intersection that appears to exist only for the pedestrian crosswalk, and can be activated with a button. This is the only crosswalk for this residential neighborhood for quite some distance.

There are two streetlights near the intersection.

There is a bus stop (sign) on the north side of Route 22, in the westbound direction. The eastbound bus stop is .1 mile down the road, and .2 miles up the road.

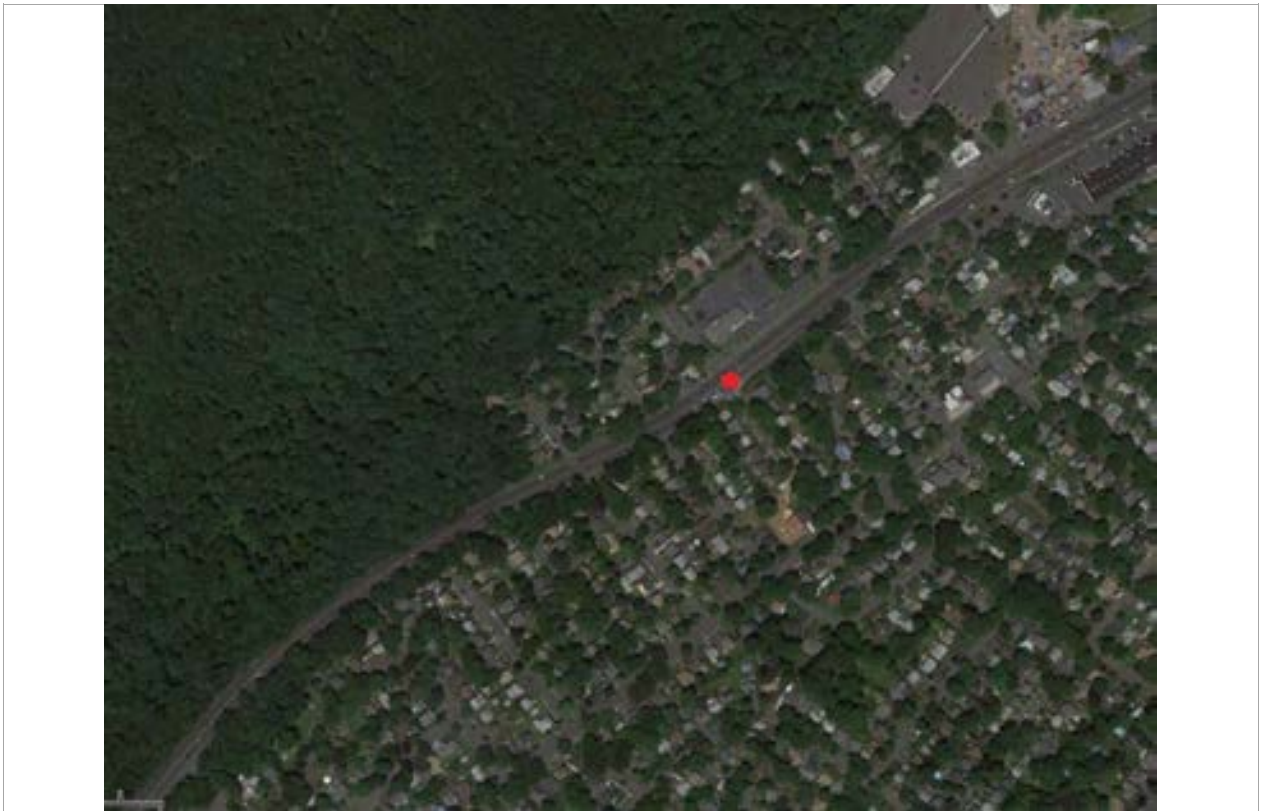


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/fkYD4>

Participants

Driver Age	<input type="text" value="26"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="07060"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="37"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="11368"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="31.5"/>	Distance From Driver Home	<input type="text"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

Driver of black Honda 4door was eastbound on Route 22 in left lane, travelling around 50mph.

Driver stated she approached intersection and had green. Stated she saw shadow on roadway but did not know it was pedestrian until closer. When she saw it was pedestrian, she honked horn and attempted to swerve left, but pedestrian continued to walk into the side of her car.

Driver says she struck pedestrian with front fender and applied brakes.

Driver says pedestrian appeared to have been looking down at phone when crossing.

From news article:

“Apparently, he was distracted,” (Capt. Brian) Donnelly said of Nunez-Picazo. “It appears to be a tragic accident. It doesn’t appear to be anything more.”

Pedestrian was crossing north in crosswalk.

Fault Details

Owner of vehicle (passenger at time of incident) cited for not having valid insurance

Interpretation

If pedestrian was busy with phone, this may be a case of distracted walking.

Transition from isolated, forest area to residential neighborhood is abrupt. There are no visual cues to expect pedestrians. Character of roadway is inconsistent with nearby homes.

There is a traffic signal for peds. While the report notes that the signal was working (ie, green light was on), it is unknown if the button to activate pedestrian crossing was functional.

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 31 Crash ID 3370396 Case 2012-010520 Time 2:08:00 PM Date 4/17/2012 Day Tuesday

Street NJ HIGHWAY 4 Cross Street BOULEVARD ORANGE AVE Intersection Yes

Municipality Elmwood Park borough County BERGEN Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Broadway (Rt 4) is a 4 lane highway with a wide concrete median. Each side has shoulders that allows parking. At the intersection, a left turn lane is added from the westbound direction to turn south with a dedicated signal.

Orange Avenue is a two lane road with double yellow striping and street parking. At the intersection, it widens to 4 lanes on the south side, and remains 2 lanes at the north side.

The intersection is signal controlled with transverse crosswalks in all directions. There are street lights. There is a faded sign noting the pedestrian crossing.

Far-side bus stops exist in both directions of Broadway, with an additional stop on Orange Avenue, south of the intersection. The stops on Broadway have shelters.

Land use is strip commercial. South side has large retail blocks set back from the roadway with surface parking. Tenants include Walgreens and PathMart. The north side has a mixture of surface lots and older commercial buildings that are built up all the way to the sidewalk (thus promoting street parking). Area to the north is single family residential, while area to the south is packed with medium density garden apartments

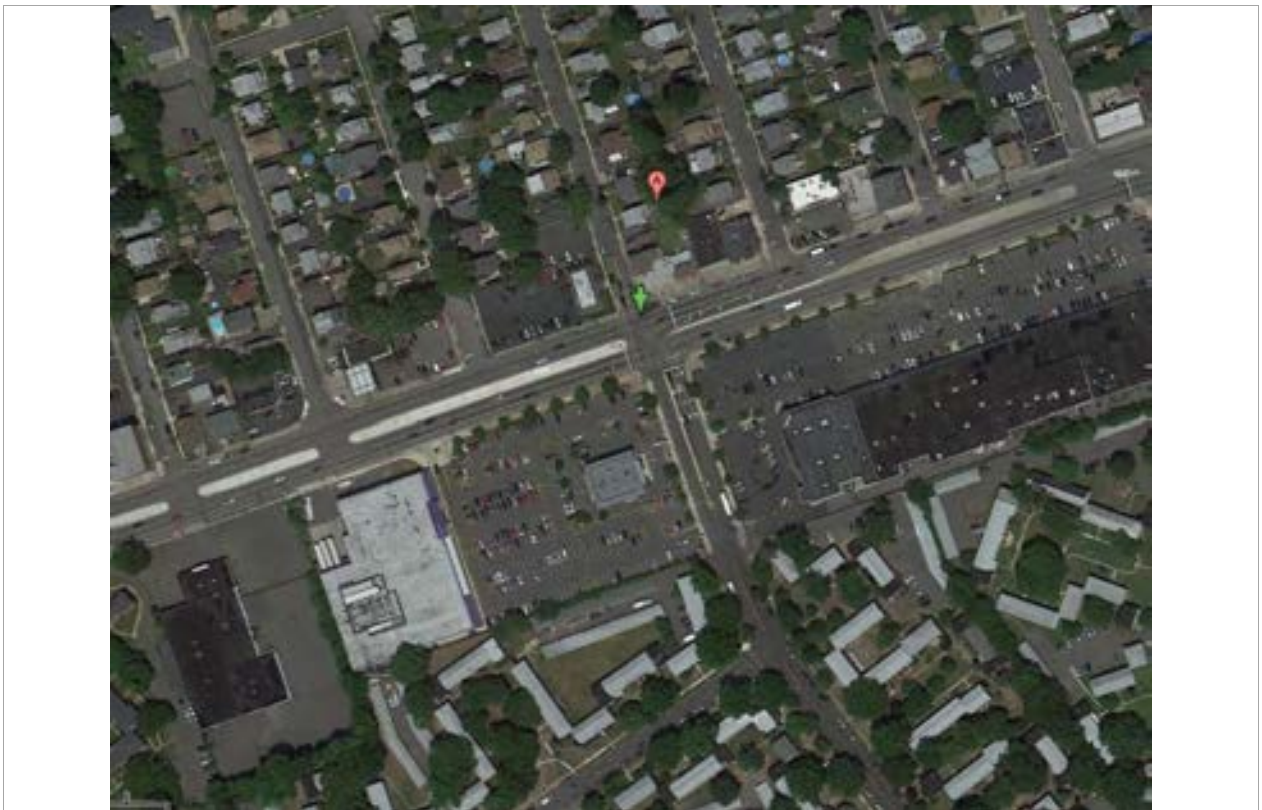


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/NMYP0>

Participants

Driver Age	<input type="text" value="30"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="07506"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="57"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07407"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.3"/>	Distance From Driver Home	<input type="text"/>						

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 32 Crash ID 3371901 Case 2012-5049 Time 9:11:00 PM Date 5/25/2012 Day Friday
 Street RTE 541 Cross Street CR 626 / RANCOCAS RD Intersection No
 Municipality Mount Holly township County BURLINGTON Road System County
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Mount Holly Bypass (Route 541) is a 4 lane highway with a metal crash-guard median, and wide shoulders. Only the east side of the roadway has a sidewalk, for a limited duration.

Incident occurred 200 feet from intersection with Rancocas Road, which is a 2-lane road that widens to 5 lanes at the intersection.

The bypass widens to 6 lanes at the intersection, for dedicated turning lanes. The intersection is signal controlled.

Land use is very suburban. South of the intersection there is forest. The northeast corner (nearest to incident) has a small strip commercial block with a Dunkin Donuts, liquor store, and appliance store. Northwest corner has similar retail mix with surface parking.

Detached low density housing exists to the north, mostly on the west side of the highway.

There are no streetlights. Sidewalks exist at crash site but end shortly after

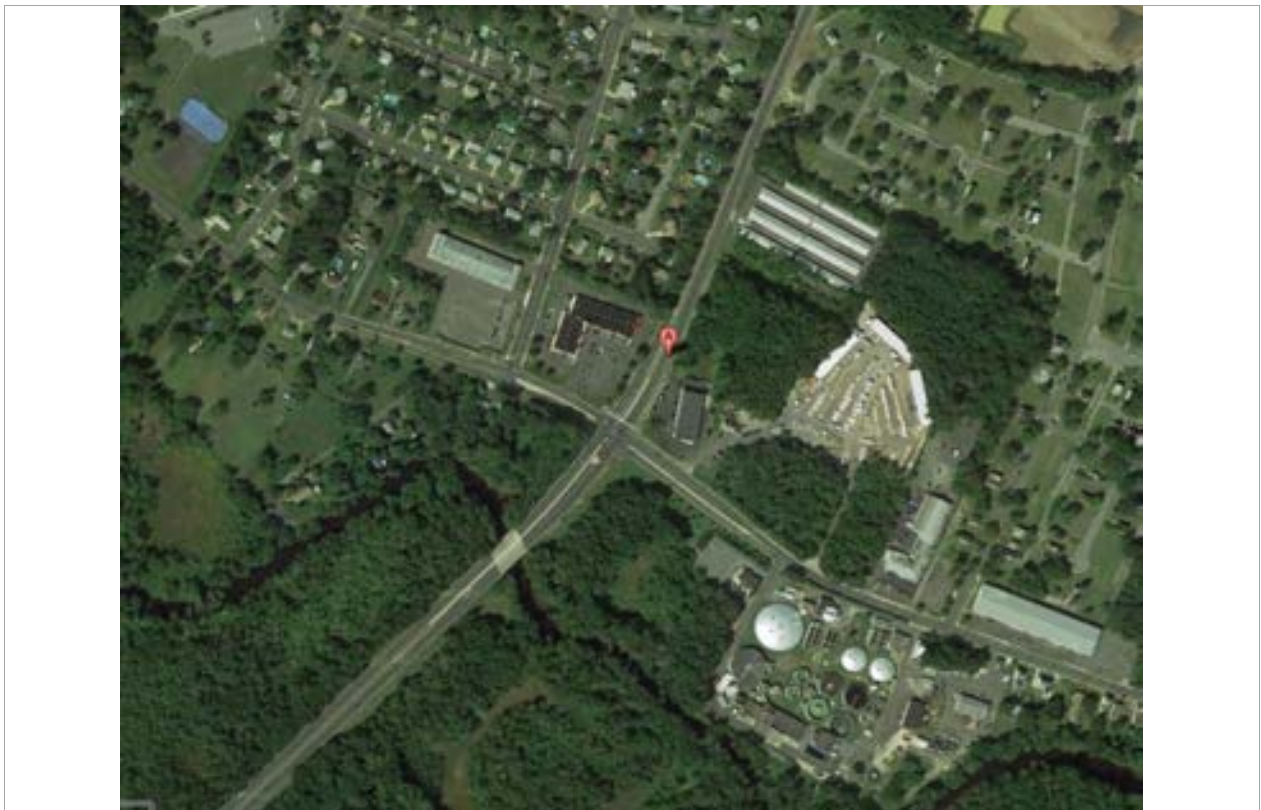


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/y3WTE>

Participants

Driver Age	<input type="text" value="52"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08036"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Alcohol, drugs"/>
Ped Age	<input type="text" value="16"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08060"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.5"/>	Distance From Driver Home	<input type="text" value="3.3"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Report very brief, missing crash diagram and narrative.

From media:
 August 2, 2012:
 Kevin Voorhees, age 52, of Creek Road in Hainesport, is accused of striking and killing Charbinau "Shawn" Hall, age 16, of Mount Holly, as he was walking along the shoulder of the of the road at approximately 9 p.m. The collision occurred in the southbound lanes near the intersection with Rancocas Road. The juvenile was killed on impact. Police said Voorhees left the scene.

Voorhees was also served with an additional complaint for possession of marijuana. The additional charges were filed Wednesday after the results of toxicology tests showed that Voorhees had cocaine, marijuana and alcohol in his system when he struck Hall with his Honda SUV.

Minutes after the collision, witnesses contacted police and provided them with Voorhees's license plate number.

An alert was broadcast and Voorhees was stopped a short time later in Hainesport and taken into custody by patrol officers from the Mount Laurel Police Department.

 March 2014

A driver who killed a Mount Holly teenager two years ago faces five years in state prison when sentenced June 6 in Superior Court.

Kevin Voorhees, 53, of Creek Road in Hainesport pleaded guilty Friday to second-degree vehicular homicide.

Fault Details Driver charged with:
 39:4-50 - Driving while intoxicated
 39:4-130 Leaving Scene of Accident and Failure to Report
 39:4-129: Leaving the Scene of an Accident.
 39:4-96: Reckless driving

Report codes indicates pedestrian was "walking in road where sidewalk present" and "walking with traffic."

Interpretation "Family members said the teen had been walking to the Uni-Mart convenience store to get a snack."

The land use pattern and lack of pedestrian infrastructure probably played a large role in this death, especially around a roadway designed for high speeds. While the driver was drunk and high, the victim would not have been walking in the shoulder if sidewalks existed that linked his neighborhood to the retail strip. The lack of lighting was probably another factor in the collision.

Infrastructure
contribute?

Yes: Lack of lighting, no sidewalks linking neighborhood to retail strip, high speed roadway

Questions

- 1) Where is rest of report?
- 2) What are average speeds?
- 3) Why was pedestrian using shoulder?

Supplemental

Missing diagram and narrative



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 33 Crash ID 3372305 Case 12-004498 Time 5:33:00 PM Date 1/18/2012 Day Wednesday

Street CAMDEN CTY 644 Cross Street DUDLEY AVE / MALL ENTRANCE Intersection No

Municipality Cherry Hill township County CAMDEN Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Haddonfield Road is a five lane county roadway with two lanes northbound, two lanes southbound, and a center bidirectional turning lane.

On the southbound side (west) of the roadway there are several auto-oriented businesses, like Pep Boys, Midas, and Imagine Audio. They have a landscaping setback, with parking typically on the side.

On the northbound (east) side of the roadway, there is the very large Cherry Hill Mall, with associated surface parking lots. A residential neighborhood is located to the west, behind the businesses.

The roadway was asphalt, and dry, with moderate traffic flow. The nearest signalized intersection is Dudley Avenue/Cherry Hill Mall Drive, 312 feet north of the collision. However, that intersection does not have crosswalks over Haddonfield Road. The southern location of where a crosswalk would be has a "no pedestrians" sign. The northern side of the intersection has no signage banning or allowing crossing. Aside from no marked crosswalks, there are no pedestrian signals or curb ramps. That intersection also does not have sidewalks leading towards the mall. The next signalized intersection to the south also lacks crosswalks and sidewalk access to the mall.

Closest street light is located 90 feet north of impact, but was not functioning. Light 294 feet north was working. Light 156 feet south also working. Officer measured lighting at scene. See supplemental info.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/MujU3>

Participants

Driver Age	<input type="text" value="27"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08046"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="77"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08002"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="2.3"/>	Distance From Driver Home	<input type="text" value="12.9"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Driver of silver Pontiac Grand Prix stated he was leaving work and made a right turn from Church Road onto the southbound lanes of Haddonfield Road to reach Route 38.

Driver stated he passed intersection with Dudley which had green light and was driving 40 to 45mph in the inside lane.

Driver stated he was looking straight ahead when he saw pedestrian in middle of lane, and attempted to brake, but it was too late.

Pedestrian was crossing street from mall area to get to Midas where she had left car during the day. Pedestrian had gone to mall to wait for the repair work to be completed.

Police determined driver was not speeding, and was not on phone. Police determined pedestrian had dark clothing and it was dark, and was not crossing at intersection.

Fault Details Pedestrian blamed for crossing away from an intersection and wearing dark clothing.

Interpretation Interesting report in that it went into extensive detail as to the condition of the vehicle, including multiple photos. Also, officer spoke to multiple businesses to try and find camera footage of scene, looked into cell records, and did extensive analysis of crash site.

While the pedestrian was blamed for crossing away from the intersection, the nearby intersection does not offer any safe way to cross Haddonfield. The giant Cherry Hill Mall sits to the east of the crash site. To reach Midas, where the pedestrian was going to retrieve her car, the pedestrian would walk across the mall parking lot, then cross minor Cherry Hill Mall Drive, and then walk across additional surface parking, to then cross Haddonfield. There are no sidewalks that lead from the mall to any of the nearby intersections. Further, none of the nearby intersections offer crosswalks or pedestrian facilities across Haddonfield Road.

Pedestrian is given a choice of crossing with signal at intersections that do not offer pedestrian facilities to safely cross the street, and forces conflicts with turning vehicles, or to chance crossing midblock and using the turning lane as a refuge. Further, there is no direct sidewalk to the intersection from the mall, which further steers pedestrians to midblock crossing locations.

Situation is further exasperated by the placement of multiple car-repair businesses across the street from the mall, where customers typically must leave their vehicles for hours at a time. It is natural that these customers would want to walk about .1 miles to the entrance to the mall to wait for their repairs to be done.

Infrastructure contribute? Yes: No sidewalks from intersection to mall, No safe way to cross road, high speed

Questions

- 1) is it possible to safely cross at Cherry Hill Mall Drive?
- 2) It is possible to safely cross at signalized intersection to the south?
- 3) How many peds cross Haddonfield in area?

- 4) Why are there no crosswalks across Haddonfield?
- 5) Why are there no sidewalks from intersections to mall?

Supplemental

Very long report (22 pages) with pictures of scene, interviews with multiple people working in the area, and extensive investigation.

Only report so far that mentioned looking into the vehicle airbag control module, and measuring lighting. Also determined speed from skid marks and looked at cell phone records.

Lighting:

Curb along southbound lane = 1.6Fc

Center of outside southbound lane = 2.5Fc

Dashed line separating southbound lanes = 3.25Fc

Center of inside southbound lane = 2.5F



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 34 Crash ID 3394013 Case 12-10924 Time 9:43:00 PM Date 6/6/2012 Day Wednesday
 Street RTE 509 Cross Street BALDWIN ST Intersection No
 Municipality Bloomfield township County ESSEX Road System County
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Broad Street (Rt 509) has one lane of traffic in each direction, with street parking on both sides.

Area close to crash presents an urban street-front, with an assortment of two and three story buildings built right up to the roadway. Some surface parking is available in rear of buildings, and street parking is metered. There is a bus stop without shelter prior to the intersection in the southbound direction.

Sidewalks are very narrow and appear to be in poor condition. Travel lanes are about 15-feet wide.

There is streetlighting on each side of the street, with a historical downwards-acorn theme.

Incident occurred 65 feet north of intersection with Baldwin Street, which is one way from west and two ways from east. The intersection is signal controlled and has transverse crosswalks in all directions, along with pedestrian signals.

Broad is the commercial street in the area, and the neighborhoods to the east and west are residential.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/tbTPU>

Participants

Driver Age	<input type="text" value="48"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07003"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="89"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07003"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.7"/>	Distance From Driver Home	<input type="text" value="1.2"/>						

Findings

Police Reported Fault	<input type="text" value="Unknown"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings	<p>Driver of grey Chevy Wagon stated he was travelling southbound on Broad Street and never saw pedestrian crossing due to weather conditions and the poor lighting, combined with pedestrian's dark clothing.</p> <p>Witnesses, who were other drivers behind vehicle 1 stated they also did not see pedestrian.</p> <p>Pedestrian was crossing from east to west when hit.</p>
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Fault Details	<p>Report does not really declare anyone at fault, but the summons being limited to a missing front light on vehicle, and because the pedestrian was not in the crosswalk indicate that the officer did not blame the driver.</p> <p>Driver given summons for having passenger side light out.</p>
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Interpretation	<p>The pedestrian electing to cross away from the signalized intersection probably played a factor in this collision. It is unknown if the signal was green or not.</p> <p>However, it may be that the broken light on the vehicle may have also played a part in why the pedestrian elected to cross. It may have been that with only one light, the vehicle was hard to see, or that the speed was difficult to estimate.</p> <p>Broad is a 25mph road with frequent streetlighting, so it seems odd that the driver did not see the pedestrian if he was driving at that speed or slower. The wide lanes indicate that speeding may be common in the area and may have contributed to the collision.</p>
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Infrastructure contribute?	<input type="text" value="Yes: Wide lanes in urban area"/>
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Questions	<p>1) Was the driver speeding?</p> <p>2) How well do the streetlight illuminate the roadway?</p> <p>3) Why did pedestrian elect to cross away from intersection?</p>
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Supplemental	<input type="text" value="Poor report, no investigation, handwritten."/>
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 35 Crash ID 3394032 Case 12-1289 Time 6:48:00 AM Date 1/23/2012 Day Monday
 Street MAIN ST Cross Street S HARRISON ST Intersection Yes
 Municipality East Orange city County ESSEX Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure South Harrison Street is a two-lane, bidirectional roadway that widens to 4 lanes over 1-280 and then widens to include an additional median north of that. Approaching Main Street Harrison has five lanes - two southbound, and three northbound. The northbound lanes include dedicated turn lanes for both left and right turns. While there are dedicated lanes, there is not a dedicated left turn phase for northbound traffic. Southbound does have a dedicated left turn phase.

The road widens in all directions at the intersection, and there are very wide turning radii. While every direction has pedestrian signals and transverse style crosswalks, and paint appears to be faded in streetview.

Main Street to the west has two lanes, one in each direction, with street parking on the north side. The south side has a bus stop.

The area is very urban. Northeast corner has 5 story building, northwest has 3 story buildings. Southeast has a one story bank, and southwest has a surface parking lot. All buildings extend to sidewalk, with no landscaping. The Brick Church NJTransit rail stop is nearby.

Area appears to have plenty of streetlights.

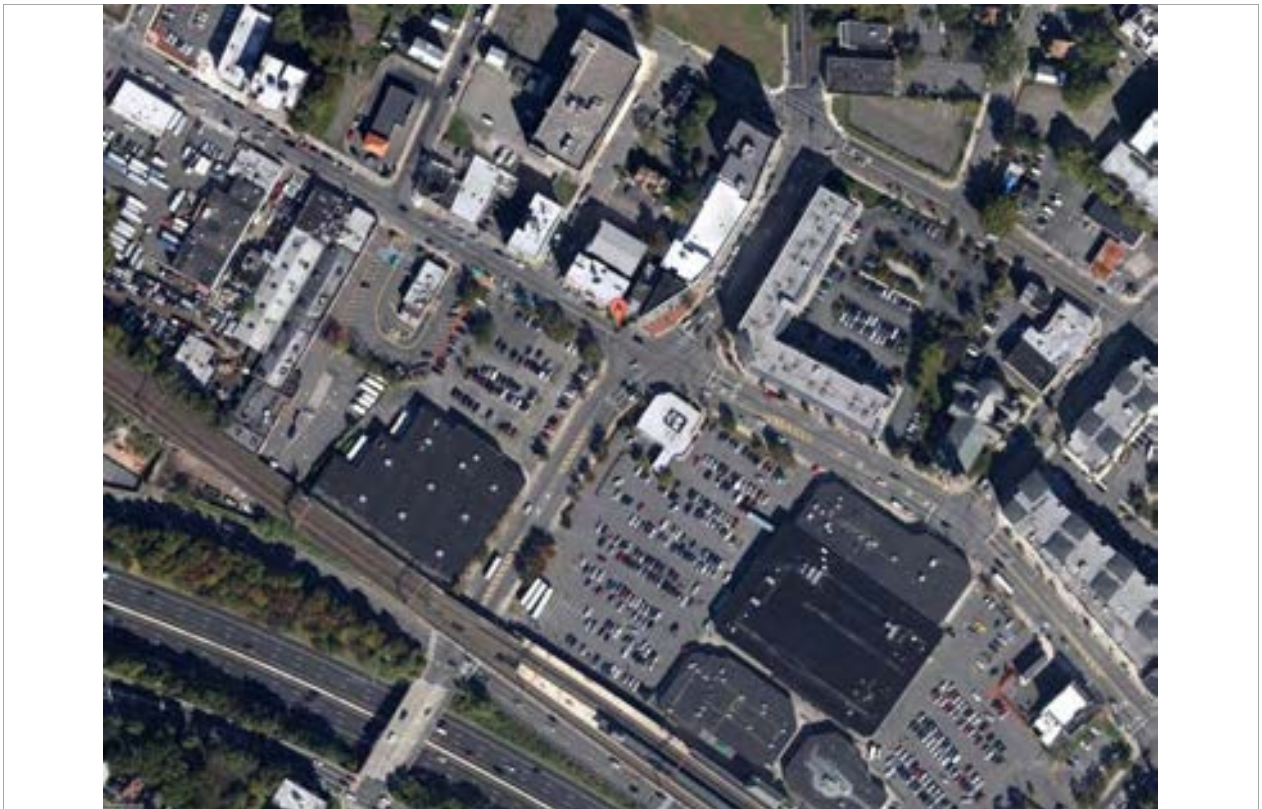


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/hjD9C>

Participants

Driver Age	<input type="text" value="49"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08029"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="21"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07018"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0"/>	Distance From Driver Home	<input type="text" value="84.5"/>						

Findings

Police Reported Fault	<input type="text" value="Unknown"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Unknown"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings	<p>Vehicle 1 (A Coach/Suburban bus) was travelling north on S Harrison Street and then turned west onto Main Street.</p> <p>Pedestrian was crossing in intersection going south on Harrison Street. Driver hit pedestrian during turn and stated he did not see pedestrian.</p> <p>No independent witnesses. Result mentions accident reconstruction and ongoing investigation, but that info is not in report</p>
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Fault Details	<input type="text" value="The contributing factors cannot be determined at this time due to an ongoing investigation"/>
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Interpretation	<p>Collision happened as bus made a left turn from a left turn lane at an intersection that does not offer a left turn phase. That means drivers are focused ahead of them, waiting for a gap in traffic to make their turn. As it was before 7am in the winter, it was also dark at the time.</p> <p>Harrison to the south of intersection widens from 2 to 5 lanes, and drivers go over a highway, under a railroad, and the drive past extensive surface parking, which may detach them from the idea that they are arriving at a busy urban intersection. The amount of turn lanes and very wide turning radius is also not appropriate for heavy pedestrian activity.</p> <p>A combination of inattention of driver, lighting, time of day, and difficulty making turn probably resulted in collision. Driver should have yielded to pedestrian, but infrastructure is why the pedestrian was not kept safe. Roadway design is simply not appropriate for safe crossing and safe turns.</p>
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Infrastructure contribute?	<input type="text" value="Yes; Many turning lanes but no turning signals, wide intersection, large turnign radii"/>
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Questions	<p>1) What did investigation find?</p> <p>2) Why doesn't such a large intersection have dedicated left turn signals?</p> <p>3) Was lighting adequate?</p>
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Supplemental	<p>Transit bus</p> <p>Where is ongoing investigation, photos, and other report?</p> <p>Very limited report.</p>
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 36 Crash ID 3394042 Case I-2012-062568 Time 6:24:00 AM Date 4/30/2012 Day Monday

Street	ESSEX CTY 603	Cross Street	NEW ST	Intersection	Yes
Municipality	Irvington township	County	ESSEX	Road System	County
Road Character	<input type="text" value="Straight and Level"/>	Pavement Width	<input type="text" value="60"/>	Shoulder Width	<input type="text" value="0"/>
		Median Width	<input type="text" value="0"/>	Street Parking	<input checked="" type="checkbox"/>
Speed Limit	<input type="text" value="25"/>	Lanes	<input type="text" value="4"/>	AADT	<input type="text" value=""/>
		Sidewalk	<input type="text" value="All"/>	Crosswalk Condition	<input type="text" value="4/4 Ladder"/>
Traffic Control	<input type="text" value="NULL"/>	Light	<input type="text" value="Daylight"/>	Condition	<input type="text" value="Clear"/>

Additional Infrastructure Springfield Avenue (Essex 603) is a 4 lane Urban Principal Arterial divided by a double yellow line, running east-west. Street parking is allowed on both sides.

The area is urban, with all buildings built up to sidewalk. Buildings range from 1-3 stories, and ground floors are almost all commercial.

The intersecting street, New Street, has one lane in each direction and street parking.

The intersection is signal controlled. Left turns are prohibited from Springfield, and right turns are prohibited on red. Left turns are also prohibited from New St. There are painted hash marks at the corner indicating where parking/standing is banned, as to enhance visibility to drivers of the intersection. The crosswalks are of the ladder style and appear well marked. There are multiple streetlights, although the incident occurred during daylight, as sunrise was at 5:57am on that date.

Area has multiple (5) bus routes.

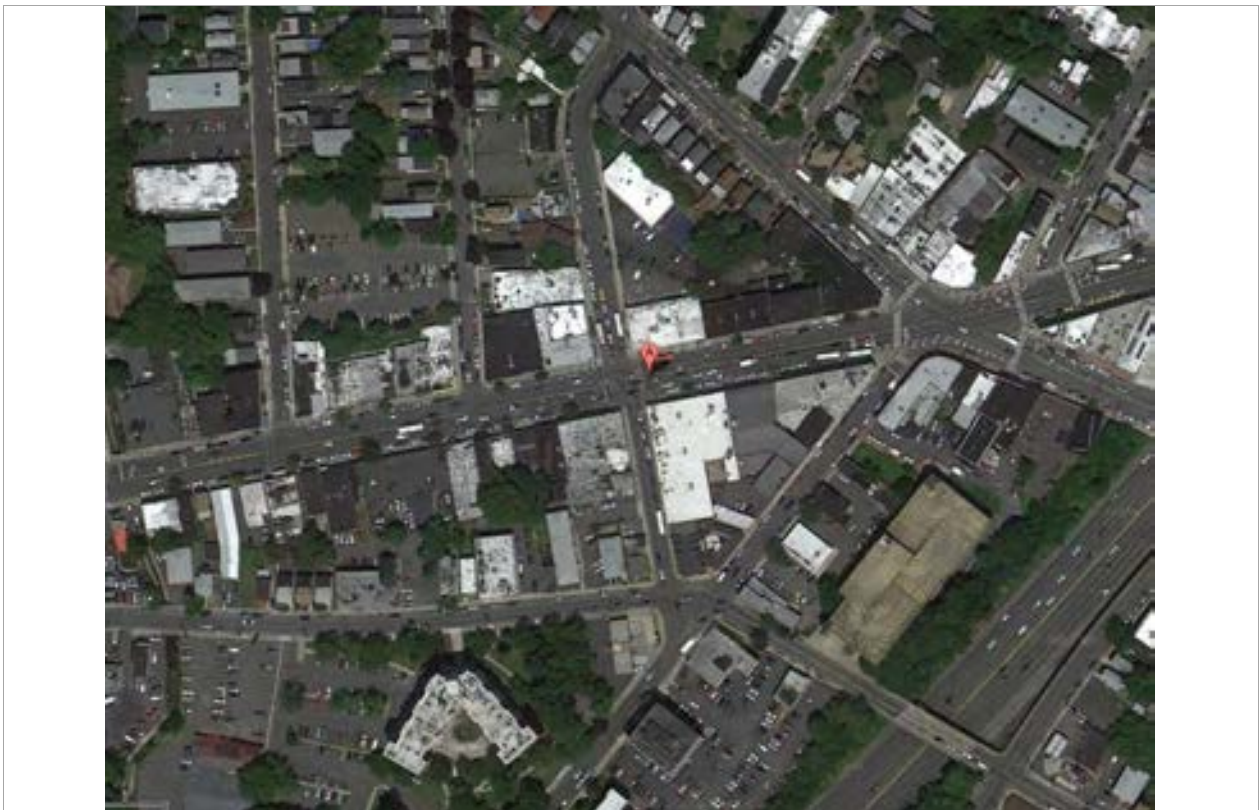


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/r3Vwo>

Participants

Driver Age	<input type="text" value="42"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="07111"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="4"/>	Distance From Driver Home	<input type="text" value="0.9"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Unknown"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings	<p>NJ Transit bus travelling eastbound on Springfield Avenue, and proceeded through green light at intersection with New Street, according to driver.</p> <p>Driver stated pedestrian ran northbound into roadway, and driver was unable to stop bus in time.</p> <p>Police report notes that bus was not equipped with cameras, and no surveillance cameras of the intersection from nearby buildings were found.</p>
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Fault Details	While the report is limited in detail, and I was unable to find a follow-up, the write-up stated that the driver had a green light at the time. No charges are listed.
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Interpretation	<p>Area is well marked with appropriate traffic infrastructure. Only possible addition could be sidewalk extensions rather than painted hash-marks at the corners. It is unknown if a car was illegally parked or stopped in the area blocking visibility.</p> <p>May be case of pedestrian distracted or focused on something else and did not see signal or bus.</p>
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Infrastructure contribute?	<input type="text" value="No"/>
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Questions	<p>1) Was video ever found?</p> <p>2) Was confirmation of bus having green found?</p>
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Supplemental	<input type="text" value="Transit bus - Driver was working for NJ Transit at time of incident"/>
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID **37** Crash ID 3394116 Case 12-1603 Time 5:43:00 AM Date 1/9/2012 Day Monday

Street NYE AVE Cross Street OSBORNE TER Intersection Yes

Municipality Newark city County ESSEX Road System Municipal

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure

Nye Avenue is a two lane, bidirectional roadway which parallels I-78. Street is fronted by residences, with street parking.

Osborne Terrace is a two lane, bidirectional roadway which crosses I-78 via an overpass just north of Nye Avenue. The street is fronted by residences.

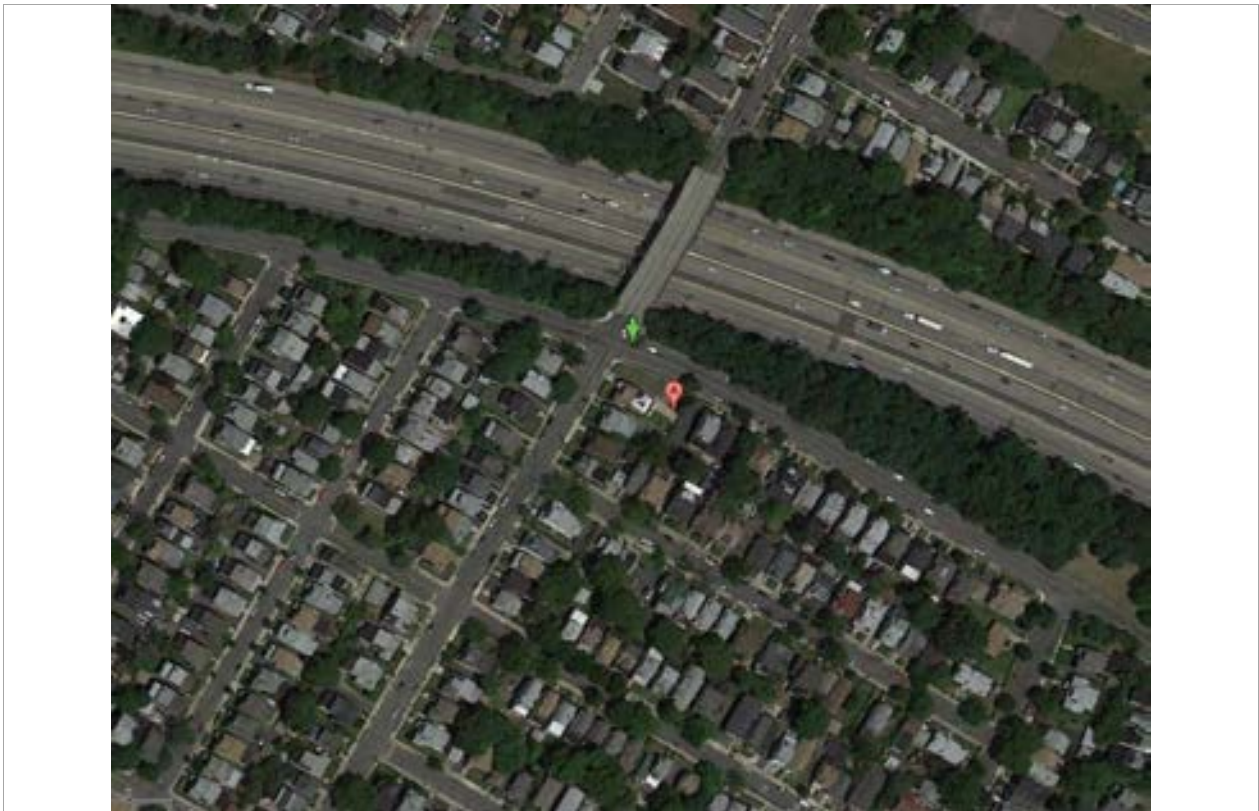


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/Aonld>

Participants

Driver Age	<input type="text" value="32"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07112"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="38"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="5.5"/>	Distance From Driver Home	<input type="text" value="1.2"/>						

Findings

Police Reported Fault	<input type="text" value="N/A"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="N/A"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
Police Findings	<input type="text" value="Driver (of sanitation truck) states he was driving east on Nye Avenue at the intersection of Osborne Terrace. His passenger (coworker) tried to jump onto the passenger side step and missed, and fell under the vehicle while truck was moving."/>								
Fault Details	<input type="text" value="Dangerous job."/>								
Interpretation	<input type="text" value="Workers jumping onto railing of garbage truck is dangerous."/>								
Infrastructure contribute?	<input type="text" value="No"/>								
Questions	<input type="text" value="1) Was further investigation done to determine if there was negligence of driver, or problems with vehicle design?"/>								
Supplemental	<input type="text" value="Sanitation worker killed on job"/>								



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 38 Crash ID 3394135 Case 12-36289 Time 9:09:00 AM Date 6/5/2012 Day Tuesday

Street	CLINTON AVE	Cross Street	ASTOR ST	Intersection	Yes
Municipality	Newark city	County	ESSEX	Road System	Municipal
Road Character	<input type="text" value="Straight and Level"/>	Pavement Width	<input type="text" value="74"/>	Shoulder Width	<input type="text" value="0"/>
		Median Width	<input type="text" value="0"/>	Street Parking	<input checked="" type="checkbox"/>
Speed Limit	<input type="text" value="25"/>	Lanes	<input type="text" value="5"/>	AAADT	<input type="text" value=""/>
		Sidewalk	<input type="text" value="All"/>	Crosswalk Condition	<input type="text" value="2/3, Transverse"/>
Traffic Control	<input type="text" value="Lane Markings"/>	Light	<input type="text" value="Daylight"/>	Condition	<input type="text" value="Clear"/>

Additional Infrastructure Clinton Avenue is a five lane roadway (3 lanes westbound, 2 lanes eastbound), divided by a double yellow line, with street parking available.

Astor Street is minor one-way road with one lane and street parking.

Intersection is signal controlled, due to offset nature. While Astor terminates on south side, MLK Jr. Blvd (4 lanes) terminates from north. Clinton appears to have a left turn signal phase onto MLK, but no left turn lane.

There is one marked crosswalk on the eastern edge of intersection of Clinton and Astor.

Incident occurred by bus stop, on southwest corner of Clinton and Astor Street, near location of missing crosswalk (western edge).

Land use is mixture of old, grand looking urban buildings, along with empty lots and strip commercial.

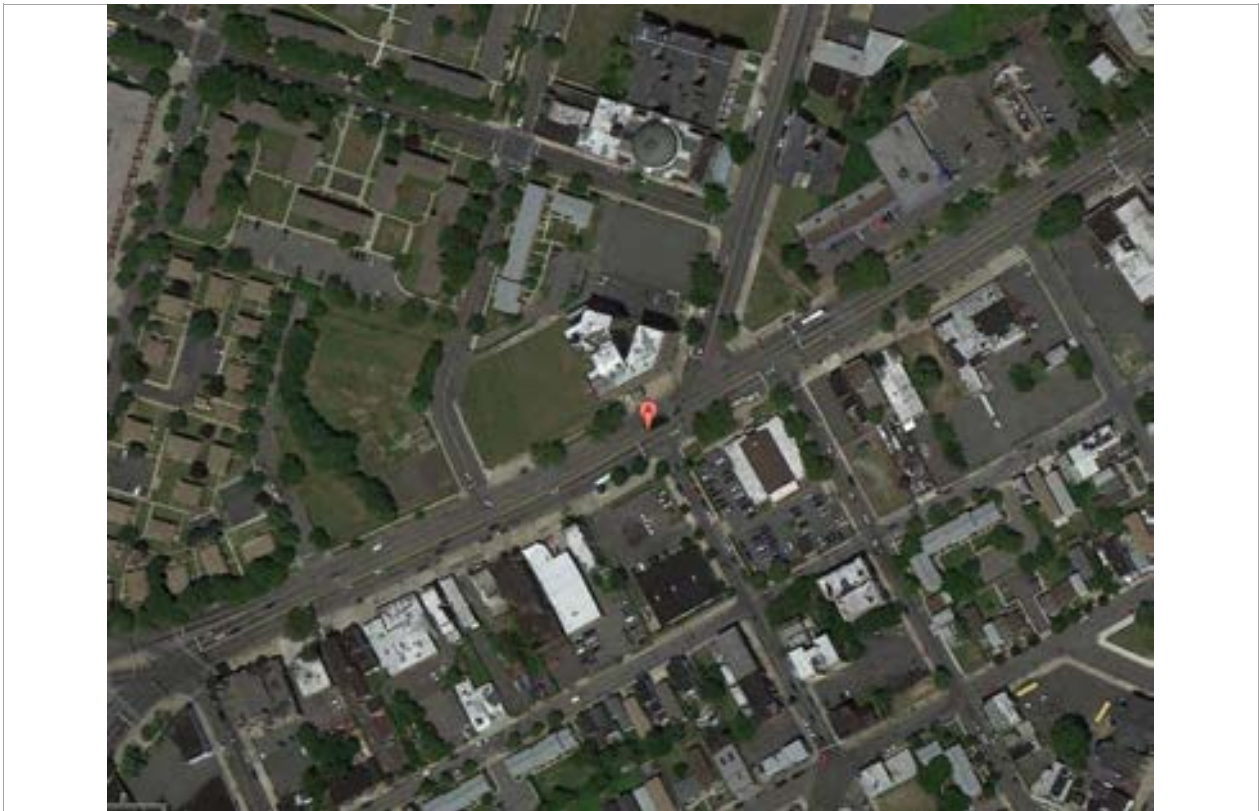


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/fhEch>

Participants

Driver Age	<input type="text" value="67"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07083"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="72"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07101"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.3"/>	Distance From Driver Home	<input type="text" value="4.3"/>						

Findings

Police Reported Fault	<input type="text" value="Unknown"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Unknown"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings	<p>Report very poor.</p> <p>NJ Transit bus was eastbound on Clinton Avenue and hit pedestrian. Driver was apparently unaware at point of collision and stopped a little later.</p> <p>No follow-up available via media.</p>
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Fault Details	<input type="text" value="Unknown"/>
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Interpretation	<p>No information as to what happened. Media reports were not helpful.</p> <p>Clinton is very wide road (5 lanes plus parking). Google images show very little traffic, and nearby land-use shows that area is no longer in high demand. Road is oversized for amount of traffic, which probably leads to speeding. Also makes it difficult to cross street. Crosswalk is also only available on east side of intersection.</p>
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Infrastructure contribute?	<input type="text" value="Yes: Only 1 crosswalk, extremely wide road, offset intersection"/>
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Questions	<p>1. Why is there only one crosswalk?</p> <p>2. Was there an investigation?</p>
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Supplemental	<p>NJ Transit bus</p> <p>Poor report</p>
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 39 Crash ID 3394313 Case B060-2012-00905 Time 12:20:00 AM Date 4/20/2012 Day Friday
 Street I-280 Cross Street Intersection No
 Municipality Newark city County ESSEX Road System Interstate
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Interstate 280 is an interstate highway with five 12-foot travel lanes in each direction divided by a concrete center median. There is also a 12-foot shoulder.

There are streetlights but the one closest to incident was not working.

The highway is depressed, with local roads all crossing via bridges. There are no immediately accessible on or off-ramps.



Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/IYi8C>

Participants

Driver Age	<input type="text" value="27"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07052"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="31"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07050"/>	Ped Drug Test	<input checked="" type="checkbox"/>	Test result	<input type="text" value="Pending"/>
Distance From Ped Home (miles)	<input type="text" value="4.9"/>	Distance From Driver Home	<input type="text" value="7.2"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input checked="" type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Driver of silver Infinity FX35 was operating vehicle on I-280 westbound in the left center lane. Pedestrian entered westbound roadway from the right shoulder and began walking in a southerly direction into the path of vehicle. Driver was unable to avoid pedestrian.

After interview with witness, it was determined that pedestrian was on roadway because his car had broken down. Car was parked on shoulder in eastbound direction, 1/10 mile from crash. Driver of broken down vehicle (victim) and his passenger ran to westbound side to be picked up by friends coming from Newark. Once friends arrived, driver determined he needed to return to car, and was hit when crossing highway again while attempting to return to vehicle.

Fault Details Driver stated he was driving when out of nowhere the pedestrian appeared in front of the vehicle, and he couldn't avoid the colission.

Witnesses (other car) stated that the driver of the vehicle involved in the colission cut them off and then hit the pedestrian. Stated the vehicle that hit pedestrian was being driven fast and recklessly.

However, pedestrian at fault for attempting to cross a highway on which pedestrian traffic is prohibited.

Interpretation Crossing the interstate on foot was obviously the incorrect decision.

However, other witnesses noted that driver was speeding and behaving recklessly. It may be that pedestrian thought he could safely cross but did not estimate this behavior. It is odd that the police did not do further investigation about these claims to see if they contributed to the death.

The streetlight not working may have also played a factor.

Infrastructure contribute?

Questions 1) Was driver speeding or driving recklessly?
2) is this ped fatality?

Supplemental CAIT x/y coordinates off by .2 miles



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 40 Crash ID 3394608 Case 14174-12 Time 3:30:00 AM Date 6/17/2012 Day Sunday
 Street 873 COMMUNIPAW AVE Cross Street Intersection N/A
 Municipality Jersey City city County HUDSON Road System Private
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition
 Additional Infrastructure



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/MjcMG>

Participants

Driver Age	<input type="text"/>	Driver Sex	<input type="text" value="NULL"/>	Driver Zip	<input type="text"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="29"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07905"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text"/>	Distance From Driver Home	<input type="text"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text" value="N/A"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

Very little info in report. Victim appears to be garbage man on job working at diner dumpster.

From media:

The 29-year-old was crushed between a wall of the diner, which is open 24 hours a day, and a large metal garbage container at 3:30 a.m. Two men were in a Lexus in the parking lot of the diner, between Kennedy Boulevard and Route 440, when two men in a Camry got out of their car and opened fire, striking the passenger.

The driver attempted to flee, but rammed into the garbage container, which apparently was thrown into Jenkins and pinned him against the wall. Hudson County Prosecutor Edward DeFazio said Jenkins was not involved in the shooting and it's still unknown what, if any, relationship existed between Jenkins and the people involved in the dispute. He was not armed, DeFazio said.

The passenger of the Lexus was shot at least two times and he fled on foot after the crash, jumping a fence into a backyard on Roosevelt Avenue. Residents there called 911. That man is recovering in the Jersey City Medical Center and has been interviewed DeFazio said.

A Jersey City fugitive charged with leaving the scene of a fatal crash during a shootout in the parking lot of a Communipaw Avenue diner in June was arrested early Saturday morning after police received a tip on his location, authorities said.

William A. Sparrow, 26, of Ocean Avenue, was carrying 19 bags of suspected heroin and a loaded handgun when he was arrested on Stegman Street after a brief chase at around 3:22 a.m. Saturday, police said.

Sparrow, 26, had been wanted by the Hudson County Prosecutor's Office on charges of leaving the scene of a fatal accident and weapons offenses, including possession of a firearm by a felon, in connection with a shootout on Al's Diner on June 17, reports said.

During the 3:30 a.m. incident in the parking lot of the Communipaw Avenue diner, Lamont Settles, 28, and Nasir Barnes, 23, both of Jersey City, opened fire on a Lexus driven by Sparrow, wounding the passenger, officials allege.

Nasir Barnes, 23, of Woodlawn Avenue, made his first court appearance Wednesday on two counts of attempted murder and weapons offenses including possession of a firearm by a felon, the criminal complaint says.

The Jersey City man charged with leaving the scene of a fatal crash during a gun battle at a diner on Communipaw Avenue in June 2012 was sentenced this morning to five years behind bars.

William Sparrow, 28, had pleaded guilty to charges of leaving the scene of a fatal accident and certain persons not to have weapons, which stems from his August 2012 arrest in which he was found to possess a loaded handgun.

Sitting in Jersey City, Hudson County Superior Court Judge John Young sentenced Sparrow to five years in state prison for leaving the scene of a fatal accident and five years for the weapons charge. Sparrow will receive credit for having served 748 days in prison. The sentences will run concurrently.

Fault Details

Driver, people shooting at driver
Leaving scene

Interpretation

This is probably not a pedestrian fatality.

Infrastructure contribute?

N

Questions

1) Is this a ped fatality?

Supplemental

Report poor



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 41 Crash ID 3396653 Case 12025551 Time 3:10:00 PM Date 5/16/2012 Day Wednesday

Street RTE 514 Cross Street PERSHING AVE Intersection No

Municipality Franklin Twp (Somerset Co) County SOMERSET Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Hamilton Street (County Road 514) is a two lane bidirectional street which extends east-west. Street is divided by double yellow line and has street parking.

Incident occurred 200 feet west of Pershing Avenue which is small residential street. That intersection has no crosswalk over Hamilton.

300 feet west of incident is Norma Avenue which is also a small residential street, but has painted crosswalk over Hamilton.

There are small detached commercial buildings, built up to sidewalk, including hair salon and restaurant, in immediate vicinity. Street parking is striped but not metered. Surface parking generally available in rear of businesses.

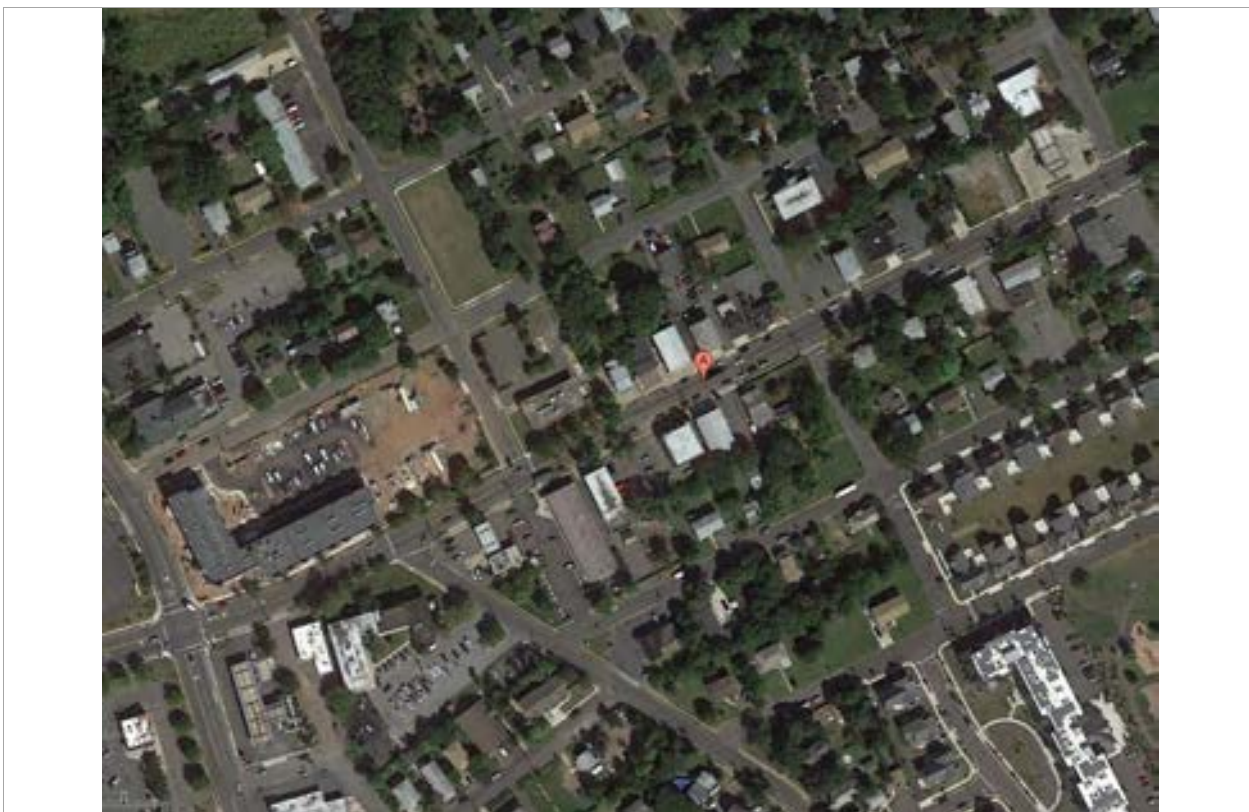


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/rHPE4>

Participants

Driver Age	<input type="text" value="38"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08901"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="35"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08901"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="3.8"/>	Distance From Driver Home	<input type="text" value="2.3"/>						

Findings

Police Reported Fault	<input type="text" value="Unknown"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Unknown"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings	<input type="text" value="Pedestrians 1 and 2 standing on the sidewalk on the eastbound side of Hamilton Street. Vehicle travelling eastbound on Hamilton Street. Pedestrian 1 ran into roadway, with pedestrian 2 following. Vehicle struck both pedestrians."/> <input type="text" value="Ped 1 injured, ped 2 killed"/>
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Fault Details	<input type="text" value="No charges indicated on report"/>
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Interpretation	<input type="text" value="Unknown what happened, but peds crossed mid-block."/> <input type="text" value="From the diagram, it appears as if the pedestrians were coming from inbetween parked cars. Maybe their line of vision was blocked by parked cars and they attempted to cross quickly."/> <input type="text" value="Speed limit is 25mph. Unknown if any investigation was done to find driver speed or distraction."/> <input type="text" value='Unknown what witness stated that peds "ran" into street, and if running was related to personal altercation. Report codes indicate that the pedestrian was inattentive, ran into traffic and was jaywalking/crossing.'/>
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Infrastructure contribute?	<input type="text" value="No"/>
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Questions	<input type="text" value="Was driver speeding?"/> <input type="text" value="Why did peds enter roadway?"/>
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Supplemental	<input type="text" value="2 peds hit, one killed, one injured"/> <input type="text" value="Page 2 only contained ped 2 information."/>
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 42 Crash ID 3406470 Case 2012000520 Time 5:47:00 AM Date 3/18/2012 Day Sunday
 Street US HIGHWAY 30 Cross Street CR 686 / GIBBSBORO RD Intersection Yes
 Municipality Clementon borough County CAMDEN Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure US Highway 30 (White Horse Pike) is a 4-lane roadway with 2 lanes in each direction divided by a double yellow line.

Gibbsboro Road also has four lanes, two in each direction. South of the intersection it decreases to two lanes.

The intersection is signal controlled. There are sidewalks in all directions, with transverse crosswalks. Pedestrian signals with push buttons exist in all directions. White Horse Pike does not have exclusive left turn lanes, but there is a left turn signal every other cycle. Right turns on red are not allowed.

On 3/18/2012, sunrise was at 7:07am with twilight beginning at 6:40am, indicating that it was dark at the time. There are two streetlights over the intersection, one on each side. It is unknown if they were working.

Land use is strip commercial, with nearby gas station, Dunkin Donuts and Rite Aid, with surface parking in front, and many driveway curb cuts.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/PRmUp>

Participants

Driver Age	<input type="text" value="51"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08049"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="50"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08021"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="2"/>	Distance From Driver Home	<input type="text" value="4.6"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text" value="Blue"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Vehicle (white Lexus) was traveling east on US Route 30 (White Horse Pike) and struck ped as ped was crossing north to south, approximately 10 feet east of the crosswalk at Gibbsboro Road. Vehicle then fled west on Route 30.

Witness stated that he was in his vehicle on Gibbsboro Road northbound at intersection with Rt 30 on red. He observed pedestrian walking towards route 30. Witness looked away at radio and looked back when he heard collision and saw driver flee with vehicle.

Fault Details Driver charged with 39:4-129A (Leaving scene of an accident) and 39:4-130 (Leaving Scene of Accident and Failure to Report).

No additional details in report. Unknown if light had changed for ped when collision occurred as witness was not looking at intersection.

Could not find follow-up in media.

Interpretation Because the driver fled the scene they were given citations. It is not clear if the driver was also arrested and found guilty, as there were no media reports available.

The report is short so there is little additional detail as to what happened. It is unclear as to who had the signal.

Either way, the early morning nature of the incident probably played a part, as it was dark at the time. The roadway doesn't seem particularly difficult to cross (four 12-foot lanes), and the pedestrian infrastructure was in place, but the surrounding land use may cause drivers to forget that pedestrians also walk in the area.

Infrastructure contribute?

Questions

- 1) Who had the signal?
- 2) Were the streetlights working?
- 3) Was driver found guilty of charges?
- 4) How was it determined that ped was 10 feet east of crosswalk?

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 43 Crash ID 3406734 Case 12-20935 Time 11:35:00 PM Date 7/4/2012 Day Wednesday
 Street NJ HIGHWAY 49 Cross Street BROWN AVE Intersection No
 Municipality Millville city County CUMBERLAND Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure West Main St (NJ Highway 49) is a two lane east-west roadway divided by a center yellow line. There are striped shoulders on each side that allow for street parking. Area is suburban residential, with driveways fronting the street.

Incident occurred 100 feet west of Brown Street, a minor residential road that terminates on Main with a stop sign. That intersection has transverse crosswalks in all directions.

Main has streetlights, but they are spaced far apart. It is unknown if the closest one was working at the time of the collision.

There is an NJ Transit bus stop (simple sign) on the southwest corner of Brown and Main.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/8ihFI>

Participants

Driver Age	<input type="text" value="37"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08302"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Unknown"/>
Ped Age	<input type="text" value="48"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08332"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.2"/>	Distance From Driver Home	<input type="text" value="9.8"/>						

Findings

Police Reported Fault	<input type="text" value="Unknown"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Unknown"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings	<p>Driver of Dodge Pickup (V1) stated he was driving west on Main Street when he noticed an object strike the front of his vehicle. He pulled over, walked back, and noticed he had struck ped.</p> <p>Witness 1 was travelling east on Main and observed V1 travelling west. States he saw person run across Main from the south of roadway. Observed pickup hit person.</p> <p>Witness 2 was traveling west on Main and observed female run across the roadway and almost hit his driver side of vehicle. He then heard noise and realized truck behind him had struck ped.</p>
-----------------	---

Fault Details	<input type="text" value="The report does not establish fault. No media coverage."/>
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Interpretation	<p>No charges appear in report against driver. This may be because the pedestrian crossed away from the intersection, and did so at a time where there was plenty of traffic, as determined by the availability of witnesses in close proximity.</p> <p>It is off that the other drivers saw the pedestrian, but the one involved in the collision did not. This would seem like an appropriate place to determine negligence.</p> <p>Collision occurred at night, and street lighting appears to be very poor in area.</p> <p>While the crosswalk was nearby, there is no reason to assume that the driver would have seen the pedestrian and stopped for her there.</p>
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Infrastructure contribute?	<input type="text" value="Y - Poor street lighting"/>
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Questions	<p>1) Is the area well illuminated?</p> <p>2) What are average speeds?</p>
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Supplemental	<input type="text" value="Narrative states that driver consented to give blood, but check-box says no drug test."/>
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 44 Crash ID 3407904 Case I-2012-008016 Time 9:26:00 PM Date 6/29/2012 Day Friday

Street NJ HIGHWAY 35 Cross Street US HIGHWAY 9 Intersection No

Municipality South Amboy city County MIDDLESEX Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure NJ Highway 35 is a 4 lane divided highway, with directions separated by a center concrete barrier. There is generally a shoulder, except for the immediate vicinity of crash site which is by an overpass bridge.

Bridge goes over route 9, and area has on and off-ramps.

CAIT indicates no streetlights, but streetview shows some in area. Unknown if they were working.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/CNbAh>

Participants

Driver Age	<input type="text" value="50"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07424"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="65"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08879"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="4.7"/>	Distance From Driver Home	<input type="text" value="33.1"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Unknown"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings	<p>Driver of black BMW 740 indicated that he was driving in the right lane of the highway when all of a sudden the pedestrian was in front of his car and hitting the windshield.</p> <p>Witness 1 was in left lane and observed BMW in right lane. Witness observed pedestrian standing by the divider and suddenly moving quickly towards the right lane. However pedestrian stopped suddenly when realized he was going to be hit and tried to jump back but it was too late.</p> <p>Witness 2 was in passenger seat of car in left lane, with BMW in right lane. She looked up and saw pedestrian flying in air.</p> <p>Witness 3 was in right lane and had two vehicles between his truck and BMW. He saw BMW suddenly move right but did not see collision.</p> <p>Motorcycle of victim found on shoulder 150 yards south of crash. It appears the victim dropped something, pulled over, and walked back to attempt to retrieve object when he was struck.</p>
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Fault Details	<input type="text" value="Pedestrian blamed for running/darting across traffic on a highway."/>
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Interpretation	<p>Route 30 is a limited access highway with on/off-ramps, and no pedestrian infrastructure. Speed limit is 50. Drivers do not expect pedestrians.</p> <p>Based on number of witnesses, area had a good amount of traffic at time, and victim did not properly calculate spacing between vehicles in attempt to run across roadway. Lack of shoulder on either side due to presence of overpass made it even more dangerous.</p>
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Infrastructure contribute?	<input type="text" value="No: pedestrians not allowed"/>
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Questions	<p>1) Is this a ped fatality?</p> <p>2) Were lights working?</p>
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Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 45 Crash ID 3408961 Case 2012016456 Time 1:15:00 AM Date 6/21/2012 Day Thursday
 Street US HIGHWAY 46 Cross Street PARK LN Intersection No
 Municipality Wayne township County PASSAIC Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure US HIGHWAY 46 has 5 lanes eastbound and 4 lanes westbound divided by a very wide (100 foot) forested median. Incident occurred east of a major interchange with I-80 and Route 23.

 While the roadway is grade-separated from intersecting roads with overpasses and on-ramps, there are commercial businesses directly off the roadway accessed via standard driveway entrances. Presumably, the shoulder is used as an acceleration/deceleration lane. Businesses include Wendy's, Red Lobster, and gas stations.

 Surprisingly that strip of commercial outlets has a sidewalk along the roadway.

 There are streetlights every other utility pole, along the right side of the roadway.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/mL3xx>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Pedestrian was in left lane looking for cell phone dropped in the roadway. Pedestrian and his friends had parked in the Wendy's and then crossed highway to try and find phone.

Fault Details

Interpretation

Due to the time of day, there was probably little traffic, so victim thought he had more time to be in roadway, but speed of vehicles was probably high.

Age of victim (15) could have played part in incorrect assessment of risk.

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 46 Crash ID 3414680 Case 12-14521 Time 10:55:00 PM Date 3/19/2012 Day Monday
 Street US HIGHWAY 9 Cross Street NJ HIGHWAY 70 Intersection No
 Municipality Dover township County OCEAN Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure US Highway 9 (Lakewood Road) is a 2 lane north-south roadway. The collision occurred just south of where Route 9 passes over Route 70, a 6 lane divided highway. There is a system of on and off ramps very close to the collision site.

Just east of the collision site is a Ramada Inn Motel. There is a left turn lane into the motel from the southbound roadway, which causes a temporary widening to 3 lanes. There are no crosswalks at this driveway, although the infrastructure design makes it resemble an intersection.

The sidewalk is only on the east side. On the west side of the roadway is a strip center with a large supermarket. It is set back at an angle due to an off-ramp.

There are streetlights on most utility poles, on the west side.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/AhCpn>

Participants

Driver Age	<input type="text" value="65"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08723"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="56"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08755"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.1"/>	Distance From Driver Home	<input type="text" value="5.3"/>						

Findings

Police Reported Fault	<input type="text" value="Unknown"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Vehicle (grey pickup) was south on Route 9 375 feet south of Route 70. Pedestrian was crossing from east to west. Pedestrian crossed northbound lanes. After crossing left turn lane on Route 9 South, pedestrian crossed into the path of vehicle, and was killed in collision.

Fault Details While the report doesn't assign blame aside from noting mid-block crossing location, report codes indicate that pedestrian was crossing where prohibited and had low visibility to driver.

Interpretation Victim was a resident of the Dover Woods assisted living home.

From media:
 "A man who died Monday night after being hit by a pickup truck was identified as a resident at Dover Woods health-care center, a facility with a history of residents who have walked out - some disoriented - and been hurt or killed. "

The facility is located on the north side of Route 70, a 6 lane highway with concrete median and limited access. It appears as if the resident walked south, over Route 70, using a sidewalk, and then decided to cross the street for an unknown reason.

There is a strip center with a Super Stop and Shop on the west side of Route 9, which may have attracted the victim, however the safest route to that would have required a detour south to an intersection. The west side of Route 9 does not have a sidewalk.

It seems like the most serious issue here is a mental care facility that does not monitor their patients properly, and is located near a very fast moving traffic and a highway on-ramp system. The facility should not have been allowed here, or be required to have a fencing system that prevents disoriented patients from wandering onto highways. The large distance between safe crossing points is also a problem.

Infrastructure contribute? Yes: Sidewalk on one side, no crosswalk, high speeds

Questions

- 1) Was victim disoriented?
- 2) Where was victim crossing to?
- 3) Are lights adequate?

Supplemental Short report



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 47 Crash ID 3415314 Case 1139893 Time 6:45:00 PM Date 2/16/2012 Day Thursday

Street UNION CTY 612 Cross Street CR 616 / LINDEN RD Intersection No
 Municipality Roselle borough County UNION Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Union County 612 (E 3rd Avenue) is an east-west bidirectional roadway with one lane in each direction, street parking, and sidewalks on each side.

The roadway is lined with detached homes, with driveways leading onto the roadway. Incident occurred mid-block, about 150 feet east of a signalized intersection with Linden Road. An unsignalized intersection exists 390 feet east as well.

Streetlights are only located near the intersections.

Surrounding area is fully residential. 3rd Avenue eventually terminates in downtown Elizabeth in 1.5 miles, to the east

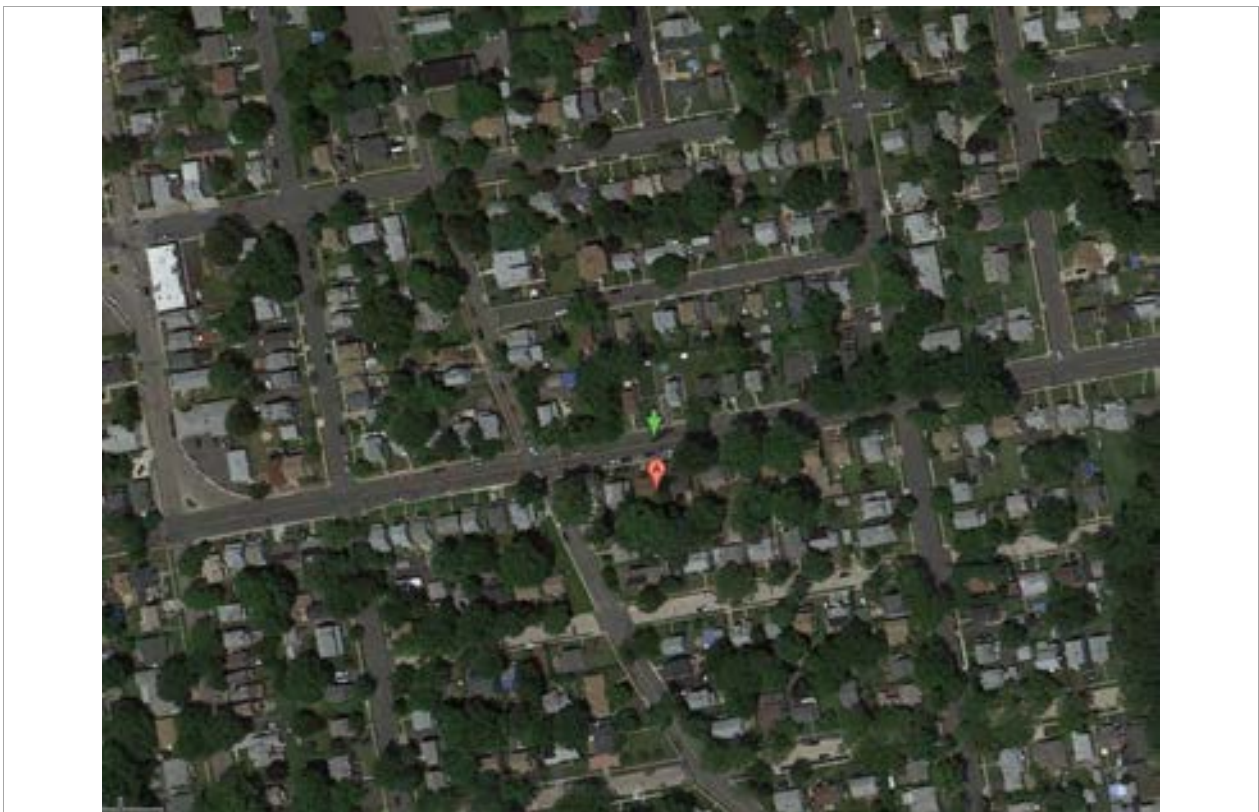


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/xorqF>

Participants

Driver Age	<input type="text" value="47"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="60"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07201"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="2.2"/>	Distance From Driver Home	<input type="text"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

Witness 1 stated she had just left her friend’s house at 631 E 3rd Ave when she observed pedestrian exiting her vehicle which was parked in front of 630 E 3rd Ave. Witness 1 turned and began walking eastbound when she heard a loud noise come from behind her. When she turned around, she witnessed pedestrian up in the air. Pedestrian continued in the air then landed on her right side in the west bound lane of traffic. Almost immediately, pedestrian was struck by vehicle 2. After striking and driving over pedestrian, Vehicle 2 pulled over and remained on scene.

Driver of vehicle 2 stated, through translation by her son, she was traveling westbound on E 3rd Ave approaching Linden Road behind another vehicle when she suddenly felt her vehicle jump as if she had run over an object. She immediately pulled to the side of the road and exited her vehicle. It was at that time she realized that she had run over Lopez. Driver stated she did not see pedestrian and did not know how she got there.

Witness 2 stated she was traveling westbound on E 3rd Ave behind vehicle 2 when she saw vehicle 2 strike and drive over pedestrian who was already laying in the street. Witness 2 stated a third vehicle also hit the pedestrian and continued to drive.

From media:
An Elizabeth man has been charged in connection with the hit-and-run death of a woman who was crossing a street in Roselle to visit friends, police said.

Taalibdin Yusef Muhammad, 26, was driving east near the 600 block of East Third Avenue about 7 p.m. Thursday when he struck the woman who had just she left her parked car, said Roselle police spokesman Lt. James Loprete.

Sara Lopez, 60, of Elizabeth, died at the scene, Loprete said.

Muhammad was arrested Friday night and charged with death by auto and several other motor vehicle violations, said Loprete.

Witnesses of the incident and evidence collected at the scene were important in tracking down the suspect, said Loprete

Fault Details

Driver, hit and run
Charged with death by auto and other charges (media)

Interpretation

Pedestrian had gotten out of her car.

Street should be slow-speed (25mph) but death indicates driver may have been speeding. Lack of lighting would be an issue.

Infrastructure contribute?

Yes: Poor lighting, wide lanes

Questions

Were the street lights working?

Was driver speeding?

Supplemental

Report is hand written and difficult to read.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 48 Crash ID 3425200 Case 12025824 Time 9:07:00 PM Date 7/3/2012 Day Tuesday

Street MIDDLESEX CTY 689 Cross Street WILBUR PL Intersection Yes, T

Municipality Lawrence Harbor County MIDDLESEX Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Matawan Road (MIDDLESEX CTY 689) is a bidirectional north-south roadway with one lane in each direction. There is a sidewalk on the east side, to the north, but none in the other directions. Street parking appears to be allowed, but not used.

Area is low density residential. Area to the west is the Cheesequake State Park, and neighborhood to the east ends shortly due to a railroad.

Incident occurred at the t-intersection with Wilbur Place, which terminates at a stop sign on Matawan. There are no marked crosswalks in any direction.

There is a streetlight by the intersection.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/oWaWL>

Participants

Driver Age	<input type="text" value="27"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07747"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="50"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08879"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.2"/>	Distance From Driver Home	<input type="text" value="1.9"/>						

Findings

Police Reported Fault	<input type="text" value="Unknown"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
Police Findings	<input type="text" value="Vehicle (White Toyota Yaris) was travelling west on Matawan Road near Wilbur Place. Pedestrian was walking across Matawan Road from Wilbur Place to 403 Matawan Road. Vehicle truck pedestrian. Driver said he slammed on brakes but too late."/>								
Fault Details	<input type="text" value="Report does not assign fault. No charges are listed. Based off crash diagram, pedestrian was using unmarked crosswalk. Officer narrative does not mention this."/>								
Interpretation	<input type="text" value="Area is residential in nature, and roadway is not very busy (under 7,000 AADT). There are only two lanes but the entire area is lacking in pedestrian infrastructure. To get to the nearest marked crosswalk, pedestrian would have to walk south in an area without sidewalks. While there is a streetlight, it is unknown if it was working."/>								
	<input type="text" value="Area could use sidewalks, marked crosswalks, and better lighting."/>								
Infrastructure contribute?	<input type="text" value="Yes: No crosswalks, sidewalks, and poor lighting"/>								
Questions	<input type="text" value="1) Was driver speeding?
2) What is the lighting situation?
3) Why aren't crosswalks marked?
4) Is street parking allowed (and ever used)?"/>								
Supplemental	<input type="text" value="Address in narrative (403) is different to address on top of report (406). Address on streetview appears to be 408."/>								
	<input "="" type="text" value='"See Incident Report for further details'/>								



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID **49** Crash ID 3426194 Case 2012-006986 Time 10:37:00 PM Date 5/27/2012 Day Sunday

Street NOTTINGHAM RD Cross Street DELAWARE DR Intersection No

Municipality Mannington township County SALEM Road System Municipal

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure

Roadway is narrow two lane residential road with no lane markings. Area is suburban with detached homes and large yards.

Driver and ped lived in same home 1 mile away. Appeared to be at residence of mutual acquaintance.

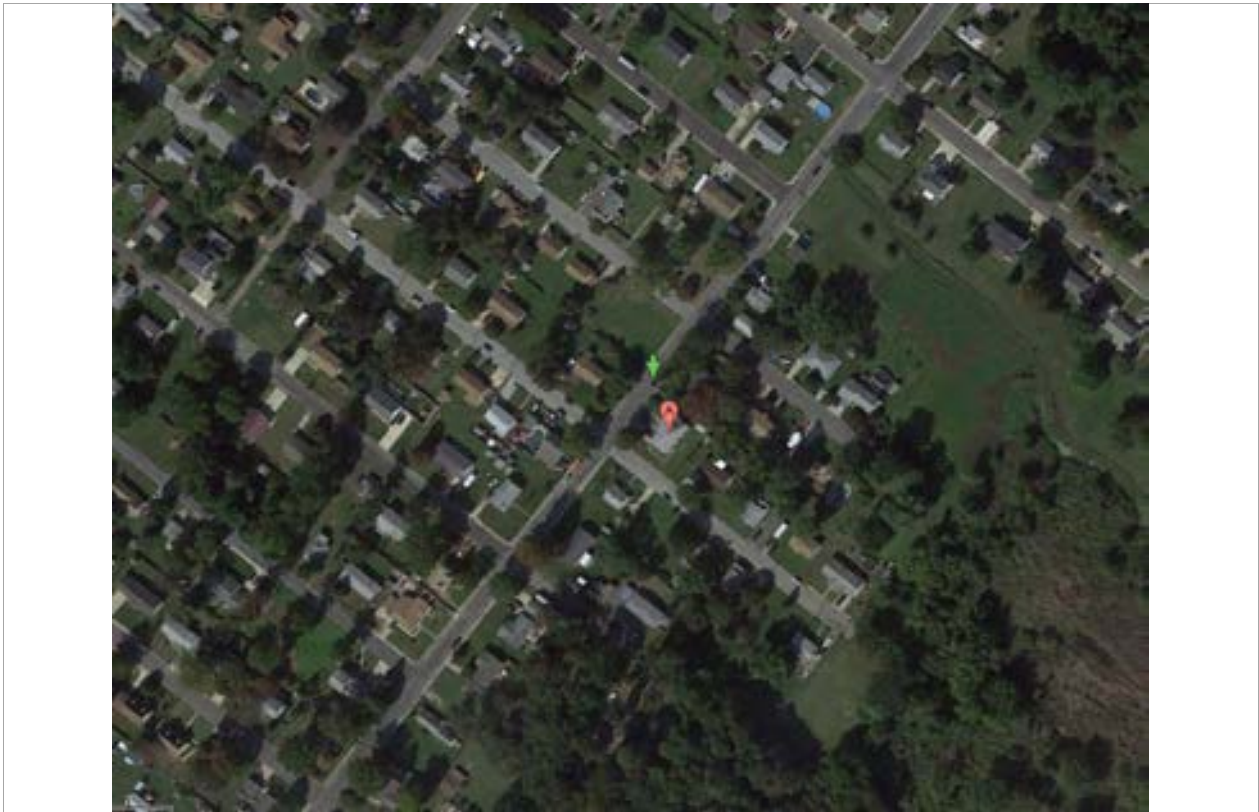


Figure 1. Overhead View of Site

Map Link <https://maps.google.com/maps?q=39.6>

Participants

Driver Age	<input type="text" value="23"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08070"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="24"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08070"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.9"/>	Distance From Driver Home	<input type="text" value="0.9"/>						

Findings

Police Reported Fault	<input type="text" value="None"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings	<p>Vehicle (black Dodge Dakota) was stopped in roadway during domestic violence incident, which involved driver and pedestrian. Driver sped away to avoid further incident. As vehicle pulled away from scene, pedestrian reached out and grabbed rear bed of vehicle. This movement contributed to pedestrian falling and striking head on roadway.</p> <p>Autopsy concluded that death was due to blunt force trauma to back of head that was accidental in nature. No injuries to indicate victim was struck by vehicle.</p> <p>Driver stated that pedestrian had previously grabbed her hair and attempted to take her keys when she pulled away</p>
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Fault Details	<p>Driver was given a citation for suspended license. Death ruled accidental in autopsy. No additional charges found via media.</p> <p>39:3-40</p>
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Interpretation	<input type="text" value="Not a pedestrian death, as victim was not travelling anywhere or crossing road."/>
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Infrastructure contribute?	<input type="text" value="No"/>
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Questions	<input type="text" value="N/A"/>
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Supplemental	<input type="text" value="Not a pedestrian death"/>
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Location Characteristics

ID 50 Crash ID 3433386 Case I-2012-012185 Time 4:22:00 PM Date 7/30/2012 Day Monday
 Street NJ HIGHWAY 63 Cross Street E EDSALL BLVD Intersection No
 Municipality Palisades Park borough County BERGEN Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Bergen Boulevard (NJ HIGHWAY 63) is a north-south urban principal arterial with two lanes northbound and one lane southbound. There is an 8 foot shoulder on the southbound side, and a smaller (maybe 4-foot) shoulder on the northbound side.

There are no sidewalks.

Area has a mixture of residential and commercial. Immediately east of crash site there is single story commercial, with parking stalls built immediately up to roadway. Drivers have to reverse into active northbound lane to exit stalls.

Businesses include 7-11, A&P, Liquor Store, Eye Surgery Center, Chinese Buffet, Italian Restaurant, Etc.

On west (southbound) side there is a wall of greenery shielding detached homes, and a small strip of grass



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/Ng8jh>

Participants

Driver Age	<input type="text" value="59"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07010"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="18"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07650"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.3"/>	Distance From Driver Home	<input type="text" value="3.1"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Vehicle (Black GMC Yukon) was travelling south on Bergen Boulevard when attempting to pass traffic in the shoulder.

Pedestrian was walking southbound on Bergen Boulevard in shoulder when struck from behind by vehicle.

Fault Details Driver charged with
 39:4-96 RECKLESS DRIVING
 39:4-88 Improper use of left lane
 39:4-85 Improper shoulder passing / shoulder riding

Media, Feb 15, 2014
 A limo driver with nine license suspensions over 27 years apologized Friday for killing an 18-year-old Palisades Park woman after he drove his SUV into her as she walked on the shoulder of Bergen Boulevard.

"I wish this never happened. I wish I can change it," said Yahya Ozkilog, 60, of Cliffside Park, before being sentenced to three years in state prison — a year of which he was given credit for already serving.

The petite Park was carrying a load of laundry home July 31, 2012 when she was struck by Ozkilog's GMC Yukon XL on the road's southbound side. She was taken to Hackensack University Medical Center, where she was pronounced dead.

"Unlike most of my cases, there were no drugs or alcohol involved," Delaney said.

Ozkilog was "driving in traffic — and not a ton of traffic, flowing traffic moving south," the prosecutor said.

"For some unknown reason — not that our investigation was able to discern — he pulled out of his lane of traffic, mounted a curb with his passenger side tires, and drove south along the road," he said.

"At one point he drove over a small paved retaining wall."

"Jackie Park was walking on what could be considered the shoulder of the road, even a private driveway," Delaney said. "In fact, just south of the accident scene there's a New Jersey Transit bus stop.

Interpretation Could be case of distracted driving, driver falling asleep, or medical issue, as drugs and alcohol were ruled out. Could also be attempt to pass vehicle stopped waiting to make a left turn, due to poor road design.

Either way, complete lack of pedestrian accommodations is issue here. Area is built up, and a mixture of residential and commercial encourages walking. Victim was carrying laundry, which indicates area may be lower income, and so have more walking trips.

Speed limit is high, and lack of center turning lane leads credence to possibility that a driver was blocking the only southbound lane waiting to make a left turn into the commercial strips, causing an impatient driver to use the shoulder. A road diet would prevent this from happening again.

Victim was also walking with traffic, which may be contributing factor in that she had no idea she was about to be hit.

Infrastructure contribute?

Yes: No pedestrian accommodations, speed limit high (40mph) for urban area

Questions

- 1) What are average speeds here?
- 2) Are drivers using shoulder to swing around left turning cars a problem?
- 3) Where are the sidewalks?
- 4) is building parking stalls that require drivers to reverse into active highway legal?

Supplemental

Poor report
Good DOT case



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 51 Crash ID 3433557 Case 201212874 Time 8:56:00 PM Date 7/14/2012 Day Saturday
 Street US HIGHWAY 130 Cross Street HIGH ST RTE 541 Intersection Yes
 Municipality Burlington city County BURLINGTON Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Route 130 North is a state maintained roadway that predominantly runs north/south. The highway is one way with three lanes, which are clearly delineated, with a fog line on the eastern shoulder. A 4th, right turn only lane exists at the intersection.

Route 130 South exists 300 feet north, also 3 lanes one way. Between both directions there are businesses, such as a Walgreens and liquor store.

High Street has two lanes in each direction. The intersection is signal controlled. There are pedestrian signals in all direction which appear to be automated (no buttons).

Area is suburban, with most commercial buildings set back with parking. Only the liquor store that the victim and his family came from is built up to the sidewalk at the corner.

There are two streetlights in the intersection, neither over the crosswalk in which the incident took place.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/4BMZY>

Participants

Driver Age	<input type="text" value="35"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08060"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="32"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08016"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.2"/>	Distance From Driver Home	<input type="text" value="6.1"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings According to wife of victim, family had left liquor store located on the northeast corner of northbound Route 130. Victim (father) attempted to cross highway on High Street, when traffic control signal on Route 130 changed to green. Victim attempted to turn back but was struck by motorcycle (Suzuki GSX R600) at the time.

Officer reviewed video surveillance at liquor store. Video showed pedestrian in crosswalk reaching center lane and then abruptly changing directions to return back to store, when hit by motorcycle.

Witness of other vehicle stated that traffic had begun to slow when approaching red light but then light turned green so traffic was never stopped.

Fault Details Officers did investigation to determine speed and found that vehicle was travelling at or below 40mph posted limit. Investigation also found that signal was working properly, and that there was no mechanical failure of the motorcycle.

Pedestrian blamed for crossing during do not walk phase.

Interpretation It appears that the pedestrian signal played a part in the decision of the victim to cross. According to the investigation, the signal displays walk for 5 seconds, then a flashing do not walk for 20 seconds. There is then an additional 20 seconds of do not walk before Route 130 gets green.

This type of timing may cause pedestrians to disregard the signal entirely because it is not providing useful information. If the signal is seen to be solid red for a period of time, while there is no conflicting movement, then a pedestrian might assume the signal is faulty or misleading and attempt to cross, not knowing if he has 15 more seconds or just 1. In this case, the pedestrian did not have enough time.

The type of vehicle may have also played a factor. A motorcycle may have been harder to see at a distance. The report also notes a lane change made prior to intersection by vehicles, which also made it difficult for victim to see what lanes were being used.

Infrastructure contribute? Yes: Pedestrian signals/timers are misleading

Questions
 1) Why is there a 20 second solid do not walk phase?
 2) Is lighting over intersection sufficient?

Supplemental Motorcycle involved. Driver was in critical condition with swelling in the brain. No media follow-up to know if driver also died.

Good report



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 52 Crash ID 3434670 Case 12029295 Time 1:15:00 AM Date 7/29/2012 Day Sunday
 Street NJ HIGHWAY 34 Cross Street ANNIE DR Intersection Yes, T
 Municipality Old Bridge township County MIDDLESEX Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Highway 34 is an east-west route with one lane in each direction, divided by a double yellow line. There are no sidewalks in either direction, but there is a shoulder on each side, with a variable width.
 Incident occurred near intersection with Annie Drive, a minor residential street. Route 34 widens slightly to add a left turn lane from the westbound direction onto Annie. Annie is stop controlled, and Highway 34 has the right of way. .1 mile west, there is a signalized intersection.
 Area is sparsely populated, with suburban developments and forests.
 Incident occurred about 350 feet from the driveway of WaWa - the destination of the pedestrian.
 There are no streetlights.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/i7NqJ>

Participants

Driver Age	<input type="text" value="34"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="26"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08879"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="1"/>	Distance From Driver Home	<input type="text"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

Vehicle (Range Rover) was travelling north on Route 34 near Annie Drive. Vehicle veered right out of lane and struck pedestrian. Pedestrian was walking northbound in the grassy area off the roadway, towards a WaWa.

Driver fled.

From media:
Lacey Yannelli, who grew up with the victim, said Wilmot was walking from the train station to his friend's workplace when he was hit by the car.

From media:
A Staten Island, N.Y., man surrendered to authorities Aug. 3 on charges related to the July 29 hit-and-run death of Warren Wilmot, a 26-year-old resident of Old Bridge.

Timothy D. Lubniewski, 34, was released on \$75,000 bail after he was charged with leaving the scene of a fatality, Middlesex County Prosecutor Bruce J. Kaplan and Old Bridge Police Chief William Volkert announced.

Fault Details

Driver. Hit and run, veered into shoulder and possibly off roadway. Report code indicates that pedestrian was off road.

Interpretation

The complete lack of sidewalks or any pedestrian facility was a significant factor here. This was compounded by the complete lack of street lighting. The pedestrian was walking to Wawa and there was no way to walk there safely. The pedestrian was in the shoulder or grassy area off the shoulder, but this offered no protection.

The report notes that the vehicle veered out of the lane. Due to hit and run nature, this was likely alcohol related, although it cannot be confirmed because driver was not found for 4 days.

Infrastructure contribute?

Yes: lack of sidewalks or any pedestrian facility, and lack of lighting

Questions

1) Was driver drunk?
2) Was driver found guilty?
3) Why did driver enter shoulder?

Supplemental

"Investigation turned over to Traffic and Safety Officer J. Bulin and ID Detective K. Flynn"



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 53 Crash ID 3435050 Case I-2012-004971 Time 3:15:00 AM Date 4/6/2012 Day Friday

Street MONMOUTH CTY 34 Cross Street ALDERBROOK RD OAKLAWN RD Intersection Yes

Municipality Little Silver borough County MONMOUTH Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Incident occurred at intersection of Harding Road (MONMOUTH CTY 34) and Alderbrook Rd/Oaklawn Road.

Harding Road is a two-lane bidirectional roadway with a center double yellow line. There is a narrow shoulder on each side, and a sidewalk on the southern side.

Alderbrook Rd intersects the roadway coming from the south, where it leads to a very large garden-apartment development. The road may be private.

Oaklawn Road leads to the north and is a no-outlet roadway to a small detached home cluster.

At the intersection, Harding Road has the right of way, while the other roads are stop controlled. There are no crosswalks in any direction. There is one street light at the intersection.

The surrounding area is very suburban, and mostly residential.

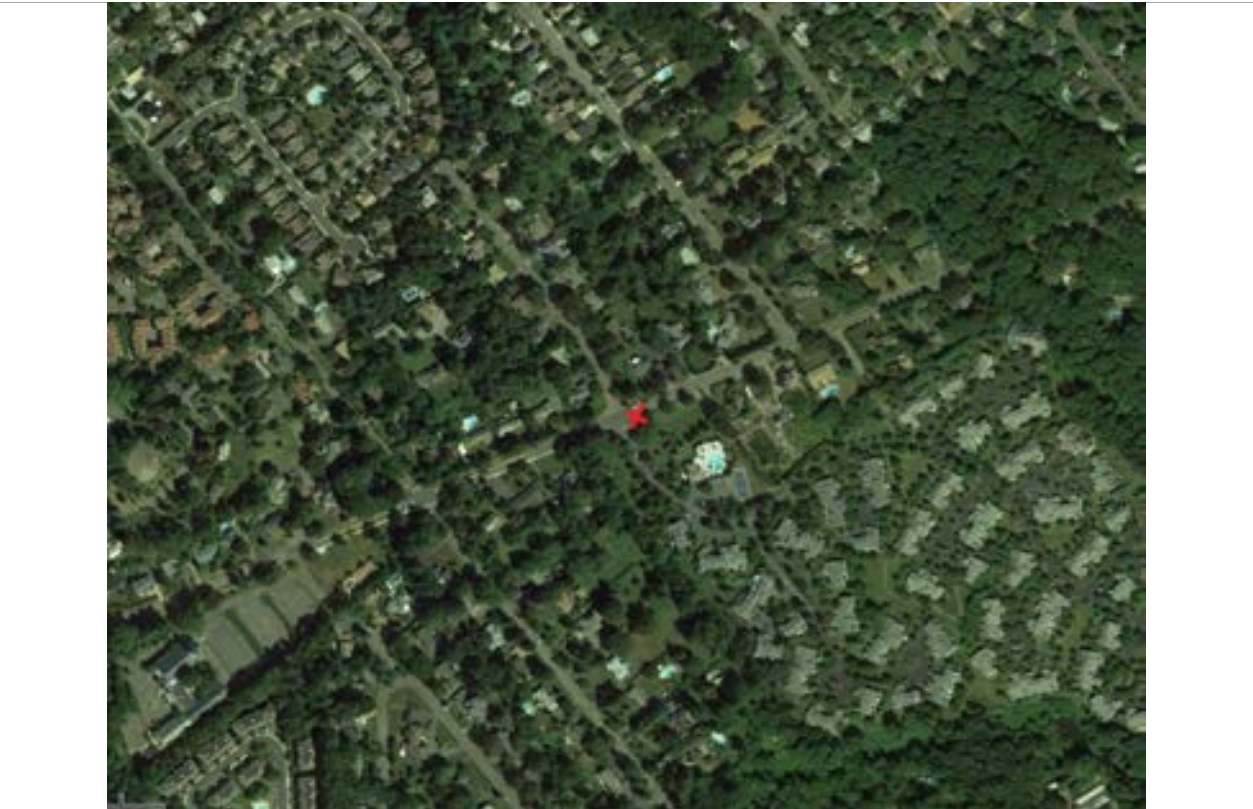


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/j0x76>

Participants

Driver Age	<input type="text" value="54"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07704"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="19"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07704"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="1.8"/>	Distance From Driver Home	<input type="text" value="1.4"/>						

Findings

Police Reported Fault	<input type="text" value="None"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings Driver of grey Nissan Altima stated he was east on Harding Road at 35-40mph. Driver stated he never saw the pedestrian and heard loud thump.

From media:

Authorities are still piecing together the circumstances under which Dinger, a 2011 graduate of Rumson-Fair Haven Regional High, was found alone and severely injured near the center line of the road, opposite the entrance to the Alderbrook condo community, he said.

The victim was wearing "all-dark clothing," he said. No charges have been filed against Post, "and none are expected to be filed against him," Shaffery said.

Fault Details Media reports that no charges were filed or expected to be filed against driver.

Crash diagram indicates victim was crossing at unmarked crosswalk, where she presumably had the right of way.

Interpretation This report is short and it is unknown if additional investigation was done. Ped appears to be in crosswalk, so at the very least, a charge such as failure to yield would be applicable, but that was not the case here.

It is unknown where ped was coming from or heading to, and if alcohol played a part.

However, intersection could probably use more lighting, and marked crosswalks.

Infrastructure contribute? Yes: Unmarked crosswalks

Questions

- 1) Is there enough lighting?
- 2) Was driver speeding?
- 3) Where was ped going or coming from?

Supplemental Very short report



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 54 Crash ID 3440632 Case 2012-9472 Time 1:33:00 AM Date 7/7/2012 Day Saturday

Street RTE 538 Cross Street HARRISON AVE Intersection No

Municipality Franklin Twp (Gloucester Co) County GLOUCESTER Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure

Area is rural in nature, with large homes fronting the roadway directly with driveways. All the properties are very large. There are no sidewalks or streetlights.

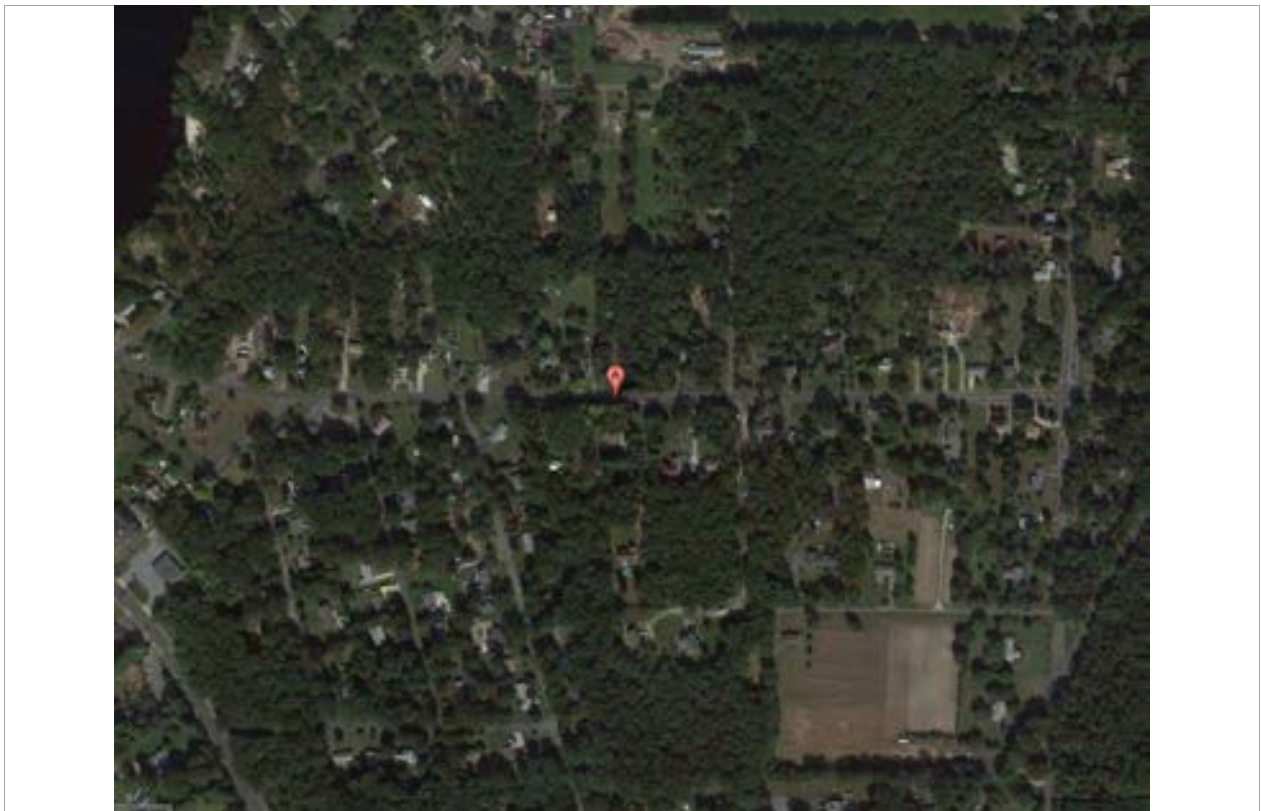


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/US2Xj>

Participants

Driver Age	<input type="text" value="20"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08094"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="23"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08322"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0"/>	Distance From Driver Home	<input type="text" value="3"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings	<p>Driver of vehicle stated that he was driving west on Coles Mill Road when his passenger alerted him of something in roadway. Driver said he saw man lying in roadway, hit the brakes and swerved left, but could not avoid hitting person. He said after coming to a stop he and passenger ran back to ped who was lying face down in roadway with clear plastic cup.</p> <p>Pedestrian was laying with feet on double yellow line with his body facing north.</p>
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Fault Details	<p>Pedestrian for apparently lying in roadway, although it is unknown why this was the case. Pedestrian was found without shirt and with plastic cup. Unknown if alcohol or drugs were involved.</p> <p>Lack of damage to vehicle and tire marks on body confirm accounts of driver and passenger.</p>
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Interpretation	<p>Report lacks investigation that is needed to determine full story. It is possible pedestrian had been hit by other vehicle that fled. Also possible pedestrian was impaired and decided to lie down in the wrong place. Suicide is also possibility.</p> <p>Either way, if pedestrian was not travelling; this may not be a ped death for this report. Incident occurred almost directly outside home of victim.</p>
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Infrastructure contribute?	<input type="text" value="No"/>
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Questions	<p>1) Is this a pedestrian death?</p> <p>2) Was ped hit previously by other vehicle?</p>
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Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 55 Crash ID 3442901 Case 2012021763 Time 9:04:00 PM Date 8/11/2012 Day Saturday
 Street US HIGHWAY 46 Cross Street CR 679 / FAIRFIELD RD Intersection No
 Municipality Wayne township County PASSAIC Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Highway 46 is a 4-lane highway with a large (60-foot) grass center median. The roadway has no sidewalks or pedestrian infrastructure, and it actually appears impossible to legally cross it on foot in the area.

Just south of the incident location is the very large Willowbrook Mall. There is also a narrow residential neighborhood between the mall and the Passaic River.

There is also a road bridge (Willowbrook Boulevard) that connects traffic on Highway 46 to the mall, but that two-lane overpass has no sidewalks either. Just north of the crash site are 5 detached homes, and then a minor roadway that continues north under I-80.

There is an NJ Transit bus stop on Westbound 46 just before the overpass, served by 5 routes. The bus stop has no sidewalk connections, and it appears impossible to reach safely from any direction. A passenger coming or going to the mall is unable to cross 46 directly by the bus stop, as the median is vegetated and has metal crash barriers. It is possible victim elected to cross where he did because the grassy median was easier to navigate.

Passengers cannot use the overpass because it has one lane in each direction with no sidewalks or shoulders, and is designed for high speeds.

There are no street lights on 46, but there are lights on the on and off-ramps

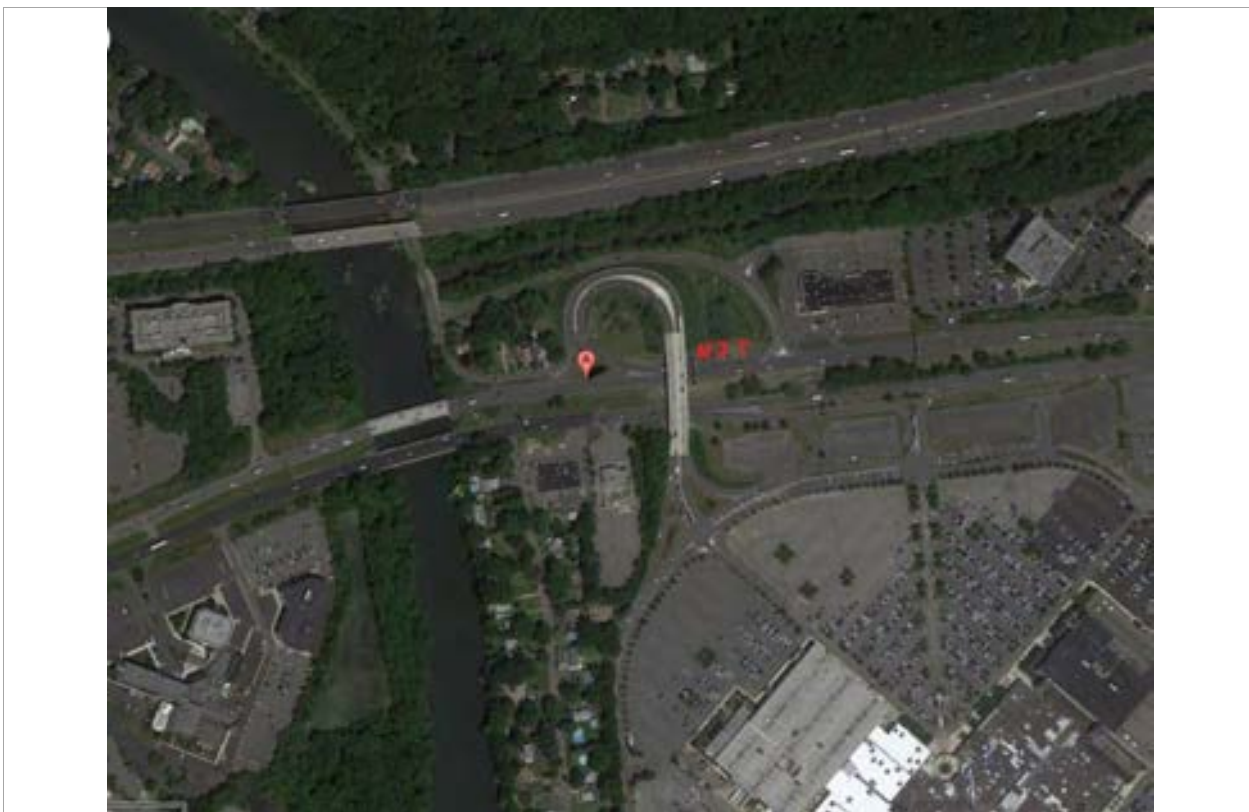


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/xROcV>

Participants

Driver Age	<input type="text" value="21"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="19027"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="61"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="13.5"/>	Distance From Driver Home	<input type="text" value="83"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Driver was travelling west on Route 46 in the left lane when he observed an SUV ahead of him in right lane begin to slow down. Assumed driver had missed ramp to mall, and began to slow. He then saw pedestrian emerge from in front of SUV. Driver attempted to swerve left but still struck pedestrian.

Fault Details Pedestrian for crossing a highway.

Interpretation The infrastructure here is impossible for pedestrians to navigate. If a pedestrian wants to cross Route 46, they have to either run across the 50mph highway (and then deal with the median), or navigate high-speed overpasses with no sidewalks and high-speed on and off-ramps. Google Maps suggests a detour of 2.2 miles to cross the road, and that entire route has no sidewalks either. If the pedestrian was to walk east, they'd eventually encounter a giant interchange where 46, 23 and I-80 meet. If a pedestrian was to walk west, they would be forced to cross a river bridge with no sidewalk, and never find a crosswalk or safe crossing point.

Quite simply, it is impossible to safely cross the road.

It is unknown where the victim was headed, but if his trip required going from one side of 46 to the other, there simply was no way to get there safely without a car.

One possibility is that the victim was trying to reach an NJ Transit bus stop that is located on westbound Highway 46 just before the underpass. The bus stop has no sidewalk connections, and it appears impossible to reach safely from any direction. See additional infrastructure for details.

Infrastructure contribute? Yes: infrastructure here is impossible for pedestrians to navigate, NJ Transit bus stop that is located on westbound Highway 46 – impossible to get to, no safe way to cross this highway. No lighting.

Questions

- 1) Was victim heading to bus stop?
- 2) How do bus stop passengers safely go anywhere?
- 3) How many passengers use that stop?
- 4) Where does DOT suggest pedestrians cross?

Supplemental Good case due to dangerous bus stop location and poor road design. May require additional images.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID **56** Crash ID 3446484 Case 12-31107 Time 11:06:00 AM Date 8/7/2012 Day Tuesday

Street 342 REDWOOD AVE Cross Street Intersection No

Municipality Hamilton Twp (Mercer Co) County MERCER Road System Private

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Redwood Avenue is a small residential roadway with detached homes with driveways on each side.

Incident occurred on sidewalk, as vehicle was backing out of driveway into roadway. Driver was resident of home, victim was neighbor.

Land use is suburban residential, with detached homes, almost all with driveways.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/9NjoF>

Participants

Driver Age	<input type="text" value="38"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08610"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="95"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08610"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.01"/>	Distance From Driver Home	<input type="text" value="0"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings	<p>Collision occurred off the roadway, with contact either in the sidewalk or driveway apron.</p> <p>Driver of grey Kia minivan stated that she had placed her children in the vehicle and observed her neighbor attending her garden next door. Driver started vehicle, and stated she checked over her shoulder for traffic and began to back up slowly.</p> <p>Driver did not notice she had struck neighbor, but felt that vehicle was not backing up normally, as it was dealing with resistance. Driver moved vehicle forward and then exited car to check what was blocking exit.</p> <p>Driver then saw pedestrian on ground and called 911.</p> <p>Victim was alert and conscious at scene but suffered broken pelvis, broken ribs and ruptured diaphragm. Victim passed 3 days later due to her injuries.</p>
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Fault Details	<p>Driver cited for:</p> <p>39:4-66a: The operator of a vehicle emerging from an alley, driveway, garage, or private road or driveway, shall stop the vehicle immediately prior to driving upon the sidewalk, and shall proceed to enter the sidewalk only after yielding the right of way to a pedestrian on the sidewalk, if the pedestrian is so close as to constitute an immediate hazard.</p> <p>Contributing factor listing as pedestrian not being able to hear vehicle as she did not have her hearing aids with her.</p>
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Interpretation	<p>Age of pedestrian is probable reason why this low-speed incident was a fatality instead of just an injury.</p> <p>Design of vehicle may have impeded visibility of driver as she backed up. Report noted that the TV screen for the backseat passengers was down. That may be a dangerous design of the vehicle.</p> <p>Rear-view camera may have prevented this death.</p>
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Infrastructure contribute?	<input type="text" value="No"/>
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Questions	<input type="text" value="1) Did design of vehicle create blind spots?"/>
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Supplemental	<input type="text" value="Pedestrian on sidewalk"/>
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 57 Crash ID 3447104 Case E050-2012-01297 Time 1:57:00 AM Date 7/27/2012 Day Friday

Street GARDEN STATE PKWY Cross Street Intersection No

Municipality Wall township County MONMOUTH Road System State / Interstate

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure The Garden State Parkway is a five lane roadway that runs both south and north. In the area of the incident, at the time, lane 4 and 5 merged and the southbound roadway continued as 4 lanes.

The lanes are clearly marked by white skip lanes, and the emergency shoulder lanes on either side of the southbound roadway are separated by a solid yellow fog line to the east and a white fog line to the west.

500 feet north of the incident there is a small crest in the road that might have reduced line of sight for southbound traffic. The report states that there is overhead lighting. However, there are no overhead lights seen on Google streetview. There is currently construction on the site of the incident.

The north and southbound lanes are separated by an elevated wooded area bordered by grass on the sides closer to the emergency shoulder.

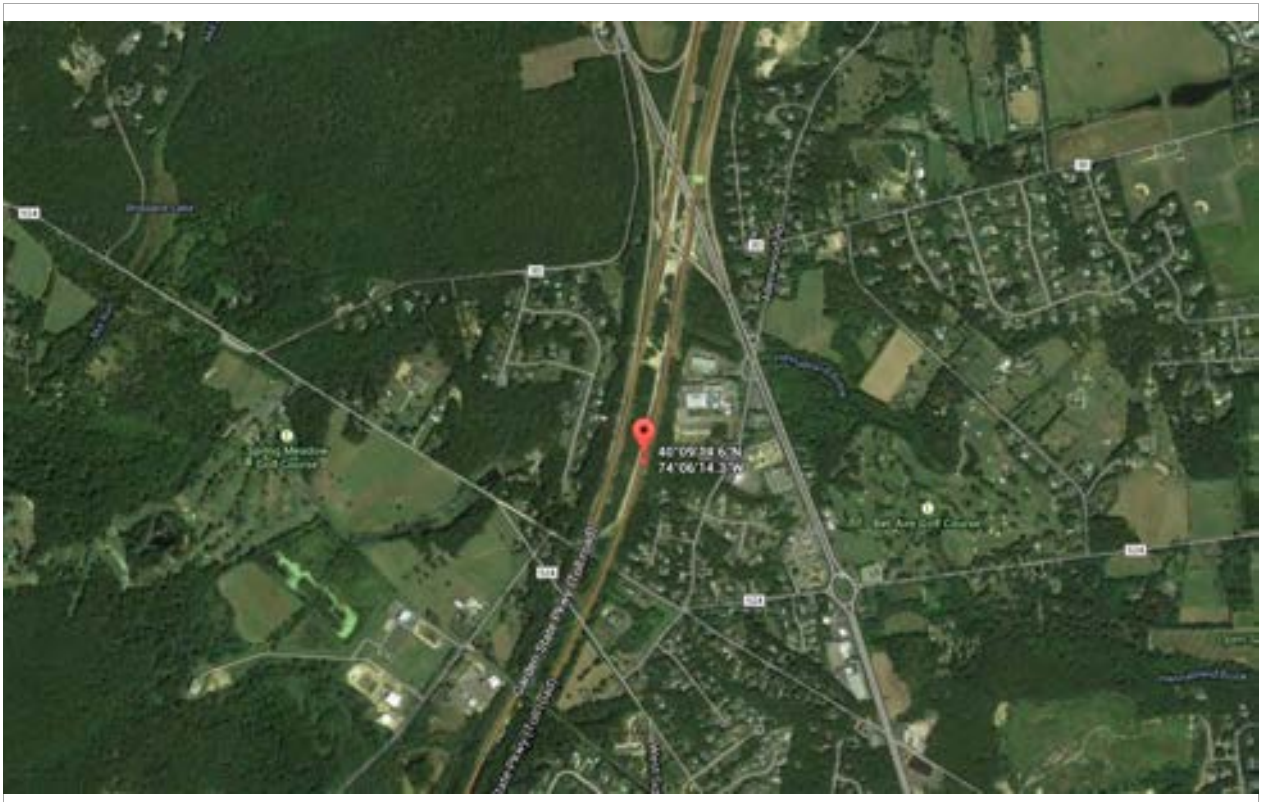


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/gCh24>

Participants

Driver Age	<input type="text" value="67"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08731"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="23"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="76017"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text"/>	Distance From Driver Home	<input type="text" value="25"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Blue collared"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings Pedestrian was in roadway because he was attempting to return to a limo located on the right shoulder. While crossing roadway he was struck by vehicle.

Driver and passenger of vehicle stated they never saw ped until collision.

Limo had pulled over so passenger (victim) could urinate. According to other passengers in limo, victim ran to opposite side of roadway for unknown reason and was almost hit by a car (screaching tires). Upon returning, he was hit.

It was raining lightly and the roadway surface was wet. There was no environmental factors that would have affected the visibility.

Fault Details Driver of limousine (not involved in collision) issued a summons for 19:9-1.6 Stopping to pick up or discharging any person.

Case "Pending" until postmortem toxicology analysis and/or autopsy reports can be obtained.

Interpretation Pedestrian was carelessly crossing a high traffic, high speed roadway. Driver said that it was dark and that there were no lights on highway. This contradicts with police statement that the road was illuminated at the time of the incident. The drivers and passengers said that they didn't notice any animal or human until they heard a loud bang the windshield cracked.

Pedestrians ran across highway to urinate. There was no crosswalk or noted rest area.

Based off the description from witnesses, the pedestrian was careless in crossing the highway. Report does not indicate if alcohol test was done, but behavior indicates that victim may have been drunk.

Infrastructure contribute?

Questions 1) Was victim impaired?
2) Is there overhead lighting?

Supplemental Not a travelling pedestrian.

Pedestrian had residence listed as Arlington, Texas, excluded from stats.

A good, detailed report



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 58 Crash ID 3447550 Case 2012-07-066 Time 5:50:00 PM Date 7/19/2012 Day Thursday

Street NJ HIGHWAY 166 Cross Street CRABBE RD Intersection No

Municipality South Toms River borough County OCEAN Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure

Route 166 is a two lane roadway with double yellow striping. There is no street parking.

At the intersection of Crabbe Road, there is no crosswalk or traffic light. Crabbe Road has no lines on the road at all and looks poorly maintained. Crabbe Road has a stop sign where it intersects with Rt 166.

There is a small bridge on Rt 166 north of where the incident occurred. There is a small body of water or a bay on either side of the small bridge.

There are no sidewalks on either side of Rt. 166 on this side of the bridge. However, there is one sidewalk to the north of the bridge on Rt 166. There are also no sidewalks on Crabbe Road.

There are no traffic lights on the road near the incident.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/ul8TZ>

Participants

Driver Age	<input type="text" value="28"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08759"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="73"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08753"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.8"/>	Distance From Driver Home	<input type="text" value="10.4"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings	<p>There was stop and go traffic, as the incident occurred during rush hour. The driver was going southbound and had struck the concrete barrier on the bridge previous to striking the pedestrian south of the bridge.</p> <p>There were skid marks on the road and the driver was observed with a cell phone in her hand immediately after the collision.</p> <p>The pedestrian was walking south on the southbound shoulder of Rt 166 and was struck from behind.</p>
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Fault Details	<p>Driver charged with: 39:4-97 - Careless Driving</p>
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Interpretation	<p>Pedestrian was walking on southbound side shoulder of a fairly busy roadway. Driver hit concrete barrier on the bridge and then swerved into pedestrian from behind.</p> <p>It was daylight and so the lighting was not an issue.</p>
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Infrastructure contribute?	<input type="text" value="Yes: No sidewalks"/>
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Questions	<p>1) Was the driver on their phone during the incident? 2) Where are the missing pages of the report?</p>
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Supplemental	<p>The report is short and lacking detail.</p> <p>There are missing pages - Notes that there is a supplemental investigation report that is not included.</p> <p>There was no investigation of whether driver was on the phone during incident even though a witness observed driver on phone immediately following incident.</p>
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 58 Crash ID 3447550 Case 2012-07-066 Time 5:50:00 PM Date 7/19/2012 Day Thursday
 Street NJ HIGHWAY 166 Cross Street CRABBE RD Intersection No
 Municipality South Toms River borough County OCEAN Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure
 Route 166 is a two lane roadway with double yellow striping. There is no street parking.
 At the intersection of Crabbe Road, there is no crosswalk or traffic light. Crabbe Road has no lines on the road at all and looks poorly maintained. Crabbe Road has a stop sign where it intersects with Rt 166.
 There is a small bridge on Rt 166 north of where the incident occurred. There is a small body of water or a bay on either side of the small bridge.
 There are no sidewalks on either side of Rt. 166 on this side of the bridge. However, there is one sidewalk to the north of the bridge on Rt 166. There are also no sidewalks on Crabbe Road.
 There are no traffic lights on the road near the incident.

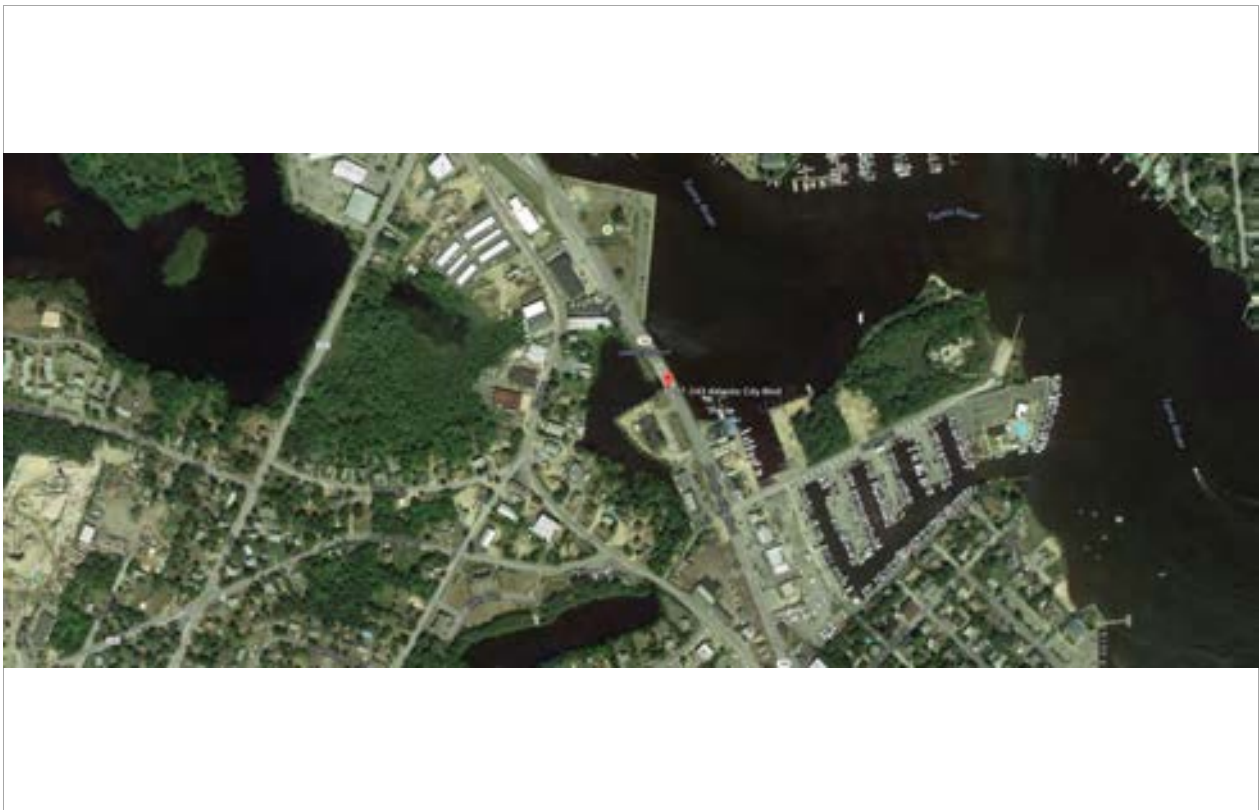


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/ul8TZ>

Participants

Driver Age	<input type="text" value="28"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08759"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="73"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08753"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.8"/>	Distance From Driver Home	<input type="text" value="10.4"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings	<p>There was stop and go traffic, as the incident occurred during rush hour. The driver was going southbound and had struck the concrete barrier on the bridge previous to striking the pedestrian south of the bridge.</p> <p>There were skid marks on the road and the driver was observed with a cell phone in her hand immediately after the collision.</p> <p>The pedestrian was walking south on the southbound shoulder of Rt 166 and was struck from behind.</p>
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Fault Details	<p>Driver charged with: 39:4-97 - Careless Driving</p>
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Interpretation	<p>Pedestrian was walking on southbound side shoulder of a fairly busy roadway. Driver hit concrete barrier on the bridge and then swerved into pedestrian from behind.</p> <p>It was daylight and so the lighting was not an issue.</p>
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Infrastructure contribute?	<input type="text" value="Yes: No sidewalks"/>
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Questions	<p>1) Was the driver on their phone during the incident? 2) Where are the missing pages of the report?</p>
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Supplemental	<p>The report is short and lacking detail.</p> <p>There are missing pages - Notes that there is a supplemental investigation report that is not included.</p> <p>There was no investigation of whether driver was on the phone during incident even though a witness observed driver on phone immediately following incident.</p>
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 59 Crash ID 3457518 Case 2012-13663 Time 9:24:00 PM Date 8/24/2012 Day Friday

Street NJ HIGHWAY 73 Cross Street CR 610 / FELLOWSHIP RD Intersection Yes

Municipality Maple Shade township County BURLINGTON Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Rt. 73 South is a six lane roadway, with three lanes southbound and three lanes northbound. South Fellowship Road is a four lane roadway. On the East side of the intersection on South Fellowship Road there are three lanes westbound, two lanes are turn only lanes going southbound Rt. 73. There is the opposite configuration on the west side of the intersection with three lanes going eastbound. There is a cement barrier between the north and southbound lanes of Rt. 73.

There are only sidewalks on the northeast and southwest corners of the intersection. There are only crosswalks on the north and west sides of the intersection.

There are small shoulders on the sides of the roadway.

There is a CVS Pharmacy on the northeast corner of the intersection, with a parking lot near to the street. On the opposite corner, there is a small grocery store which also has surface parking. These two corners are on either side of where the incident occurred.

Land use is very suburban.

There are pedestrian lights, signaling when the pedestrian should cross at this intersection.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/KcY2z>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID **60** Crash ID 3457836 Case A100-2012-00198 Time 4:01:00 PM Date 6/13/2012 Day Wednesday

Street CUMBERLAND CTY 616 Cross Street MENHADEN RD Intersection Yes, T

Municipality Maurice River township County CUMBERLAND Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure The area surrounding the incident is fairly rural. There are a few houses in the area close to the incident which are about 50 feet from the roadway. Directly to the right of the incident is an open yard. On the southwest side of the intersection is a wooded area.

There are no sidewalks. Rt 616 is a two lane roadway. There is one northbound and one southbound lane. The lanes are bordered by a white fog line and are divided by a yellow center line. Approximately 389 feet north of the point of impact there is a "Handicapped Children in Area" sign and approximately 598 feet north of the point of impact there is a sign indicating a curve with a cautionary speed of 45 mph.

Incident occurred just north of a T intersection with a minor road. There are no crosswalks at the intersection.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/5DO11>

Participants

Driver Age	<input type="text" value="49"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="19043"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="12"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08327"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0"/>	Distance From Driver Home	<input type="text" value="60"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="N/a"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings Vehicle #1 was traveling south on County Road 616. At milepost 2.8, vehicle #1 struck pedestrian who was located in the roadway.

Driver claims that he saw people in the yard on his right (westbound side of the roadway). He also claims that he saw the kid in the road and hit his brakes but was not able to stop in time. Other witnesses state that the struck pedestrian was crossing the road in order to grab the dog that had gotten loose.

Pedestrian was struck when he was following the dog back to the other side of the road. The pedestrian was mentally handicapped.

Based on the statements and that there was no braking prior to impact, the police believed that the driver did not see the pedestrian prior to the accident.

Fault Details The driver was charged with: 39:4-97 Careless Driving,
"Cumberland County Prosecutor's office advised they would not pursue any charges at this time"

Interpretation The driver was distracted by people in the yard. The driver did not see the pedestrian in the roadway. The pedestrian was crossing the roadway because he was retrieving his dog who had gotten loose.

The driver did just come around a corner and so may not have been able to see pedestrian in advance. However, there was a sign warning that there was a mentally handicapped child in the area.

This roadway is very difficult to cross as there is no crosswalk or sidewalks in addition to a 50 mph speed limit.

Infrastructure contribute? Yes: High speeds. This is a residential road, but the speed limit in 50 mph, there is signage that there is a mentally handicapped child but the speed limit is not decreased, there are also no sidewalks or other pedestrian infrastructure.

Questions Was the driver speeding?

What type of traffic is on this road? Are people using it as a cut-through or alternate route?

Supplemental Streetview is not available at the site of this incident.

A good, detailed report

Pedestrian hit was a child and was mentally handicapped.

Location Characteristics

ID 61 Crash ID 3457867 Case 2012-14002 Time 10:47:00 AM Date 7/18/2012 Day Wednesday
 Street ESSEX CTY 654 Cross Street BROAD RD RTE 509 Intersection Yes
 Municipality Bloomfield township County ESSEX Road System County
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure This is a fairly large intersection that has a 4 way traffic light. On County Rd Rt 509 where the incident occurred, County Rd is a 3 lane roadway. It is two lanes south of the intersection and then an extra lane is added as a left-turning lane. All other sides of the intersection have the same roadway configuration.

There are sidewalks on all four corners of the intersection. There are crosswalks offset at an angle on each intersection, as well. There are also lights that tell the pedestrians when to walk or stop.

On County Road, where the incident occurred, there is a shoulder on the east side of the road where the bus stops.

The area seems very suburban and is surrounded by many residential areas. At the intersection there is a commercial strip and also gas stations. Directly across from the bus station where the incident occurred there is a 7-11, a gas station and a Dunkin Donuts. Behind the bus stop there is a park with a baseball field.

The bus stop is surrounded by trees and so seems heavily shaded.

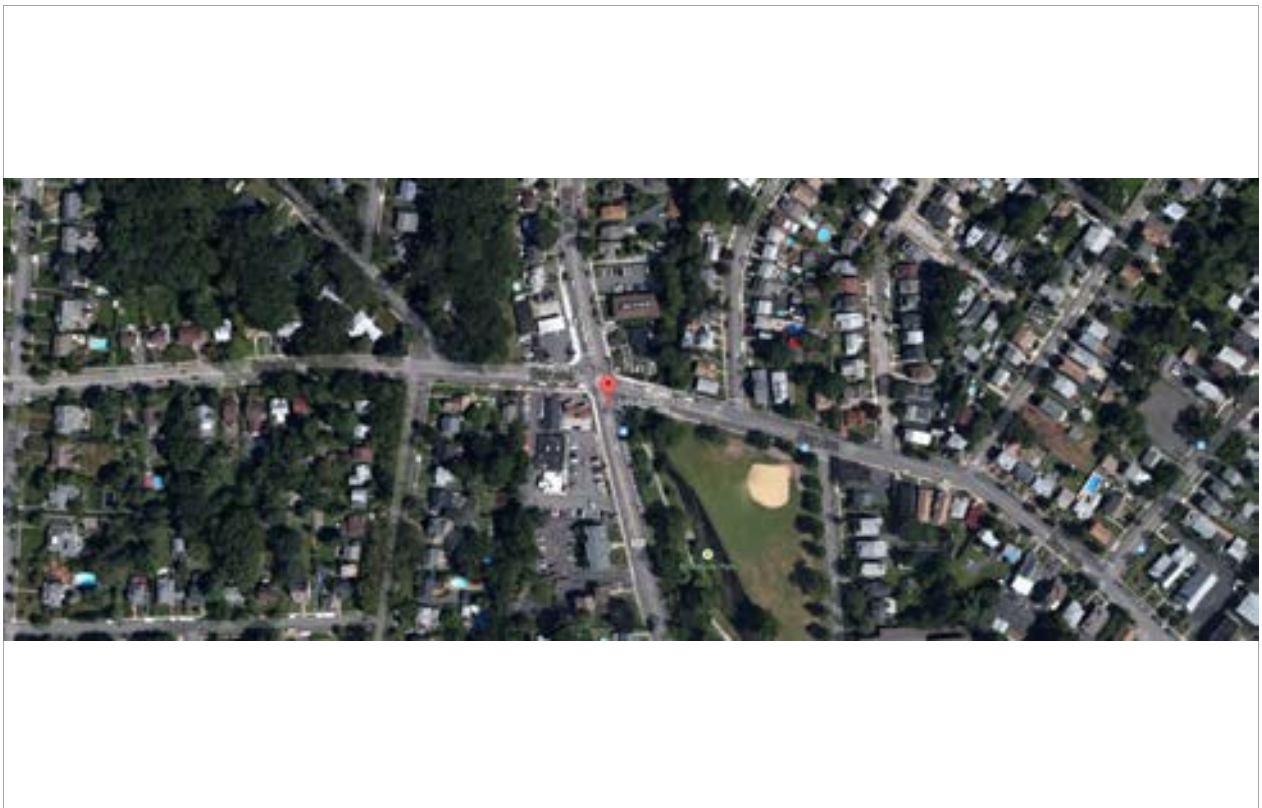


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/q19IZ>

Participants

Driver Age	<input type="text" value="61"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07017"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07042"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="1.1"/>	Distance From Driver Home	<input type="text"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="N/a"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

NJ.com News, July 19, 2012 - Updated July 20,2012

 The Essex County College student was killed Wednesday when he was run over by a bus in Bloomfield. He was trying to catch a ride to his job in Clifton so he could work an extra shift to make money for his disabled mother.

 It remains unclear whether the bus struck Johnson, or if he slipped and fell under its wheels.

NorthJersey.com News October 11, 2012

 The victim was trying to catch the 709 NJ Transit bus, which is contracted out to Coach USA, on the morning of July 18 when the bus struck and killed him, according to police. An eyewitness told The Times that the victim was found lying on his back in the eastbound lane of Bay Avenue near Brookside Park, and the bus had stopped 50 to 100 feet away.

Bloomfield Patch July 23, 2012

 A press release from the Prosecutor’s Office said, “The preliminary investigation indicates Johnson was rushing to catch the #709 bus to get to his job when he was struck and killed yesterday morning by a NJ Transit Bus in the vicinity of Broad Street and Bay. He was pronounced dead at 10:54 a.m.

“The only information we were able to gather was that he was knocking on the windows of the back door of the bus,” said Bloomfield Mayor Raymond McCarthy. “I guess the driver didn’t see him or hear him as he was making the turn. He was making that big, wide turn at Broad and Bay.”

Fault Details

NJ.com News, July 19, 2012 - Updated July 20,2012

 No charges have been filed against the driver of the Coach USA bus. Officials from the company, which handles certain routes for NJ Transit, did not return calls for comment.

Bloomfield Patch July 23, 2012

 “The driver of that bus was not a NJ Transit employee,” she said. “He was employed by Community Transportation Company, also known as Community Coach.”

Interpretation

The pedestrian was rushing to the bus stop and was on the corner. The bus driver did not see the pedestrian and while turning, went onto the sidewalk where the pedestrian was hit.

It was daylight so lighting was not a factor in the incident.

Infrastructure contribute?	No
Questions	Why is the diagram missing? Why were no charges filed against bus driver? Why did bus driver not stop at the bus stop?
Supplemental	Missing diagram. Poor, short report. Transit bus.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID **62** Crash ID 3457957 Case 51466 Time 10:10:00 AM Date 8/6/2012 Day Monday

Street RTE 508 Cross Street FAIRMOUNT AVE / S 3RD ST Intersection Yes

Municipality Newark city County ESSEX Road System Municipal

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure County Road is a two lane roadway. There is a double yellow fog line dividing the two lanes. There is street parking on either side of the road. On the southwest corner there is a parking lot and a laundromat which is far from the street. The north side of County Road has mixed-use buildings. The first floor is commercial with a hair salon, beauty salon and a market.

There are sidewalks on all corners of the intersection. There is no stop sign, crosswalk or traffic light on County Road. On the cross road, Fairmount Avenue, there is a stop sign on the south side and on the south side Fairmount Avenue is a two lane roadway. Fairmount Avenue (which becomes 3rd Avenue on the north side) has street parking on the north and south sides. On the north side of Fairmount Avenue(3rd Avenue), the roadway becomes a one-way street.

There are overhead street lamps. There are crosswalks across Fairmount Avenue and 3rd Avenue on the north and south sides of the intersection

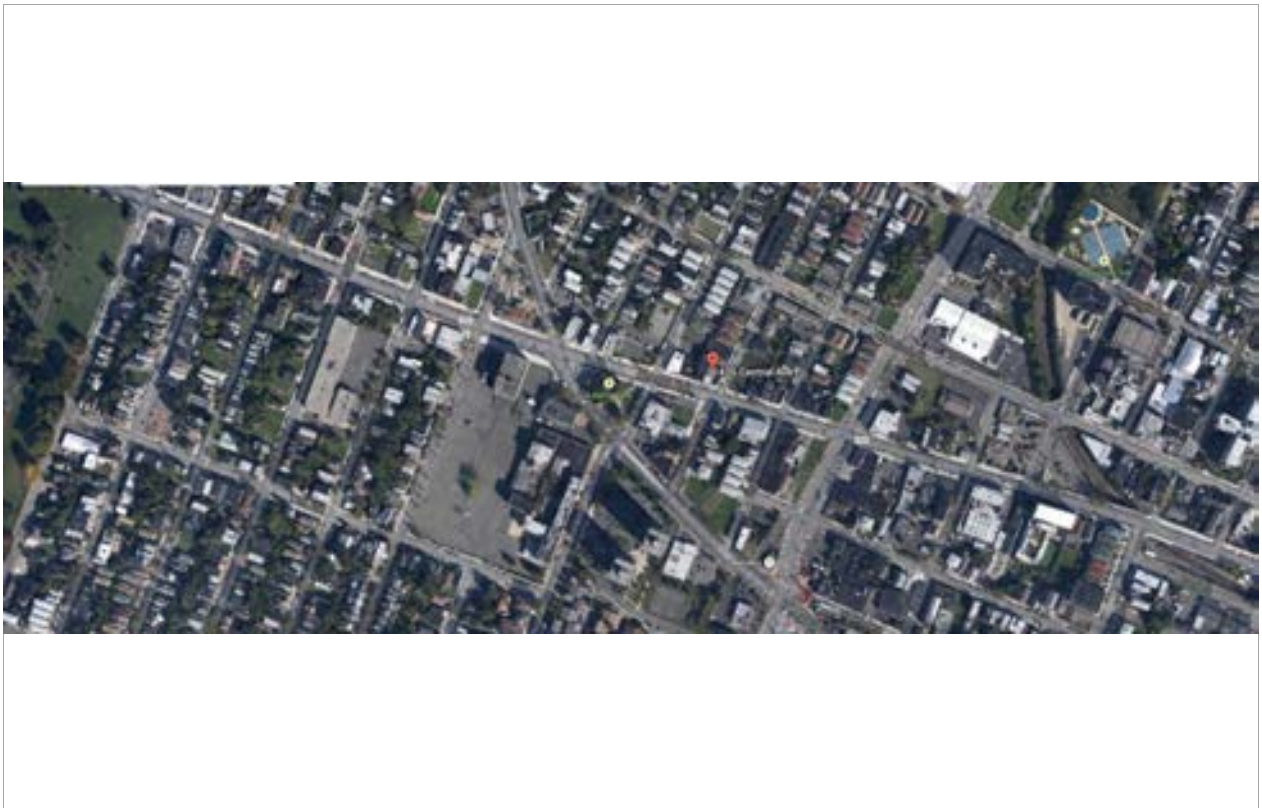


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/mFTRo>

Participants

Driver Age	<input type="text" value="17"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07107"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="7"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07106"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="2.2"/>	Distance From Driver Home	<input type="text" value="0.5"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="N/a"/>	Ped Out of Nowhere	<input checked="" type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings The vehicle was traveling west on Central Avenue when a pedestrian suddenly entered the roadway causing the driver to turn towards them. The vehicle collided into a young female crossing. The vehicle also crashed into a parked vehicle.

Fault Details No news articles on this accident and there are also no charges on the police report.

Interpretation There is not much information on the report. It is possible that a parked car on the street may have impeded the line of vision of where the pedestrian may have entered the intersection.

There are no marked crosswalks across Rt 508 but there are on the side streets.

The driver swerved after seeing a pedestrian and hit a pedestrian and a parked car.

Infrastructure contribute? Yes: There is street parking very close to the curb blocking the view from the corner, there are no marked crosswalks across the main road

Questions Why is this accident not in any news reports?
 Why arent the crosswalks marked?
 What was the speed of the diver?
 Why is the speed limit not recorded on the police report?
 Was there any charges made against driver?

Supplemental Poor, short report.
 Report gives contact information for a witness. Unclear if the witness was ever contacted.

May be a case of distracted driving.

Road width estimated



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 63 Crash ID 3457987 Case 12006699 Time 8:52:00 PM Date 7/31/2012 Day Tuesday

Street RTE 506 Cross Street PARK AVE Intersection No
 Municipality Verona township County ESSEX Road System County
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Bloomfield Avenue is a four lane roadway, with two lanes going eastbound and two lanes going westbound. The east and westbound lanes are divided by a double yellow line and there is a dashed white fog line separating both the eastbound and westbound lanes.

There is street parking and there is no line dividing the street parking from the driving lanes.

There are sidewalks on both sides of the street. There are also trees lining the street.

There are crosswalks on all four sides of the nearest intersection (150 feet to the west) and there are also lights telling the pedestrian when to cross the street. There is a traffic light on all four sides of the intersection.

The area around the intersection appears to be suburban. On the sides of the street there are strip commercial stores like a tobacco store and a cleaners. On the southeast corner there is a garden store. There is also a bus stop on the southwest corner on Bloomfield Avenue.

Off of Bloomfield, there appears to be residential neighborhoods.

There are overhead street lamps.

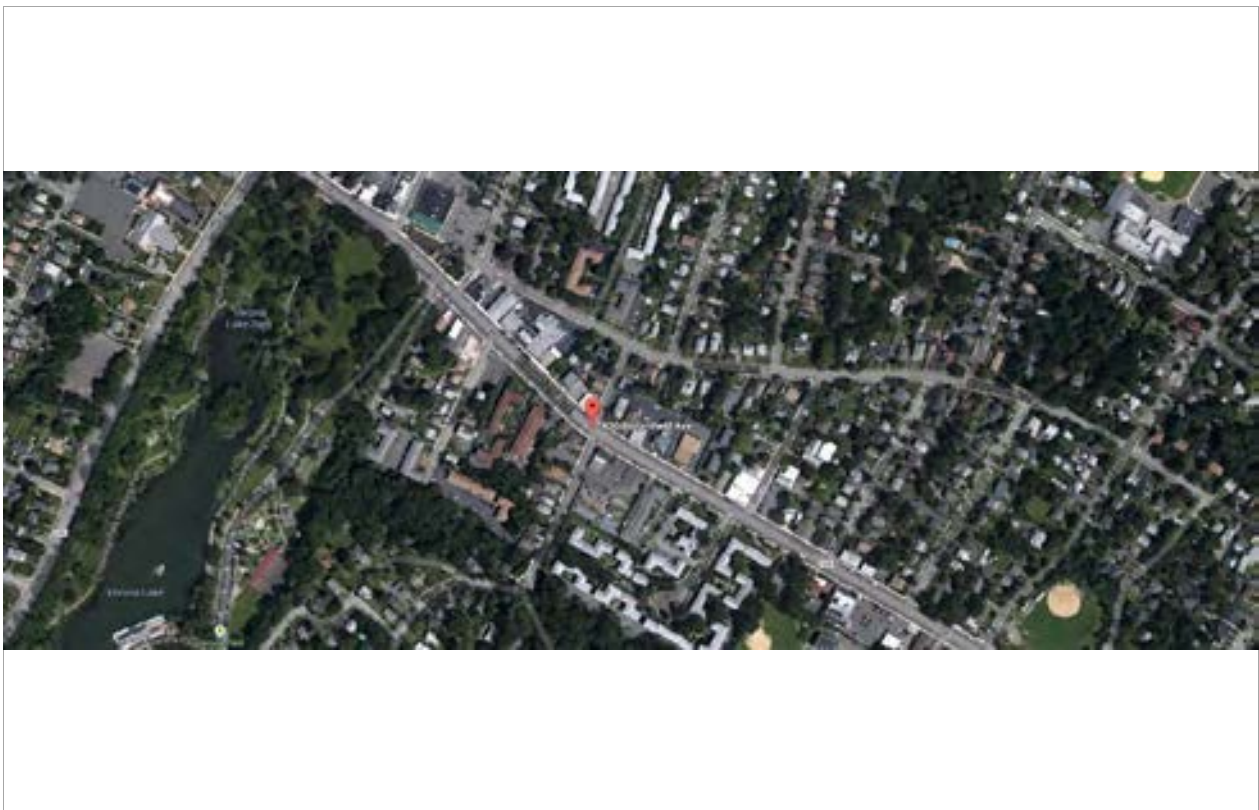


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/DqmMF>

Participants

Driver Age	<input type="text" value="66"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07936"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="74"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07044"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.2"/>	Distance From Driver Home	<input type="text" value="9"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="N/a"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Vehicle was traveling west on Bloomfield Ave in the right lane when collision occurred with pedestrian. The pedestrian was crossing the street from the south curb of Bloomfield Avenue towards the north curb of Bloomfield Avenue. When the pedestrian entered the right westbound lane of Bloomfield Avenue the pedestrian was struck by the vehicle.

Fault Details The driver did not receive any charges. Pedestrian was not crossing in a crosswalk or at the intersection.

Interpretation The pedestrian was likely crossing the street before the intersection where there is not a crosswalk. There is a bus stop about 50 feet from the intersection on the south side of Bloomfield Avenue so it is possible that the pedestrian was getting off of the bus and crossing the street.

Though there are street lamps, it was dark and visibility could have also been an issue.

Age of pedestrian may have been a factor in choice to not go out of way to cross, and speed in crossing street.

Infrastructure contribute? No

Questions Was the pedestrian getting off of the bus?
 Did the driver not see the pedestrian?
 Did the driver try to stop?
 Was the driver speeding?

Supplemental No Diagram

Report notes speed limit as 25 mph, but CAIT says speed is 35 mph. It is possible that the driver was speeding.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 64 Crash ID 3458314 Case 12-31538-AC Time 11:43:00 PM Date 8/23/2012 Day Thursday
 Street US HIGHWAY 1 Cross Street BAKERS BASIN RD RTE 546 Intersection Yes
 Municipality Lawrence Twp (Mercer Co) County MERCER Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Brunswick Pike is a four lane roadway with 2 lanes northbound along with a protected right turn lane onto Bakers Basin Road and 2 lanes southbound with a protected right turn lane onto Franklin Corners Road. Bakers Basin Road is on the east side of the intersection and is 3 lanes, with one dedicated left turn lane. Franklin Corners Road is on the west side of the intersection and is a four lane roadway with one lane dedicated to a right turn and one lane dedicated to a left turn onto Brunswick Pike.

There are transverse crosswalks on the north side and the west side of the intersection. There are traffic and pedestrian signals and they were functioning properly during the incident, as found by video evidence. There are pedestrian traffic buttons at each end of the Brunswick Pike crosswalk, however they are not within reach of a seated handicapped person. These functioned properly, as well.

There is no sidewalk along Brunswick Pike, but there is a handicap depressed curb at the end of the crosswalk of the northbound side. There are two low pressure sodium street lights located at the intersection, one at the northwest corner and the other diagonally opposite on the southeast corner. The intersection illumination is dim despite these lights.

The surrounding area is typical strip commercial. There are parking lots close to the street and then stores farther back

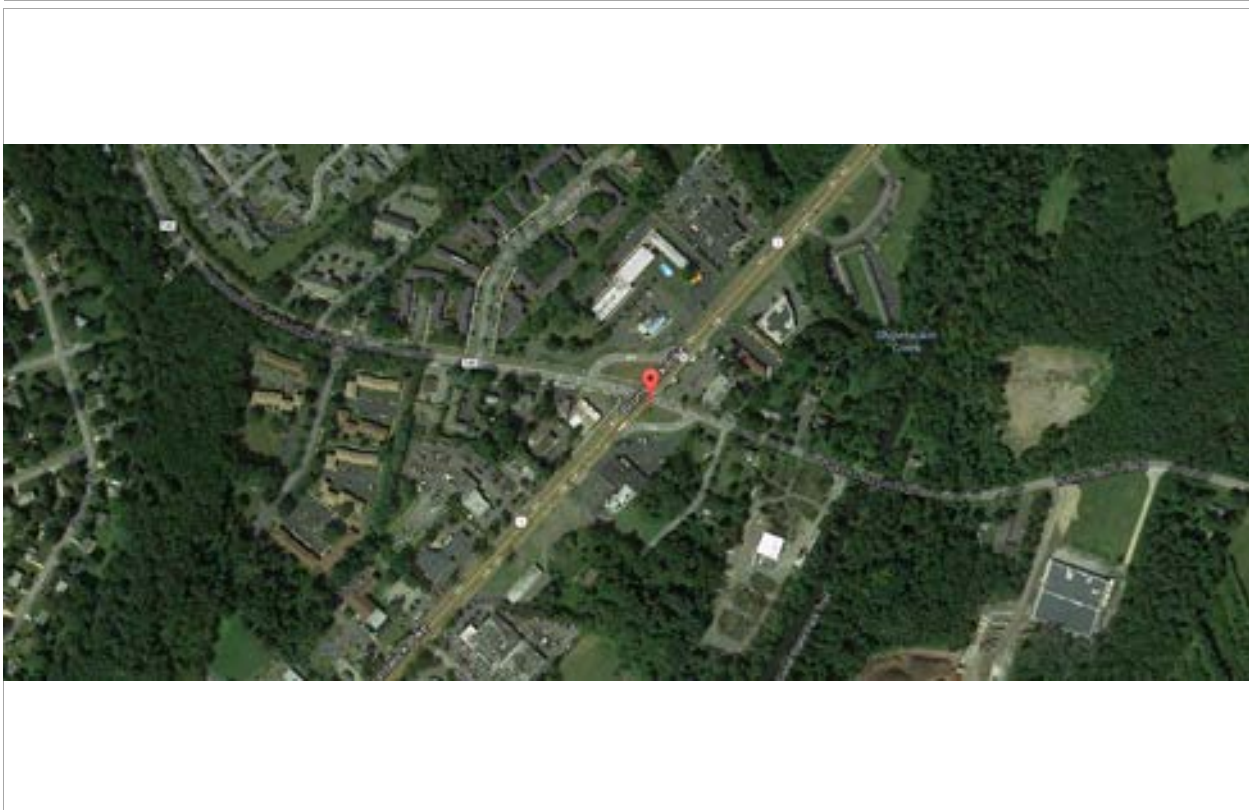


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/uShjU>

Participants

Driver Age	<input type="text" value="26"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08550"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="40"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08609"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="4"/>	Distance From Driver Home	<input type="text" value="7.5"/>						

Findings

Police Reported Fault	<input type="text" value="Both"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings When the police arrived at the scene, they noted that the driver smelled strongly of alcoholic beverages.

The driver and the passenger had been at Club Risque in Bristol, PA and told the officers they had both drank more than three beers. The passenger had fallen asleep and had woken up by the activation of the airbags.

A witness that was stopped at the light on Bakers Basin Road told the officers that the light on Brunswick Pike was green at the time of the incident. It was noted that the pedestrian was also almost hit by two other oncoming cars in the southbound lane. The pedestrian was within the crosswalk. The witness also noted that the driver was going "way too fast" and struck the pedestrian in the northbound lane.

The pedestrian's Hoveround motorized chair was partially underneath the front of the vehicle and the pedestrian was lying in the northbound right should of Brunswick Pike. The pedestrian was unresponsive and not breathing when police arrived at the scene.

The driver was sent to Capitol Health system and had blood samples taken for am alcohol test. The driver was charged with a DUI.

The police watched the traffic camera system and were able to confirm what the witnesses, driver and passenger related.

Fault Details Driver charged with 39:4 36: failing to yeild to a pedestrian
 DUI (report 12-31538-OF) 39:4-50
 Death by auto

Interpretation The pedestrian crossed Brunswick Pike under unsafe conditions. The light was green and it was dark outside. The pedestrian was also in a wheelchair and so could only cross the intersection slowly. There is no pedestrian refuge where the victim could have stopped. The button available for the pedestrian crosswalk is too high for a seated handicapped person to reach, so the pedestrian could not have pushed the button.

The driver was impaired and because of this, and the other conditions, struck the pedestrian. The witnesses observed that the pedestrian also was almost hit by two other vehicles.

Infrastructure contribute? Yes: Crosswalk buttons not low enough for handicapped person in a wheelchair, there are also only sidewalks on some corners of the intersection even though there are crosswalks

Questions Why are crosswalk buttons not low enough for the handicapped?
 Where is the diagram?
 Was the driver speeding?

Supplemental Report is very detailed, but diagram is missing. (8/8 page is missing)

Police followed up with traffic cameras and also with alcohol tests. All information is included in the report.

CAIT states that there was no alcohol test completed. However there was, and the driver was charged with a DUI.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID **65** Crash ID 3471507 Case I-2012-024985 Time 12:34:00 PM Date 5/18/2012 Day Friday

Street 1605 LEMOINE AVE Cross Street Intersection No

Municipality Fort Lee borough County BERGEN Road System Private

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure

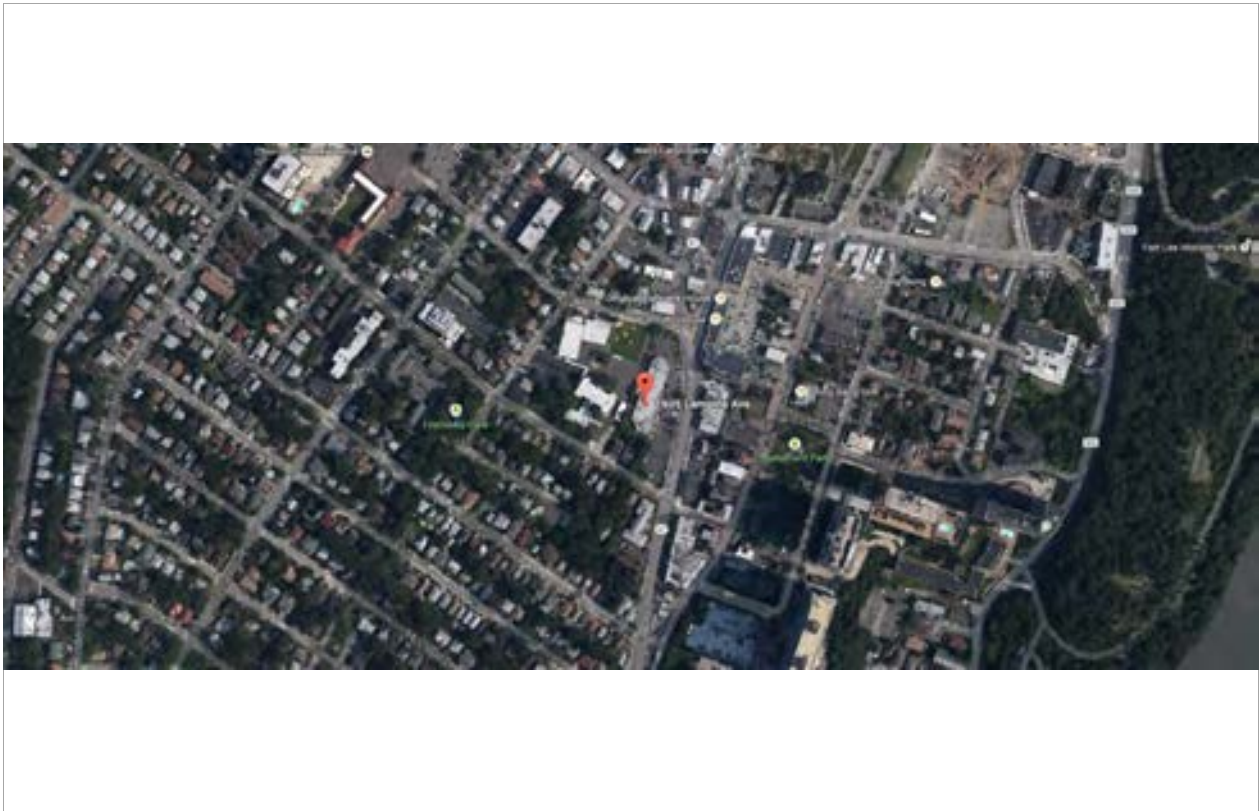


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/XlIxb>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 66 Crash ID 3472870 Case 12-56685 Time 12:30:00 PM Date 9/15/2012 Day Saturday

Street DUNHAMS CORNER RD Cross Street HARDENBURG LN Intersection No

Municipality East Brunswick township County MIDDLESEX Road System Municipal

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure This is a very residential area. To the north of Dunhams Corner Road there is an Elementary School farther back. There are trees and another building separating the street from the school. On the south side there is a link fence and trees separating the road from the residential area. Farther to the west there is a grass field on the north side of Dunhams Corner Road.

Dunhams Corner Road is mostly a 2 lane road. In this specific area there is a left-turn lane onto Hardenburg Lane which is east of where the collision occurred. There are no shoulders.

There are sidewalks on both sides of the road. They look poorly maintained. There are also poles every 20-30 feet on the side of the road for electrical wires and also overhead street lights. Only a couple feet west from where the incident occurred there is a pedestrian crossing sign. There is also a speed limit sign of "30". It is noted here in the CAIT data that the driver was going 40.

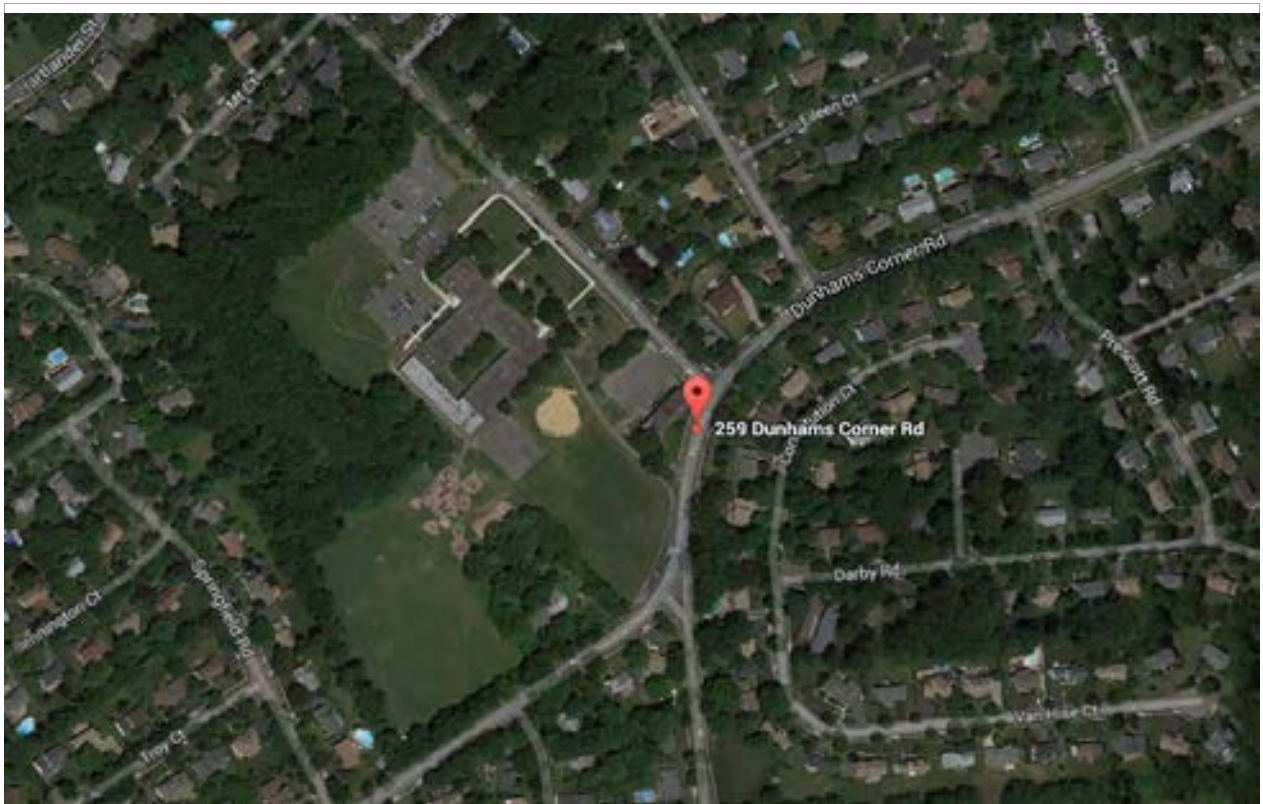


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/hac2a>

Participants

Driver Age	<input type="text" value="49"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08816"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="51"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08816"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="1.2"/>	Distance From Driver Home	<input type="text" value="2"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="N/a"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings The vehicle was traveling westbound on Dunhams Corner Road just west of Hardenburg Lane. The driver had an unrestrained dog in the vehicle. The driver lost control of the vehicle and struck a utility pole and the curb. The vehicle continued to drive off the road, striking the guide wire support for the utility pole and hitting 5 pedestrians. The vehicle continued to slide and knocked down a metal guardrail before coming to a final stop.

Two pedestrians, who were a married couple were pronounced dead at the scene.

http://www.nj.com/middlesex/index.ssf/2012/09/drivers_pet_dog_blamed_for_eas.html
on September 21, 2012 at 4:52 AM, updated September 21, 2012 at 3:11 PM

A pet dog riding in a car that went out of control last Saturday – striking and killing a married couple as they walked from a religious service – may have contributed to the accident, which left four others injured, said Middlesex County Prosecutor Bruce J. Kaplan.

While no charges have been filed, the driver of the Toyota Avalon has been identified as Naglaa H. Armanious, 49, of East Brunswick. She was among those injured in the Sept. 15 crash but has since been released from a hospital, the prosecutor said.

Authorities said Armanious lost control of her vehicle about 12:30 p.m. while traveling west on Dunhams Corner Road near Hardenburg Lane, crashed into a utility pole and struck a group of people about a half mile from Young Israel, an Orthodox Jewish synagogue. The Avalon then struck a guardrail.

Two of the pedestrians – Sari and Ari Horowitz, both 51 – were pronounced dead at the scene of the crash. Sari Horowitz was pronounced dead at 12:49 p.m. and her husband Ari died at 12:58 p.m., Kaplan said.

“The investigation has further shown that a pet dog owned by the driver was in the Toyota at the time and may have been a contributing factor in the crash,” Kaplan said in a statement Thursday night. “The details cannot be released at this time since the investigation is continuing.”

Fault Details No charges have been filed. The apparent cause of the crash was the dog who, according to reports, went "berserk" and distracted the driver.

Interpretation The dog jumped on driver or distracted her in some way that led to the driver losing control of the vehicle. The driver swerved off of the road, hitting pedestrians who were walking home and several other barriers.

Infrastructure contribute? No

Questions Why were no charges filed against driver?
Was driver speeding?
Why was driver not charged for having a loose animal in the car?

Supplemental Pedestrian 2 also died at the scene. Ped 2 information on page 2 of the report. 4 peds hit, 2 died. Other peds info is on pages 2&3 of the report.

Case 156 is copy of this report to account for 2nd ped

Diagram is marked as pending.

Was able to look up information from reports online.

There was no AADT/SRI close to where the incident occurred.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 67 Crash ID 3472874 Case D010-2012-01128 Time 1:25:00 PM Date 8/20/2012 Day Monday
 Street I-95 N.J. TPKE EXPRESS (INNER) Cross Street Intersection No
 Municipality East Brunswick township County MIDDLESEX Road System State / Interstate
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure The incident was on the NJ Turnpike in the inner southbound lane. The entire turnpike is 10 lanes. The inner southbound lane has 3 lanes. There is a cement barrier separating the southbound and northbound lanes. There are two metal guardrails separating both of the southbound lanes.

 There are shoulders on both sides of the inner southbound lane. These lanes are supposed to be cars only lanes.

 There are heavily wooded areas on both sides of the turnpike in this area.

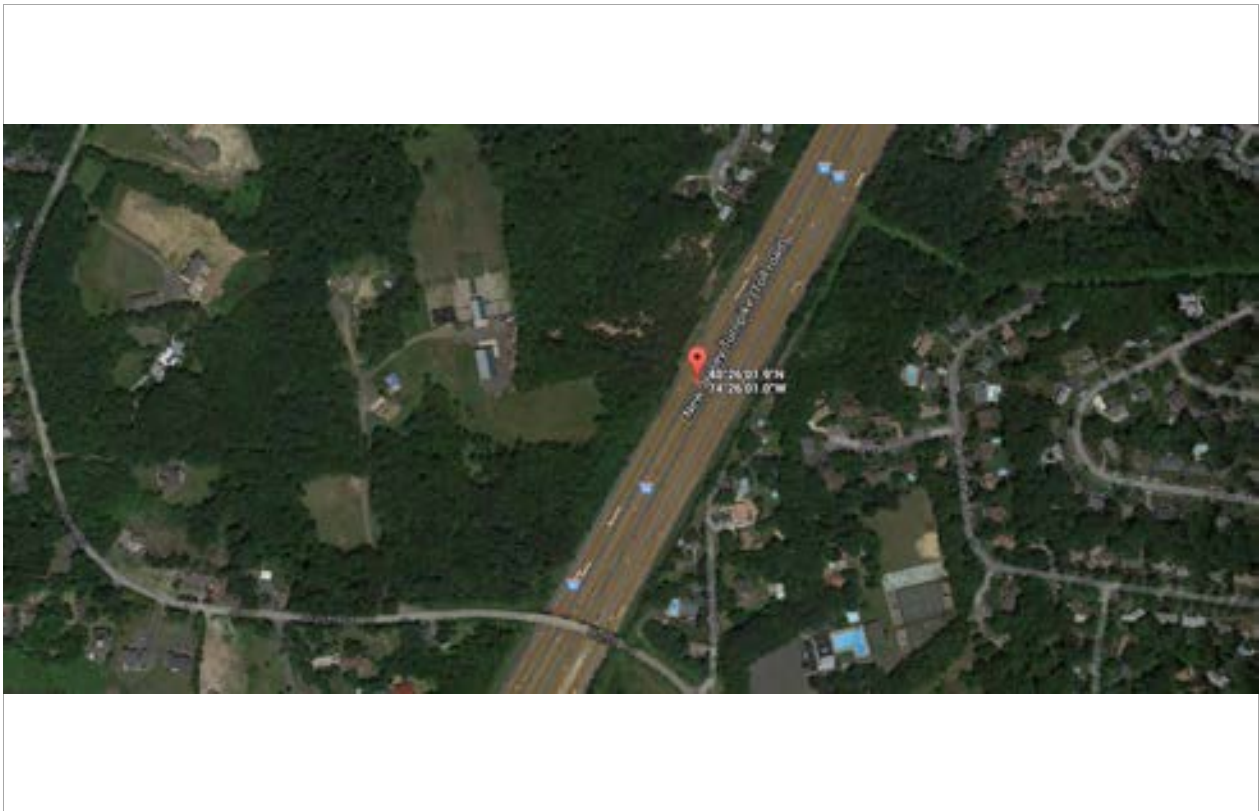


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/fcaFd>

Participants

Driver Age	<input type="text" value="41"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08046"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="47"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="17112"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="158"/>	Distance From Driver Home	<input type="text" value="41.2"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Driver stated he was traveling in right lane of the car lanes southbound on the New Jersey Turnpike. The driver looked down to remove the navigation from the cigarette lighter and all of the sudden the driver hit the truck. The driver (1) got out of the truck to look for the driver (2) of the truck hit.

Driver (1) failed to maintain his lane of travel and swerved from the right lane to the right shoulder. Vehicle (1) entered the right shoulder, striking vehicle (2) and the driver while the driver was outside of his vehicle.

Pedestrian 1 (driver 2) stopped on the right shoulder, exited his vehicle and walked to the rear of the vehicle behind the trailer attached to his truck. At this time, vehicle 2 and pedestrian 1 were both struck by vehicle 1. After the collision, vehicle 2 came to a final uncontrolled rest on the right shoulder wedged against the guardrail facing southbound. It is unknown why the pedestrian exited his vehicle.

<http://patch.com/new-jersey/eastbrunswick/man-airlifted-following-turnpike-accident#.VDLInfldWVM>
By Rachel Gillett (Open Post)
Updated August 21, 2012 at 2:36 pm

According to dispatcher logs, New Jersey State Police were called to the site of an accident at 1:25 p.m. Monday on the southbound lanes of the New Jersey Turnpike in East Brunswick.

A GMC pickup truck with an enclosed trailer stopped on the right shoulder of the roadway was struck by a Mack tractor with a roll-off flatbed trailer, said Lt. Stephen Jones of NJ State Police.

The driver of the pickup truck, who was outside his vehicle when the accident occurred, was also struck and sustained serious head and leg injuries.

Bradley Telep, 47, of Harrisburg, PA was airlifted to Robert Wood Johnson University Hospital in New Brunswick and is in critical condition.

The Mack tractor driver, Johnnie Taylor, 41, from Willingboro, NJ was taken to Cranbury Road Station on suspicion of heroin use. He was arrested and charged for driving while intoxicated and assault by auto

Fault Details Driver charged with:
39:4-50 - DUI
Assault by Auto
39:4-96 Reckless Driving
39:4-88B Unsafe Lane Change
19:9-1.3(C) Failure to Obey Traffic Control Devices

Interpretation The driver of the GMC pickup truck was pulled over in the right shoulder and the driver was outside of the vehicle to attend to his trailer. The driver of the Mack truck was intoxicated and hit the driver and the GMC pickup truck

Infrastructure
contribute?

No

Questions

Supplemental

Very detailed report.

Not a traveling pedestrian. Pedestrian was outside of the vehicle stopped on NJ Turnpike.

Pavement width estimated



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 68 Crash ID 3473376 Case 1209170007 Time 7:35:00 AM Date 9/17/2012 Day Monday

Street MAIN ST Cross Street KOLAS CT Intersection No

Municipality Middletown township County MONMOUTH Road System Municipal

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Main Street is a 2 lane road in a suburban area. There is one westbound lane and one eastbound lane. There are houses and neighborhoods all around Main Street. There are only sidewalks on the south side of Main Street. There are overhead street lights.

It is unknown if street parking is allowed. No one can be seen parking, but there are also no signs prohibiting it.

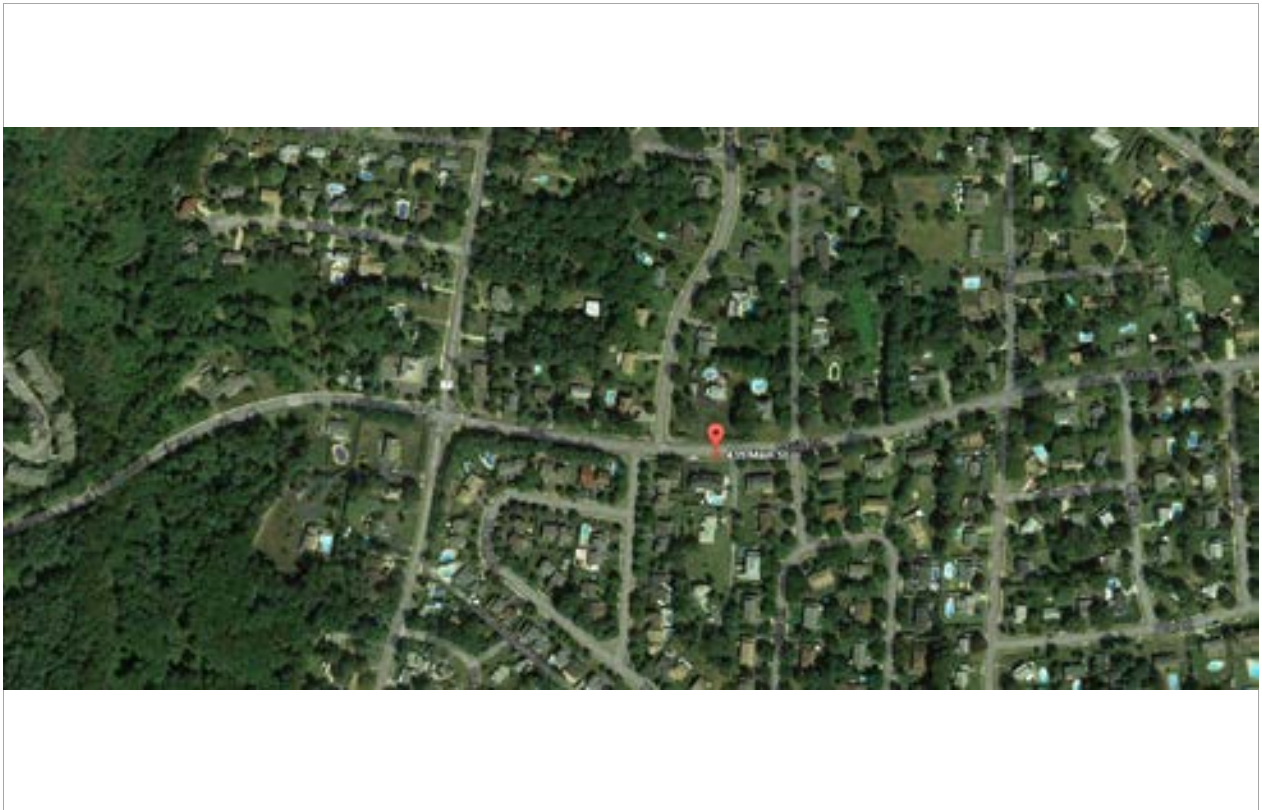


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/2S9u8>

Participants

Driver Age	<input type="text" value="24"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="07758"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="0.00"/>
Ped Age	<input type="text" value="62"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07730"/>	Ped Drug Test	<input checked="" type="checkbox"/>	Test result	<input type="text" value="0.00"/>
Distance From Ped Home (miles)	<input type="text"/>	Distance From Driver Home	<input type="text"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings	<p>http://patch.com/new-jersey/middletown-nj/man-killed-in-accident-on-main-street#.VDLt3vldWVM By Christina Johnson (Open Post) Updated September 17, 2012 at 9:01 pm</p> <p>-----</p> <p>Louis Crisitello, 62, was killed in a car accident this morning on Main Street in Middletown around 7:35 a.m., said Det. Lt. Stephen Dollinger of the Middletown Police Dept.</p> <p>Crisitello was hit by a vehicle operated by Marissa Sasso, 23 from Middletown.</p> <p>According to a witness, Crisitello was operating a fork lift attached to the back of a box truck labelled Lou's Lawn Maintenance when the car travelling east struck him in front of a white picket fence near Konish Drive.</p> <p>Middletown EMS and MONOC medics responded to the scene.</p> <p>Speeding and early morning sun glare are problems on this segment of Main Street, the witness said. Those conditions are not necessarily what caused the accident.</p>
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Fault Details	<input type="text" value="No charges"/>
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Interpretation	<input "="" type="text" value='"Pedestrian" was actually operating a forklift for a lawn maintenance company.'/>
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Infrastructure contribute?	<input type="text" value="Yes: Wide lanes and no active street parking encourage high speeds"/>
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Questions	<input type="text" value="Where is the report?"/> <input type="text" value="Where any charges filed?"/> <input type="text" value="Is this a ped fatality?"/>
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Supplemental	<input type="text" value='The report on file is a "change report" with results of alcohol blood test. No access to original'/> <input type="text" value="Probably not a ped fatality."/>
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 69 Crash ID 3474018 Case 2012-8173 Time 2:27:00 PM Date 4/28/2012 Day Saturday
 Street NEWARK AVE Cross Street Intersection No
 Municipality Elizabeth city County UNION Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Newark Avenue is a 4 lane roadway with 2 lanes northbound and 2 lanes southbound. There is street parking on either side of the road. There are sidewalks on either side of the road. Between the sidewalk and the roadway there is a strip of grass.

This road is looks like it is mixed-use. There is an autoparts store, a walgreens and mutiple other small stores. There are also 2 story rowhouse type home in between businesses. There are overhead street lamps.

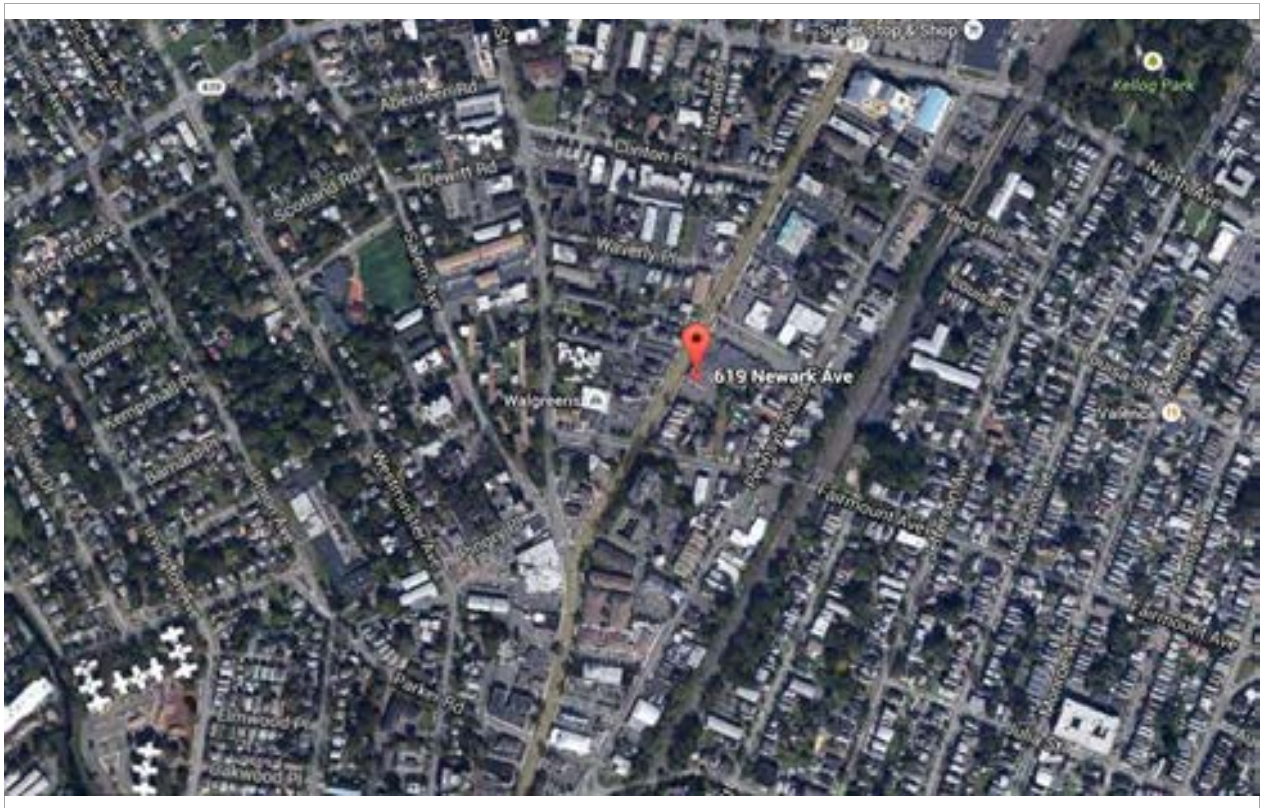


Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/negQU>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 70	Crash ID 3477937	Case 2012047502	Time 9:20:00 PM	Date 9/16/2012	Day Sunday
Street	NJ HIGHWAY 47	Cross Street	W CHESTNUT AVE	Intersection	Yes
Municipality	Vineland city	County	CUMBERLAND	Road System	State Highway
Road Character	<input type="text" value="Straight and Grade"/>	Pavement Width	<input type="text" value="24"/>	Shoulder Width	<input type="text" value="12"/>
		Median Width	<input type="text" value="0"/>	Street Parking	<input type="checkbox"/>
Speed Limit	<input type="text" value="45"/>	Lanes	<input type="text" value="2"/>	AADT	<input type="text" value="23,075"/>
		Sidewalk	<input type="text" value="4/8"/>	Crosswalk Condition	<input type="text" value="1/4, Tranverse"/>
Traffic Control	<input type="text" value="NULL"/>	Light	<input type="text" value="Dark (Street Lights On/Continuous)"/>	Condition	<input type="text" value="Clear"/>

Additional Infrastructure Delsea Drive (NJ Highway 47) is a two lane roadway with one lane traveling south and one lane traveling north. The lanes are divided by a double yellow line. There are shoulders on both sides. North of the intersection, Delsea becomes a three lane roadway, with a center turn lane. At the intersection, it has four lanes to allow left and right turns.

Chesnut Avenue is two lanes west of the intersection, and four lanes to the east.

There is a sidewalk on the east side of Delsea Drive. There is also a sidewalk on the southeast corner of the intersection with W Chestnut Ave. There is a traffic light at this intersection. There is one crosswalk at this intersection on the north side of the intersection, at a very sharp angle. There is only one sidewalk on the east side of that crosswalk.

There appear to be overhead lights.

Along Delsea Drive there seems to be mostly commercial buildings. According to the X,Y coordinates reported by CAIT there is a liquor store where the pedestrian was struck. There is also a gas station at the intersection and a fast food drive in restaurant.



Figure 1. Overhead View of Site [Map Link https://goo.gl/maps/7wlj8](https://goo.gl/maps/7wlj8)

Participants

Driver Age	<input type="text" value="48"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08332"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="61"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08360"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.4"/>	Distance From Driver Home	<input type="text" value="12.5"/>						

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 71 Crash ID 3480303 Case 12-10991 Time 5:05:00 AM Date 9/17/2012 Day Monday
 Street NJ HIGHWAY 3 Cross Street Intersection No
 Municipality Clifton city County PASSAIC Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Route 3 is a 6 lane roadway, There are 3 lanes traveling westbound and 3 lanes traveling eastbound. There are two concrete barriers separating the lanes. There are overhead street lights.

Crash report states the address was 300 West NJ 3, which is a Shell gas station. This confirms that driver statement that he had just passed the gas station. The gas station is somewhat isolated, as there are no sidewalks leading to it from either side. One could walk on the shoulder to the west to reach an upscale strip mall. It is impossible to walk east as one arrives at a highway interchange. The entire surrounding area is very commercial.

There is no way to cross the highway legally in either direction.

Google images show construction at various points, it is unknown if construction was active at the time of the crash.

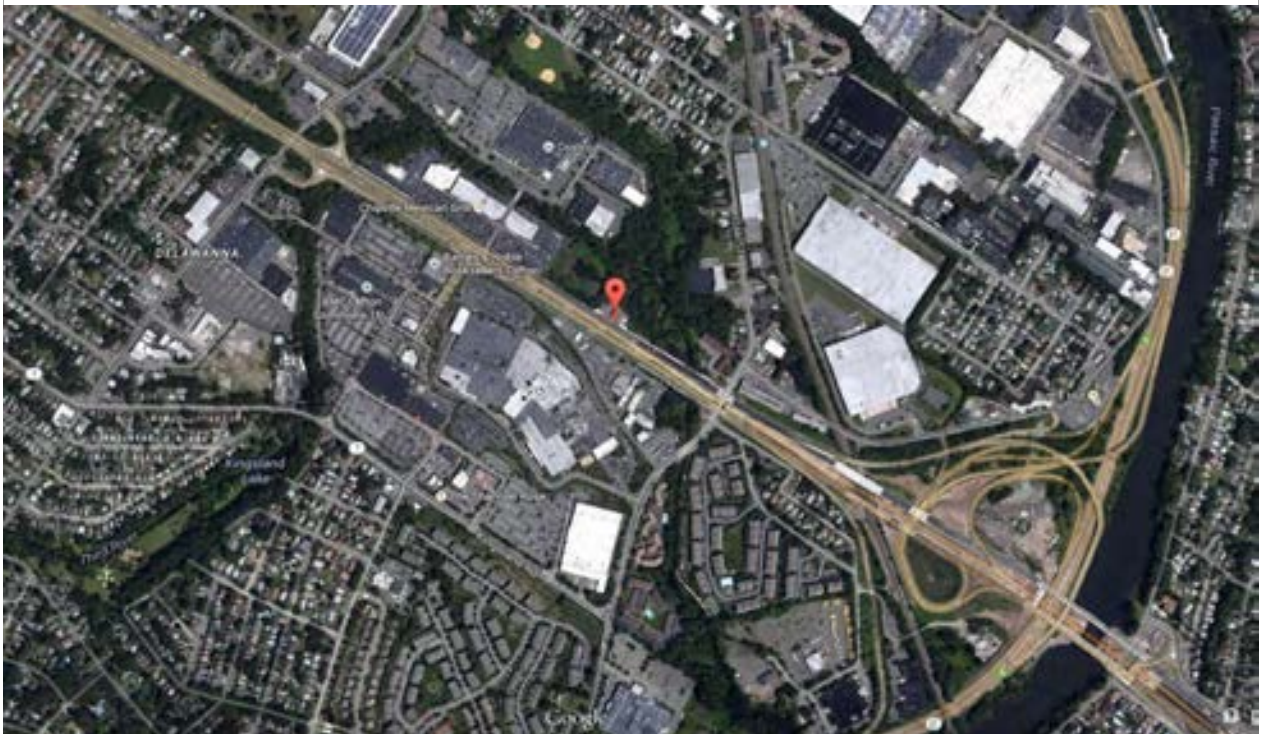


Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/jWyHZ>

Participants

Driver Age	<input type="text" value="30"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07031"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="54"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07103"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="8.1"/>	Distance From Driver Home	<input type="text" value="3.4"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input checked="" type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Driver of vehicle 1 stated that he was traveling on Route 3 West, near the Shell Station when suddenly he observed a male party in dark clothing crossing the highway 10-15 ft in front of his vehicle. Driver of vehicle 1 attempted to avoid striking the individual, but due to the short distance between them, he was unable to. Vehicle 1 then collided with pedestrian. Driver of vehicle 1 stated that after he struck the individual, he believes that at least one other vehicle drove over the pedestrian.

Fault Details None on report

Interpretation Streetview shows construction has been ongoing for a few years. Near the crash, a sound wall was built on the north side, along with what appears to be a sidewalk. However, on closer inspection, the sidewalk is impossible to access from either side. Why is DOT construction such a large road project without addressing pedestrian concerns?

As it appears now, there is simply no safe way to cross this highway on foot, at any point.

Infrastructure contribute? Yes: No sidewalks, impossible to cross highway on foot, very high speeds.

Questions Why is there no pedestrian infrastructure along this roadway? There are many stores in this area. How do pedestrians access them?
How does anyone cross the street?
Does a bus stop at the gas station?
Was it dark at the time of the incident? It is noted in CAIT data that the street lights weren't on. Why weren't they on?
Where was the pedestrian going?
Was construction a factor

Supplemental There is not a marked bus stop close to where the incident occurred, but it is possible a private carrier stops there. Unsure where the pedestrian was coming from because they were over 8 miles from their home address.

Road width estimated



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID **72** Crash ID 3480565 Case B060-2012-01745 Time 10:43:00 PM Date 7/16/2012 Day Monday

Street I-80 Cross Street Intersection No
 Municipality Paterson city County PASSAIC Road System Interstate
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure In the area of the collision, Interstate 80 consists of 8 lanes, with 4 eastbound and 4 westbound lanes. The eastbound and westbound travel lanes are separated by a concrete barrier. All lanes are constructed of blacktop and are approx. 12 feet wide. The travel lanes are separated by painted dashed white lines. The eastbound lanes are bordered on the right by a shoulder that is separated from the travel lane by a white fog line. The right shoulder is bordered on the right by concrete curbing. There is also a left shoulder that is bordered to the left by a concrete barrier, separating the westbound and eastbound lanes. There are rumble strips present on both shoulders to alert drivers they are traveling onto shoulder.

There is no overhead lighting in the area. The police report noted that there is also minimal ambient lighting present from the surrounding area. Inspection of the road revealed the scene to be free of foreign debris, defects or view obstructions. There is an overhead sign present where the collision occurred, which designates the right lane for traffic utilizing the upcoming Exit 60 and the 3 left lanes for traffic continuing on I-80.

There is a wooded area on either side of the Interstate. On the south side there is a residential area and on the north side it looks like warehouses or factories

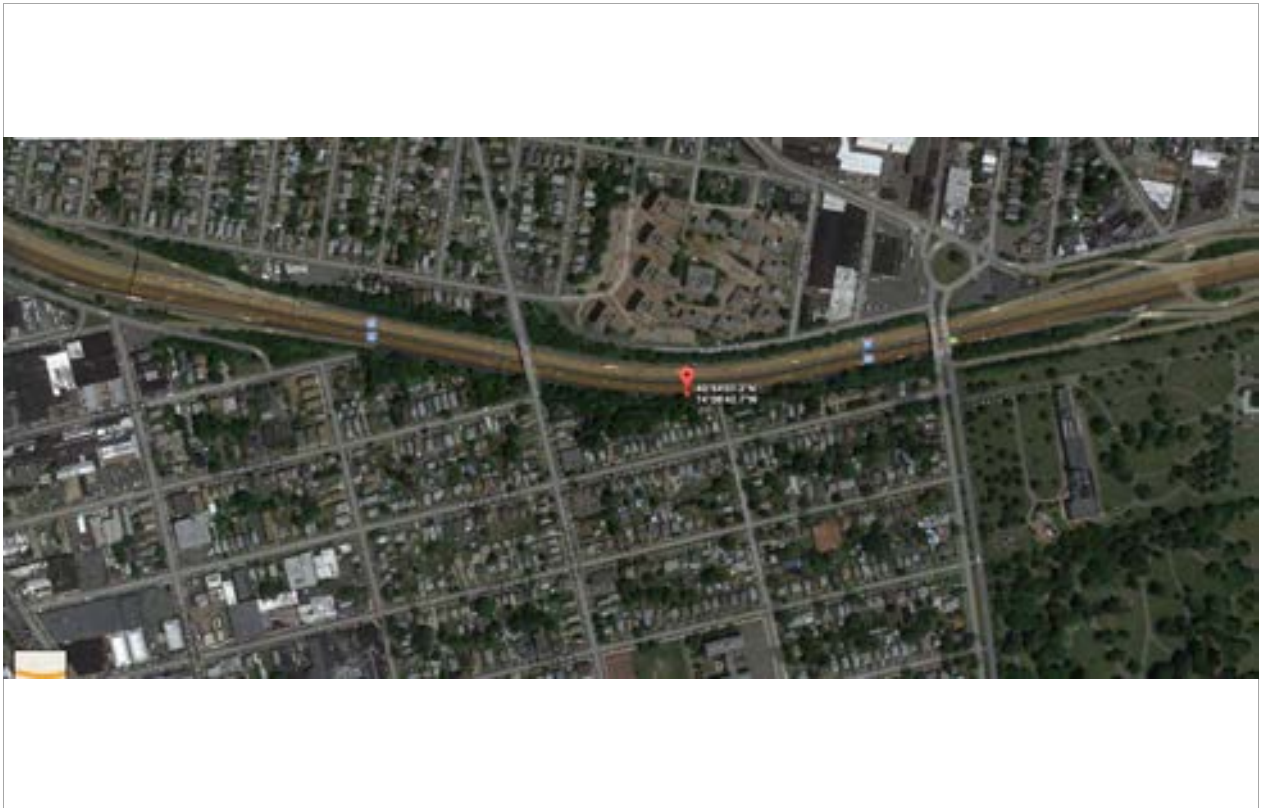


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/zhNWa>

Participants

Driver Age	<input type="text" value="61"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07660"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="28"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07407"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="2.9"/>	Distance From Driver Home	<input type="text" value="8.1"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings A driver was operating the vehicle on I-80 in the eastbound lane in the right lane of travel. The pedestrian was standing on the right should of I-80 in the area of milepost 59.8, in the area of his parked car. Pedestrian was struck by the right rear tandem tires of the trailer of the vehicle in the eastbound right travel lane. Pedestrian was in a recumbent position in the right travel lane of an Interstate roadway where pedestrian traffic is prohibited at the time of impact.

Driver was unaware that he hit pedestrian. Driver says that he saw pedestrian standing in the right shoulder. Driver tried to change lanes for safety, but was unable to because of other eastbound traffic. Driver indicated that he moved his vehicle as far left as possible in the right eastbound travel lane as a courtesy and for safety. The driver continued, unaware that he had struck the pedestrian.

It is unclear why pedestrian was pulled over. The pedestrian was stopped in right shoulder and activated hazard lamps of vehicle. The vehicle was found with the transmission in "park" and the emergency brake activated. An investigation of the vehicle showed no mechanical conditions that would prevent the vehicle from being operated. The pedestrian was standing in the front of the car with this back toward the vehicle. The pedestrian's phone was found inside the vehicle

Fault Details There were no charges made against the driver. Pedestrian was in a recumbent position in the right travel lane of an Interstate roadway where pedestrian traffic is prohibited at the time of impact.

Interpretation Pedestrian pulled over for an unknown reason and was standing in front of his car. The vehicle drove by and saw pedestrian and tried to be cautious by moving over. It is unclear how the pedestrian was hit by the rear tires. The pedestrian could have been turning around to go get back into the vehicle.

Infrastructure contribute? No

Questions Why did the pedestrian/driver pull over and exit his vehicle?

Supplemental Very detailed report. There are almost 19 pages of only investigation. There are also detailed, clear diagrams.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 73 Crash ID 3485758 Case 2012-5756 Time 12:06:00 AM Date 9/16/2012 Day Sunday

Street US HIGHWAY 130 Cross Street JOHN GALT WAY Intersection No

Municipality Florence township County BURLINGTON Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure US-130 is a 4 lane roadway, which 2 lanes eastbound and 2 lanes westbound. There is a grass barrier with cement curbs separating eastbound and westbound traffic. There is a small shoulder on the right side of the eastbound roadway. There is no shoulder on the westbound side. There are no sidewalks.

There are no overhead lights. There is a cornfield to the south of the eastbound side and a small grassy area separating the cornfield from the roadway. There are factory/commercial buildings to the north along the westbound lane.

There is a large intersection east of the collision that the vehicle just went through. It is a four-way intersection with sidewalks on the corners and pedestrian crossing signs, along with crosswalks. John Galt Way is a 4 lane roadway that has a protected right turn lane onto US-130. John Galt Way goes right into a Subaru parking lot to the south of US-130. On Google Street View, there are many truck trucks on the roadway.

There is a train station nearby on John Galt Way.



Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/7kuST>

Participants

Driver Age	<input type="text" value="37"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="19020"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="25"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08046"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="6.3"/>	Distance From Driver Home	<input type="text" value="13.4"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings	<p>Vehicle was traveling west on US Highway 130. Just past the intersection of John Galt Way, the vehicle struck a pedestrian that was walking with the direction of traffic.</p> <p>http://www.nbcphiladelphia.com/news/local/Willingboro-Man-Struck-by-SUV-Killed--169977996.html Sunday, Sep 16, 2012 • Updated at 8:39 PM EDT</p> <p>-----</p> <p>A Willingboro man was killed after being struck by a car in Florence early Sunday morning.</p> <p>Police say Patrick Whalin, 25, was walking along route 130 in the area of John Galt Way when he was hit by a Kia Sorrento SUV.</p> <p>Police said Whalin died at the scene.</p> <p>The accident remains under investigation</p>
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Fault Details	Pedestrian noted as walking with back to traffic.
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Interpretation	<p>It was late at night and dark. There are no sidewalks or overhead streetlamps. The pedestrian was likely walking on the shoulder of the road and was struck because they were not visible.</p> <p>This is a very dangerous roadway for pedestrians. After a pedestrian crosses the street at the intersection there is nowhere for the pedestrian to walk.</p> <p>Florence light rail station (RiverLine) is nearby, and offers no walking facilities beyond the parking lot.</p>
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Infrastructure contribute?	Yes: No sidewalks or overhead streetlamps, After a pedestrian crosses the street at the intersection there is nowhere for the pedestrian to walk safely. Very high speeds.
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Questions	<p>Why are there no sidewalks along this road when there are at the corners of the intersection?</p> <p>There are pedestrian crossing lights at the intersection- where are pedestrians supposed to go from there?</p> <p>Why are there no overhead lights?</p> <p>Was pedestrian coming from light rail station?</p>
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Supplemental	<p>No details in the report. Very poor and short report.</p> <p>Road width estimated</p>
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 74	Crash ID 3485991	Case I-2012-22876	Time 9:17:00 PM	Date 7/31/2012	Day Tuesday
Street	CAPE MAY CTY 603	Cross Street		Intersection	No
Municipality	Middle township	County	CAPE MAY	Road System	County
Road Character	<input type="text" value="Straight and Level"/>	Pavement Width	<input type="text" value="25"/>	Shoulder Width	<input type="text" value="3"/>
		Median Width	<input type="text" value="0"/>	Street Parking	<input type="checkbox"/>
Speed Limit	<input type="text" value="40"/>	Lanes	<input type="text" value="2"/>	AAADT	<input type="text" value="7,132"/>
		Sidewalk	<input type="text" value="None"/>	Crosswalk Condition	<input type="text" value="N/A"/>
Traffic Control	<input type="text" value="NULL"/>	Light	<input type="text" value="Dark (Street Lights Off)"/>	Condition	<input type="text" value="Clear"/>

Additional Infrastructure Bayshore Road is a two lane roadway. There is one eastbound lane and one westbound lane. The lanes are separated by a double yellow fog line. There is a small shoulder on both sides of the roadway separated by a single white fog line. There is a wooded area on the south side next to the eastbound lane. To the north, next to the westbound lane, there is a parking lot with overhead lighting.

There are no street lights on Bayshore road, however there are several lights directly across the street in the parking lot of the Green Creek Fire House.

Overall, the area looks fairly rural. There are some residential areas to the east. To the west there are more wooded areas.

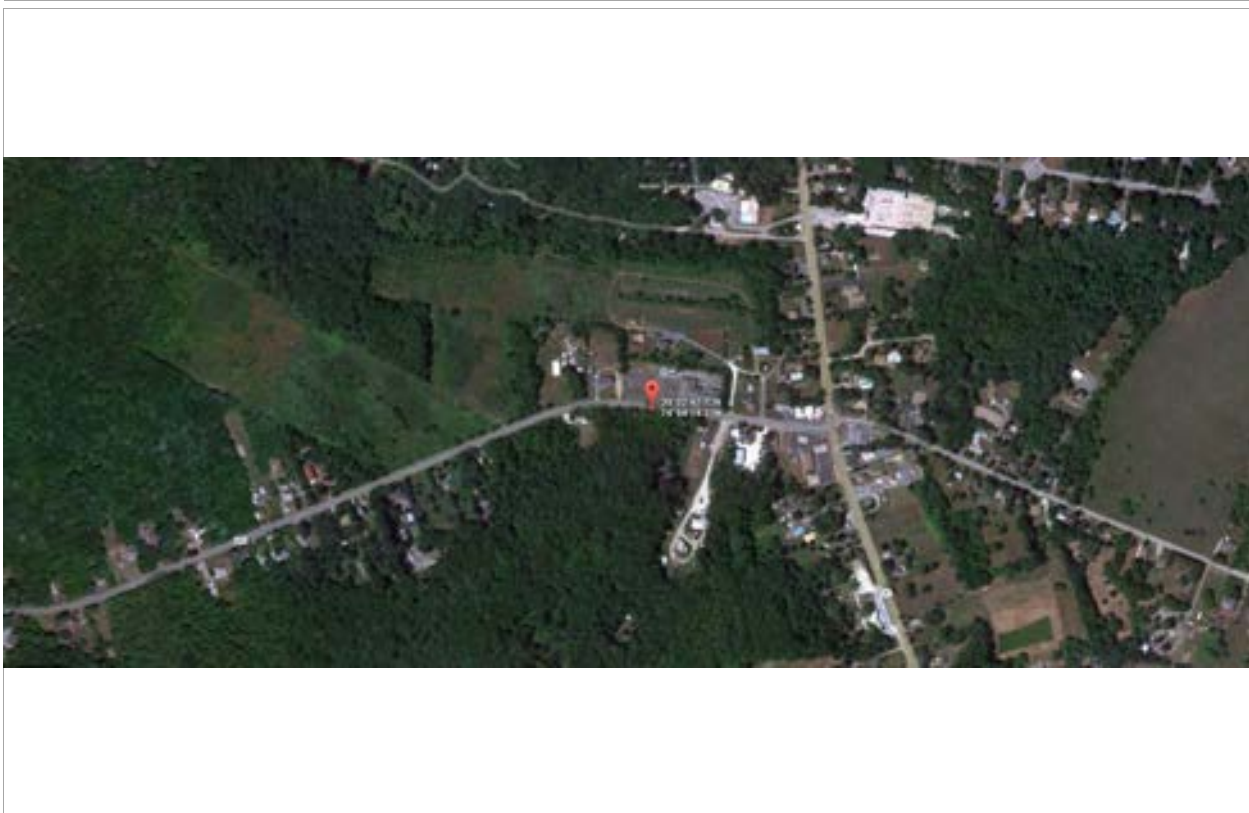


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/OZ6R9>

Participants

Driver Age	<input type="text" value="31"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08251"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="15"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08219"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.5"/>	Distance From Driver Home	<input type="text" value="3"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings Vehicle was travelling east on Bayshore Road, veered off the roadway and struck two pedestrians. Both pedestrians were pronounced dead at scene. Driver stated that he was coming around a bend in the roadway "very tight" and drove over the white fog line, and struck the pedestrians. Driver also stated that he never saw the pedestrians and did not know he hit two of them. He only thought he hit one.

Witness one was travelling behind vehicle. Witness one stated he observed three pedestrians walking in the shoulder of the road, away from the lane of travel. He then observed vehicle one veer to the right, off the roadway, collide with two of the three pedestrians, and then veer back to the left before coming to a rest.

Witness two was the third pedestrian walking in the shoulder. Witness two stated she observed the vehicle veer off the road and collide with the two other pedestrians.

Fault Details Drive was charged with the following traffic summons:
 39: 4-50 DWI
 39: 4-96 Reckless driving
 39: 4-88b Failure to maintain lane
 39: 4-51b Possession of unsealed container of alcohol in motor vehicle

Interpretation The driver was under the influence and it was also dark outside. The driver turned around the corner "tight" and veered off the road, hitting the pedestrians due to all of these reasons. There are no pedestrian facilities, but it is unknown if being on a sidewalk would have saved them.

Infrastructure contribute? Yes: There are no sidewalks or overhead streetlamps, speed is also high (40mph)

Questions Why are there no sidewalks or overhead lighting?
 Should there be a sign cautioning drivers of the curve in the road?

Supplemental The report is fairly detailed.

 3 pedestrians hit, 2 killed.

 2nd ped (female, 13) posted as duplicate report



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 75 Crash ID 3486982 Case 12034994 Time 8:34:00 AM Date 9/14/2012 Day Friday
 Street TICETOWN RD Cross Street VALLEYVALE DR Intersection Yes
 Municipality Old Bridge township County MIDDLESEX Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Ticetown Road is a 4 lane roadway to the west of the intersection with Valleyvale Drive. Ticetown Road becomes a 2 lane roadway to the east of the intersection. There are sidewalks on all sides of the intersection except the northeast corner of the intersection. There are "ladder" crosswalks on all sides of the intersection. Valleyvale Drive is stop controlled.

On the westbound lane of Ticetown Road there is a 25mph speed limit painted onto the roadway, and a yield to pedestrians in crosswalk sign. Right at the intersection, there is a stop for pedestrians in crosswalk sign. It is unknown if this existed prior to the crash. On the eastbound lane of Ticetown Road there is also a pedestrian crossing sign at the crosswalks.

To the north of the intersection there is a school. To the south of the intersection is a residential area. To the west of the intersection are on and off ramps to Route 9. Route 9 has 4 lanes only on the bridge over that Route. There is a bus station to the east of the intersection.



Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/rkVTf>

Participants

Driver Age	<input type="text" value="55"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08527"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="61"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08857"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.2"/>	Distance From Driver Home	<input type="text" value="20.8"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings Vehicle was traveling eastbound on Ticetown Road approaching Valley Vale Drive. A pedestrian was traveling southbound across Ticetown Road, in the crosswalk at the intersection of Valley Vale Drive. Vehicle collided with the pedestrian.

Driver told the police that she did not see the pedestrian prior to impact. She informed the police that she was on her way to work at the Memorial School and was expected to be there by 8:45. She also informed the police that she was not on a cell phone and was not distracted in anyway. Driver indicated that the sun was not impairing her ability to see the road clearly. The pedestrian was transported to the Old Bridge Hospital. Driver had no injuries.

Witness #1 advised the police that he was traveling westbound on Ticetown Road approaching the intersection of Valley Vale Road. He observed the pedestrian walking north in the crosswalk of the east bound lane, so he came to a stop. He said he did not see the other vehicle until collision.

<http://patch.com/new-jersey/matawan-aberdeen/pedestrian-struck-near-old-bridge-s-carl-sandburg-middle-school#.VDQYXxaa98E>

A 61-year-old woman was struck by a car and killed while crossing Ticetown Road in Old Bridge at about 8:34 a.m. Friday.

Old Bridge Cpt. Art Carullo said San C. Lee, known to friends as Dorothy, went to the track surrounding the football field at Carl Sandburg Middle School every morning and night for a "brisk" walk.

The Old Bridge resident was leaving the track after her morning walk when she was fatally struck by a two-door Honda driven by Donna Sousa, 57, of Jackson, Carullo said.

Ticetown Road remained closed for several hours between the intersections of Valley Vale Drive and Cottrell Road while police investigated the accident.

No charges have been filed at this time

Fault Details No charges were filed.

Interpretation The pedestrian crossing the street was listening to her ipod while crossing the street and so did not notice the oncoming car. However, there is a crosswalk and a pedestrian sign which is located at the intersection of a school and so a car should have to stop for any pedestrian trying to cross the street. There are also multiple 25mph signs, and it is near a school. However the roadway is very wide for just two lanes.

Infrastructure contribute? Yes: Very wide lanes. Proximity to Route 9 on and off ramps encourages speeding. Long distance between traffic lights/stop signs

Questions Why was driver not charged if there was a crosswalk and a pedestrian crossing sign? Was driver speeding?

Supplemental Report is not very detailed and is missing diagram.

Could be an example of distracted walking.

Could not get AADT or SRI because there was no information available in this area.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 76 Crash ID 3487644 Case 2012-00029027 Time 11:36:00 PM Date 5/31/2012 Day Thursday

Street RTE 549 Cross Street MOLLY LN Intersection Yes

Municipality Brick township County OCEAN Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Brick Blvd is a 7 lane roadway at this intersection. There are 4 lanes southbound and 3 lanes northbound. There are metal guardrails and concrete barriers separating the northbound and southbound lanes of traffic. There are traffic lights at every side of the intersection.

Molly Lane has 4 lanes at the intersection, for multiple turning lanes. Beyond the intersection, it narrows to a 2 lane residential road.

There are crosswalks on all sides of the intersection except the south side on Brick Blvd. They are continental crosswalks. There are also signals for pedestrians to cross at the crosswalks.

There are overhead street lamps. The area seems to be strip commercial with shopping plazas. There is a vacant lot at the northwest corner. All other corners have parking lots nearest to the street with the stores farther back from the roa

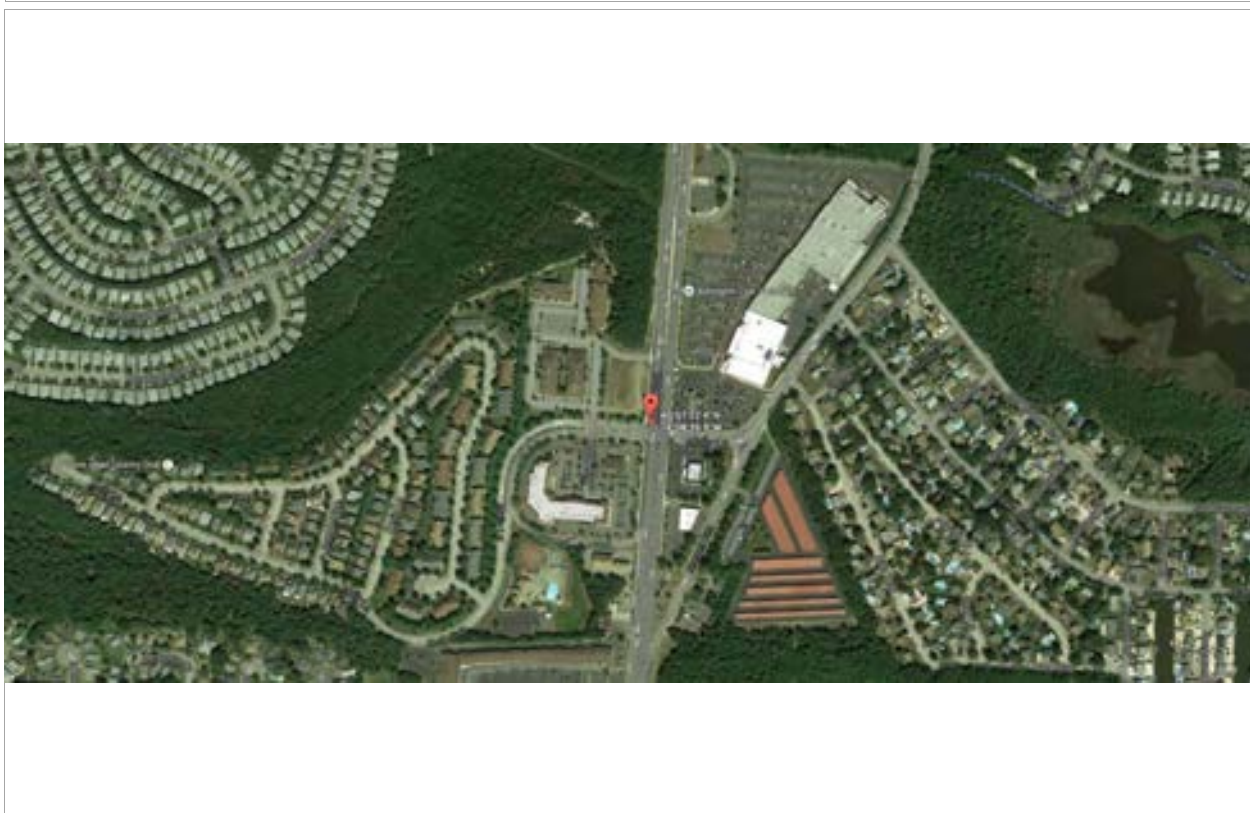


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/p3agK>

Participants

Driver Age	<input type="text" value="22"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08742"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="29"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08723"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.7"/>	Distance From Driver Home	<input type="text" value="8.9"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Vehicle was traveling southbound on Brick Boulevard approaching the intersection with Molly Lane. Vehicle was in the third lane of a 4 lane highway. The traffic signal at the time was green for vehicular traffic for both directions of Brick Boulevard. Pedestrian was attempting to cross the intersection of Brick Boulevard and Molly Lane from the Northeast corner of the intersection in the area of the Bay Harbor Shopping Center. Pedestrian was proceeding against traffic signal and outside of the marked crosswalk as she was walking diagonally towards the southwest corner of the intersection.

Vehicle impacted pedestrian within the intersection approximately thirty feet south of the marked crosswalk. Vehicle came to a controlled stop just south of the initial impact and subsequently moved off the roadway into the parking lot of the Yorktown Plaza

Fault Details There were no charges filed.

Interpretation The pedestrian was crossing diagonally across the intersection. The intersection is very large, with multiple lanes in all directions and dangerous. Though there are overhead street lamps, it was still later at night. The pedestrian was also attempting to cross the intersection when the traffic signal was green both directions on Brick Blvd.

Infrastructure contribute? Yes: Pedestrians have to cross 7 lanes of traffic with no median- is there enough time to get across? Very high speeds.

Questions
 Did the driver see the pedestrian?
 Did pedestrian start crossing with the signal?
 How long do peds have to cross?
 How long does ped signal last?
 Was driver speeding?

Supplemental There is no diagram and the report is fairly short.

Road width estimated



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 77 Crash ID 3491021 Case 12-37941 Time 11:08:00 PM Date 8/14/2012 Day Tuesday

Street US HIGHWAY 130 Cross Street DREXEL AVE Intersection Yes

Municipality Pennsauken township County CAMDEN Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Rt 130 is a six lane roadway with three southbound lanes and three northbound lanes. There is a cement barrier separating the northbound lanes and the southbound lanes. Drexel Avenue is a minor street with one lane in each direction. The intersection is signal controlled. There is only one crosswalk at the intersection on the north side of the intersection. There is a pedestrian crossing signal on that side, as well.

There are sidewalks on all sides of the intersection. There are also overhead street lights.

This neighborhood looks suburban with mostly residential outside of the intersection. Along US-130 and at the intersection there are other commercial buildings.

At the intersection there is a bar on the southeast corner and there is an autoshop at the northeast corner. On the northwest corner there is a vacant lot. On the southwest corner there is a pool maintenance store



Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/pqDBg>

Participants

Driver Age	<input type="text" value="31"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08109"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="31"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08110"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="1.6"/>	Distance From Driver Home	<input type="text" value="1.6"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Pedestrian was standing in the inside lane of Rt 130 at intersection of Drexel Ave. Vehicle was traveling northbound on Rt 130 and as the vehicle entered the intersection, the pedestrian failed to exit out of the highway and remained stationary. The vehicle performed an evasive maneuver but contacted the pedestrian with the side view mirror. Pedestrian remained in the roadway and was struck by a second vehicle. The pedestrian then went airborne and landed in the roadway in the intersection and was run over by a third vehicle. The pedestrian was pronounced dead on the scene.

<http://6abc.com/archive/8774196/>
August 15, 2012 2:45:09 PM PDT

The victim has been identified as 31-year-old Branden Johnson of Pennsauken. His friends say he was known as "HipStar."

It was just after 11:00 p.m. when Johnson was struck while walking in the left lane of traffic along Route 130 northbound near the intersection at Drexel Avenue.

Investigators closed off the street for hours as they gathered evidence, trying to piece together exactly what happened.

"We're still investigating why the pedestrian was in the lanes. We're not sure if he was crossing at this time or standing in the lane for an unknown reason," said Sgt. Chris Sulzbach of the Pennsauken Police.

Police say it looks like Johnson was hit by three different vehicles, all of which did stop. It does not appear that speed was a factor, and it's not clear why Johnson was on the roadway at the time.

Police say the striking vehicles appeared to have a green light, so there will likely not be any charges filed against the drivers involved. Police say no surveillance footage has shown up that might show exactly what happened.

Fault Details No charges were filed.

Interpretation The pedestrian was standing in the middle of the road late at night for an unknown reason. The first vehicle did see him and tried to swerve, only hitting him with side view mirror, but then pedestrian fell into intersection and was hit by two other oncoming cars. It is unknown if the pedestrian as crossing, walking in the lane, or standing there. The report code indicates that the pedestrian was "going straight ahead."

Infrastructure contribute? Maybe. High speed roadway, only one crosswalk, no median. But if pedestrian was standing in lane infrastructure may not have helped.

Questions
1) Why was the pedestrian in the street?
2) Is driver statement about pedestrian just standing in roadway accurate?
3) Was driver speeding?

Supplemental The report is short



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 78 Crash ID 3491098 Case 2012-017418 Time 10:07:00 AM Date 8/20/2012 Day Monday

Street HEATHER RD Cross Street OCEAN AVE Intersection Yes
 Municipality Wildwood Crest borough County CAPE MAY Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Ocean Avenue runs parallel to the beach in Wildwood Crest. Ocean Avenue is a 2 lane roadway with one southbound lane and one northbound lane. There is a double yellow fog line separating the two lanes. It is a very open area with low buildings.

West down Heather Road is the beach. Heather Road is also a two lane roadway that has stop signs on either side of Ocean Avenue.

On the northeast corner there is a hotel and on the northwest corner there is an apartment building. On the southwest corner there is a rec center, which has a large parking lot in front of it. On the southeast corner there is parking and basketball courts.

There are sidewalks on all corners and on both roads of the intersection. There are overhead streetlamps. There are no marked crosswalks but there are pedestrian crossing signs further down the road that go from the park to the rec center. There is street parking.



Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/ukUi3>

Participants

Driver Age	<input type="text" value="23"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="10454"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="81"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08833"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="162"/>	Distance From Driver Home	<input type="text" value="167"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="N/a"/>	Ped Out of Nowhere	<input checked="" type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Vehicle was traveling south on Ocean Avenue at the intersection of Heather Road. Pedestrian was walking eastbound on Heather Road attempting to cross Ocean Avenue. Driver said he glanced to his left and when he looked forward he saw pedestrian hurriedly walk in front of his vehicle and was unable to avoid him. Pedestrian had multiple abrasions and contusions on his head and face and died subsequently as a result of his injuries.

Fault Details Driver charged with: Failure to yield to a pedestrian 39:4-36

Interpretation It was clear outside and during the morning so there would be nothing impairing the vision of the driver.
No crosswalks at this intersection.

Infrastructure contribute? Yes - No marked crosswalks at an intersection a block from the beach. Should be signage warning drivers of pedestrians. Also, Ocean Avenue goes a good distance without having to stop.

Questions
1) What was distracting the driver?
2) Why is there no crosswalk so close to the beach?
3) Was driver speeding?

Supplemental
May be an example of distracted driving.
Pedestrian is an elderly man.

Distance from home not representative because pedestrian was likely at the beach and staying somewhere there. (162 miles) Same situation with the driver at 167 miles.

AADT/SRI not available because there is no data in the area.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 79 Crash ID 3491375 Case 2012-13436 Time 8:51:00 PM Date 9/28/2012 Day Friday
 Street STRAWBERRY AVE Cross Street CITY LINE AVE Intersection Yes, T
 Municipality Franklin Twp (Gloucester Co) County GLOUCESTER Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Strawberry Ave is a two lane roadway, with one westbound lane and one eastbound lane. It is a small rural road that does not look well maintained. There are no shoulders and there is a faded yellow dashed fog line separating the two lanes. There are no overhead street lamps and no sidewalks.

There are no crosswalks. The intersecting road, City Line Ave is a small residential road. There are no markings on the road to differentiate lanes. There are no sidewalks or a stop sign at the intersection.

The surrounding area is completely residential and heavily wooded. There also appears to be some farmland in the area.

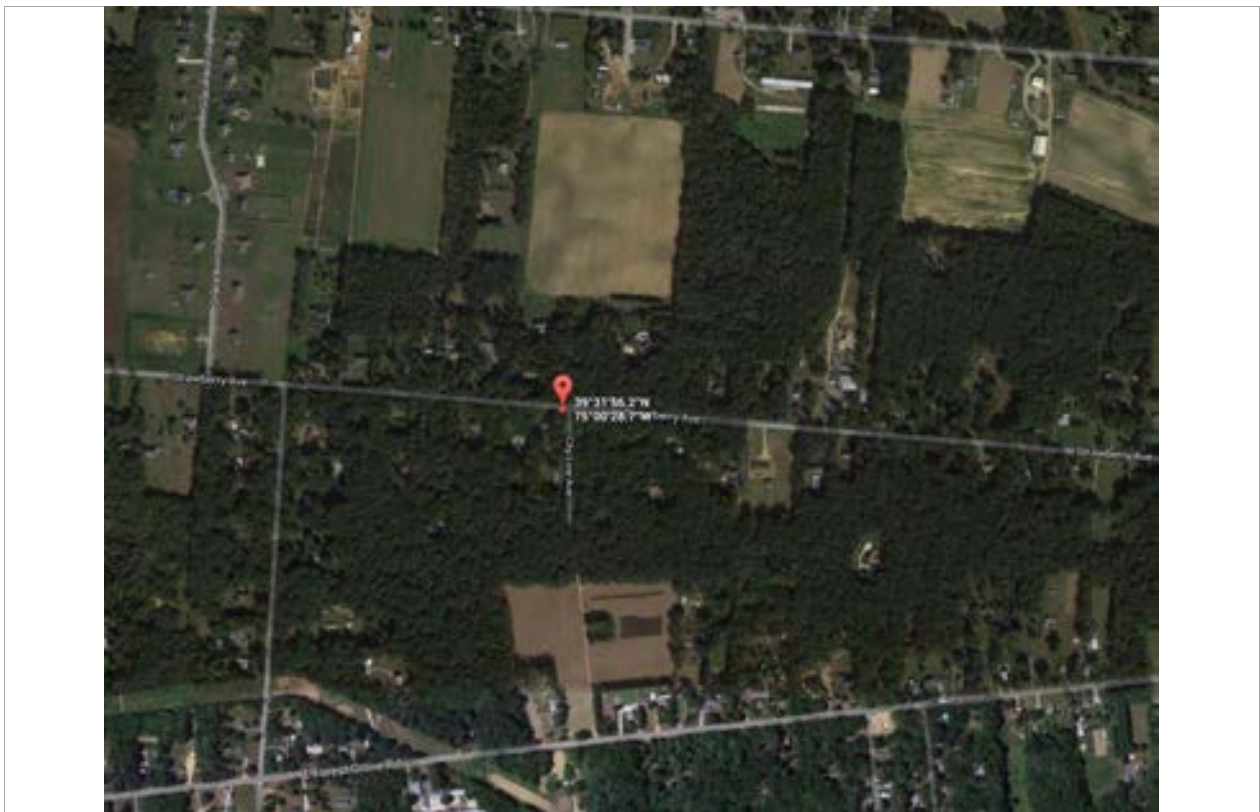


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/4QvB3>

Participants

Driver Age	<input type="text" value="18"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08361"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="90"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08360"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.05"/>	Distance From Driver Home	<input type="text" value="5.9"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="N/a"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Driver was traveling west on Strawberry Ave and was coming from the YMCA in Vineland. He was on his way to his girlfriend's house on W Arbor Ave in Vineland. He observed a vehicle traveling in the opposite direction (eastbound) on Strawberry Ave. He then saw a pedestrian walking from the center line of the roadway towards the westbound shoulder. He was approaching the pedestrian at almost the same time as the oncoming vehicle was passing in the opposite direction which forced him to stay in his westbound lane of travel. He locked up his brakes causing a visible skid in attempt to avoid striking the pedestrian. He struck the pedestrian with the front passenger side of his vehicle. He exited his vehicle and attempting to locate the pedestrian, along with the witness, but at first was unsuccessful. They eventually located the pedestrian on the westbound shoulder after calling 911.

The witness states she was traveling east on Strawberry Ave. towards Main road when she observed an oncoming vehicle swerve ahead of her. She assumed that the vehicle swerved from striking an animal. As she approached the area where the vehicle swerved she observed a man crawling out of the woods and into the roadway. As she passed by, the man had reached the center line of the roadway and stood up. He then raised his hands to her as she passed almost as if he was asking why she had not stopped. He then began to spin around in the middle of the roadway. She then pulled into the closest driveway and began to dial 911 due to her being afraid the man would be struck. The vehicle then passed her location heading westbound. She heard the vehicle lock up its brakes and believed the pedestrian had been struck.

The police located the pedestrian's son. The son said that his father had recently became lost in the wooded area near his home. He had never been diagnosed with Alzheimers however he had been acting confused in the recent past

Fault Details The driver was not charged.

Interpretation An elderly man, who was described by his son as "recently seeming confused", was in the woods and crawled out into the road. There are no streetlights on the road and the oncoming car did try to swerve and brake as to not hit the pedestrian.

Infrastructure contribute? Yes, lighting may have helped the driver see the pedestrian. High speeds for residential area.

Questions 1) Why is there no lighting in such a heavily wooded and residential area?
2) Was driver speeding?

Supplemental Is this a travelling pedestrian?

This is a clear, detailed report. There are no missing pages and the diagram is in the report. The police interviewed multiple persons to gain information on the accident.

Cannot get AADT/SRI as this information is not available in this area

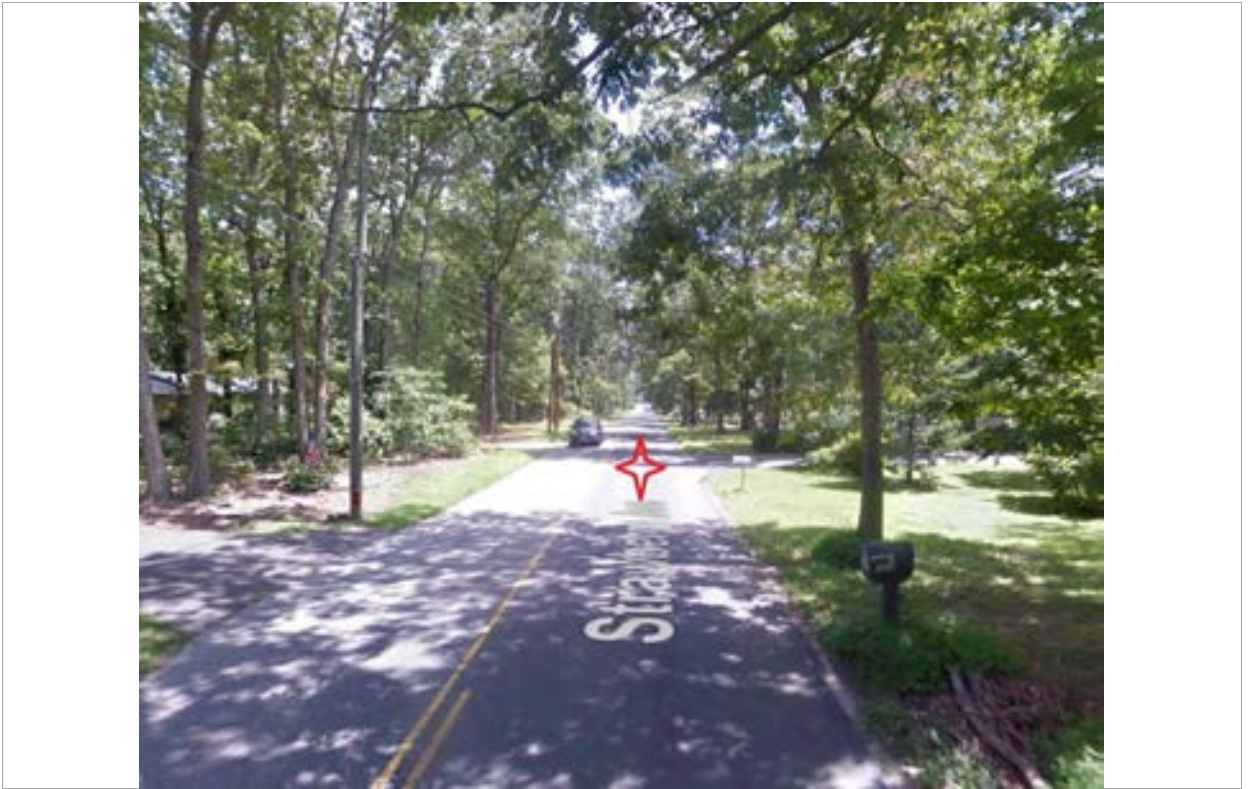


Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 80 Crash ID 3492699 Case B080-2012-01698 Time 8:54:00 PM Date 9/5/2012 Day Wednesday
 Street I-80 Cross Street Intersection No
 Municipality Rockaway township County MORRIS Road System Interstate
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure I-80 is an interstate highway. There are 3 lanes traveling eastbound and 4 lanes traveling westbound. There are overhead street lights, but they were off at the time of the accident according to the CAIT information.

There are metal guardrails along the center median on either side and a grassy area between them.

At this section of the highway, I-80 goes over a road and there a small bridge. After the bridge, there are wooded areas on the outside of the highway. There are shoulders on both sides of the road.

Rumble strips are present on both shoulders to alert drivers traveling onto the shoulders. When traveling eastbound approaching the area of the crash, I-80 consists of a downhill grade with a right hand curve.

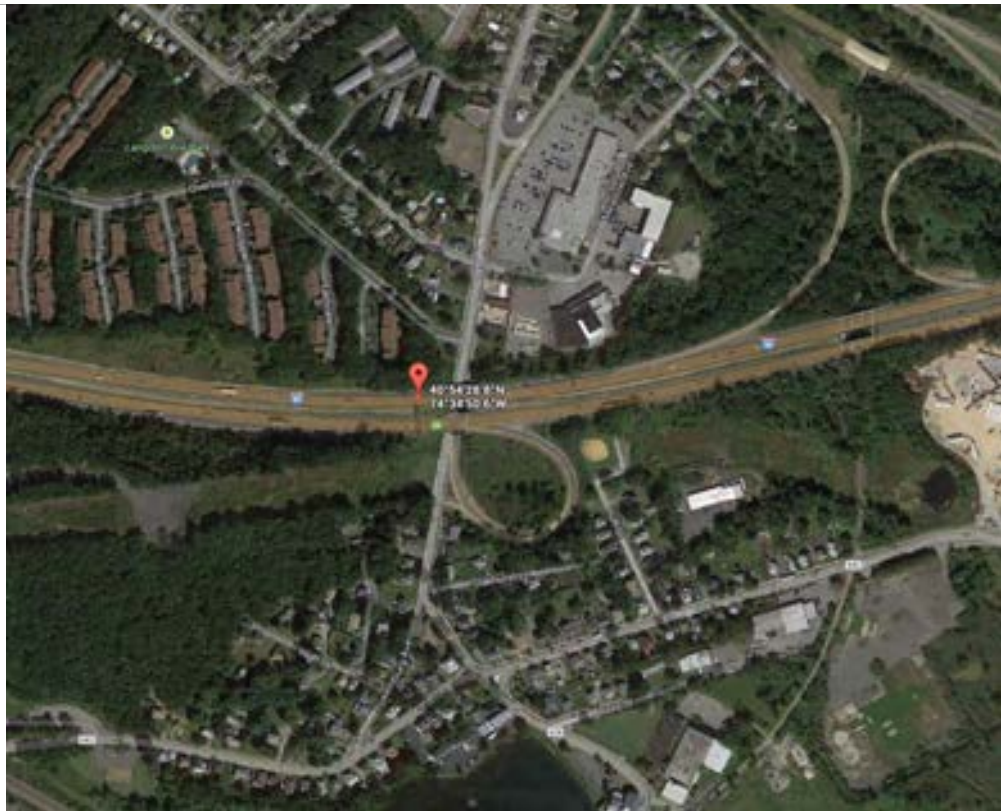


Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/5FOog>

Participants

Driver Age	<input type="text" value="60"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="07652"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="56"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07843"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="9.3"/>	Distance From Driver Home	<input type="text" value="33"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings

A two motor vehicle - pedestrian crash occurred in the eastbound lane, in the area of milepost 24.4, in Rockaway Township. Driver was traveling eastbound in the center lane and driver #2 was in the eastbound left lane. The pedestrian attempted to cross the eastbound travel lanes in a southerly direction from the center median. Pedestrian entered the eastbound travel lanes and was struck by vehicle 1. As a result of the impact, pedestrian 1 was redirected and came to rest in the left lane.

The crash occurred during nighttime hours. The overhead lighting in this area was not illuminated at the time of the crash. Minimal ambient lighting was present.

Driver #1 stated: " I was in the right lane, I saw construction trucks on the right shoulder so I got into the center lane, passed the trucks, and got back into the right lane. I didn't see anything, I just heard a noise that sounded like an explosion and the glass hit me."

Passenger #1: "She was in the center lane, passed the construction....We were in the lane for a couple hundred yards before the crash. I saw something coming at the windshield but I wasn't sure what it was. I thought something fell out of a truck."

Driver #1: "I saw debris in the center lane then I saw something large in the center of the left lane..."

Witness 1: " I saw a man with his thumb out in the right shoulder with a backpack. He was walking westbound in the right shoulder. I pulled over about a half mile ahead of him and stopped in the right shoulder and was going to wait for him. I saw him cross the median during a lull and he looked back at me. He jumped the divider and began to cross and there wasn't enough time for the car to avoid him."

Fault Details

There were no charges.

Interpretation

The pedestrian was attempting to hitchhike, as observed by a witness he was in the middle of the lanes of traffic with his thumb in the air. He was also carrying numerous bottles of lotion, cotton swabs and a tooth brush. He was 31.4 miles from his listed address.

The pedestrian jumped over the median and attempted to cross 3 lanes of traffic while there was also a construction site.

Infrastructure contribute?

No: Limited access interstate, not for pedestrians

Questions

Why were the overhead street lights not on?
Did the construction play a factor?

Supplemental

Very detailed and lengthy report.

High speed limit.

Information is about driver of vehicle 1 which caused first impact. Information on driver 2 is in the report.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 81 Crash ID 3517011 Case 12019811 Time 10:12:00 AM Date 9/13/2012 Day Thursday

Street 1250 MAPLE AVE Cross Street Intersection N/A

Municipality South Plainfield borough County MIDDLESEX Road System

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure



Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/3fLpn>

Participants

Driver Age	<input type="text" value="74"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07080"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="86"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07080"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="6.2"/>	Distance From Driver Home	<input type="text" value="2"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="N/a"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

When police and paramedics arrived, the pedestrian was able to provide her name and home address. She was also able to provide a few names and phone numbers of friends and family to contact. She indicated that she was sitting or just about to sit in her lawn chair when she heard a vehicle accelerating. She continued that next thing she knew she was hit and tumbling under the car. She concluded that is how she ended up under the vehicle. During this time, another officer escorted the driver away from the scene.

http://www.nj.com/middlesex/index.ssf/2012/09/daughter_forgives_driver_who_h.html
 on September 21, 2012 at 11:17 AM, updated September 21, 2012 at 11:48 AM

 Boguski's home is not far from Spring Lake Park.

It was in the park where she was hit by an out-of-control car shortly after 10 a.m. on Thursday, Sept. 13.

Police say Boguski had been relaxing in a lawn chair – as she had done often this summer – when a 1996 Toyota Corolla drove through a parking lot off Pearl Place and plowed into her.

The car dragged her 20 feet.

The impact shattered multiple bones. Boguski was taken by helicopter to Robert Wood Johnson University Hospital in New Brunswick.

Nguyen reportedly told officers that he had just had the car serviced.

Police have impounded the car. On Thursday, police said they suspect the cause of the accident was "mechanical failure."

Nguyen has not been charged, but the investigation continues, police said.

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental

Location Characteristics

ID 82 Crash ID 3522725 Case 2012055793 Time 2:21:00 PM Date 10/31/2012 Day Wednesday
 Street NJ HIGHWAY 47 Cross Street W WALNUT RD Intersection No
 Municipality Vineland city County CUMBERLAND Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure S Delsea Drive is a two lane roadway, which one southbound lane and one northbound lane. There are shoulders on either side of the road. The two lanes are separated by a dashed yellow line. There are no sidewalks. At the nearest intersection, there are no crosswalks or a traffic light.

The area seems to be suburban. There are some residential and cul-de-sac neighborhoods in the surrounding area. There is a heavily wooded area to the east of the accident. Delsea Drive seems to be an arterial road and there are commercial buildings along Delsea Drive.



Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/g7z2Z>

Participants

Driver Age	<input type="text" value="31"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08302"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="26"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08360"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="1.4"/>	Distance From Driver Home	<input type="text" value="11.7"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text" value="N/a"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Police was responding to scene of accident when a call was received that the driver fled the scene and the 911 caller was following the driver. The police located the vehicle in a parking lot and the driver tried to flee again. The officer apprehended the driver. Witnesses at the scene of the accident were able to identify the driver. After a sobriety test, it was determined that the driver was impaired.

There was a piece of a vehicle rim and a cellular phone in the Northbound lane of Delsea Drive. Red paint was found on the wooden mailbox post. Several pieces of black plastic moldings presumed to be ripped off the vehicle's undercarriage after the impact were also at the scene. There was also a push style lawn mower that appeared to have been struck by the vehicle in the "Safe and Sound Security" parking lot.

The vehicle appeared to be driving northbound of Delsea Drive. The vehicle drifted off of the road and struck a blacktop curb which caused his vehicle to go airborne. The vehicle landed and struck a plastic trash can, the pedestrian and the lawn mower he was pushing. After, the vehicle continued and also struck the mailbox.

Witness 1 was in the J & D Furniture parking lot (986 S Delsea Drive) when he saw a red vehicle traveling north on Delsea Drive. He said the vehicle drifted off the road and struck a curb which caused the vehicle to go airborne. He said the vehicle landed and crashed into a trash can and a pedestrian, who was mowing a small patch of grass.

The driver said he drove to Joe Canal's liquor store in Millville, NJ and bought a bottle of "Jose Cuervo" Tequila. The officers found this bottle on his person when he was arrested. The driver confirmed this was the same bottle. He said he sat in his car at the liquor store and drank the tequila. He then left and began traveling north on Delsea Drive. He stated his cell phone began ringing and he reached to his belt to answer his phone when he drifted off the road and got into the collision. After the crash, he fled the scene because he had been drinking and was scared to get in trouble.

Fault Details Driver was charged with:
 2C: 11-5a Vehicular Homicide
 2C: 11-5.1 Knowingly Leaving the Scene of an Accident Which Resulted in Death
 39: 4-50 Driving Under the Influence
 39: 4-129 Leaving the Scene of an Accident
 39: 6b-2 Uninsured Vehicle
 39: 3-10 Unlicensed Driver
 39: 4-96 Reckless Driving
 39: 4-88b Failure to Maintain a Lane

Interpretation The driver was impaired and at the time of the incident, was trying to answer his phone. While reaching for his phone he drifted off the roadway and went over a curb. Subsequently he struck the pedestrian. He then fled the scene and parked behind a Walmart. As a witness had been following him, the police were able to locate him and arrest him.

Infrastructure contribute?

No

Questions

Why was this specific case charged with vehicular homicide?

Supplemental

Pedestrian was mowing the lawn.
Distracted driving and drunk driving. Large amount of citations.
Down the road from case #70
Report is very detailed and there was much investigation done.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 83 Crash ID 3522744 Case 2012-11890 Time 12:51:00 PM Date 7/11/2012 Day Wednesday
 Street ESSEX CTY 670 Cross Street MAIORAN PL Intersection Yes, T
 Municipality Belleville township County ESSEX Road System County
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Franklin St is a two lane roadway, with one lane going eastbound and one lane going westbound. There is a double yellow line separating the two lanes. There is side street parking except for the westbound lane to the west of Maioran Place. There are sidewalks on all corners of the street and there are trees lining the street, as well.

Maioran Place is a short street which acts as an entrance driveway to a strip commercial center that contains a Stop and Shop. It terminates in the center loading area, and ends at Franklin.

At the intersection there is a stop sign on Maioran Place. There is also a "No left turn" sign for Franklin Street onto Maioran Place for the eastbound lane. There are overhead street lamps.

The area surrounding seems semi-urban. On Franklin Street, there is both residential housing and commercial stores. There is also a church diagonally across from Maioran Place on Franklin Street. There is a large shopping center to the south of Franklin Street that can be accessed by going down Maioran Place

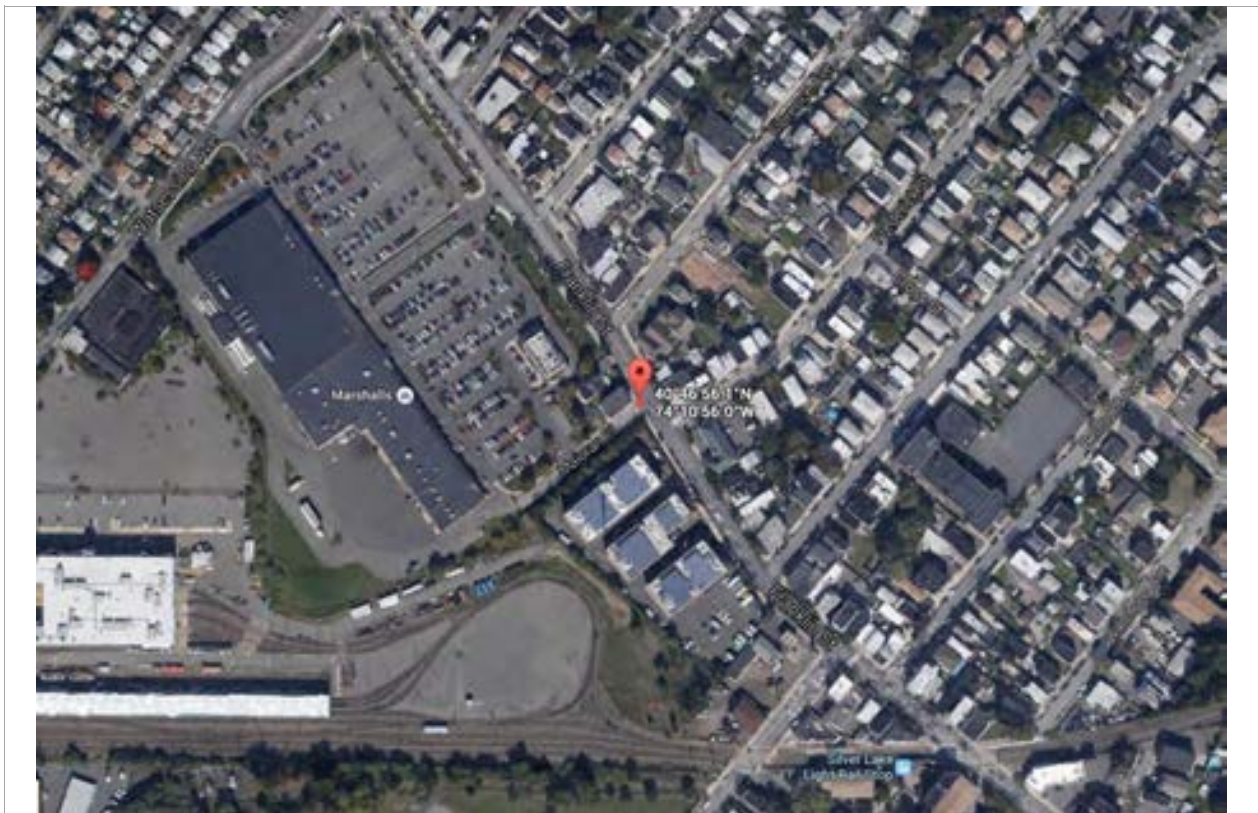


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/WdSBQ>

Participants

Driver Age	<input type="text" value="58"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="07111"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="38"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07650"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="17.7"/>	Distance From Driver Home	<input type="text" value="5.8"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="N/a"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings	<p>The driver of the NJ Transit bus stated that she was slowly proceeding west of Franklin St when the pedestrian came from behind a school bus slowly moving in traffic eastbound on Franklin St. The driver stated that the pedestrian immediately fell to the ground.</p> <p>Witness #1 stated that he was stopped in traffic when he noticed the pedestrian walk in front of his vehicle from the south corner north across Franklin St. He then noticed the bus traveling at a fast rate of speed west on Franklin St strike the pedestrian.</p> <p>Witness #2 stated that she observed the pedestrian stopped between a car and a school bus waiting to cross Franklin St. she then observed the pedestrian lean out to see if any traffic was coming west bound when he was struck by the bus</p>
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Fault Details	The driver was not charged. Pedestrian was crossing in an unmarked crosswalk.
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Interpretation	The pedestrian was trying to cross Franklin Street, but there was a school bus obstructing his view of the roadway. The pedestrian leaned out into the road to see if there were cars coming and was struck by an oncoming bus.
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Infrastructure contribute?	Yes - No marked crosswalk at any of the intersections near the shopping center, no physical barrier preventing parking in hatched area near corner.
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Questions	<p>Why is there no marked crosswalk on Franklin Street? (In Google Street view I can also see people trying to cross this street)</p> <p>Why was a school bus pulled to the side going westbound on Franklin street? (There are painted lines on the road showing that no vehicle should be on this shoulder)</p> <p>Was driver speeding?</p>
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Supplemental	<p>NJ Transit bus.</p> <p>There is a diagram of the layout of the bus, but no diagram of the actual collision.</p>
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 84 Crash ID 3522829 Case B060-2012-02361 Time 11:46:00 PM Date 9/18/2012 Day Tuesday

Street I-280 Cross Street Intersection No
 Municipality East Orange city County ESSEX Road System Interstate
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure I-280 is a 6 lane interstate highway. There are 3 lanes eastbound and 3 lanes westbound. There is a cement barrier separating the two directions. There are shoulders on both sides of the highway. The highway is depressed from the surrounding urban area.

On the eastbound side of the roadway, there is a wooded area. The speed limit is marked as 55 mph. To the north of the highway, on the westbound side, there are train tracks above the highway and running parallel with the highway.

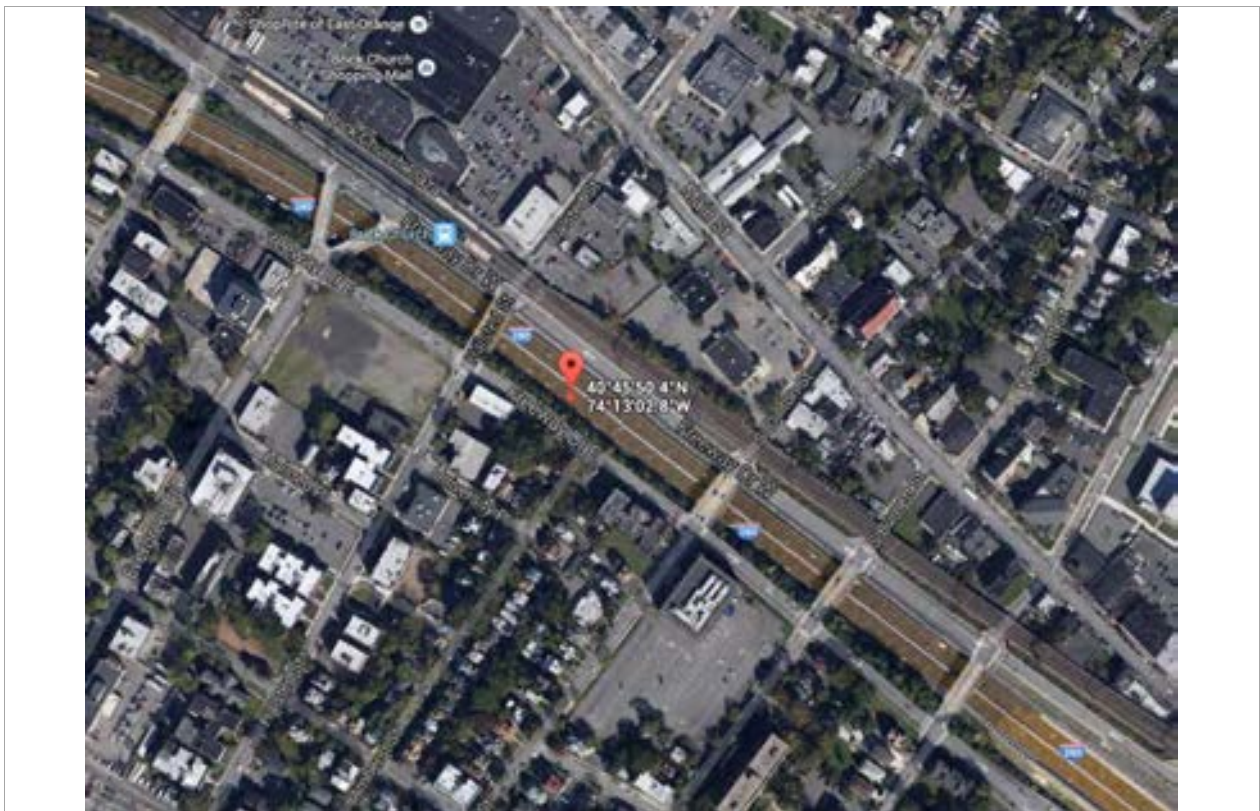


Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/Z6039>

Participants

Driver Age	<input type="text" value="54"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07042"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="50"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text"/>	Distance From Driver Home	<input type="text" value="6.6"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings Vehicle was traveling eastbound on Interstate 280 in the center lane of travel. Pedestrian 1 was walking westbound in the eastbound roadway's center lane of travel. In the area of milepost 11.4, Driver #1 encountered Pedestrian #1 walking in the center lane. Driver #1 attempted an evasive maneuver to the right; however, Driver #1 was unable to avoid striking Pedestrian #1. The pedestrian was then also hit by a second and third vehicle.

This crash occurred during the night time hours with no overhead lighting present in the area. Several overpasses were present throughout the area of this crash above Interstate 280, which further diminished any available ambient lighting. It was also raining at the time of the crash.

Drive #1 statement: "I was driving in the center lane on I-280 eastbound when I suddenly saw a woman walking towards me in the middle of the center lane and she did not appear to make any attempt to move. I swerved to the right as much as I could but I still struck her with the left front of my vehicle

Fault Details There are no charges in the CAIT data or in the report.

Interpretation Pedestrian was walking in the middle of traffic on an interstate highway. It was dark at the time and the driver did not see the pedestrian until it was too late. Potential suicide or mental illness.

Infrastructure contribute? No, although lighting might have helped.

Questions Why was a pedestrian on an interstate highway?
How did pedestrian get there?
Why is there no overhead lighting?

Supplemental Very detailed report. Many statements and further investigation.

An unknown vehicle departed the scene.

Pedestrian had no permanent residence. Next of kin lived in Orange, NJ.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 85 Crash ID 3523529 Case 26228-12 Time 6:31:00 PM Date 10/31/2012 Day Wednesday
 Street JEFFERSON AVE Cross Street COUNTY ROAD 663 Intersection Yes
 Municipality Jersey City city County HUDSON Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Jefferson Ave is a two lane roadway to the west of the intersection with Central Ave. One lane is eastbound and one lane is westbound. On the east side of the intersection, Jefferson Ave is a one-way street, traveling westbound. Central Ave is a two lane roadway, with one lane traveling southbound and one lane traveling northbound.

There are sidewalks on all sides of the street. There are crosswalks at all intersections. There are pedestrian crossing lights at all corners of the intersection. There is side street parking on all sides of both streets. There are overhead street lamps.

The intersection is controlled with a traffic signal that did exist in 2012, but did not exist in 2007, according to streetview.

This area is urban, there is mixed residential and commercial use. There is a large reservoir on the northwest corner of the intersection.



Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/Lfm7l>

Participants

Driver Age	<input type="text" value="41"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="07306"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="4"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07306"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.1"/>	Distance From Driver Home	<input type="text" value="0.1"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="N/a"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings Driver of vehicle #1 states she was making a left turn onto Jefferson St when she looked away for a second, causing her to hit a child on crosswalk. Pedestrian #2, mother of the pedestrian #1, stated she was crossing south on Central Ave when vehicle #1 hit her, her son and her mother. The child was transported to Jersey City Hospital.

Media:

Deaths of Jersey City woman, boy now classified as Hurricane Sandy-related on November 15, 2012 at 1:34 PM, updated November 16, 2012 at 4:06 PM

 Dhyanesh Balaji, 4, of Laidlaw Avenue, suffered fatal head injuries when he was struck by a Toyota on Oct. 31 at Jefferson and Central avenues in the Heights neighborhood at 6:31 p.m. His mother and grandmother were also injured, a police report said.

The 40-year-old woman driving the vehicle lives a few doors from the home where the boy lived. No one has been charged in the boy's death.

"I do believe, given the totality of the circumstances, the impact of the storm did play a part in this tragedy," Comey said at the time

Fault Details The driver was not charged. According to a news article, the accident was deemed to be "storm-related" as this accident occurred during Hurricane Sandy. It is possible that there were obstructions caused by the weather, including a lack of power at the traffic signal.

Interpretation As this accident occurred during Hurricane Sandy, it is possible that there were weather related causes to this accident. It is not included in the report, however it is possible that the lights were not working and that there was a storm happening.

Infrastructure contribute? Yes - Traffic signal and streetlights may have not been working.

Questions Why was the driver not charged? (Pedestrians were in the crosswalk)
 Was driver turning illegally?
 Were the traffic lights working?

Supplemental Hand written and very sloppy.
 3 Pedestrians were hit, 1 killed

 "Storm-related" accident, this accident occurred during Hurricane Sandy.

 There is no AADT/SRI information available in this area.

 Halloween evening.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 86 Crash ID 3523632 Case 12-015331 Time 4:42:00 AM Date 8/13/2012 Day Monday
 Street NJ HIGHWAY 3 Cross Street Intersection No
 Municipality Secaucus town County HUDSON Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure
 There is no detail of where the accident occurred on Highway 3.
 Highway 3 is a 6 lane highway, with 3 lanes traveling eastbound and 3 lanes traveling westbound. There is a cement barrier separating the lanes.
 The area surrounding the highway is very suburban and residential. Streetview shows construction in February 2013, unknown if there was construction at the time.

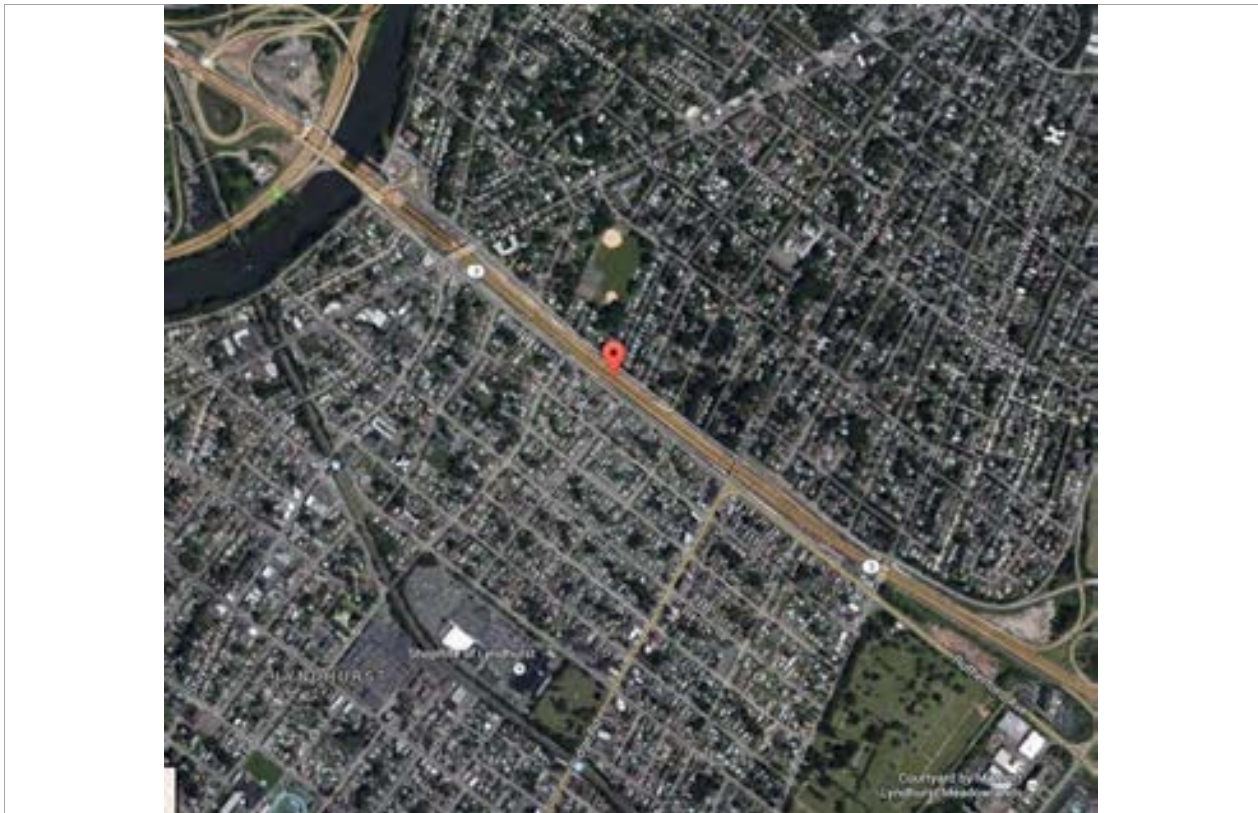


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/OjT8t>

Participants

Driver Age	<input type="text"/>	Driver Sex	<input type="text" value="NULL"/>	Driver Zip	<input type="text"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="27"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07012"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="4"/>	Distance From Driver Home	<input type="text" value="1.3"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings According to witness, the pedestrian was walking west on Route 3. A dark colored SUV struck pedestrian and continued west without stopping. Listed V2 then ran over pedestrian and stopped on the side of the road. EMT's responded and discovered pedestrian was still breathing and transported him to hospital, where he died.

Fault Details Driver of vehicle 3 (unclear if same as vehicle 1?) was charged with:
2C:11-5.1 - Criminal Knowingly Leaving Scene of Motor Accident
39: 4-129A - Leaving the Scene of an Accident with Personal Injury

Interpretation Not enough information.

Infrastructure contribute? No

Questions Why was pedestrian on highway?

Supplemental I cannot find any articles on the accident online.

The report code indicates that the pedestrian was walking in road when sidewalk was present, however there is no sidewalk on the highway.

Road width estimated

As exact location unknown, picture is estimate.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID **87** Crash ID 3524542 Case 1210010048 Time 10:50:00 AM Date 10/1/2012 Day Monday

Street 74 STATE HIGHWAY 35 Cross Street Intersection No

Municipality Middletown township County MONMOUTH Road System Private

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure

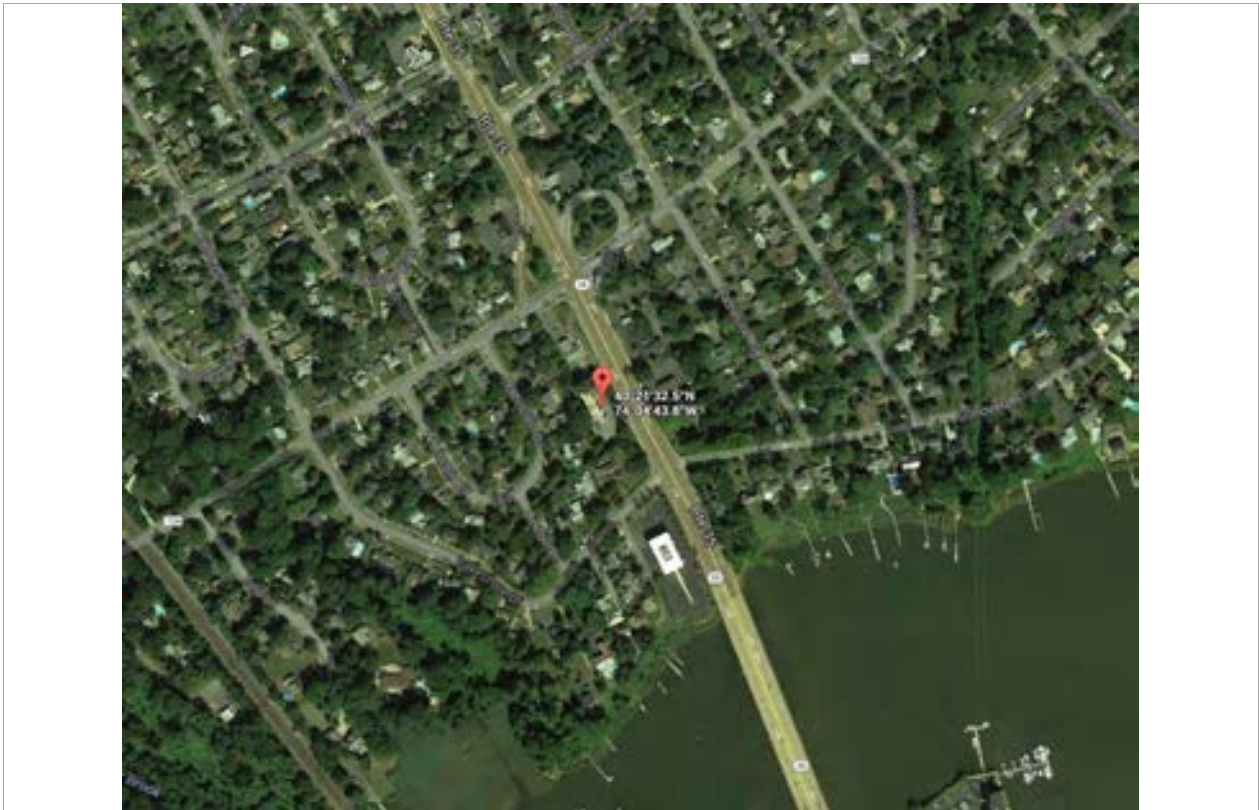


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/Inoso>

Participants

Driver Age	<input type="text" value="34"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07701"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="27"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07701"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="1.1"/>	Distance From Driver Home	<input type="text" value="1.1"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="n/a"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Two vehicle-pedestrian fatal motor vehicle crash in private parking lot of Bank of America. Vehicle #1 involved in previous motor vehicle crash while operated by deceased pedestrian. (Says to see case 1210010058)

Pedestrian was driver, and parked wrong. Got out of car so husband could park correctly, and husband hit her with car.

Red Bank woman struck by vehicle in Middletown dies at hospital
 October 01, 2012 at 10:20 PM, updated October 01, 2012 at 10:22 PM

 A Red Bank woman died after being hit by a car in a bank parking lot Monday morning, according to police.

Janet Ramos-Morales, 27, was hit in the Bank of America parking lot at 11:24 a.m., police said in a statement Monday night. She was taken to Jersey Shore University Medical Center in Neptune where she was pronounced dead at 2:20 p.m.

The person driving the vehicle that hit Ramos-Morales stopped at the scene, and no charges have been filed, said Detective Lt. Stephen Dollinger.

Details Emerge in Death of Red Bank Woman in Middletown
 Updated December 23, 2012 at 1:36 pm

 According to the investigation report, Janet Ramos Morales of Herbert Street, an unlicensed driver, was operating a 2002 Ford Explorer SUV when she pulled into the parking lot from the Route 35 South entrance.

In attempting to make a left hand turn into an angled parking stall in the rear, police believe she was driving too fast and wound up side-swiping the passenger side of an unoccupied Toyota Tundra pick-up, and vaulting over the curb.

Her husband Angel Rojas Faustino, 34, was a passenger in the Ford Explorer, as was their 3-year old child. After she exited the vehicle he, a driver with a Maryland driver's license, backed the SUV out. In doing so, the right rear end of the SUV hit Ramos Morales in the parking lot.

Ramos Morales was treated at the scene by MONOC paramedics and the Leonardo First Aid Squad. She was transported to Jersey Shore Medical Center where she was pronounced dead at 2:24 p.m.

The SUV, registered to a Long Branch owner not at the scene, was impounded.

A toxicology test was given to Faustino, and the investigation is continuing, according to the report. No charges have yet been filed.

Fault Details	No charges have been filed.
Interpretation	Pedestrian #1 was pulling into a spot at Bank of America and hit the unoccupied car in the next spot. The passenger (Pedestrian #2) got out of the car to pull the car out and park correctly in the spot. As pedestrian #2 was pulling the car out of the spot, he struck pedestrian #1, his wife.
Infrastructure contribute?	No
Questions	Is this a ped fatality?
Supplemental	Accident was in a parking lot. Pedestrian hit was actually the driver seconds earlier, but switched with husband. No AADT/SRI because accident takes place in parking lot.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 88 Crash ID 3524543 Case 1210210078 Time 8:06:00 PM Date 10/21/2012 Day Sunday
 Street NJ HIGHWAY 36 Cross Street WILSON AVE Intersection Yes
 Municipality Middletown township County MONMOUTH Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure NJ Highway 36 is a 6 lane roadway, with 3 lanes eastbound and 3 lanes westbound. There is a cement barrier between the westbound and eastbound lanes. Wilson Avenue is a 2 lane roadway with one lane southbound and one lane northbound. There are crosswalks across Highway 36 and there is a crosswalk on the southbound side of Wilson Ave. The crosswalk on Wilson Avenue is barely visible and looks poorly maintained. There are no pedestrian crossing signals.

There are sidewalks on the northeast corner and the southwest corner. On the southeast corner there is a gas station that has parking going almost completely to the roadway on both sides. There is a pharmacy on the southwest corner and a farmer's market on the northwest corner.

There are overhead streetlamps on NJ highway 36.

In the surrounding area, it seems to be suburban residential. Along NJ highway 36, there are more commercial buildings.



Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/qEF6x>

Participants

Driver Age	<input type="text" value="23"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07740"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="31"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07758"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.3"/>	Distance From Driver Home	<input type="text" value="11.8"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Vehicle#1 was traveling eastbound on State Highway 36 and struck a pedestrian who was crossing the roadway at the time which ultimately led to the pedestrian's death. The pedestrian and another pedestrian crossed the intersection on a red traffic signal. They were walking south on Wilson Avenue across State Highway 36. As they walked across the Eastbound lanes of travel, they left the crosswalk area and started walking diagonally to the other side of the roadway, towards the gas station when the pedestrian was struck by vehicle#1. The pedestrian was transported from the scene to the Riverview Medical Center.

Fault Details There are no charges. "Pedestrian improperly crossed the roadway"

Interpretation The pedestrians were crossing NJ Highway 36 and instead of going all the way to sidewalk before crossing Wilson Ave, they left sidewalk and started diagonally to go across Wilson Ave to the gas station. This is when the pedestrian was struck.

Infrastructure contribute? Yes - Pedestrian was crossing diagonally, likely because there are no crosswalks on the side streets, only across the state highway. This roadway is high speed (50mph) There are limited sidewalks – nowhere for pedestrians from surrounding neighborhoods to walk to get to commercial stores on highway

Questions Was the driver able to see the pedestrian?
Was the driver speeding?
How long is ped signal?

Supplemental There is no diagram and the report is not very detailed.

Road width is estimated



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 89 Crash ID 3531114 Case 12043263 Time 12:25:00 AM Date 7/4/2012 Day Wednesday
 Street US HIGHWAY 1 Cross Street 51ST ST Intersection Yes
 Municipality North Bergen township County HUDSON Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure US Highway 1 is a 4 lane roadway in this area. There are 2 lanes southbound and 2 lanes northbound. They are separated by a double yellow line. There are no shoulders. There are sidewalks on all sides except for on the street that goes into the Tonnelle Avenue Station Park and Ride on the west.

There are traffic lights at all sides of the intersection. There are crosswalks and pedestrian signals on all sides of the intersection except for the south side of the intersection on US Highway 1. There are overhead streetlights.

The surrounding area seems to be a fairly dense residential area. The Tonnelle Ave Light Rail Park and Ride Station is to the west. There is a gas station on the northeast corner. There is a bar/restaurant on the northwest corner.



Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/KFwDR>

Participants

Driver Age	<input type="text" value="71"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07302"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value=".09"/>
Ped Age	<input type="text" value="40"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07087"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="2"/>	Distance From Driver Home	<input type="text" value="5.2"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input checked="" type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
Police Findings	<input type="text" value="The driver of vehicle 1 stated that he was traveling south on Tonnelle Avenue and was in the right lane as he approached the intersection. He had a green light and someone just ran out in front of him and he hit him. He further stated that the accident is not his fault when the other guy just comes out in front of him."/>								
Fault Details	<input type="text" value="The driver was charged with 39:4-50 DUI/DWI. It is unknown if driver was correct in stating he had green."/>								
Interpretation	<input type="text" value="There was no investigation to whether or not the light was actually green. The driver said the pedestrian just ran out in front of him. It was late at night, however there is overhead lighting in the area."/>								
Infrastructure contribute?	<input type="text" value="Yes - High speed roadway (40mph) when there is a Park and Ride/ Light Rail and also high density residential area."/>								
Questions	<input type="text" value="Was the light actually green?"/>								
Supplemental	<input type="text" value="The report lacks detail, a diagram and any witnesses."/>								



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 90 Crash ID 3535832 Case D030-2012-02598 Time 2:13:00 AM Date 10/22/2012 Day Monday
 Street I95 N J TPKE Cross Street Intersection No
 Municipality Newark city County ESSEX Road System State / Interstate
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure At this section of the NJ Turnpike, there are 18 lanes of traffic. There are 3 roadways going southbound, each with 3 lanes. There are 3 roadways going northbound, each with 3 lanes. Separating each roadway is a cement barrier.

There are overhead street lights on the street. There are shoulders on both sides of each roadway. There are no sidewalks.

The surrounding area is mostly industrial and warehouses/ storage facilities. To the west and east of where the incident occurred, there are small wooded areas



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/1bcp3>

Participants

Driver Age	<input type="text" value="41"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07104"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="61"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text"/>	Distance From Driver Home	<input type="text" value="5.6"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings

A fatal two motor vehicle-pedestrian crash occurred on the New Jersey Turnpike NSW roadway, in the area of milepost 106.5, in Newark City. Driver #1 was operating vehicle #1 southbound on the NJ Turnpike NSW roadway in the center lane of travel. Pedestrian #1 was walking in an easterly direction across the roadway. In the area of milepost 106.5, Driver #1 encountered Pedestrian #1 in his lane of travel and was unable to make an evasive maneuver to avoid striking Pedestrian #1. Vehicle #1 struck Pedestrian #1 in the center lane of travel before coming to final rest in the left shoulder and partially in the left lane. The pedestrian was then struck by a second unidentified vehicle.

Driver #1 stated: "I was coming home from work, driving in the center lane and all of a sudden I felt the impact. I didn't see him before the impact. After I came to a stop, another vehicle stopped ahead of me briefly then departed. I don't know if that vehicle struck the pedestrian."

The pedestrian was wearing hospital bracelets.

Pedestrian struck and killed on Turnpike
http://www.nj.com/essex/index.ssf/2012/10/pedestrian_struck_and_killed_o.html

A 60-year-old Newark man was struck and killed today on the Turnpike near Newark.

The man was crossing the highway at 2:13 a.m. when he was struck by a 2006 Jeep Liberty heading southbound near mile marker 106.6, State Police spokesman Lt. Stephen Jones said.

After being knocked down in the center lane, the man was struck by a second vehicle that fled the scene, Jones said. He was pronounced dead on the scene at 2:38 a.m.

Police are still working to identify the victim, according to Jones.

The driver of the Jeep, Richard Garcia, was treated and released for a minor leg injury at the University of Medicine and Dentistry of New Jersey in Newark, police said.

Garcia was unable to avoid striking the pedestrian, Jones said. There were no signs of alcohol on the driver and authorities are awaiting toxicology from the autopsy.

<Http://www.987thecoast.com/local-news/man-dies-in-attempt-to-cross-turnpike/>

A man was killed on the New Jersey Turnpike on Monday. State Police say the 60-year-old Newark man was attempting to cross the Turnpike and was struck by two vehicles. The driver of the first vehicle was treated for minor injuries. The driver of the second vehicle fled the scene

Fault Details	There were no charges filed. "Cause can be limited to the pre-collision actions/physical condition of pedestrian, specifically walking on a roadway separated by a medial barrier on which pedestrian traffic is prohibited"
Interpretation	There was a two vehicle accident and one vehicle fled the scene. While a pedestrian was crossing the turnpike, they were struck by both vehicles. Unclear why pedestrian was crossing highway, but no pedestrians should be on roadway in this area.
Infrastructure contribute?	No, but minimal lighting
Questions	Why was the pedestrian walking across the turnpike?
Supplemental	Pedestrian's was wearing hospital bracelets. There is no AADT/SRI data available in this area of the NJ Turnpike.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 91 Crash ID 3536233 Case 12-41268-AC Time 5:47:00 PM Date 11/16/2012 Day Friday
 Street US HIGHWAY 206 Cross Street OAKLYN TER Intersection Yes, T
 Municipality Lawrence Twp (Mercer Co) County MERCER Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure US Highway 206 is a two lane roadway, with one lane traveling northbound and one lane traveling southbound. The two lanes are separated by a double yellow line. On the east side of the roadway there is a shoulder. On this shoulder, south of the intersection in the area where the pedestrian was struck, there is a bus stop. The intersection is illuminated by a street light.

There are sidewalks on both sides of US Highway 206. Oaklyn Terrace terminates at 206 and has a stop sign at the intersection. There is a crosswalk only across Oaklyn Terrace, with no marked crosswalks, signs or curb ramps to cross 206.

This is a very residential suburban area. It is heavily wooded where there are no houses. There is an intermediate school to the west of the roadway, with a heavily wooded area separating them

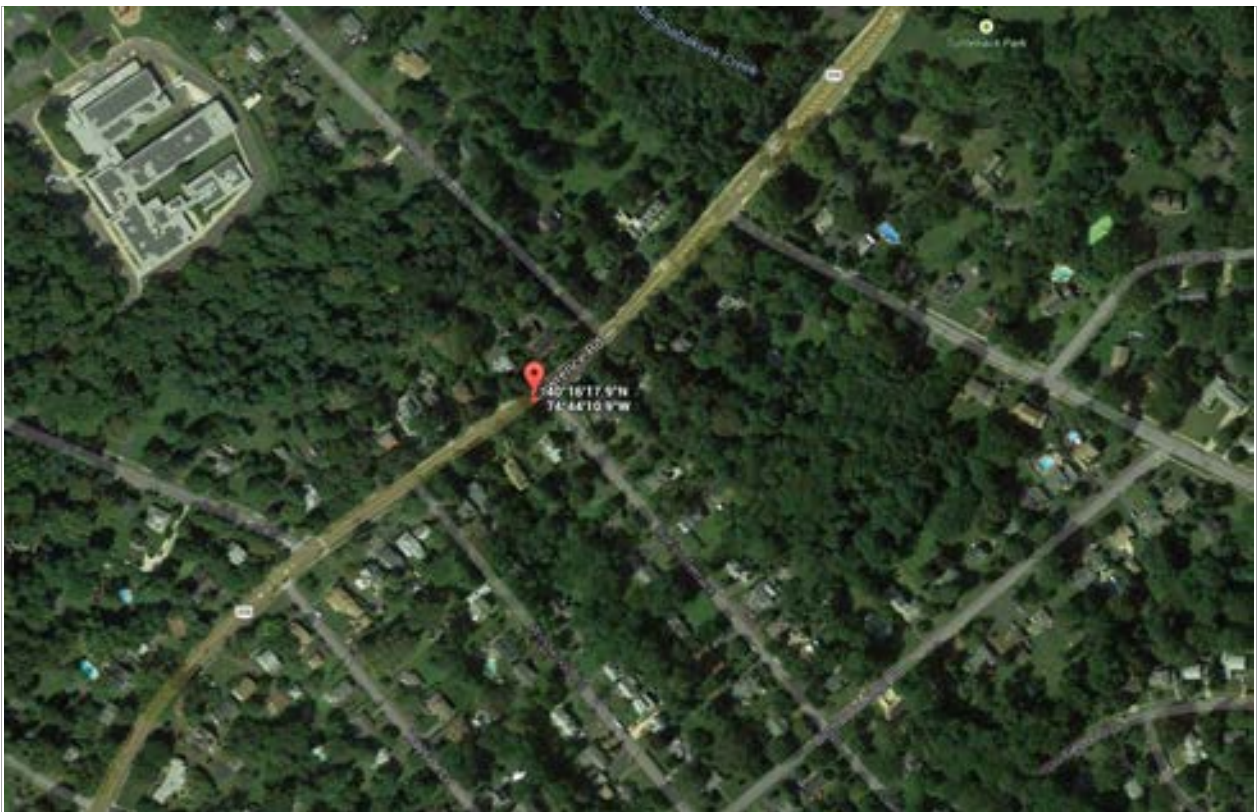


Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/1IUGe>

Participants

Driver Age	<input type="text" value="65"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08648"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="0.00"/>
Ped Age	<input type="text" value="66"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08628"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="6.4"/>	Distance From Driver Home	<input type="text" value="0.9"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Driver 1 Interview: Driver 1 reported that he was driving northbound on Route 206 in the area of Oaklyn Terrace when he observed a pedestrian directly in front of his vehicle. Driver 1 tried to swerve Vehicle #1 out of the way of the pedestrian, but had no time and struck the pedestrian.

Investigation: Driver 1 related he was not injured in this accident. The pedestrian was treated by EMS on scene then escorted to hospital. There were no further witnesses located on scene. Vehicle 1 had front bumper, hood and windshield damage. At the time of the accident, the roadway was dry and clear of debris. There were no skid marks located in roadway. Vehicle 1 was still in roadway at the point of rest position upon arrival and throughout investigation. There were several diagrams completed and photos taken.

The pedestrian was wearing dark clothing at the time of the incident. Driver #1 was asked if he was wearing a seatbelt at the time of this incident to which he related yes. The driver's side airbag was deployed as a result of impact. He had his headlights on and was driving 40 mph prior to impact. The driver had no signs of impairment and there were no signs of alcohol containers in vehicle. The driver was given a blood test.

Fault Details There were no charges against the driver.

Interpretation It is unclear whether the pedestrian was trying to cross the street or was walking in the roadway. There were no other witnesses, so this may be why it is unclear what actually happened.

Infrastructure contribute? Yes - No marked crosswalks across 206. Relatively high speeds for residential area.

Questions Why was the pedestrian in the roadway?
Why are there no crosswalks at the intersection of Oaklyn Terrace?
Where are the crash diagrams?

Supplemental Fairly detailed report and investigation.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID **92** Crash ID 3537984 Case 12-16202 Time 6:33:00 AM Date 8/27/2012 Day Monday

Street LINCOLN ST Cross Street Intersection No
 Municipality East Orange city County ESSEX Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Lincoln Street is a two lane roadway with one lane northbound and one lane southbound. They are separated by a dashed yellow line. There are overhead street lamps. To the east of the roadway is a school. In the area of the incident, there is a baseball field to the east of the roadway.

There are sidewalks on both sides of the roadway. On the east side of the road there is street parking. On the west side there are grassy areas on both sides of the sidewalk. On the west there is also a cement wall that has a parking lot on top. The wall is about 8 feet high and has a fence along the top of it in front of the cars. The parking lot is for an apartment building.

On the road, it says "School" in white paint. There are also dashed white lines going across southbound lane. These are either rumble strips or just to denote that the speed should decrease.

The area surrounding the incident seems to be fairly dense. There looks to be residential neighborhoods to the east and more commercial buildings to the west



Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/7FcUY>

Participants

Driver Age	<input type="text" value="26"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07088"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="55"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07017"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.2"/>	Distance From Driver Home	<input type="text" value="6"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings A pedestrian and a dog were struck and killed. The driver of vehicle #1 was fleeing from the East Orange police department throughout city limits prior to the crash.

As driver #1 continued in a northbound direction on Lincoln St in the area of 180 Lincoln St, his vehicle left the roadway. He struck and fatally injured Mr. Darrolle E Morris Sr and his dog. Both deceased were residents of the City of East Orange, NJ. Driver #1 was operating a 2008 White Acura. During motor vehicle crash there was also damage to two other vehicles and utility pole. Driver #1 received 12 summonses for all motor vehicle infractions.

Fault Details Driver received 12 summonses including:
 -Aggravated manslaughter
 -Death by auto
 -Resisting arrest
 -Eluding police
 -Suspended license (maybe 39:3-40)
 -Leaving scene of accident (maybe 39: 4-129)
 -Possession of heroin

From media: [<http://newyork.cbslocal.com/2012/08/27/east-orange-man-struck-killed-by-car-being-chased-by-police/>]

Interpretation Pedestrian was walking his dog on sidewalk, had no chance to avoid driver involved in police chase that crashed off the road. Police chase policies may be issue.

Infrastructure contribute?

Questions

Supplemental Police were chasing the car that struck the pedestrian and his dog.

Pedestrian was on sidewalk, does this fit definition?

Road width estimated



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 93 Crash ID 3545587 Case 12-075825 Time 9:32:00 PM Date 7/9/2012 Day Monday
 Street US HIGHWAY 30 Cross Street PENNSYLVANIA AVE Intersection Yes
 Municipality Atlantic City city County ATLANTIC Road System State / Interstate
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Absecon Blvd (US Highway 30) is a 6 lane roadway. There are 3 lanes traveling eastbound and 3 lanes traveling westbound. There are additional lanes on the sides of the roadway to be used for turning. They are each 1 lane, traveling east and west, respectively. The intersection was moderately lit with street lights working intermittently.

In between the eastbound and westbound lanes there is a center median with grass and a small black metal gate. There is an additional grassy median between the center lanes and the 1-lane turning lanes. This median has a sidewalk on it. There are overhead streetlights.

There are crosswalks across all 8 lanes of traffic on the west side of the intersection. There are traffic lights on all 4 sides of the intersection. There are pedestrian crosswalk buttons at every median.

The area surrounding the accident looks residential. There is an apartment building to the north, where the video footage was taken from. There is a grassy field south of the intersection. There also looks to be more commercial areas to the east of the intersection



Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/2f3wf>

Participants

Driver Age	<input type="text" value="42"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08205"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="45"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08401"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.1"/>	Distance From Driver Home	<input type="text" value="8.2"/>						

Findings

Police Reported Fault	<input type="text" value="Both"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Pedestrian was pronounced dead at the scene. The pedestrian had been utilizing a mobility scooter in place of walking. The scooter was discovered in several pieces spread across the highway. The majority of the scooter and the pedestrian were found on the south side of the highway. Vehicle was found parked several blocks away.

The vehicle was unoccupied, smoking and leaking fluid. Vehicle 1 had substantial front end. Damage to the frame was noted in the area of the radiator. This was likely the cause of the radiator leak. Heavy skid marks were found leading to the area where the pedestrian was struck.

Driver of vehicle 1 did not give a statement. The pedestrian did not give a statement.

The investigation revealed: The driver listed was in fact the driver at the time of the crash. A criminal investigation was completed and the driver was charged with 2nd degree leaving the scene of a MV Crash. The intersection was moderately lit with street lights working intermittently. It is unclear why the driver did not see the pedestrian. The dark conditions of the intersection and the fact that the pedestrian had a red signal during the time of the incident, likely contributed to the cause of the crash. The pedestrian and the scooter were mostly darkly colored and would have been difficult to see at night. Headlights from the westbound traffic on Rt. 30 may have also impaired the vehicle 1 driver's ability to see the pedestrian. Video obtained from a security camera at the High Gate Apartments show that the traffic signal eastbound on Rt. 30 had been green for approximately 12 seconds prior to vehicle 1 entering the intersection. The pedestrian can be seen heading towards the intersection approximately 90 seconds before impact. Footage of the impact is not clear enough to observe the pedestrian crossing. The point of impact was approximately in the area of the skid marks on the highway. Post impact, vehicle 1 came to rest facing approximately the opposite direction of traffic in his lane. The location of the pedestrian's final rest indicates that he was most likely traveling south at the time of the crash.

Witnesses at the scene reported after the crash, Veh 1 was stopped for a few moments. Then vehicle 1 turned around and drove away. This can be viewed on the High Gate vide

Fault Details The driver was charged with:
 2nd degree leaving the scene of a MV Crash
 Failure to Exhibit Registration
 Uninsured Vehicle
 Careless Driving

Interpretation Pedestrian crossed against signal on side of intersection with no crosswalk. May have been ADA issues at play.

Infrastructure contribute? Yes - Extremely wide roadway, crosswalk at angle, built for high speeds, possible ADA problems

Questions Could the handicapped pedestrian reach the pedestrian crosswalk buttons?
 Why didn't driver see the pedestrian?

Supplemental Detailed report with investigation. Looked into security video footage of surrounding buildings. Included witnesses. Well drawn diagram.

Pedestrian in wheelchair.

Road width estimated



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 94 Crash ID 3545626 Case 12-11519 Time 6:21:00 PM Date 11/30/2012 Day Friday
 Street RTE 503 Cross Street A AVE Intersection No
 Municipality Carlstadt borough County BERGEN Road System County
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Washington Avenue (Rt 503) is a 4 lane roadway, with 2 lanes southbound and 2 lanes northbound. There is a painted median with two double yellow lines and hatch marks. There are no shoulders on the roadway. There are no sidewalks on either side of the area. There are no crosswalks at the intersection.

Avenue A terminates at 503 with a stop sign. It is a minor industrial road with no striping.

There are overhead street lights, but the CAIT data reports that they were off at the time of the accident.

The surrounding area seems to be an industrial office park.

At the southeast corner there is also a metal guardrail around the corner. There is a wooded area behind the offices to the east

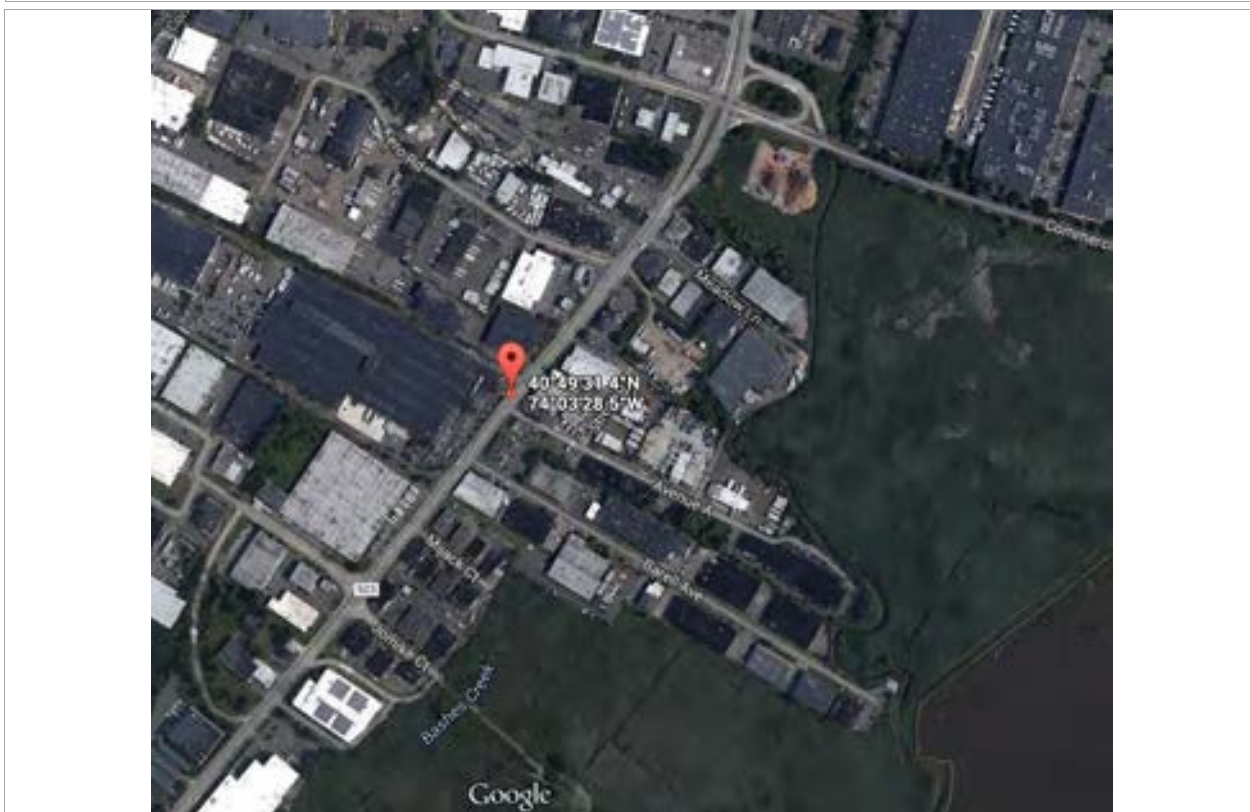


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/vTsBt>

Participants

Driver Age	<input type="text" value="42"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07094"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="54"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="10461"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="16.7"/>	Distance From Driver Home	<input type="text" value="10.8"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings Vehicle #1 was traveling southbound on Washington Avenue (Rt 503) within the #1 lane when it struck the pedestrian who was either in process of crossing the roadway or standing within the center area of the roadway at the time of the collision. The collision caused the pedestrian to travel upwards and in a northerly direction, landing within the two northbound lanes of Washington Avenue where the pedestrian was then struck by Vehicle #2 as it traveled northbound on Washington Avenue.

Driver #1 stated that he at no time observed the pedestrian present within the roadway until the collision had occurred. Driver #2 stated that as he was traveling northbound on Washington Avenue he observed several people walking southbound along the curb line of Washington Avenue but in the roadway itself. Driver #2 was in process of repositioning his vehicle towards the #1 lane to avoid the walking pedestrians when he observed a vehicle traveling in front of him suddenly swerve into the middle painted median area. Driver #2 stated he was not sure what caused the other vehicle to swerve, and then he struck the pedestrian lying in the roadway who had been initially struck by vehicle #1. The collision with Vehicle #2 caused the pedestrian to become wedged beneath it and the pedestrian was dragged for a distance of approx 60-70 feet before coming free.

Witness reported hearing a loud crashing noise which he later believed to have been the initial pedestrian being struck by Vehicle #2 as it traveled north on Washing Ave.

Fault Details Both drivers did not receive any charges.

Interpretation Lack of pedestrian facilities meant there was nowhere for pedestrians to walk or cross. There are bus stops a block away that pedestrians need to walk in roadway to reach.

Infrastructure contribute? Yes - Street lights were off at 6:21 PM in November. There is no pedestrian infrastructure- no sidewalks or crosswalks or shoulders. Off road area has plants or guard rails. Street very wide for low traffic volume.

Questions How is a pedestrian supposed to safely cross this road, or any surrounding roads?
Why were street lights off if it was dark?

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 95 Crash ID 3546516 Case 2012-18648 Time 1:04:00 AM Date 11/25/2012 Day Sunday

Street NJ HIGHWAY 73 Cross Street WAVERLY AVE WILLOW AVE Intersection No

Municipality Maple Shade township County BURLINGTON Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Highway 73 is a 6 lane divided highway with a center median concrete barrier. There are no sidewalks and very limited crossing opportunities for pedestrians. There is a shoulder that can be walked on.

The highway is strip commercial, with a mix of businesses such as Lowes, a bowling alley, gas stations, etc. There are nearby motels that were been used as housing for Sandy victims.

Roadway is designed for high speeds, and there are no streetlights



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/LOIM2>

Participants

Driver Age	<input type="text" value="45"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08052"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="36"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08751"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.2"/>	Distance From Driver Home	<input type="text" value="1.9"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings: Vehicle 1 travelling in right lane of NJ 73 north. Vehicle struck pedestrian in the area of Lowe's store with front left driver side. Vehicle fled scene, and ped was struck by second vehicle.

Driver of vehicle 1 called 911 later. No information on charges.

Media:

Ped walked to a bowling alley near Crossland Economy Studios in Maple Shade, N.J., on Saturday night, a motel jammed into a highway interchange where he and others displaced by the storm had found temporary housing.

Fault Details: It is unknown if pedestrian was in shoulder and vehicle was out of his lane, or if pedestrian was attempting to cross towards the bowling alley. Report codes indicate that the pedestrian was crossing where prohibited.

Interpretation: Pedestrian had no safe way to walk between his motel and the bowling alley, a distance of only .2 miles.

Infrastructure contribute?: Yes. There are no sidewalks and area has many businesses like the bowling alley, motels, etc. Road is very high speed with no street lights.

Questions: 1) Were there charges against drivers?
2) Why are there no sidewalks?
3) Why are there no streetlights?

Supplemental: Displaced Sandy victim. Distance to home is distance to motel, not original home address,



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 96 Crash ID 3546714 Case 12-1122-01 Time 6:52:00 PM Date 11/22/2012 Day Thursday
 Street US HIGHWAY 30 Cross Street WASHINGTON AVE Intersection Yes, T
 Municipality Magnolia borough County CAMDEN Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure White Horse Pike is a 4 lane highway with a large painted median. There is lighting to illuminate the road and sidewalks on either side of the road. The area the incident occurred is close to an intersection (157 feet) that has crosswalks and crossings signals. There are commercial locations along the side of White Horse pike.

The closest streetlight, 97 feet away, was not working. The nearby businesses did not add lighting to the roadway.

East Washington Avenue terminates at South White Horse Pike with a stop sign. There is a gap in the painted median for turning traffic but not crosswalk. The nearest crosswalk was 160 feet north at a signalized T intersection.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/q55QP>

Participants

Driver Age	<input type="text" value="52"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08021"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="66"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08083"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.3"/>	Distance From Driver Home	<input type="text" value="3.3"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings The driver of a black Dodge Ram pickup was in the curb lane heading through the intersection with a green light and heard his vehicle hit something off the right side after passing the intersection. He did not know what it was so he circled around and saw people waving for him to stop.

Witness saw two pedestrians leave curb on east side by Washington Avenue and begin to cross road. First pedestrian made it to curb but second was hit.

Report states that pedestrian were crossing midblock, but the presence of Washington Avenue means they were crossing in an unmarked crosswalk. Report states that driver was unable to see the pedestrians because they had dark clothing and due to minimal lighting.

Fault Details Report states: "Pedestrians used poor judgment in while crossing White Horse Pike mid-block in an unlit section of the roadway and wearing dark clothing. There is no evidence that driver operated his vehicle in a reckless or careless manner"

Interpretation Officer does not appear to know that Washington Avenue creates an intersection and thus, an unmarked crosswalk. Officer appears quick to blame the pedestrians.
However, pedestrians may have been safer using signalized crosswalk.

Infrastructure contribute? Yes - No streetlights or marked crosswalks.

Questions Why weren't streetlights working?
Why doesn't officer reference intersection they crossed at?

Supplemental Investigation eager to blame pedestrian, officer does not appear to know about unmarked crosswalks.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 97 Crash ID 3548480 Case 12FT23303 Time 5:51:00 PM Date 11/18/2012 Day Sunday

Street NJ HIGHWAY 33 Cross Street FREEHOLD MOUNT HOLLY RD RT Intersection No

Municipality Freehold township County MONMOUTH Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure



Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/2LPff>

Participants

Driver Age	<input type="text" value="51"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07728"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="54"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08812"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="32.6"/>	Distance From Driver Home	<input type="text" value="6.3"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings The driver was driving westbound in the right lane of Route 33 in his tractor trailer when he saw a dark object then felt an impact. The driver saw the pedestrian five feet before striking him. Pedestrian was walking on the border of the west bound lane of route 33 when stuck. The officer believes the pedestrian left the hospital after a night of detoxification and was walking down Route 33 trying to find his way home.

No indication that driver acted in unsafe manner.

Fault Details Pedestrian walked into an active lane of travel. Report states that according to state law, it is unlawful for a pedestrian to cross a highway having a roadway separated by a median banner.

Interpretation The pedestrian was walking in an area with no accommodations for pedestrians. May have been improperly discharged from hospital and not in the right state of mind.

Infrastructure contribute? No - Pedestrians prohibited

Questions Was the pedestrian in proper state of mind?
Was the pedestrian trying to walk home? If so, was there an alternate route?

Supplemental Exact location of colission not known



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID **98** Crash ID 3549172 Case 12-73699 Time 5:58:00 PM Date 12/7/2012 Day Friday

Street SPUR 2 RTE 549 Cross Street CAPSTAN DR Intersection Yes, T

Municipality Dover township County OCEAN Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Flischer Boulevard is 2 lanes in either direction with a turning lane in the center. There are no crosswalks crossing this road and there are no sidewalks on the sides of this road. There are also very few street light. The area is mostly residential, aside from a nursery school.

Capstan Driver terminates on Flischer with a stop sign. It is a very minor residential cul-de-sac.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/WBfVs>

Participants

Driver Age	<input type="text" value="63"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08753"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="47"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08753"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="2.6"/>	Distance From Driver Home	<input type="text" value="0.3"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
Police Findings	<input type="text" value="Vehicle was northbound on Flischer when driver struck pedestrian crossing road."/>								
Fault Details	<input type="text" value="Report codes indicates jaywalking, but pedestrian was using unmarked crosswalk."/>								
Interpretation	<input type="text" value="There is no marked crosswalk in the area and no sidewalks. - there is zero pedestrian infrastructure and the road is built for high speeds. Incident occurred at night in an area with very few streetlights. Report is very short, so there are few details available."/>								
Infrastructure contribute?	<input type="text" value="Yes: wide road, no sidewalks, no crosswalks, very high speed limit."/>								
Questions	<input type="text" value="Why aren't crosswalks marked? Was driver charged?"/>								
Supplemental	<input type="text" value="Very short report"/>								



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 99 Crash ID 3550273 Case 12-02878 Time 4:12:00 AM Date 8/1/2012 Day Wednesday
 Street NJ HIGHWAY 182 Cross Street US 46 / MAIN S / MILLER ST Intersection No
 Municipality Hackettstown town County WARREN Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Collision occurred on Mountain Avenue (Nj Highway 182) which is a roadway divided by a double yellow line. Incident occurred 100 feet south of a complicated 5-road intersection. Although that intersection is signal controlled, there is no marked crosswalk across Mountain, and location of signals appears to be confusing. The intersection has various auto-oriented businesses, including gas station and drive-thru bank. Surrounding area is suburban residential.



Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/3s3CJ>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

From media:

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 100 Crash ID 3554638 Case 12-39031 Time 6:21:00 PM Date 12/10/2012 Day Monday
 Street NJ HIGHWAY 47 Cross Street BROAD ST Intersection No
 Municipality Millville city County CUMBERLAND Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure The incident occurred on 2nd Street between Broad Street and East Oak Street. There is no crosswalk where the accident occurred. There are crosswalks at the intersection of Broad Street and 2nd Street but not at the next intersection of Oak Street and 2nd Street. 2nd Street is one lane in either direction with on street parking. It has sparse overhead street lighting and sidewalks on both sides of the street.

Adjacent land use is multi- family detached residential, which appears to be low-income in nature. There is also a Dollar Plus Food Mart immediately adjacent to crash location, and a custard shop next to it.

There are streetlights on some utility poles but report says it was very dark and unlit. Closest light was 100 feet south.



Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/AX8MV>

Participants

Driver Age	<input type="text" value="42"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08360"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="60"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08332"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.2"/>	Distance From Driver Home	<input type="text" value="7"/>						

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 101 Crash ID 3554642 Case 2012059207 Time 7:49:00 PM Date 11/21/2012 Day Wednesday

Street NJ HIGHWAY 47 Cross Street W BUTLER AVE Intersection

Municipality Vineland city County CUMBERLAND Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/hBDUv>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 102	Crash ID 3554883	Case 2012-382	Time 5:50:00 PM	Date 12/3/2012	Day Monday
Street	NJ HIGHWAY 45	Cross Street	WASHINGTON AVE	Intersection	No
Municipality	Mantua township	County	GLOUCESTER	Road System	State Highway
Road Character	<input type="text" value="Straight and Level"/>	Pavement Width	<input type="text" value="12"/>	Shoulder Width	<input type="text" value="5"/>
		Median Width	<input type="text" value=""/>	Street Parking	<input type="checkbox"/>
Speed Limit	<input type="text" value="45"/>	Lanes	<input type="text" value="3"/>	AAADT	<input type="text" value="18,796"/>
		Sidewalk	<input type="text" value="1/2"/>	Crosswalk Condition	<input type="text" value="N/A"/>
Traffic Control	<input type="text" value="NULL"/>	Light	<input type="text" value="Dark (Street Lights On/Spot)"/>	Condition	<input type="text" value="Clear"/>

Additional Infrastructure Bridgeton Pike is a three lane highway road with two southbound lanes and one northbound lane with a large painted median. At the location of the incident, it widens to three southbound lanes (two for turning) and one northbound lane, with no median.

Incident occurred 155 feet north of Washington Avenue. That intersection is signal controlled. To the east, Washington is a narrow residential street. To the west, it is the driveway entrance to a Home Depot and Kohl's. That intersection has a transverse crosswalk across the driveway, and one across Bridgeton Pole on the south side.

There is a sidewalk on the southbound side of the road but none on the northbound side. Lighting appears to be very limited. While previous sections of the road have a 10 foot shoulder, there is none near the itnersection due to the added lanes.

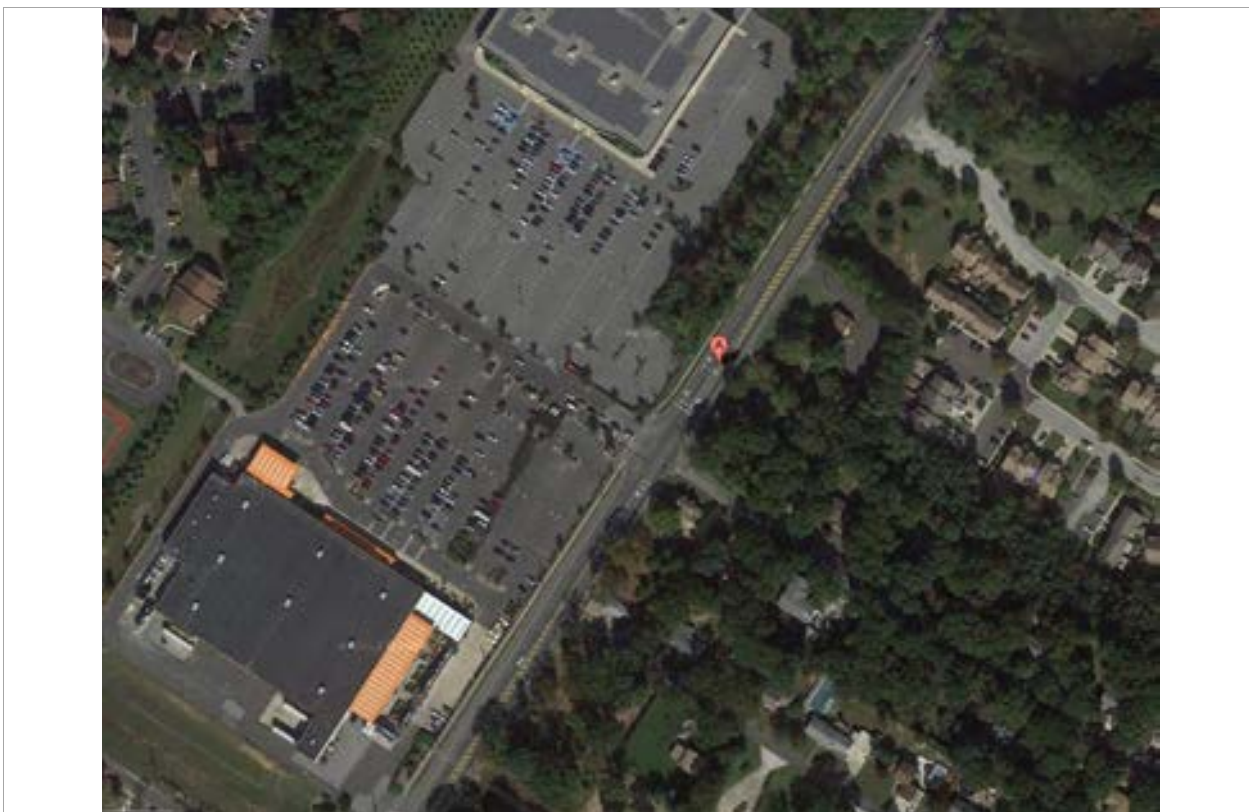


Figure 1. Overhead View of Site [Map Link http://goo.gl/maps/T3X30](http://goo.gl/maps/T3X30)

Participants

Driver Age	<input type="text" value="50"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08090"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="70"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08030"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="12.6"/>	Distance From Driver Home	<input type="text" value="1.8"/>						

Findings

Police Reported Fault	<input type="text" value="Both"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 103 Crash ID 3557371 Case 12-23124 Time 3:25:00 AM Date 12/8/2012 Day Saturday
 Street US HIGHWAY 1 Cross Street E JERSEY ST Intersection Yes
 Municipality Elizabeth city County UNION Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Incident occurred on US Highway 1 / State Route 9 / Spring Street, at intersection with East jersey Street.

US 1 has 3 lanes in each direction, while Jersey Street is a 2 lane road in either direction. At the intersection, it widens to 7 lanes and a shoulder on the north side, and essentially 9 lanes on the south side. East Jersey widens to 4 or 5 lanes at the intersection (lack of striping makes it unclear).

There are sidewalks in all directions, and ladder-style crosswalks on all legs. There are four streetlights at the intersection.

Land use is a mix of strip commercial and residential, with surface parking lots on 3 of the corners of the intersection, and a vacant parcel on the fourth.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/4kLVF>

Participants

Driver Age	<input type="text" value="27"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="31"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="1.1"/>	Distance From Driver Home	<input type="text" value="1"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

Fault Details

 Media:

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 104 Crash ID 3577231 Case 2012-00024216 Time 7:58:00 PM Date 12/3/2012 Day Monday

Street US HIGHWAY 130 Cross Street PENNYPACKER DR Intersection

Municipality Willingboro township County BURLINGTON Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure

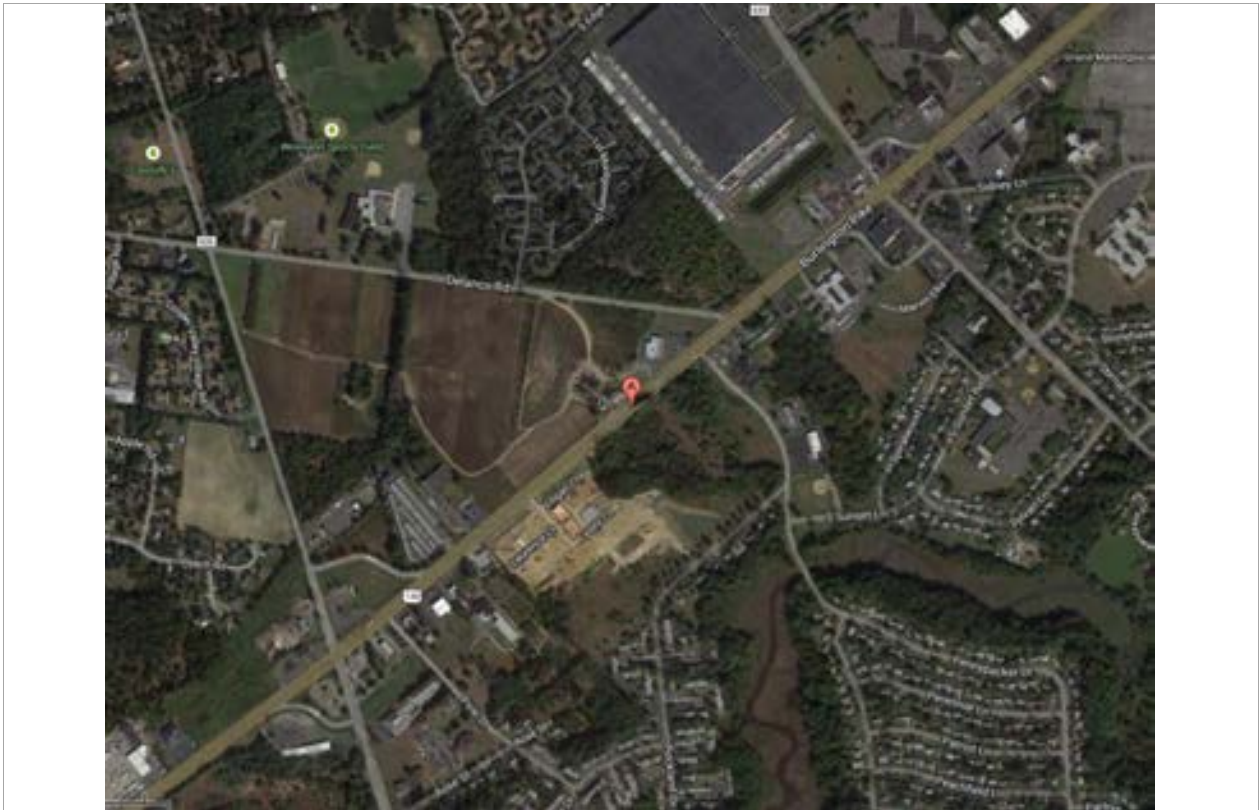


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/6tMaB>

Participants

Driver Age	<input type="text" value="56"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08046"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="52"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text"/>	Distance From Driver Home	<input type="text"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
Police Findings	<input type="text" value="Report not available"/>								
Fault Details	<input type="text" value="Report not available"/>								
Interpretation	<input type="text" value="Report not available"/>								
Infrastructure contribute?	<input type="text" value="Report not available"/>								
Questions	<input type="text" value="Report not available"/>								
Supplemental	<input type="text" value="Report not available"/>								



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID **105** Crash ID 3577471 Case 12-42794-AC Time 11:35:00 AM Date 12/3/2012 Day Monday

Street 3325 BRUNSWICK PIKE Cross Street Intersection
Municipality Lawrence Twp (Mercer Co) County MERCER Road System Private
Road Character Pavement Width Shoulder Width Median Width Street Parking
Speed Limit Lanes AADT Sidewalk Crosswalk Condition
Traffic Control Light Condition

Additional Infrastructure Report not available. Images based off X/Y coordinates in Plan4Safety. Cannot confirm accuracy of the location or the direction of incident.

May have taken place in parking lot as no road data is available and exact address was given.

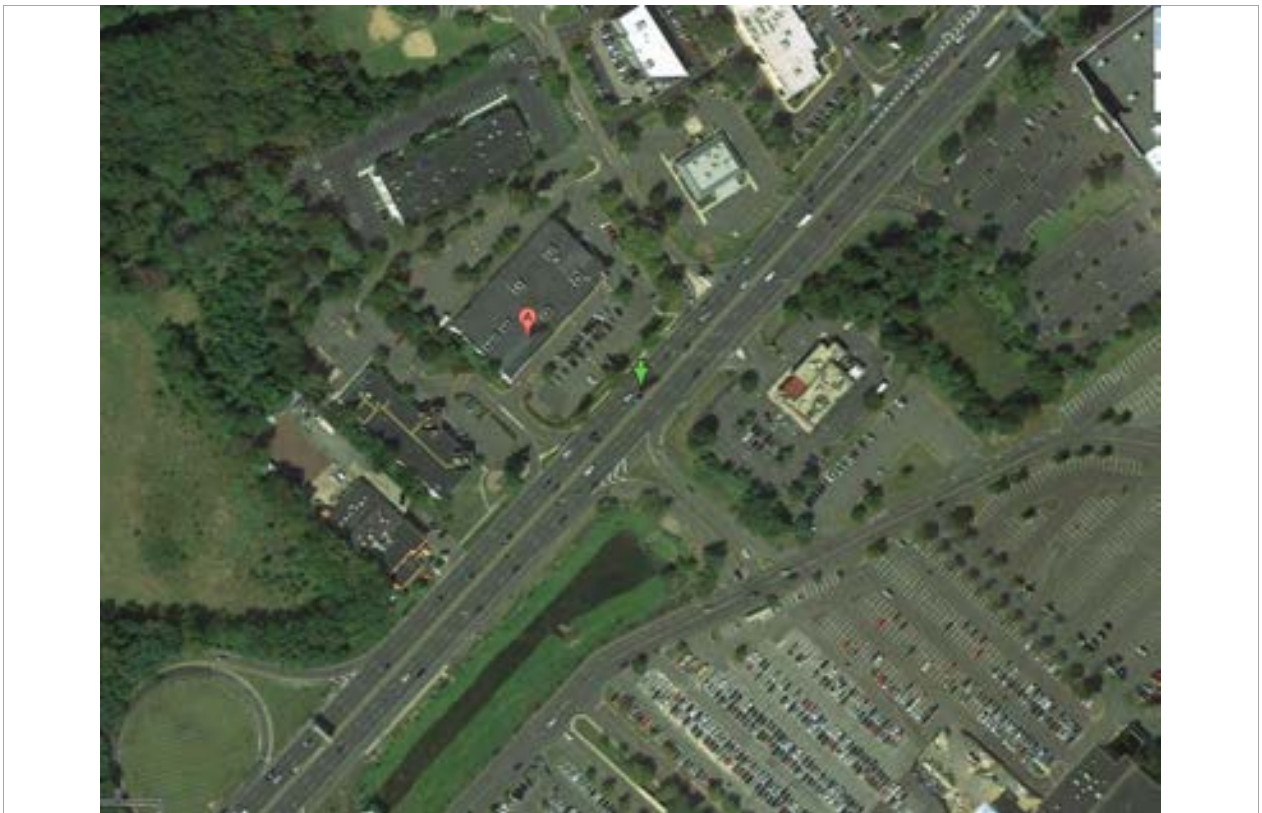


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/6B10f>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID **106** Crash ID 3577500 Case 2012-00030293 Time 12:10:00 PM Date 8/12/2012 Day Sunday

Street HANDY ST Cross Street JOYCE KILMER AVE Intersection

Municipality New Brunswick city County MIDDLESEX Road System Municipal

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure

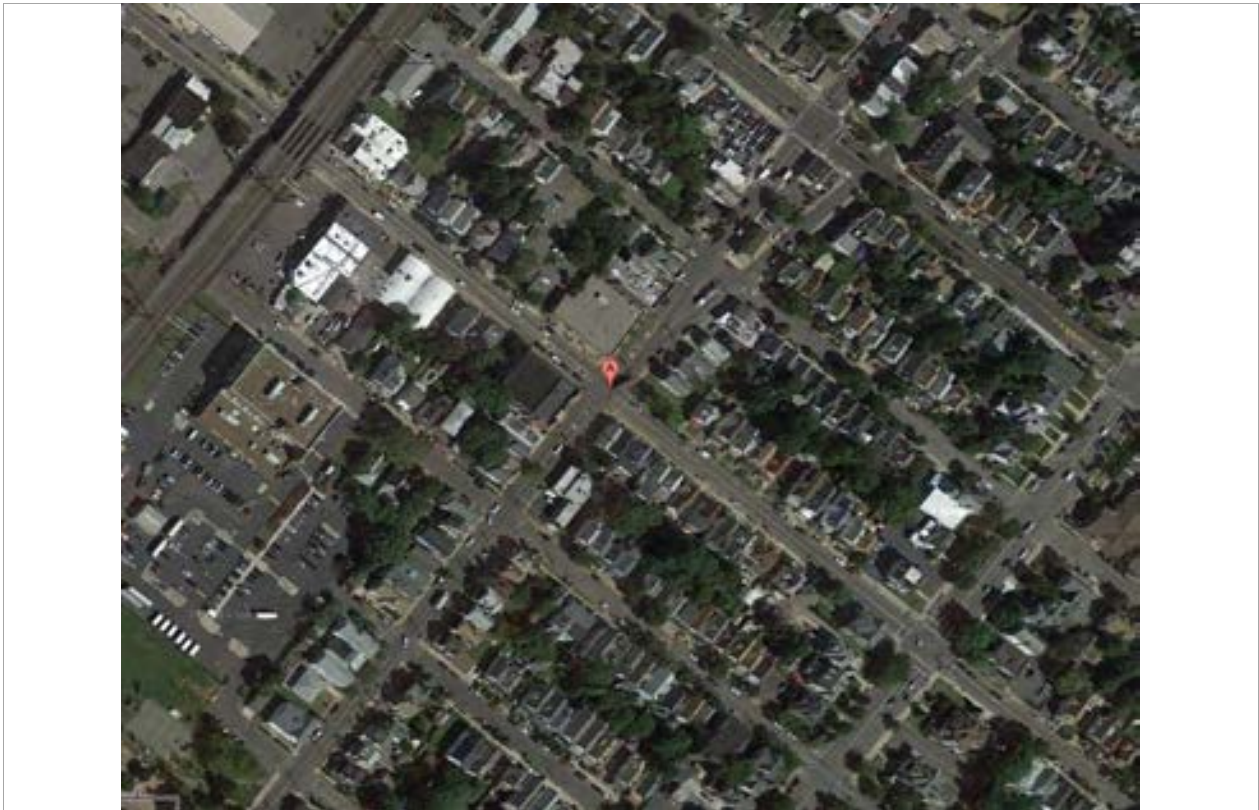


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/0rssG>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 107 Crash ID 3577501 Case 2012-00037143 Time 1:23:00 PM Date 9/28/2012 Day Friday

Street PLUM ST Cross Street FRENCH ST Intersection

Municipality New Brunswick city County MIDDLESEX Road System Municipal

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/R22Dz>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 108 Crash ID 3577635 Case 12-24669 Time 10:43:00 PM Date 8/23/2012 Day Thursday

Street US HIGHWAY 9 Cross Street ROBERTSVILLE RD RTE 520 Intersection

Municipality Marlboro township County MONMOUTH Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/vfZyQ>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 109 Crash ID 3577642 Case I-2012-017141 Time 10:30:00 PM Date 12/14/2012 Day Friday

Street NJ HIGHWAY 36 Cross Street NJ 71 / MONMOUTH RD Intersection

Municipality West Long Branch borough County MONMOUTH Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/w8mO8>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 110 Crash ID 3583196 Case I-2012-024756 Time 10:22:00 PM Date 11/4/2012 Day Sunday

Street US HIGHWAY 30 Cross Street CR 651 / MILL RD Intersection Yes

Municipality Absecon city County ATLANTIC Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Route 30 (White Horse Pike) is a high speed highway with three lanes northbound and 3 lanes southbound. There is a concrete median separating the northbound and southbound lanes. There is a protected right turn lane for both the south and northbound lanes.

Mill Road is one lane in either direction except at the intersection where it splits into three lanes one for each direction (straight, left, right). There are sidewalks on all sides but only three standard crosswalks. The intersection is very large, and has a lot of street side lighting from street lights.

There are two pedestrian islands in this intersection on opposite corners from each other. These islands are created by right turn slip lanes off Route 30 and onto Mill Road.

On this roadway are many commercial strip malls. At this intersection there is a McDonald's, a supermarket and a bank. There is a small grassy area at the southeast corner of the intersection



Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/jUMA7>

Participants

Driver Age	<input type="text" value="30"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08330"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="76"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="10004"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="120"/>	Distance From Driver Home	<input type="text" value="11.1"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
Police Findings	<p>The driver of the vehicle, was traveling east on Route 30 in the left lane. The driver said they were traveling at a speed of 45-50 mph while they approached the intersection of Rt 30 and Mill Road at 10.30 pm. The vehicle had a green light and had the right of way to enter the intersection. It was dark when the vehicle entered the intersection and the vehicle struck something but the driver and passengers did not know what they had hit. The driver then pulled the vehicle off the road into the next parking lot to see what they had hit and upon realizing they had hit a pedestrian they immediately called the police. Two witnesses who were stopped on Mill road confirmed that the driver proceeded with a green light.</p>								
Fault Details	<p>The pedestrian was crossing the street against the "Don't Walk" sign and should have waited until the sign changed in his favor. The driver entered the intersection on a green light and had the right of way.</p>								
Interpretation	<p>The pedestrian elected to walk against the light. There are 6 lanes of traffic, the crosswalk is angled, and there is no median refuge, making it difficult to walk across. The driver stated he never saw the pedestrian, and the two witnesses stated that they thought the vehicle had hit a garbage bag. This indicates that lighting is very poor.</p>								
Infrastructure contribute?	<p>Yes - Very wide intersection with angled crosswalk and no median refuge. Poor lighting.</p>								
Questions	<p>Is the lighting sufficient? Do the ped signals work? Are the ped signals automatic?</p>								
Supplemental									



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 111 Crash ID 3583252 Case 12-059211 Time 5:15:00 AM Date 11/8/2012 Day Thursday
 Street US HIGHWAY 40 Cross Street CR 646 / DELILAH RD Intersection Yes
 Municipality Egg Harbor township County ATLANTIC Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Black Horse Pike (US Highway 40), is a 4 lane highway, with 2 lanes eastbound and 2 lanes westbound. There is a large grass median with concrete curbing and openings for vehicle decelerating and making turns or U-turns. At the crash location, two distinct deceleration lanes are present for both east and westbound lanes.

The crash location was situated near the terminus of the westerly turning lane and at the beginning of the eastbound turning lane. Lane marking for these lanes consists of an inner painted yellow line which follows the inside lane as it contours inward into the turn lane. The turning area is separated from the west/east inside lanes by a painted white line.

The eastbound shoulder in the area of the collision consists of a wide paved surface extending from the white line, which separates the outside eastbound travel lane from a low curbed shoulder, which extends the east/west length of Black Horse Pike.

There are no street lights and the surrounding buildings have very little lighting on the road so it is a dark road to drive on.

The properties on the south side of the roadway consist of a trailer park. The turning lane leads to their driveway.

There are no sidewalks or crosswalks in the area. There is an NJ Transit bus stop with shelter in a grassy area.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/F5ErN>

Participants

Driver Age	<input type="text" value="70"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08089"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="74"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08234"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.1"/>	Distance From Driver Home	<input type="text" value="30.5"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Naked"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings The driver of the vehicle was east on Black Horse Pike in the right lane when he hit the pedestrian who was walking East in the Right lane. The driver did not see the pedestrian who was naked and walking in the dark on the snow covered road.

During an inspection of the roadway, the police found that a salt truck had recently passed through the area, spreading its load throughout the travel portions of the roadway in a uniform manner. The particles of the melting agent were noted as being spread evenly with little or no vehicular traffic crushing or disturbing its pattern. Upon inspection of the final rest of V1, the police noted a sweeping area in the eastbound outside lane which indicated a vehicle had swerved inward away from the eastbound shoulder. This was clearly noted by the lack of salt material and a disturbance in the wet road surface caused by the passenger wheels of vehicle 1. This road marking was consistent with the statement provided by the driver

Fault Details The pedestrian was walking in a road lane where he should not have been and was wearing no clothes while there was snow on the ground. The pedestrian was clearly not in his right state of mind.

Interpretation The pedestrian must have been either intoxicated, drugged or had a mental condition that would lead to this accident. If the area had been better lit the driver could have seen the pedestrian sooner and avoided this accident. It is doubtful that sidewalks would have prevented this death, although some are certainly needed to access the bus stop.

Infrastructure contribute? No

Questions Was the pedestrian drunk or on drugs?
Did the pedestrian have a history of mental illness?

Supplemental Detailed report. There was a large amount of information from the investigation.

Median, shoulder and road width based off visual observation (not in Plan4Safety).

Pedestrian was naked in the snow



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 112	Crash ID 3584054	Case I-2012-20720	Time 1:07:00 PM	Date 11/24/2012	Day Saturday
Street 5100 PROMENADE	Cross Street 51ST ST	Intersection No			
Municipality Sea Isle City city	County CAPE MAY	Road System Private Property			
Road Character <input type="text" value="Straight and Level"/>	Pavement Width <input type="text" value=""/>	Shoulder Width <input type="text" value=""/>	Median Width <input type="text" value=""/>	Street Parking <input type="checkbox"/>	
Speed Limit <input type="text" value="25"/>	Lanes <input type="text" value="0"/>	AAADT <input type="text" value=""/>	Sidewalk <input type="text" value="N/A"/>	Crosswalk Condition <input type="text" value="N/A"/>	
Traffic Control <input type="text" value="NULL"/>	Light <input type="text" value="Daylight"/>	Condition <input type="text" value="Clear"/>			
Additional Infrastructure	<input type="text" value="The incident took place on the Sea Isle Promenade (boardwalk) after Hurricane Sandy. Vehicles are not permitted on the promenade except for municipal vehicles."/>				



Figure 1. Overhead View of Site [Map Link https://goo.gl/maps/f5cxp](https://goo.gl/maps/f5cxp)

Participants

Driver Age	<input type="text" value="33"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08270"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="69"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08055"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="66.8"/>	Distance From Driver Home	<input type="text" value="10.4"/>						

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings
 An online article states that while walking on the Promenade after Hurricane Sandy. Pedestrian was struck in the back after walking past a municipal truck picking up scrap and debris, the truck driven backed up and struck the pedestrian from behind

Fault Details
 Driver was charged with:
 CARELESS DRIVING 39:4-97

Interpretation

Infrastructure contribute?

Questions

Supplemental
 May not count as pedestrian death as it was off-road.
 Investigation was given to another officer and is not included in this report.
 Information about the accident was retrieved from news articles on the internet.
 Distances from homes for driver and pedestrian are from their main residences not from beach houses if they were staying in them
 *It is a sidewalk because it is a pedestrian zone



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 113 Crash ID 3587018 Case 12-71980 Time 5:29:00 AM Date 9/20/2012 Day Thursday

Street RTE 526 Cross Street SQUANKUM RD RTE 547 Intersection Yes

Municipality Lakewood township County OCEAN Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure East County Line Road (Rt 526) is generally a two lane roadway, with 1 lane traveling westbound and 1 lane traveling eastbound. In the westbound lane at the intersection, County Road spilt into 3 lanes (left only, straight and right only). The right turn lane becomes a slip lane with a pedestrian island. Traveling eastbound, County Road splits into 2 lanes and has a left turn only lane.

Squankum Road is also a large roadway, with a similar traffic pattern to County Road. It is a 2 lane roadway (1 northbound and 1 southbound lane). However, at the intersection, the roadways widens to add a left turn lane in each direction. On the north side of the intersection, it is four lanes wide as there is a left turn lane for the following intersection as well.

There are continental crosswalks at all 4 sides of the intersection. There are pedestrian crossing signals at all corners of the intersection. There is a small pedestrian island located on the northeast corner, where the protected right-turn lane is. There are sidewalks on all sides except the southwest corner of the intersection.

There is a single streetlight on one corner.

The surrounding area seems to be very suburban residential. On County Line Road, however, there are strip commercial buildings. At this intersection there is a Wawa, a bagel store, an autos hop and a small strip mall. All have surface parking near the roadway.



Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Location Characteristics

ID 114 Crash ID 3587678 Case I-N2012-028379 Time 11:38:00 PM Date 12/23/2012 Day Sunday

Street US HIGHWAY 22 Cross Street N DR NORWOOD AVE Intersection Yes

Municipality North Plainfield borough County SOMERSET Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Route 22 is a six lane highway that is intersected by the two lane roadway, North Drive. Route 22 has 3 lanes traveling eastbound and 3 lanes traveling westbound separated by a cement barrier. There are jughandles westbound and eastbound on Rt 22.

North Drive widens to three lanes at the intersection to allow for a left turn lane.

There are transverse crosswalks on all 4 sides of the intersection. There are pedestrian crossing signals on all four corners of the intersection. The only sidewalks are on the east side of North Drive.

On either side of Rt 22 continuing northeast, there is a wooded area which acts as a buffer to the residential neighborhoods. The north side has multiple garden-style apartment complexes, while the south side is mostly made up of detached homes. To the south, there is strip commercial on the north side of Route 22.

There is a single streetlight at the intersection. CAIT data reports that it was not on at the time of the incident.



Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/OXYx6>

Participants

Driver Age	<input type="text" value="56"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07066"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="34"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07060"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.1"/>	Distance From Driver Home	<input type="text" value="8.8"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
Police Findings	Vehicle was traveling East on Route 22 in the left lane. The pedestrians were travelling south to north in the crosswalk. No other details in report.								
Fault Details	There were no charges made against the driver. Plan4Safety says "dark clothing, failed to obey traffic control device, and crossing at marked crosswalk"								
Interpretation	It is unclear whether the pedestrian had a crossing signal. The report code indicates that the pedestrian failed to obey traffic control device, but we are missing two pages and any narrative.								
Infrastructure contribute?	Yes - Wide intersection, pedestrians have to cross 6 lanes of traffic with no center median to wait in. Speed limit is 50 mph, only two corners have sidewalks								
Questions	Was the light green? Did the driver see the pedestrian?								
Supplemental	2 missing pages. Crash diagram and description are missing. "See investigative report for details"								



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 115 Crash ID 3630999 Case BC12-039148 Time 11:00:00 PM Date 9/22/2012 Day Saturday
 Street NJ HIGHWAY 4 Cross Street HACKENSACK AVE RTE 503 Intersection No
 Municipality Hackensack city County BERGEN Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure The incident occurred on Route 4 which is a 6 lane limited access highway, with 3 lanes northbound and 3 lanes southbound. There is a concrete barrier separating the lanes of traffic. In the area of the incident, the highway widens due to various on and off-ramps to Hackensack Avenue.

The northbound side has a bus stop with a pullout between an off-ramp and an on-ramp. There are no sidewalks on the highway, but there is a paved path leading from the bus stop towards an office park and Hackensack Avenue.

There are overhead streetlights along the side of the highway.

There is a cemetery to the west of the highway. To the east of the highway on the north are three 10-story office towers surrounded by extensive parking. To the east on the south there is a mall – The Shops at Riverside.



Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/w5Vb5>

Participants

Driver Age	<input type="text" value="60"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07514"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="67"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07649"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="3.4"/>	Distance From Driver Home	<input type="text" value="6.6"/>						

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings The driver was traveling north in the left lane of Highway 4. The pedestrian was walking in the center of the highway along the median. The driver said he saw the pedestrian just before he walked in front of the vehicle and was struck. Witnesses said it appeared the pedestrian was walking in the opposite direction of traffic and trying to be struck by a vehicle and walking in front of them.

Fault Details There were no charges filed against the driver.

Interpretation The pedestrian may have been trying to inflict injury on himself. The pedestrian had put himself in an extremely dangerous situation.
The pedestrian was walking on a highway where they should not have been walking, walking against traffic, and in dark clothes at night in the rain.

Infrastructure contribute? No

Questions Was pedestrian suicidal?
Was pedestrian disoriented?

Supplemental Report is very difficult to read and not clear.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 116 Crash ID 3639702 Case 12011615 Time 6:32:00 PM Date 10/9/2012 Day Tuesday
 Street VETERANS MEMORIAL DR E Cross Street CENTER ST Intersection Yes, T
 Municipality Somerville borough County SOMERSET Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Memorial Drive is a four lane roadway, with a center double yellow line. Center Street is an extremely minor two lane roadway that terminates at Memorial with a stop sign and ends after a few yards in a cul-de-sac. Memorial Drive has sidewalks on each side and no street parking. Center has perpendicular parking on one side and a sidewalk on the other.

There is a continental crosswalk across Memorial on the west side, and across Center. The streetview imagery from 2007 does not show any signage.

There is one residence in the area and is on one corner of the intersection. The opposing corner has commercial buildings and across the highway is a large parking garage and what seems to be an office building.

There are a few street lights on the telephone polls over the highway for light. The incident occurred around 6:30 pm in the rain.



Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/DFa5l>

Participants

Driver Age	<input type="text" value="65"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08869"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="67"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08876"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0"/>	Distance From Driver Home	<input type="text" value="2.2"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings The driver, was heading west on Veterans Memorial Highway. It was night and it was raining, driver claims he had both windshield wipers and lights on while traveling in the right lane. The pedestrian stepped into the road in front of the vehicle to cross the highway going South. Driver struck the pedestrian.

The point of impact was 37 feet of the marked crosswalk, which would make it in the unmarked crosswalk on the other side of the intersection.

Fault Details The driver claims the pedestrian stepped into the road in front of his vehicle. The pedestrian was about 30 feet outside the designated crosswalk. Plan4Safety states pedestrian was "crossing where prohibited" but she would have been in the unmarked crosswalk.

According to media, a lawsuit was filed alleging that the driver had been drinking before the incident.

Interpretation The lack of light and rain most likely contributed to driver not seeing pedestrian. It is unknown why pedestrian elected to cross in unmarked crosswalk, rather than marked one, but that is unlikely to have helped her.

Infrastructure contribute? Yes: Roadway is much too wide for level of traffic. Crosswalk is well marked but not advanced signage. Lighting might be poor.

Questions

- How heavy was the rainfall?
- How much time did the driver have to stop?
- Was the rain affecting the driver's vision?
- Why wasn't this incident more heavily investigated?
- Why does Plan4Safety say crossing where prohibited?
- Is the lighting sufficient?
- Was driver speeding?

Supplemental Very short report



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 117 Crash ID 3708292 Case I-2012-022619 Time 11:18:00 PM Date 10/3/2012 Day Wednesday

Street US HIGHWAY 30 Cross Street CR 651 / MILL RD Intersection Yes

Municipality Absecon city County ATLANTIC Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure US Highway 30 is a 6 lane roadway, with 3 lanes traveling eastbound and 3 traveling westbound. There is a concrete barrier separating the lanes of traffic. There are right turn slip lanes on both sides of Rt 30 which create pedestrian islands. Left turns are prohibited.

Mill Road generally has two lanes, one in each direction. At the intersection, it widens to create dedicated left and right turning lanes. The roads intersect at an angle.

There are transverse crosswalks on three sides of the intersection, excluding the south side of Rt 30. There are pedestrian crossing signals at all sides of these crosswalks. There are sidewalks on all sides of the roadways.

There are overhead street lamps on the roadway.

The area surrounding Rt 30 is very commercial. At this intersection there is a McDonald's, a pharmacy, a bank and a grocery store



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/dDWIw>

Participants

Driver Age	<input type="text" value="29"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="19057"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="24"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="21002"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text"/>	Distance From Driver Home	<input type="text"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings The driver stated that she was coming from Levittown, PA and was on the way to the Borgata Casino in Atlantic City. The driver stated she was traveling eastbound in the left lane on Rt 30 at approximately 50 mph. The driver advised the traffic signal at the intersection of Rt 30 and S. Mill Road showed she had a green signal. The driver advised when she got to the intersection she observed the pedestrian walking across from the north side of the roadway but she did not believe she was in the crosswalk. The driver stated the pedestrian started to run as she entered the intersection and in doing so, she ran further into the path of the vehicle.

Witness: Stated he was in the McDonald's Drive-thru and he observed the incident. He stated that the vehicle was traveling eastbound on Rt. 30 and it had a green traffic signal. The witness advised that the vehicle struck the pedestrian who was crossing southbound across Rt. 30. He and another male moved the pedestrian to avoid the pedestrian being struck again

Fault Details No charges were filed against the driver.

Interpretation A pedestrian attempted to cross a 6-lane highway late at night and was not in a crosswalk. There were overhead lights on the highway. If a witness at McDonald's was able to see what happened, then it is doubtful that the driver could not see the pedestrian. It is unknown what actions that driver took to avoid the pedestrian, and if none, why that wasn't considered a problem.

Infrastructure contribute? Yes - High speed highway with very wide intersection and no pedestrian median. Crosswalk is at angle.

Questions Why was the pedestrian crossing without a crossing signal?
 How long had green signal been on?
 What were the results of the driver's alcohol test?
 If the driver saw the pedestrian crossing, why didn't she stop?

Supplemental Pedestrian was from Washington D.C.
 Driver from Levittown, PA
 Distance from home excluded from stats



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 118 Crash ID 3708294 Case I-2012-025272 Time 6:52:00 PM Date 11/12/2012 Day Monday
 Street US HIGHWAY 30 Cross Street Intersection No
 Municipality Absecon city County ATLANTIC Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Absecon Boulevard is a four lane highway divided by a center concrete median, with two lanes northbound and two lanes southbound. There are also shoulders. The incident occurred just south of an intersection created by jughandles, for u-turns. That intersection is signalized. There are no pedestrian facilities of any kind in the area.

The surrounding land-use is very desolate, what appear to be marshlands. Half a mile to the north there is a Home Depot. To the south, on the west side of the roadway, are six motels, followed by miles of empty roadway. The incident occurred outside one of the motels.

There are many overhead streetlights on the highway, although Plan4Safety indicates that they were off. It is unknown how this information was obtained.

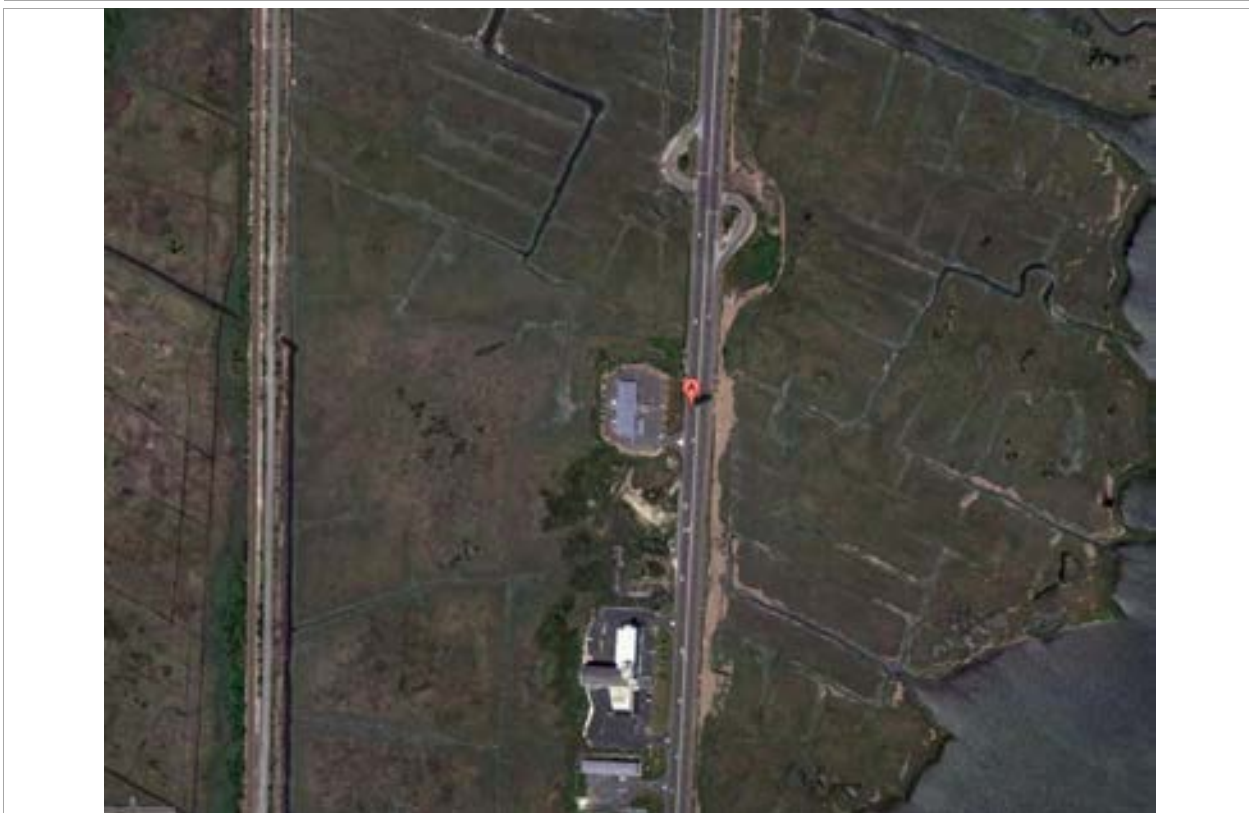


Figure 1. Overhead View of Site [Map Link http://goo.gl/maps/coqLF](http://goo.gl/maps/coqLF)

Participants

Driver Age	<input type="text" value="33"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07042"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="68"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08401"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="5.2"/>	Distance From Driver Home	<input type="text" value="115"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

<http://www.shorennews.com/snt/news/index.php/pleasantville/pleasantville-general-news/31853-pedestrian-death.html>

Thursday, November 15, 2012 02:58 pm

ABSECON – City police have indentified the man who was killed at 6:52 p.m. Monday, Nov. 12 when he was struck by a car while walking east in the eastbound lane of Absecon Boulevard.

Louis Angoy, 68, of Atlantic City was pronounced dead at the scene in front of the Knights Inn Motel by the Atlantic County Coroner’s Office.

No charges have been filed against the driver, Brian Homicki, 33, of Montclair.

Police had put out a description asking for the public’s help in identifying the man. He was described as being 5 feet 8 to 5 feet 10 inches tall, 180 pounds and in his late 40s or early 50s.

He may have been hard to see because he was wearing a dark winter coat, black pants, brown shoes and a baseball hat when he was struck. He was carried a plastic bag containing clothes.

Witnesses reported seeing the man walking west on the westbound side of Absecon Boulevard shortly before he must have changed lanes, police said.

Fault Details

Interpretation

Streetview shows other people walking in the area. The motels most likely cater to long-term low income residents, and are located in an area completely inaccessible to those without cars, aside from walking very long distances along a roadway with no pedestrian infrastructure.

Infrastructure contribute?

Questions

Supplemental

The 1 page of the report contains no information on the incident. All information was deduced from the

No attached diagram



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 119 Crash ID 3708296 Case I-2012-025733 Time 5:51:00 PM Date 11/19/2012 Day Monday

Street US HIGHWAY 30 Cross Street Intersection No

Municipality Absecon city County ATLANTIC Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Absecon Boulevard is a four lane highway divided by a center concrete median, with two lanes northbound and two lanes southbound. There are also shoulders. The incident occurred just north of an intersection created the exit of a Home Depot and Staples. That intersection is signalized. There are no pedestrian facilities of any kind in the area.

The surrounding land-use is very desolate, what appear to be marshlands. Directly to the west of the incident is a large Home Depot with surface parking. To the south are six motels, one of which was the location of another pedestrian fatality. To the north is a small residential area surrounded by wetlands.

There are many overhead streetlights on the highway.

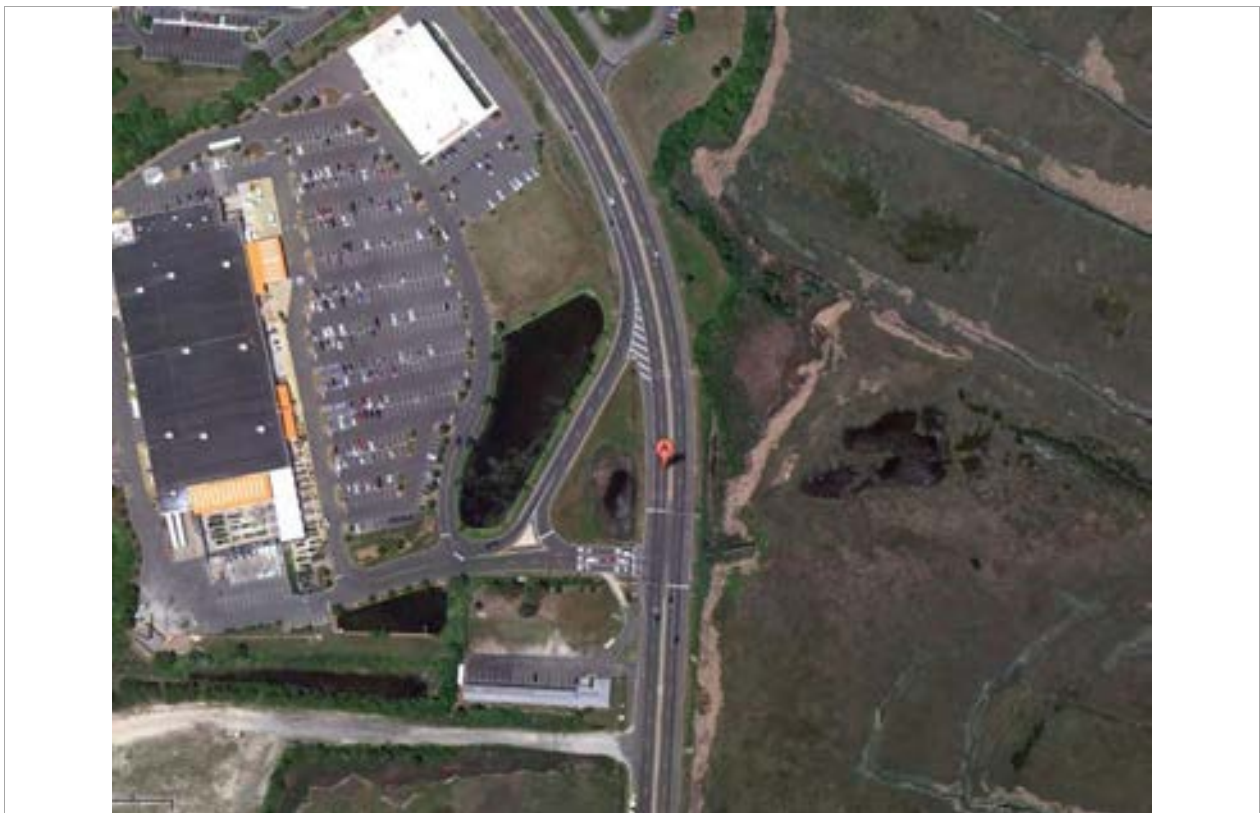


Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/kroAZ>

Participants

Driver Age	<input type="text" value="27"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08215"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="69"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08205"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="5.6"/>	Distance From Driver Home	<input type="text" value="12.2"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

<http://www.nbc40.net/story/20151429/police-are-urging-pedestrians-to-pay-more-attention-when-walking-on-high-traffic-roads>
 Posted: Nov 20, 2012 5:36 PM EDT

On Monday night 69 year old Robert Defillipo became the most recent Absecon casualty after he was struck by a vehicle while walking along the White Horse Pike in front of the Home Depot.

This is an accident that police say could have been avoided if both parties had paid more attention to the road.

"The vehicle is not going to be able to stop sometimes for you. If it's coming down the road, and if the driver takes their eyes off the road for a split second that could cause a disaster in a persons life," said Absecon Chief of Police, David Risley.

But Monday nights accident was just the most recent to cause a pedestrian death.

In just under two months four people have been killed while walking along the White Horse Pike, and those who live near by say enough is enough.

"You have to control the speed. You have to slow it down. And there should be more patrols controlling the pike here," said Owner of the Executive Lodge, Earl Jensen.

"We have stepped up our enforcement on the speed on Route 30. We use to concentrate on the side streets and residential areas, but now we are going to have to step it up on the highway as well," said Risley.

But police are asking for corporation from everyone, saying pedestrians need to walk on side streets, wear bright colored clothing, and of course abide by all traffic rules.

"The pedestrians just have to be more cautious of their surroundings and what they are doing out there."

The Absecon Police Department has also applied for a pedestrian safety grant that will allow undercover officers to act as pedestrians in the area. If approved they hope to begin that project in January.

Fault Details

Interpretation

Infrastructure contribute?

Yes: No pedestrian infrastructure, high speeds

Questions

Where is the investigation report?
Were the overhead street lamps on?
Where was the pedestrian going?
Did the pedestrian walk here or drive and leave their vehicle?

Supplemental

Same road was previous case, .5 miles north.

No information in the report about the accident and the diagram is difficult to read. "See investigation report"



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 120 Crash ID 3708937 Case 2012-11284 Time 12:50:00 AM Date 12/22/2012 Day Saturday
 Street US HIGHWAY 130 Cross Street TENBY CHASE DR Intersection No
 Municipality Delran township County BURLINGTON Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Burlington Pike (Rt. 130) is a 6 lane roadway. There are 3 lanes traveling northbound and 3 lanes traveling southbound. There is a cement barrier separating the lanes. In the area where the accident occurred, there is a jug handle to the intersecting road, Tency Chase Drive.

There are overhead street lamps on the roadway, which according to CAIT data, are continuously on.

To the east of the roadway are apartment buildings. Along Rt 30, there are multiple commercial buildings like restaurants and an auto body store.

There is a sidewalk along the southbound lane, but not next to the northbound lane.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/hgcgw>

Participants

Driver Age	<input type="text" value="72"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08046"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="36"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08075"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.3"/>	Distance From Driver Home	<input type="text" value="5.9"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 121 Crash ID 3709000 Case 12-031861 Time 2:43:00 PM Date 5/17/2012 Day Thursday
 Street 1401 SPRINGDALE RD Cross Street SPRINGDALE RD Intersection N/A
 Municipality Cherry Hill township County CAMDEN Road System Private Property
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition
 Additional Infrastructure



Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/aoTy3>

Participants

Driver Age	<input type="text" value="83"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08003"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="92"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08003"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0"/>	Distance From Driver Home	<input type="text" value="0"/>						

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings Driver reversed very quickly out of a parking space in a parking lot and ran over the pedestrian and over a curb and into a tree trapping the pedestrian under the vehicle. Due to an examination of the tire skid marks the officer determined the driver most likely had a foot on the brake and the accelerator despite her saying she has never driven using two feet. The skid marks showed both marks from rapid accelerating and braking. The only other way that both of these skid marks could have occurred was if the parking brake was left on or if there was a mechanical problem. After inspection of the car both of those alternative possibilities were dismissed. A witness said that the driver often drove irresponsibly and reversed out of spaces quickly and a few weeks earlier was almost struck himself by the same driver.

Fault Details Driver was charged with 39:4-97 Careless Driving

"I did not find any circumstances to indicate recklessness or intent to cause harm to the victim so no additional motor vehicle summonses or criminal charges were warranted"

Driver hit both pedals simultaneously while backing out of parking space and ran over a pedestrian walking through the parking lot.

Interpretation Driver is an elderly woman and she did not look while reversing. She probably hit the gas thinking it was the brake and upon realizing it was the gas she put the other foot onto the brake and stomped on both pedals. She released the pedals when the vehicle bounced over the curb and off the street light.

Suburban nature of area, with winding cul-de-sac residential neighborhoods separated by wide, high-speed arterials makes driving necessary, even for residents of old age. Both the driver and the pedestrian lived in the address of the incident (community center). That indicates that the pedestrian (age 92) was also about to, or had just driven.

Infrastructure contribute? No: but land use did

Questions 1) Did age of driver lead to light charges?
2) Does this count as ped fatality?

Supplemental Very detailed report and investigation.

Pedestrian in parking lot.

Report code says "Walking in Road When Sidewalk Present" and "Walking/Jogging with Traffic" as pedestrian actions....but it's a parking lot.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 122 Crash ID 3709286 Case 12-47915 Time 5:17:00 PM Date 12/14/2012 Day Friday

Street NJ HIGHWAY 42 Cross Street WHITMAN DR Intersection Yes

Municipality Washington Twp (Gloucester Co) County GLOUCESTER Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure State Highway 42 is a four-lane highway that runs in the north-south direction. It has a large grass median and shoulders that become acceleration/deceleration lanes for turns near intersections.

Whitman Drive is a minor two-lane residential road. As it nears the intersection with 42, it widens significantly, adding a median, a right turn slip lane, and wide turning radii. Whitman Drive terminates at 42.

The intersection with Whitman Drive is controlled by a traffic signal. Whitman runs to the east, and there is a jughandle on the west side to access Whitman that makes a standard 4-way intersection. There are clearly marked pedestrian crosswalks at all sides of the intersection, but no sidewalks actually lead to any of them. There is a sidewalk along the retail center on the northeast corner, but it does not actually link with the crosswalk. There are no pedestrian signals or buttons.

There are bus stops in both directions of 42 with shelters. The southbound bus stop is past the stop bar, actually on the crosswalk. The northbound shelter is before the stop bar.

The surrounding area is strip commercial, with many fast-food locations along the highway. Beyond that, it is suburban residential.

There are two streetlights near the intersection, but not directly over it.



Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/ymH9o>

Participants

Driver Age	<input type="text" value="85"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08080"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Null"/>
Ped Age	<input type="text" value="76"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08012"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.2"/>	Distance From Driver Home	<input type="text" value="3.2"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Driver Interview: Advised that he was traveling southbound on State Highway 42, after leaving the Boston Market restaurant located a short distance away on the northbound side of the highway. He advised that the traffic signal was illuminated green as he approached the intersection with Whitman Drive, in the right lane of travel. He then related that his vehicle struck something that had entered the roadway from his right side. He initially thought that he may have struck a deer. He then pulled over.

Witness 1: Advised that she was one vehicle behind vehicle #1 approaching the intersection. She further advised that traffic signal was green when she saw an object being hit.

Investigation:
The car was in good general working order, however the tires were all found to be under inflated. The car was taken as evidence and was tested for skid marks at the intersection.

Conclusion:
The pedestrian had just exited a NJ Transit bus at the prescribed location, walked off of the curb, with several bags, and into the right lane of travel. Vehicle #1, which was traveling southbound, then struck pedestrian with front bumper

Fault Details No charges were filed against the driver. "Main contributing factor was pedestrian improperly entering the roadway while southbound traffic had a green traffic signal making it unsafe to cross"

Interpretation The pedestrian stepped off curb where the bus stops. There are no sidewalks on either side of the bus stop, so the pedestrian stepped onto the roadway, where they were struck by an oncoming vehicle.

Infrastructure contribute? Yes - No sidewalks next to the bus stop. Signal may not be visible from bus stop. High speeds.

Questions
Could the driver see the pedestrian?
Is there enough lighting?
Can pedestrian see traffic signal from the bus stop?

Supplemental
Transit rider.

The report is extremely detailed with witnesses, interviews and much investigation. Accessed

NJ Transit bus stop sign is located 150 feet before shelter in what appears to be an old stop location.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 123 Crash ID 3709481 Case 12014552 Time 8:17:00 PM Date 3/21/2012 Day Wednesday
 Street NJ HIGHWAY 27 Cross Street CASEY AVE Intersection Yes, T
 Municipality Edison township County MIDDLESEX Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Highway 27 is a 4 lane roadway, with two lanes southbound and two lanes northbound. The lanes are separated by a double yellow line.

Casey Avenue is a very minor road with no line markings. It terminates at 27 from the north with a stop sign. There is a single transverse crosswalk across 27 on the east side of the intersection. There is no advance signage of the crosswalk. All streets have sidewalks, and there is no on street parking.

There are overhead streetlamps. The surrounding area seems to be commercial along the roadway, with residential buildings to the west. The east side of the intersection has a large Pizza Hut with surface parking.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/F0teW>

Participants

Driver Age	<input type="text" value="35"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08857"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="43"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08901"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="4.1"/>	Distance From Driver Home	<input type="text" value="16.8"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
Police Findings	<input type="text" value="Unknown"/>								
Fault Details	<input a="" but="" crossing="" crosswalk."="" is="" prohibited\"="" there="" type="text" value="From what is available, no charges were filed against the driver. Report code says \" where=""/>								
Interpretation	<input type="text" value="Unknown"/>								
Infrastructure contribute?	<input type="text" value="No info"/>								
Questions	<input type="text" value="Unknown"/>								
Supplemental	<input any="" articles="" attached="" cannot="" find="" narrative\"="" online."="" see="" type="text" value="The attached diagram is missing, there is no way to know what happened. \"/>								



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 124 Crash ID 3709502 Case 12007144 Time 6:01:00 AM Date 2/14/2012 Day Tuesday

Street NJ HIGHWAY 35 Cross Street BIRCHWOOD DR RARITAN BLVD Intersection Yes

Municipality Old Bridge township County MIDDLESEX Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Rt 35 is a 4 lane highway, with 2 lanes traveling southbound and 2 lanes traveling northbound. There is a concrete barrier separating the lanes of traffic. There is a jughandle onto Birchwood Drive from the southbound direction before the intersection, and a jughandle on the northbound side after the intersection.

Birchwood Drive is a minor bidirectional residential roadway with no lane markings.

The intersection has traffic signals at all sides of the intersection. There is only one crosswalk on the south side of the intersection across Rt 35. There are no pedestrian crossing signals. There is only one sidewalk on the northwest corner of the intersection.

There are overhead street lights. The condition of the infrastructure appears to be poor, with outdated traffic signals, uneven pavement, and faded lane markings.

There are residential communities on both sides of the road, but Rt. 35 has commercial buildings along it. There is a 7-11 at the northeast corner of the intersection.



Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/IU8QQ>

Participants

Driver Age	<input type="text" value="53"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07730"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="44"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07735"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.6"/>	Distance From Driver Home	<input type="text" value="6.9"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
Police Findings	<input type="text" value="Vehicle, Honda Accord, was traveling south on Rt 35 in the left lane. Just past the intersection with Birchwood Drive, a pedestrian crossed over the northbound lanes and hopped over the concrete barrier median into the left lane of Route 35 south. Vehicle 1 struck the pedestrian, which sent him back into the left lane. It was dark at the time."/>								
Fault Details	<input type="text" value="The pedestrian was crossing the street illegally. The pedestrian hopped over a concrete medium."/>								
Interpretation	<input type="text" value="The pedestrian crossed a 4-lane highway over the center concrete median. It was also dark at the time, and the pedestrian was crossing illegally."/>								
Infrastructure contribute?	<input type="text" value="Yes: Lack of sidewalks and no pedestrian signals at intersection"/>								
Questions	<input type="text" value="Were the overhead street lights on?
Was traffic light green?
Where is a pedestrian supposed to cross on the north side of the street? If the pedestrian wanted to be on the north side of the intersection there is no way to get there (only crosswalk across 1 side of intersection)."/>								
Supplemental	<input .="" blank."="" but="" included="" is="" page="" second="" the="" type="text" value="The report stops mid-sentence and there is no information on the second page of the report. Diagram says 'Incomplete"/>								



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 125 Crash ID 3709537 Case 2012-00011759 Time 7:06:00 PM Date 3/30/2012 Day Friday
 Street SOMERSET ST Cross Street ALEXANDER ST Intersection Yes
 Municipality New Brunswick city County MIDDLESEX Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Somerset Street is a two-lane roadway, with one lane traveling north and one lane traveling south. There are double yellow lines separating the lanes, and there is street parking.

Freeman and Alexander Streets meet Somerset at a slight offset. They are both residential streets with no lane markings and are stop sign controlled at the intersection. Freeman Street to the north is two-way, while Alexander street is one way towards Somerset.

The intersection was redone at some point between 2007 and 2013, when streetview images are available. Under the 2007 configuration, there was no marked crosswalk across Somerset Street. The 2013 images show crosswalks with ADA ramps in all directions. Under the current configuration, there are painted bicycle shared lane symbols (sharrows) painted on the roadway, which may not have existed at the time of the collision. There are bright yellow pedestrian crossing signs on both sides of the intersection, and signs in the middle of the road. These may have been installed as a result of the pedestrian death.

There are sidewalks and streetlights in all directions.

The surrounding area is urban mixed use.. There are both residential and commercial buildings, some buildings contain both, including a small food market on the south corner.



Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/UBL08>

Participants

Driver Age	<input type="text" value="51"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07726"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="52"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="8901"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.1"/>	Distance From Driver Home	<input type="text" value="16.7"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

Fault Details Http://www.nj.com/middlesex/index.ssf/2013/03/manalapan_man_gets_8_years_in.html

Clements pleaded guilty in December to vehicular homicide and today received the sentence agreed to in a plea bargain he reached with Middlesex County Assistant Prosecutor Christopher Kuberiet. He pleaded guilty to vehicular homicide and leaving the scene of an accident in which the person died.

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 126 Crash ID 3709565 Case 12044814 Time 7:47:00 PM Date 7/15/2012 Day Sunday
 Street NASSAU ST Cross Street REMSEN AVE Intersection Yes
 Municipality North Brunswick township County MIDDLESEX Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Nassau St and Remsen Ave are both 2-lane residential roadways. Both have double yellow lines separating lanes of traffic. Both have street parking.

The intersection has a traffic light for all 4 ways of traffic. There are pedestrian crossing signals. All sides have crosswalks, but they look poorly maintained. In streetview, they are all very faded transverse crosswalks. In the aerial photo, there is a striped (ladder) crosswalks across Remsen. It is unknown if they were painted after the crash.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/FX9yg>

Participants

Driver Age	<input type="text" value="26"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08901"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="83"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08902"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.1"/>	Distance From Driver Home	<input type="text" value="0.2"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
Police Findings	<input type="text" value="None in report, blank,"/>								
Fault Details	<input type="text" value="There are no details in the report, however the driver did receive a charge of 39:4-36 The driver of a vehicle must stop and stay stopped for a pedestrian crossing the roadway"/>								
Interpretation	<input type="text" value="Judging by the charge the driver received I am assuming that the driver has been blamed with failing to stop for a pedestrian. The latitude and longitude put the location of the incident in the crosswalk of Nassau Street. Age of pedestrian may have been issue."/>								
Infrastructure contribute?	<input type="text" value="Unknown"/>								
Questions	<input type="text" value="Is there more to the report? Do pedestrian signals work?"/>								
Supplemental	<input type="text" value="Crosswalk markings look poorly maintained. No information in report and cannot find any articles online."/>								



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 127 Crash ID 3709569 Case 12081597 Time 6:02:00 PM Date 12/20/2012 Day Thursday
 Street US HIGHWAY 130 Cross Street RENAISSANCE RD Intersection No
 Municipality North Brunswick township County MIDDLESEX Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure US-130 is a four-lane highway. There are 2 lanes traveling north and 2 lanes traveling south. There is a grass median separating the lanes. Near intersections, the shoulder becomes a turning lane.

Renaissance Road is built in the boulevard style with two lanes in each direction and a landscaped median. It terminates at 130 where it widens to three lanes for turns, with very wide turning radii.

The intersection with Renaissance Road is a T-intersection. There are traffic lights for all lanes of traffic. There is a protected right-turn slip lane onto Renaissance Road. There is also a protected right-turn lane onto US-130 from Renaissance Road. There are pedestrian islands where these protected lanes are.

There are crosswalks on the south side across US-130 and across Renaissance Road. There are sidewalks that start at the intersection and continue onto Renaissance Road. There are no sidewalks on Us-130. There are overhead street lamps.

On the east of the intersection there is a large shopping mall. There is also a shopping mall on the southwest corner with a grocery store, liquor store and bank. The rest of the surrounding area on either side of US-130 seems to be residential.

Incident may have occurred 900 feet south of the intersection, but there are missing pages so it is not fully known what the exact location was.



Participants

Driver Age	<input type="text" value="66"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08550"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="34"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text"/>	Distance From Driver Home	<input type="text" value="16.4"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

May have been two vehicles involved in accident
http://www.nj.com/middlesex/index.ssf/2012/12/north_brunswick_police_seek_dr.html

NORTH BRUNSWICK — Township police are seeking the public’s help to find the driver of a car that may have been the second vehicle to strike a man who was fatally injured on Route 130 on Thursday.

Joel Melo-Mena, 34, was crossing the southbound lanes of Route 130 at Renaissance Boulevard about 6 p.m. when he was struck by a car driven by Noshir Lagrana, police said.

The impact threw Melo-Mena into the northbound lanes, where police believe he was struck again by a dark-colored Honda Civic driven by a woman, police Capt. Roger Reinson said.

Melo-Mena was taken to Robert Wood Johnson University Hospital in New Brunswick where he was pronounced dead, Reinson said.

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 127 Crash ID 3709569 Case 12081597 Time 6:02:00 PM Date 12/20/2012 Day Thursday

Street US HIGHWAY 130 Cross Street RENAISSANCE RD Intersection No

Municipality North Brunswick township County MIDDLESEX Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure US-130 is a four-lane highway. There are 2 lanes traveling north and 2 lanes traveling south. There is a grass median separating the lanes. Near intersections, the shoulder becomes a turning lane.

Renaissance Road is built in the boulevard style with two lanes in each direction and a landscaped median. It terminates at 130 where it widens to three lanes for turns, with very wide turning radii.

The intersection with Renaissance Road is a T-intersection. There are traffic lights for all lanes of traffic. There is a protected right-turn slip lane onto Renaissance Road. There is also a protected right-turn lane onto US-130 from Renaissance Road. There are pedestrian islands where these protected lanes are.

There are crosswalks on the south side across US-130 and across Renaissance Road. There are sidewalks that start at the intersection and continue onto Renaissance Road. There are no sidewalks on Us-130. There are overhead street lamps.

On the east of the intersection there is a large shopping mall. There is also a shopping mall on the southwest corner with a grocery store, liquor store and bank. The rest of the surrounding area on either side of US-130 seems to be residential.

Incident may have occurred 900 feet south of the intersection, but there are missing pages so it is not fully known what the exact location was.



Participants

Driver Age	<input type="text" value="66"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08550"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="34"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text"/>	Distance From Driver Home	<input type="text" value="16.4"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

May have been two vehicles involved in accident
http://www.nj.com/middlesex/index.ssf/2012/12/north_brunswick_police_seek_dr.html

NORTH BRUNSWICK — Township police are seeking the public’s help to find the driver of a car that may have been the second vehicle to strike a man who was fatally injured on Route 130 on Thursday.

Joel Melo-Mena, 34, was crossing the southbound lanes of Route 130 at Renaissance Boulevard about 6 p.m. when he was struck by a car driven by Noshir Lagrana, police said.

The impact threw Melo-Mena into the northbound lanes, where police believe he was struck again by a dark-colored Honda Civic driven by a woman, police Capt. Roger Reinson said.

Melo-Mena was taken to Robert Wood Johnson University Hospital in New Brunswick where he was pronounced dead, Reinson said.

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 128 Crash ID 3709747 Case E050-2012-02362 Time 11:17:00 PM Date 12/20/2012 Day Thursday

Street GARDEN STATE PKWY Cross Street Intersection No

Municipality Wall township County MONMOUTH Road System State/Interstate

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure The Garden State Parkway is an 8 lane highway. There are 4 lanes traveling north and 4 lanes traveling south. At this particular part of the highway there is an exit/entrance to the highway. There are wooded areas between the lanes and on either side.

No sidewalks or crosswalks. This is a highway designated for motor vehicles and pedestrians are prohibited.



Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/ISnI8>

Participants

Driver Age	<input type="text" value="37"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="07701"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="19"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07701"/>	Ped Drug Test	<input checked="" type="checkbox"/>	Test result	<input type="text" value="Pending"/>
Distance From Ped Home (miles)	<input type="text" value="14.9"/>	Distance From Driver Home	<input type="text" value="25.9"/>						

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings The pedestrian involved in the accident arrived on the GSP in a friend's car earlier in the day and exited the vehicle. The pedestrian then began walking on the Garden State Parkway. Pedestrian attempted to cross the GSP and was struck by a vehicle and killed on impact. The driver said the pedestrian just walked in front of them and there was nothing they could do to stop the vehicle. The pedestrian's companion pulled her to the side of the road to await the arrival of the police.

Fault Details Pedestrian walked into on coming traffic on a roadway they were not permitted to be walking on. The driver did not receive any charges.

Interpretation The pedestrian walked directly into traffic, traffic was moving far too fast to stop in time.
 May have been domestic incident. Pedestrian had gotten out of a car which drove one mile before pulling over. Driver then walked back to find pedestrian who had been hit at that point after walking into roadway.

Infrastructure contribute? No

Questions Why did the pedestrian exit the vehicle?
 What are the results of the toxicology report?
 Is this considered a ped fatality?

Supplemental



Location Characteristics

ID 129 Crash ID 3709840 Case 12057542 Time 7:28:00 PM Date 12/8/2012 Day Saturday
 Street BARNEGAT BLVD Cross Street BENGAL BLVD Intersection Yes
 Municipality Barnegat township County OCEAN Road System County
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Barnegat Blvd is a 4 lane roadway, with 2 lanes traveling south and 2 lanes traveling north. There is a grass median between the lanes. At the intersection, left turn lanes are added. Rosehill Road/Bengal Blvd has two lanes, and it leads to quiet residential areas in both directions.

The intersection is signal controlled. There are continental crosswalks in all directions with pedestrian signals. Every corner has curb ramps, but there is not a sidewalk on every side. The south side of Barnegat Blvd has a wide asphalt sidewalk, that may also work as a multi-use trail. Rosehill Road has a sidewalk on the east side, going north, and on the west side, going south.

The area surrounding the intersection is nothing but trees, but there are residential areas nearby that the pedestrian must have been walking to and from. There are no commercial locations in the area. In general, the area is very forested rural.

There is a single streetlight over the intersection.



Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/a17X>

Participants

Driver Age	<input type="text" value="19"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08005"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="45"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08005"/>	Ped Drug Test	<input checked="" type="checkbox"/>	Test result	<input type="text" value="Pending"/>
Distance From Ped Home (miles)	<input type="text" value="0.2"/>	Distance From Driver Home	<input type="text" value="0.8"/>						

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID **130** Crash ID 3709921 Case 12-20873 Time 6:48:00 PM Date 10/31/2012 Day Wednesday

Street US HIGHWAY 1 Cross Street CR 624 / N AVE / N AVE E Intersection Yes

Municipality Elizabeth city County UNION Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure The incident occurred at an intersection where US Highway 1 splits with Spring Street, and crosses North Avenue. This configuration results in an extremely wide intersection. To cross Route 1, the pedestrian has to walk across the equivalent of 15 lanes (about 160 feet) which is made up of 10 active lanes and various painted buffers or shoulders. The crosswalk is located across the south side of the intersection and is of the transverse type. To make matters worse, it is not straight and there is no safe median in the middle. There are also crosswalks across North Avenue.

Immediately to the north of the intersection, Route 1 is a limited access highway in the vicinity of Newark Airport.

There are sidewalks on all corners of the intersection. There are streetlights, but they may not fully cover the intersection with appropriate lighting. The area is residential on the west side of the intersection and is commercial on the east side of the intersection, although the immediate east side is made up of empty grass lots.

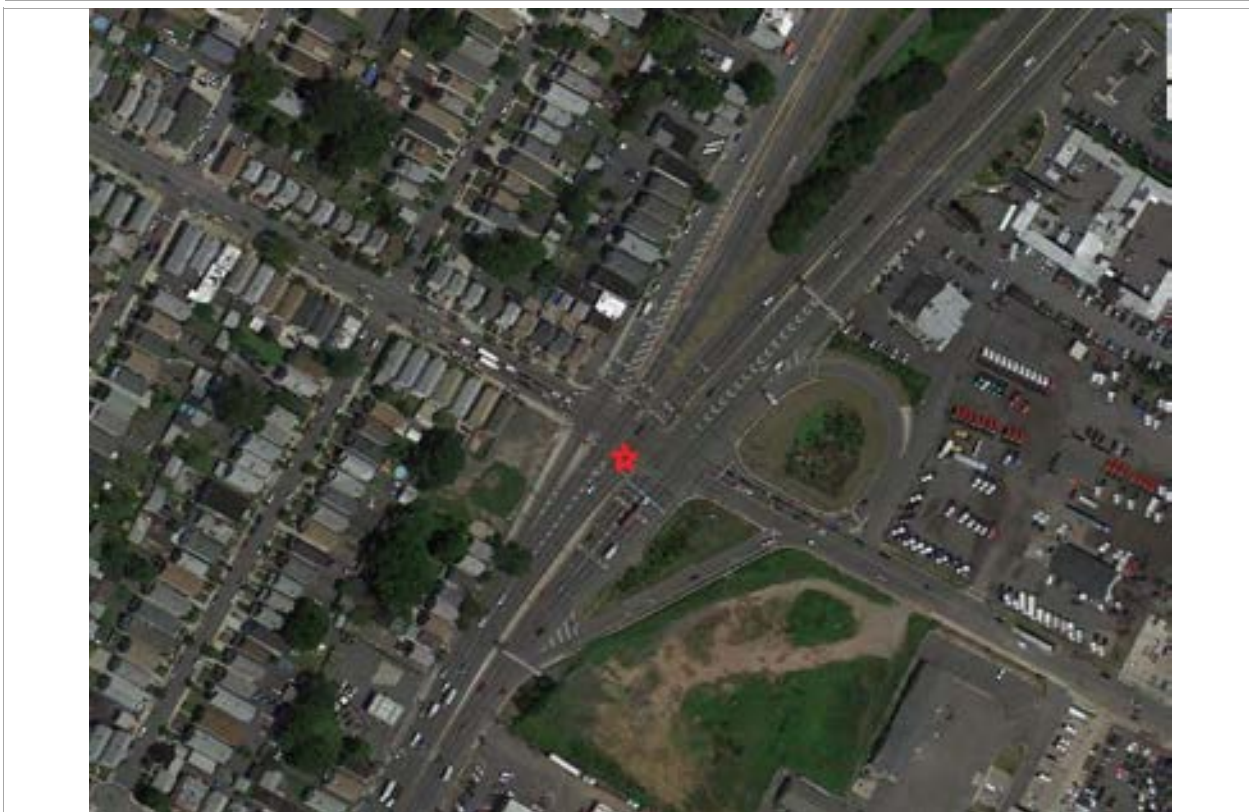


Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/PYFOU>

Participants

Driver Age	<input type="text" value="51"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07112"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="26"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="2.5"/>	Distance From Driver Home	<input type="text" value="2.2"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Driver was driving South on US 1 crossing North Avenue and hit pedestrian. Driver said they could not swerve because they would have then hit another pedestrian that was walking with the deceased. The driver claimed they did not see the pedestrian until the last second. Pedestrian was in the crosswalk, but it is unknown who had the light. No investigation in report.

The incident occurred at 6:48 pm on October 31st. Sunset was at 5:55pm with Twilight ending at 6:23pm.

Media:

The intersection has no power and the accident occurred just after dark at around 6:48 p.m., Lt. Daniel Saulnier of the Elizabeth Police Department said.

Officials have urged travelers to be cautious when traveling countywide where many intersections remain without working traffic lights and low visibility.

Fault Details No charges or details.

Interpretation The intersection is incredibly wide. The center median dividing north and south traffic does not offer a safe waiting area. Pedestrian was hit near a painted buffer which is also not a safe place to wait.

Media notes signal was not working, likely as a result of Sandy. However, traffic signals that do not work should be treated as a stop sign. Why was driver not cited for not coming to a complete stop and waiting for pedestrian? There were also no lights.

Infrastructure contribute? Yes: There are 10 lanes of traffic, making this road very difficult to cross even with a crosswalk, speed limit is 50 mph. Signal was not operating and there was no lighting.

Questions

1. How long does walk signal last?
2. Does walk signal require button press?
3. Can it be safe to wait at median?
4. How are traffic signals phased?
5. What is wait time to cross road?
6. Why wasn't driver charged for not stopping at broken signal?
7. Why wasn't signal being controlled by traffic cops at such a major roadway?

Supplemental Not much information in report. Short and hand written.

Sandy related fatality

Road width estimated



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 131 Crash ID 3709924 Case 12-24254 Time 4:55:00 AM Date 12/26/2012 Day Wednesday
 Street 1ST AVE Cross Street Delaware St Intersection Yes, T
 Municipality Elizabeth city County UNION Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure 1st Avenue is a small residential street, with one lane in each direction and street parking. It terminates 500 feet to the east at Elizabeth Avenue. Delaware Street is an even smaller residential street that terminates at 1st Avenue. Delaware Street has a stop sign, while 1st has the right of way.

There is no crosswalk crossing 1st Avenue, although there is currently a “stop for pedestrians” sign in the middle of the street. That may not have existed at the time of the crash and may have been added because of it. There is one streetlight over the intersection.

The east side of the intersection has a gas station with convenience store. The west side is all residential. To the north, 1st Avenue crosses under I-95 and a railroad track.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/FYcYO>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Location Characteristics

ID 132 Crash ID 3709926 Case 12-844 Time 6:58:00 PM Date 1/10/2012 Day Tuesday

Street SUMMER ST Cross Street ARNETT ST Intersection Yes, T

Municipality Elizabeth city County UNION Road System Municipal

Road Character Straight at Hillcrest Pavement Width 36 Shoulder Width 0 Median Width 0 Street Parking

Speed Limit 25 Lanes 2 AADT 1,620 Sidewalk All Crosswalk Condition 1/3 Tranverse

Traffic Control No Control Present Light Dark (Street Lights On/Continuous) Condition Clear

Additional Infrastructure Summer Street is an east-west roadway with one lane in each direction divided by a double yellow line. There is on street parking on both sides of the road as well as sidewalks on all sides of the streets. Arnett Street is a minor residential drive with no lane markings. It terminates at Summer with a stop sign.

There is a standard crosswalk crossing Arnett Street but no crosswalks crossing Summer Street. The intersection is just to the west of a bridge crossing a small river. There are occasional streetlights on telephone poles.

The area is mostly residential. There is what appears to be a school one block to the west. Across the small river, to the east, is parkland with recreational fields and more homes.

There is a bus stop on the southeast corner.



Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/cWuNz>

Participants

Driver Age	<input type="text" value="76"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07036"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="40"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text"/>	Distance From Driver Home	<input type="text" value="3.3"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings	<p>Driver stated he was north on Summer when he observed a man crossing the street from his left side towards him. When he noticed the man wasn't stopping, he tried to move his vehicle right but he struck ped with his side mirror.</p> <p>Witness driving other direction stated she saw pedestrian stumbling into the roadway.</p>
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Fault Details	<p>No charges in report. Report code indicates pedestrian was inattentive, running/darting across traffic, and jaywalking.</p> <p>However, pedestrian was in unmarked crosswalk.</p>
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Interpretation	<p>Driver and witness saw pedestrian, so lighting does not appear to be a problem even though it was dark. Pedestrian was in unmarked crosswalk, so he had the right of way, although officer does not appear to know this. It is confusing as to why the driver admitted he saw the pedestrian and did not brake, but officer did not think this was a problem.</p> <p>One witness claimed they saw the pedestrian stumbling while crossing the road, which could indicate intoxication. Did this statement cause the officer to forgive the driver?</p>
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Infrastructure contribute?	<input type="text" value="Yes: No marked crosswalk."/>
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Questions	<p>Was the pedestrian intoxicated/ inebriated or just not paying attention?</p> <p>Why wasn't driver charged when ped was in crosswalk?</p>
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Supplemental	<input type="text" value="Pedestrian address is illegible. I cannot determine where the pedestrian lived or how far he lived from the location of the accident (However he did live in the same town)"/>
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Location Characteristics

ID 133 Crash ID 3923123 Case I-2012-144360 Time 3:09:00 PM Date 11/8/2012 Day Thursday

Street ESSEX CTY 601 Cross Street UNION AVE Intersection Yes

Municipality Irvington township County ESSEX Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Chancellor Avenue (601) is a two-way roadway with one eastbound lane and one westbound lane divided by a double yellow line. There is street parking on both sides. It crosses over the Garden State Parkway less than half a mile to the west. Union Avenue is slightly narrower, with also one lane in each direction and street parking. To the south it has a double yellow line, but to the north there is no striping.

The intersection is controlled by a traffic light with pedestrian signals and transverse crosswalks in all directions. There are no dedicated turn lanes, and right turns on red are not allowed in any direction. Sidewalks exist in all directions, but in poor condition.

The area is somewhat urban, with most buildings extending to the sidewalk. The east corner has an empty lot, with 4-story apartment buildings beyond it. The north corner has a single-story Discount Dollar Plus store. The west corner has an automobile sales lot, and the south corner has a Chicken and Pizza store with apartments on top.

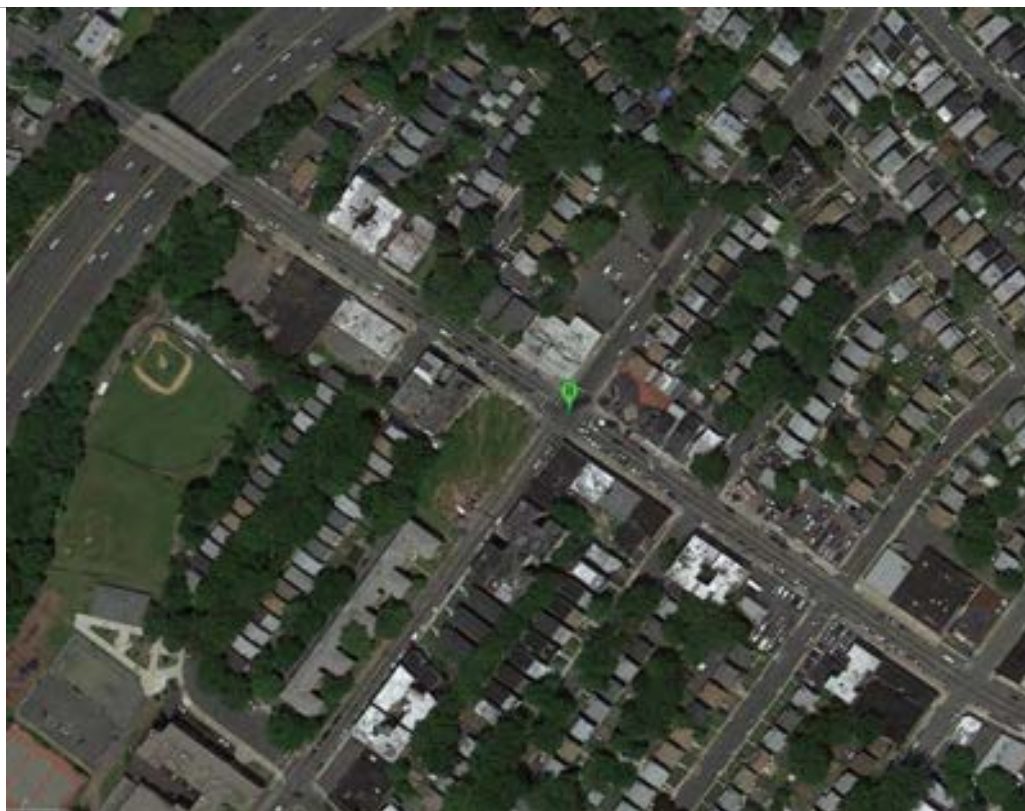


Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/jJvuq>

Participants

Driver Age	<input type="text" value="39"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07050"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="10"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07111"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.6"/>	Distance From Driver Home	<input type="text" value="13.7"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings	<p>Very little information. No witnesses found. Report mentions other reports exist.</p> <p>Http://www.nj.com/essex/index.ssf/2012/11/investigation_into_accident_th.html</p> <p>-----</p> <p>An investigation continues into the death of an 11-year-old Irvington boy struck and killed by a township public works truck, a spokeswoman for the Essex County Prosecutor's Office said</p> <p>Junior Menelas was hit by the truck just after 3 p.m. on Nov. 8 as he crossed Union Street near Chancellor Avenue.</p>
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Fault Details	No information available.
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Interpretation	The report gives no explanation or ideas as to what happened. However a news report found on the internet stated that The pedestrian was struck by a township public works truck while on his way home from school.
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Infrastructure contribute?	Unknown
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Questions	<ol style="list-style-type: none"> 1. Are there other reports? 2. Was signal working? 3. Was vehicle turning?
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Supplemental	<p>Hit by public works truck.</p> <p>No detail in report.</p>
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 134 Crash ID 3937695 Case 201200113 Time 7:01:00 PM Date 1/4/2012 Day Wednesday

Street US 130 Cross Street CR 605 / FAIRVIEW BLVD Intersection Yes

Municipality Delran township County BURLINGTON Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

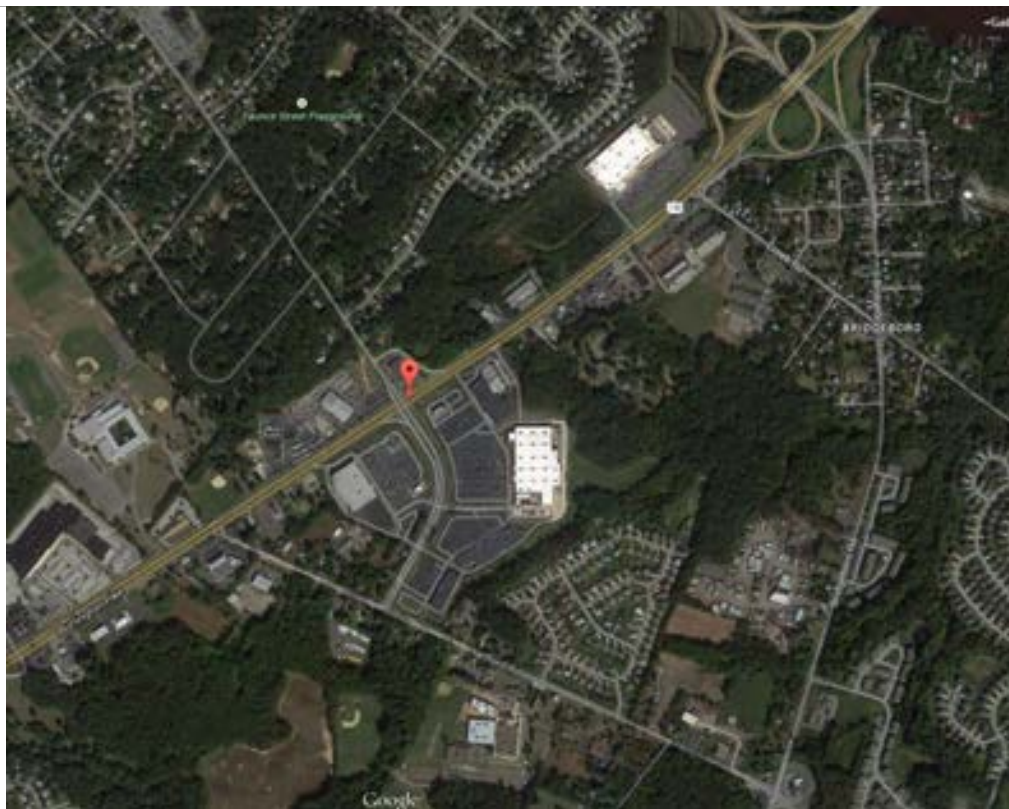
Traffic Control Light Condition

Additional Infrastructure Route 130 (Burlington Pike) is a 6 lane roadway, with 3 lanes traveling north and 3 lanes traveling south. There is a cement jersey barrier separating the directions. There is overhead lighting, but it is infrequent. Left turns are not allowed off Burlington. On the west side of the intersection, there is a protected right turn slip lane off Burlington onto Fairview. There are bus stops on both sides of the roadway on the north side of the intersection. The bus stops both have shelters and the one for southbound traffic is connected to a sidewalk, while the northbound shelter is not ADA accessible. There is a pedestrian crossing prohibited sign at the bus shelter, but it may have been added as a result of this death.

Fairview Street generally has one lane in each direction with a double yellow line. At the intersection it widens considerably. On the north side, there are four lanes, and on the south side six lanes to accommodate various turn lanes. There is a left turn signal phase.

There are sidewalks on all sides of the roadway except for on the southeast side of Route 130. There are crosswalks on three sides of the intersection. The missing crosswalk is across Burlington Pike on the east side. There are pedestrian crossing signals at all of these crosswalks. Where there is not a crosswalk, there is a pedestrian crossing prohibited sign.

In the immediate area around this intersection, it is only commercial use. There are large commercial buildings with large surface parking lots. [Lowes, Chick-fil-a, Shop Rite, Walgreens, etc.] Surrounding the intersection on smaller roadways are residential communities. There is also a high school to the northwest



Participants

Driver Age	<input type="text" value="51"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08010"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="53"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08103"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="4.2"/>	Distance From Driver Home	<input type="text" value="11.2"/>						

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings The pedestrian was not crossing in the crosswalk, or with the traffic signal. Witness account places the pedestrian as crossing Route 130 on an angle from the area of the bus shelter toward the intersection. The conclusion is that the pedestrian is at fault in the collision. Failure to utilize traffic signal and crosswalk provided were the primary causes of the collision.

Fault Details The report indicated that the pedestrian was at fault for not crossing at crosswalk or with the signal. No charges were indicated against the driver.

Interpretation Pedestrian tried to cross the street from the bus stop. The bus stops in both directions are both on the east side of the intersection. However, the only crosswalk across Burlington is on the WEST side of the intersection. The pedestrian would have had to cross Fairview first- then Burlington, and then Fairview again.

Infrastructure contribute? Yes- High speed roadway, high speed limit, no crosswalk on side of intersection closest to bus stops.

Questions

1. Why is there no crosswalk on the east side of the intersection - where the bus stops are ?
2. Where the street lights on?
3. How long would it take for a pedestrian to cross the intersection legally?

Supplemental Pedestrian was crossing from a bus stop.
Report is not detailed, says nothing about the driver or includes any statements. Only blames pedestrian.



Location Characteristics

ID 135 Crash ID 4071319 Case 2012-0000559 Time 10:50:00 PM Date 1/9/2012 Day Monday

Street US 9 Cross Street SCHIBANOFF LN Intersection No

Municipality Freehold township County MONMOUTH Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Route 9 in the area of the collision is a 5 lane state highway and classified as an Urban Principal Arterial roadway. There are 2 lanes and a full shoulder for southbound traffic and 3 lanes for northbound traffic. The lanes are divided by a curbed grass median which contains a portion of guardrail at the area of the collision.

.07 miles north of the point of impact is Schibanoff Lane which intersects with Rt 9 at an approximate 90 degree angle. There is a striped crosswalk on the north side of this intersection for crossing Rt 9. It is equipped with pedestrian signals and pedestrian activation buttons. Also located on the north side of the intersection , in both directions, are bus stops for NJ Transit.

There are no street lights illuminating the area of the collision on either the northbound or southbound side. The nearest street light is located at the entrance to the ramp of Rt 9 north onto Schibanoff Lane, approx 400 feet from the point of impact. Directly east of the collision area is the parking lot of Brock Farms Garden Center. It is illuminated with several low level globe type street lights. It provides minimal secondary lighting to the collision area. Directly west of the collision area is wooded and a NJ Natural Gas Transmission station is located inside the wooded area. No secondary lighting is provided. The weather at the time of the collision was clear and approx. 45 degrees.

Area is very rural.



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/hcAM6>

Participants

Driver Age	<input type="text" value="30"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07728"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="23"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08701"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="16"/>	Distance From Driver Home	<input type="text" value="3.2"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings The driver of vehicle #1 was taken to the Centra State Medical Center to draw a blood sample. There were no witnesses located.

The victim worked at a diner and her apron, notebook and other items were found in the roadway as evidence. The victim's parents confirmed that she worked at the diner and usually took the bus home. It is believed that the general area of impact was 10 feet north of the guard rail face and 3 feet east from the curb line.

Driver #1 stated that he was on his way to work in Spotswood and was travelling in the left lane. He said he never saw anyone in the lane and thought he hit some sort of metal when he collided with the pedestrian. It wasn't until he got out of his vehicle and walked back south that he realized he hit a person.

Conclusion: Based on evidence, Vehicle #1 was travelling in the left lane of Rt 9 all the way from Rt 33b to the point of impact. The pedestrian is walking/running in the left lane near the yellow fog line either in a westerly or north westerly direction. The pedestrian was clothed in all black outer clothing including sneakers. It appears the pedestrian was crossing Rt 9, not in a crosswalk, to get to the NJ Transit bus stop on the Rt 9 south near Raceway Gas. Vehicle #1 collided with pedestrian at highway speed without any pre-impact braking.

Driver #1 never observed the pedestrian due to color clothing, darkness of area and the pedestrian not being in a pedestrian area.

There is no evidence of fault with driver #1 or vehicle #1

Fault Details Pedestrian for crossing highway away from intersection while wearing dark clothing.

"Driver never observed the pedestrian due to the clothing color, darkness of the area, and the pedestrian being in an area not design for pedestrian traffic"

No charges were indicated against the driver.

Interpretation There was no sidewalks on Route 9 on the south side, where the pedestrian was walking from. There is a small shoulder where the pedestrian was probably walking and then she crossed. There is grassy median where she likely intended to cross to before crossing again.

It would have been safer to continue walking on the shoulder or in parking lot until the intersection with Schibanoff Lane.

Infrastructure contribute? Yes - No sidewalks on the highway to get from workplace to bus stop. High speeds. No lighting.

Questions Why are there no streetlights?
 Why is there no pedestrian infrastructure on Rt 9 when there are bus stops at the intersection?
 Was driver speeding?
 Was pedestrian running for infrequent bus?

Supplemental

Report is very detailed.
Pedestrian was running to bus stop.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 136 Crash ID 4028540 Case 12-1874 Time 8:30:00 PM Date 1/13/2012 Day Friday
 Street MERCER COUNTY 620 Cross Street GROPP AVE Intersection Yes
 Municipality Hamilton Twp (Mercer Co) County MERCER Road System County
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Arena Drive is a 4 lane roadway, with two lanes traveling west and two lanes traveling east. There is a double yellow line separating the lanes of traffic. There are sidewalks on all sides of the road. Between the roadway and the sidewalk there is a grass planting strip with trees. Gropp Avenue is a residential street with one lane in each direction and no street parking.

The intersection with Gropp Ave is signal controlled. There are crosswalks on all sides of the intersection. There are pedestrian crossing signals and pedestrian crossing buttons at all crosswalks.

There are some overhead street lamps, but not at the particular corner of the intersection. The area surrounding the intersection is completely suburban residential. There are grass lawns all along the roadway.

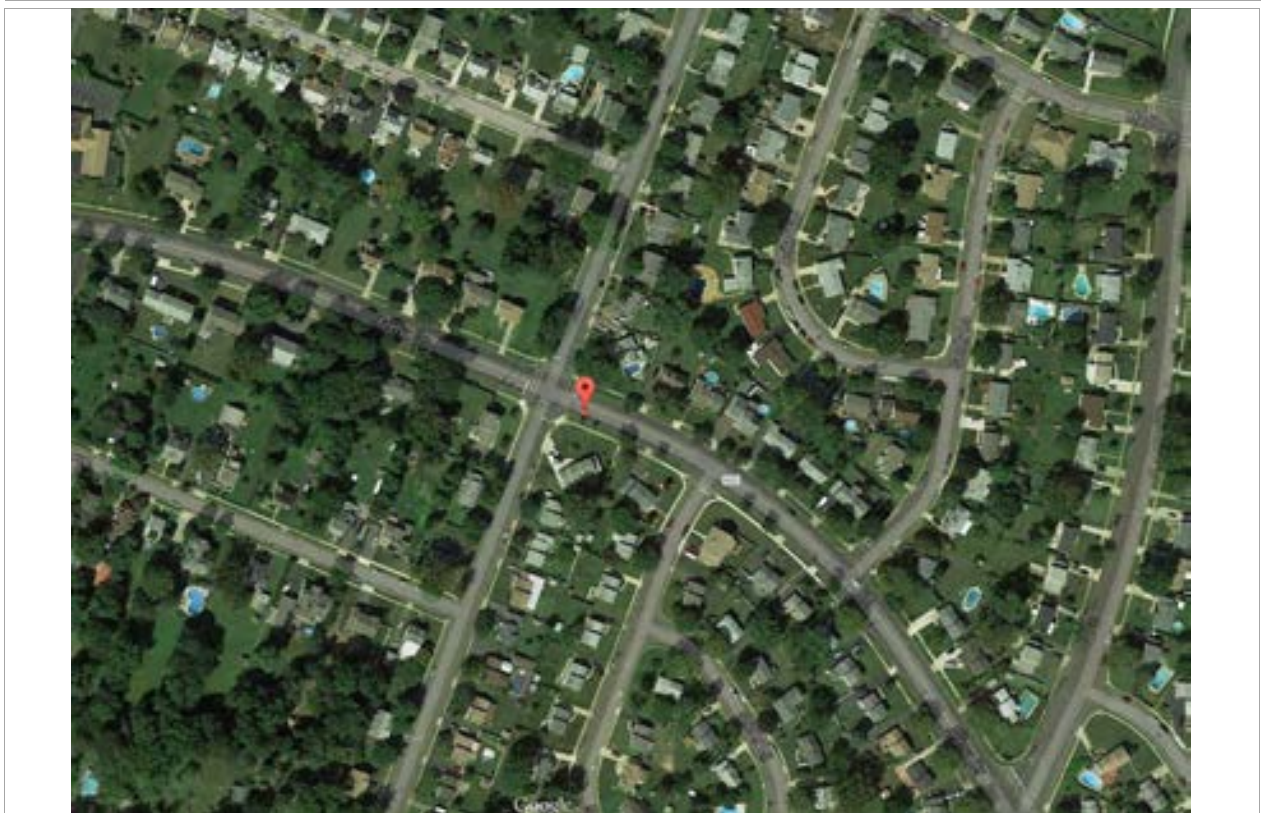


Figure 1. Overhead View of Site [Map Link https://goo.gl/maps/kPP00](https://goo.gl/maps/kPP00)

Participants

Driver Age	<input type="text" value="23"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08610"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="27"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08610"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.4"/>	Distance From Driver Home	<input type="text" value="0.6"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings

Driver #1 stated she had just picked up her friend from a residence in Yardville and was attempting to drive her home when the incident occurred. Driver stated she was traveling west on Arena Drive in the interior lane at a speed of around 35 mph while approaching a green signal at Gropp Ave. Ms. Fulton proceeded through the intersection while the light was still green when she saw a black figure which impacted the passenger side of her vehicle. Ms. Fulton recalled the impact occurring just after the intersection and stated the pedestrian was not in the crosswalk at the time of impact. Ms. Fulton added she immediately applied her brakes and came to a controlled stop in the interior lane or Arena Drive west. Upon stopping, she exited her vehicle and called 911 and began running towards the victim.

Witness #1 states she was in the front passenger seat of vehicle #1 and had just been picked up by driver from Murray Drive in Yardville. They were proceeding to her residence at Charlotte Ave when the incident occurred. Witness stated they were traveling west on Arena Drive at Gropp Ave and had a green light when she observed a dark figure upon impact directly in front of her on passenger side of vehicle.

The police checked the traffic signals and pedestrian signals to ensure they were working properly. There were no indications to believe the vehicle was not functioning properly at the time of accident.

Witness #2: Witness #2 was stopped at a red light on Gropp Ave. facing south at Arena Drive when she noticed a pedestrian standing on the same corner. The pedestrian was wearing all black except for the head which had a light colored hat. Witness #2 stated the pedestrian "slowly" walked out onto Arena Drive in the crosswalk while she still had a red light and the traffic signal was still showing green for both directions on Arena Drive in the interior lane. The vehicle passed through the intersection with a green traffic signal when she heard the impact. She was surprised that it was the pedestrian she had seen that was struck because enough time had passed that he should have been further across the intersection. The witness stated she did not actually see the impact but heard and looked over to see the victim being struck. She immediately dialed 911.

The investigation revealed that vehicle #1 was traveling west bound. The pedestrian had been proceeding south on Gropp Ave when he was struck by vehicle #1. The pedestrian crossed against the signal.

Fault Details

Pedestrian was at fault. Pedestrian failed to yield to oncoming traffic that was proceeding with a green traffic signal. Pedestrian was crossing against signal wearing almost all black. The pedestrian never utilized the push button for pedestrian assistance before attempting to cross Arena Drive.

Interpretation

The pedestrian crossed when the traffic signal was green and was struck. It was dark outside and the pedestrian was wearing dark clothing. There no streetlights over the crosswalks. Arena Drive is wide (4 lanes) and has a high speed limit in a residential neighborhood. Road should have a road-diet.

Infrastructure contribute?

Yes: The speed limit should be lower in such a residential neighborhood. Road very wide for such little traffic .

Questions

Why is speed limit so high in a residential area?
 Why is there not more lighting?
 How long does signal cycle take?



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 137 Crash ID 4007371 Case 1417-12 Time 9:24:00 PM Date 1/18/2012 Day Wednesday
 Street GRAND ST Cross Street GROVE STREET Intersection Yes, T
 Municipality Jersey City city County HUDSON Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Grand Street is a 4 lane roadway at this point. There are 2 lanes traveling east, of which one turns into a left turn lane onto Grove Street. There are two lanes going west. There are ladder crosswalks on all sides of the intersection. There are pedestrian crossing signals at all sides of the intersection. There is overhead street lighting. There are sidewalks on all sides of the roadway.

The surrounding area is dense and mixed use. Right at this intersection is a Boys and Girls Club building. There is also a Taqueria at this corner. The Grove Street PATH station is 5 blocks away. Two light rail stations are also nearby.

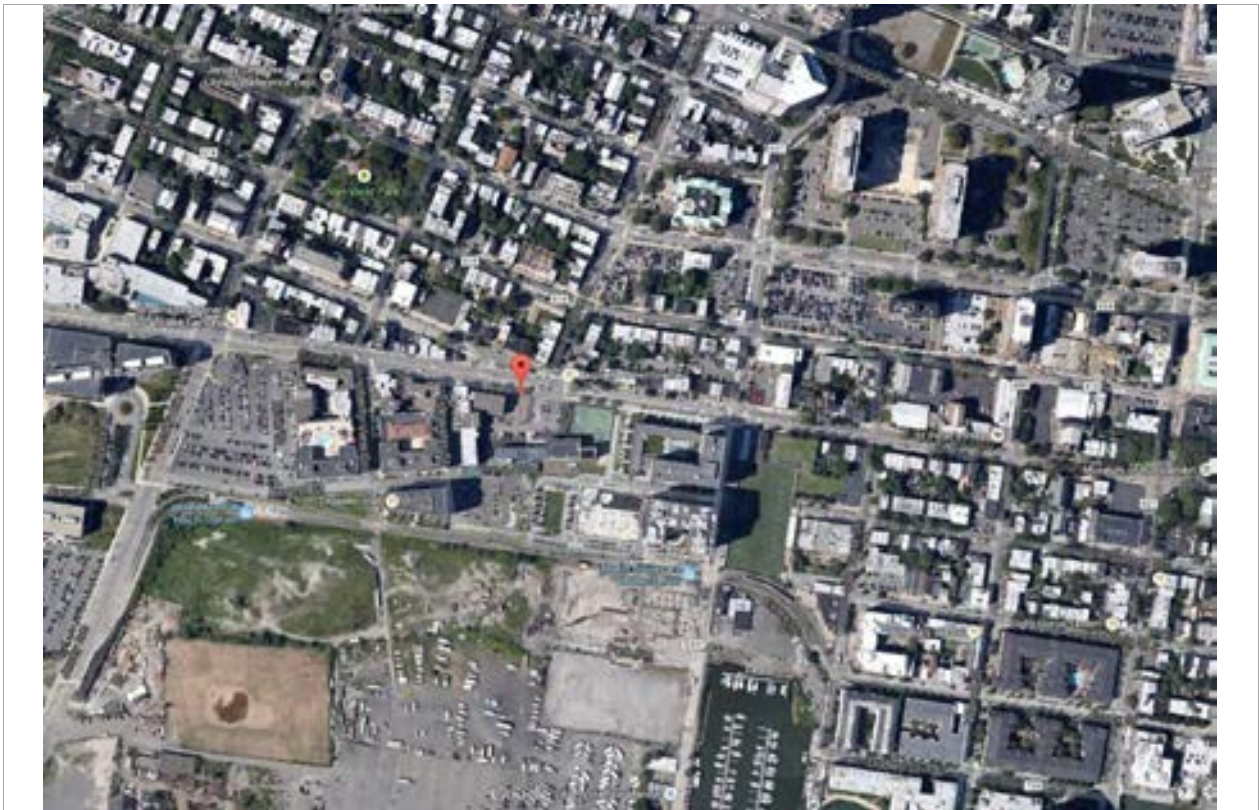


Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/zw8sm>

Participants

Driver Age	<input type="text" value="35"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07305"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Positive"/>
Ped Age	<input type="text" value="41"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07030"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.8"/>	Distance From Driver Home	<input type="text" value="2.4"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Driver of vehicle #1 stated that he was traveling east on Grand Street towards Grove Street in the right lane when he was suddenly struck in the rear by vehicle #2. Driver of vehicle #1 stated that the impact immediately caused the rear of his vehicle to become engulfed in flames and then made him lose control causing his vehicle to veer into the westbound lane, striking a parked vehicle (vehicle #3). Driver of vehicle #2 stated that he was traveling east on Grand St towards Grove Street and that he does not recall anything else after that. A pedestrian was struck and killed on impact due to severe head trauma, but report does not state where pedestrian was (sidewalk or crosswalk?)

From media:

James Fuller was in a cab, on his way to the Jersey City ShopRite where he worked six days a week as the overnight manager to provide for his wife and daughter, relatives said.

Jairo Camelo was walking to his apartment, on his way home from work at the Michael Neumann Architecture firm in Manhattan where, friends say, the 41-year-old had earned praise and awards for his designs.

Nobody knows where Herman Chandler was headed just before 9:30 Wednesday night when he crossed paths with the other two men.

But in the end, Chandler, 34, who police say was high on drugs and driving a black GMC Envoy, caused a horrific crash near Grove and Grand streets in Jersey City that left Fuller and Camelo dead.

Hudson County Prosecutor Edward DeFazio said Chandler was driving "well over the speed limit" when he struck the taxi and under the influence of an "illegal substance." Leaving the two men to die at the scene, Chandler walked off and began talking to an officer, police said. He was arrested a short time later, when police "observed glassy eyes and slurred speech coming from him," police said

Fault Details Says there are multiple charges on the report, but the charges are not listed.
From media:
Faces two counts of death-by-auto and one count of driving while intoxicated

Interpretation Driver, who was under the influenced was speeding and struck a taxi which may have then struck a pedestrian as the vehicle was thrown to the side. Two people, one being the pedestrian were killed.

Infrastructure contribute? No

Questions 1. Where was ped?
2. Was driver sentenced?

Supplemental There is no information about how the pedestrian was struck. He was probably on the sidewalk. Image shows estimate.
From media: Driver was under the influence and crashed into a cab and causing a passing pedestrian to be struck. The passenger in the cab was killed, as was the pedestrian.
No AADT/SRI Information on this street.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 138 Crash ID 3984514 Case 1010232 Time 8:55:00 PM Date 1/21/2012 Day Saturday

Street WILSON AVE Cross Street Intersection No
 Municipality Newark city County ESSEX Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Wilson Avenue is a two lane roadway, with one lane traveling northbound and one lane traveling southbound. There is a double yellow fog line separating the lanes. There is street parking.

There is overhead street lighting. There are sidewalks on both sides of the street. At the closest intersections (both T) there are transverse crosswalks, however the address on the report is not at one of these intersections. It is unclear if the accident occurred at the intersection or at the address indicated on the report.

There are pedestrian crossing signs at the crosswalk. There are stop signs on the side streets that terminate on Wilson Ave. Across the street from the given address is a small strip mall with a laundromat, mini- market and cleaners. It has a small 15-car surface lot.

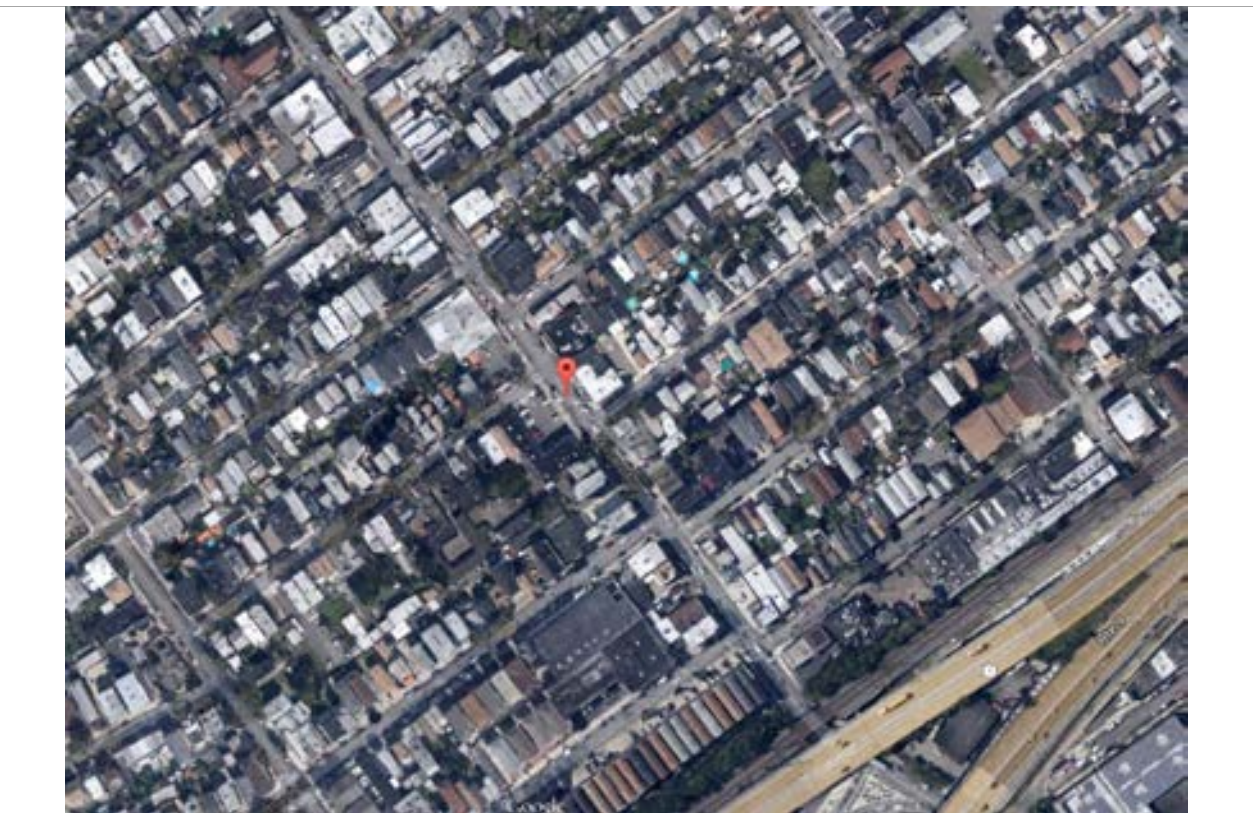


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/saBRk>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 139 Crash ID 4129245 Case 12-007002 Time 3:08:00 AM Date 1/22/2012 Day Sunday
 Street NJ 20 Cross Street 18TH AVE Intersection No
 Municipality Paterson city County PASSAIC Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Incident occurred on McLean Boulevard, which is NJ 20. In the location of the crash there are three northbound lanes and three southbound lanes divided by a concrete jersey barrier median. On the northbound side there are driveways into businesses and on the southbound side there is access onto residential streets.

Half a mile south of the crash, NJ 20 is a limited access highway. Although at the crash site the highway has multiple access points, it continues to have the same high-speed characteristic as before. The speed limit of 35 is probably exceeded by significant amounts by motorists.

There are businesses along the east side between the highway and the river. There are no sidewalks on that side and there are actually no crossing points to get to that side of the road on foot. North of the crash site, there is a jughandle signalized intersection but there are no crosswalks or sidewalks. Anyone crossing the road on foot to get to the businesses would have to run and hop the median.

On the west side is a residential neighborhood with detached single family homes.

There are streetlights on both sides of the street but they are not tightly spaced



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/1c88Q>

Participants

Driver Age	<input type="text" value="19"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="07307"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="22"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07057"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text"/>	Distance From Driver Home	<input type="text" value="14.8"/>						

Findings

Police Reported Fault	<input type="text" value="Both"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
Police Findings	<p>Hit and run. The report on file is the amendment to the initial crash report, which is missing. The amendment includes the name and vehicle of the driver that fled. It is unknown what side of the road victim was on.</p> <p>Witness stated that the pedestrian was laying in the roadway wrestling with another individual when he was struck by the vehicle that fled the scene.</p>								
Fault Details	<input type="text" value="Both. Driver for hit and run, pedestrian for supposedly wrestling in roadway."/>								
Interpretation	<input type="text" value="The area is very pedestrian unfriendly, and it appears impossible to cross the avenue to get to the businesses located on the east side, along the river. That being said, this doesn't appear to be the case of a pedestrian attempting to cross where no facilities exist, but some kind of personal incident."/>								
Infrastructure contribute?	<input type="text" value="Partially. Infrastructure is completely unsuitable for pedestrians, as it appears to be impossible to cross the avenue at any point. The road is also designed for very high speeds. However, the pedestrian was wrestling in the roadway."/>								
Questions	<p>1) Why were pedestrians wrestling in roadway?</p> <p>2) Was driver charged for hit and run?</p> <p>3) How does one get to businesses on foot?</p>								
Supplemental	<input type="text" value="This is an amendment to the initial report, which is missing. Do not have access to pedestrian address or exact crash location."/>								



Location Characteristics

ID 140 Crash ID 4039859 Case 12-180 Time 10:52:00 AM Date 2/24/2012 Day Friday

Street 405 NORTH AV Cross Street Intersection No

Municipality Dunellen borough County MIDDLESEX Road System Private Property

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure The crash occurred on the sidewalk, where there is a wide driveway to allow vehicles to exit a drive-thru Bank of America. There is a sidewalk on both sides of the street.

Route 28 (North Avenue) is a two-lane bidirectional street in a densely settled commercial strip. The area appears to be very walkable, with many building (1-2 stories) built to the sidewalk. However, there is also a lot of auto-oriented business, including surface lots and the drive-thru bank.

The Dunellen Train Station is a block away, so the sidewalk is probably well used. Single-family detached residential neighborhoods are nearby



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/zdbFI>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 141 Crash ID 4105685 Case 2012-00023533 Time 8:43:00 PM Date 5/3/2012 Day Thursday

Street NJ 70 Cross Street CR 632 / BURNT TAVERN RD / CH Intersection Yes

Municipality Brick township County OCEAN Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Route 70 is a 4 lane highway with a concrete jersey barrier median. The area is very suburban and there are very few access points onto the road.

The collision occurred just before the intersection with Burnt Tavern Road, which is signalized. That roadway is of a very similar design.

At the intersection, both roads widen to allow for turning lanes.

Streetlights are located with significant gaps, and none existed over the crash site.



Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/SsrUI>

Participants

Driver Age	<input type="text" value="24"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08724"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="0.0"/>
Ped Age	<input type="text" value="40"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08724"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.8"/>	Distance From Driver Home	<input type="text" value="1.1"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings	<p>Multiple vehicle collision.</p> <p>Pedestrian was standing in inside lane. Pedestrian had just been involved in collision with vehicle 2 after unsuccessfully attempting to push his vehicle off the roadway.</p> <p>15 seconds after initial collision, vehicle 1 arrived on scene and impacted pedestrian and then vehicle 2. pushing them both forward. Pedestrian thrown 22 feet.</p> <p>Media: The bizarre chain of circumstances that went from bad to worse began shortly before 8:45 p.m. Thursday on Route 70 East, when Cassano tried to push his stalled Toyota 4Runner, its driver's side door still open, from the center lane to the shoulder, police said.</p> <p>An Oldsmobile sedan driven by 23-year-old James W. Cox of Freehold struck the rear of the SUV, catapulting Cassano 30 feet toward the center median, police said.</p> <p>Smith, the good Samaritan, told officers Cassano "stood up in the left lane and indicated that he was okay."</p> <p>But then Cassano was hit by an eastbound Toyota Yaris driven by 23-year-old Courtney J. Bannigan of Brick. The impact pinned Cassano between the two cars then catapulted him into the intersection of Burnt Taven Road Extension, police said.</p> <p>After he was hit the second time, Cassano "flew in the air about 30 or 40 feet and smacked on the ground and that was it," Smith said</p>
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Fault Details	<p>Charges were given for:</p> <p>39:4-97 -Careless driving 39:4-49.1 Drug Possession by Motor Vehicle Operator</p> <p>It is unknown which driver was cited.</p> <p>Pedestrian had his hazards on.</p>
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Interpretation	<p>Not a real pedestrian fatality. Pedestrian was driver of a disabled vehicle who had gotten out to push his car out of the way before being involved in two collisions (vehicle 2 and then vehicle 1).</p> <p>The presence of the traffic signal probably distracted drivers from the disabled vehicles, as they likely were focused on the green light.</p>
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Infrastructure contribute?	<input type="text" value="Yes: Incident was a result of disabled vehicles in high speed roadway (50mph)."/>
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Questions	<input type="text" value="1. Is this a ped fatality?"/>
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Supplemental	<input "="" type="text" value="The information of the driver is for vehicle 1, which resulted in the death of the pedestrian, not vehicle 2,"/>
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Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 142 Crash ID 3928679 Case 1382780 Time 9:12:00 PM Date 7/25/2012 Day Wednesday
 Street NJ 4 Cross Street LAKEVIEW STREET Intersection No
 Municipality River Edge borough County BERGEN Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure NJ Route 4 is a high-speed highway with 3-4 lanes in each direction and a concrete Jersey-barrier central divider. Even though the road appears like an interstate, there are driveways to local businesses. It appears that the shoulder acts as the acceleration lane for these businesses. However, at the location of the crash, the shoulder was marked as a full lane for entering traffic.

Nearby businesses include Wendy's, Futon World, Lay-z-boy, Verizon, a gas station etc.

To the west, there is a pedestrian overpass in 0.8 miles. To the east there is a pedestrian bridge in .02 miles. However, there are no sidewalks in either direction on either side of the road leading to the bridges.

While the highway is commercial in nature, there is a single-family residential neighborhood that fronts the highway just east of the crash location.

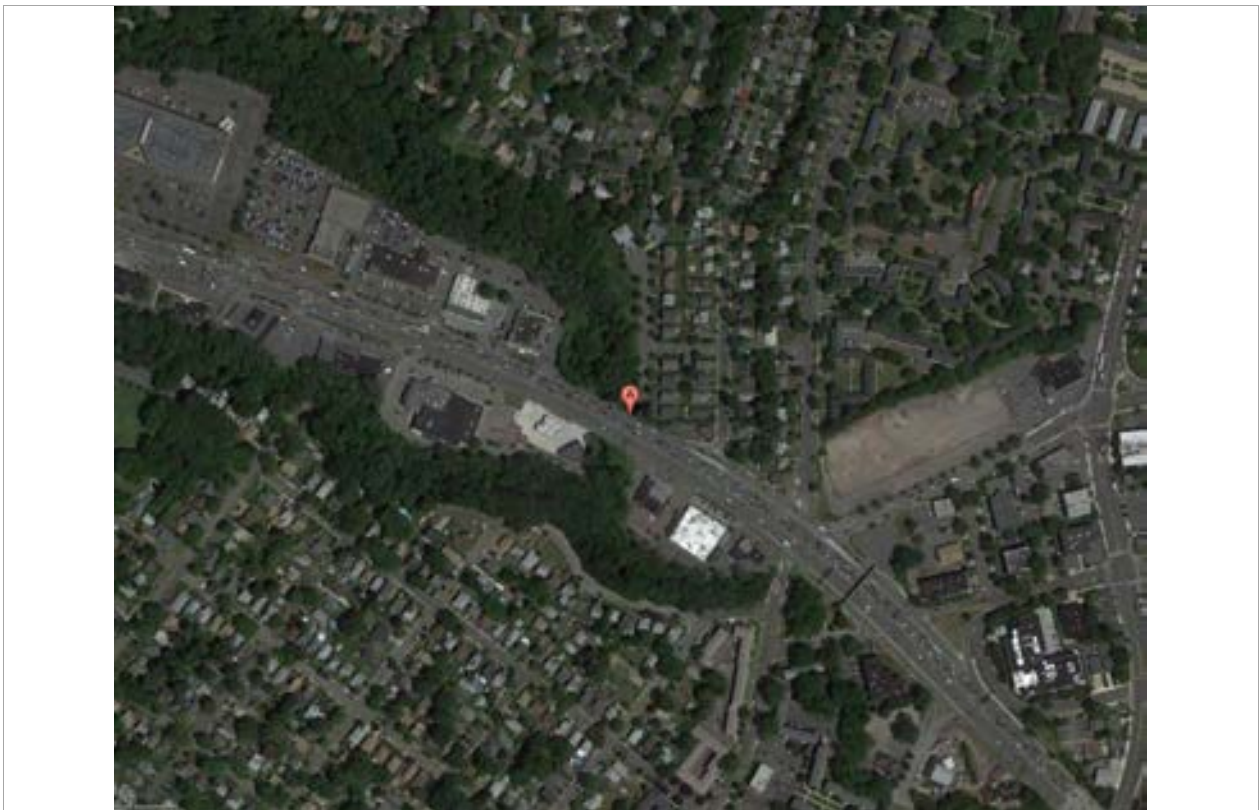


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/riTZt>

Participants

Driver Age	<input type="text" value="34"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07083"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="44"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07652"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="4.5"/>	Distance From Driver Home	<input type="text" value="26"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Vehicle 1 was driving west in right lane on State Highway 4. Pedestrian was attempting to cross from eastbound lanes to westbound lanes. Vehicle hit pedestrian.

Fault Details No citations. Report codes indicate that the pedestrian was crossing where prohibited, away from the bridge.

Interpretation It is unknown why the pedestrian elected to cross at that point. This is speculation, but if the pedestrian was walking west in the shoulder, he would have seen that the shoulder was about to end and turn into a full lane. He may have tried to cross the road at that point assuming the other side had a shoulder, but instead of a shoulder there is also an acceleration lane.

It may also be that the pedestrian was going to the residential neighborhood across the street.

Either way, while walking to and using the pedestrian bridge would have been safer, it is still a risky walk, as there is no sidewalk or shoulder, and there are high-speed ramps.

Infrastructure contribute? Yes: No sidewalks. It is impossible to cross the highway aside from the pedestrian bridges, and it can be difficult to get to those bridges. Also, sections of shoulder are being used as traffic lanes and there is no sidewalk. There are many businesses located along the highway.

Questions 1) Where is pedestrian supposed to walk when shoulder becomes a lane and there's no sidewalk?
2) Why was pedestrian crossing there?

Supplemental Case number on report is 12-5685
X,Y coordinates were .3 miles off
Good consultant case



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 143 Crash ID 3952841 Case 12-057242 Time 8:08:00 AM Date 9/7/2012 Day Friday
 Street NJ 70 Cross Street NJ 41 / NJ 154 / BRACE RD / KING Intersection No
 Municipality Cherry Hill township County CAMDEN Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure NJ 70 (Marlton Pike) usually has 2 lanes in each direction, but in the area of the crash there are three lanes in each direction, a wide shoulder, and a wide grassy median.

The crash happened about 400 feet east of the intersection with Kings Highway (Rt 154 / 41). The intersection is signalized and has wide right turn slip lanes in all directions. There is an NJ Transit bus stop at the crash site. Pedestrian had just gotten off bus. The bus stop has a shelter, but is not ADA compliant, as the shelter completely blocks the sidewalk.

200 feet east of the crash site, Kenwood Drive terminates at 70 with a stop sign and right turn only. There is no pedestrian crossing there.

The area is suburban commercial. Most buildings are set far back with expansive surface parking in front. There is a very large Whole Foods on the northwest side of the large intersection. There are smaller retail pads along the highway. Suburban single-family residential neighborhoods are the predominant land use behind the highway.

Incident occurred during daylight, but there is no street lighting in the area

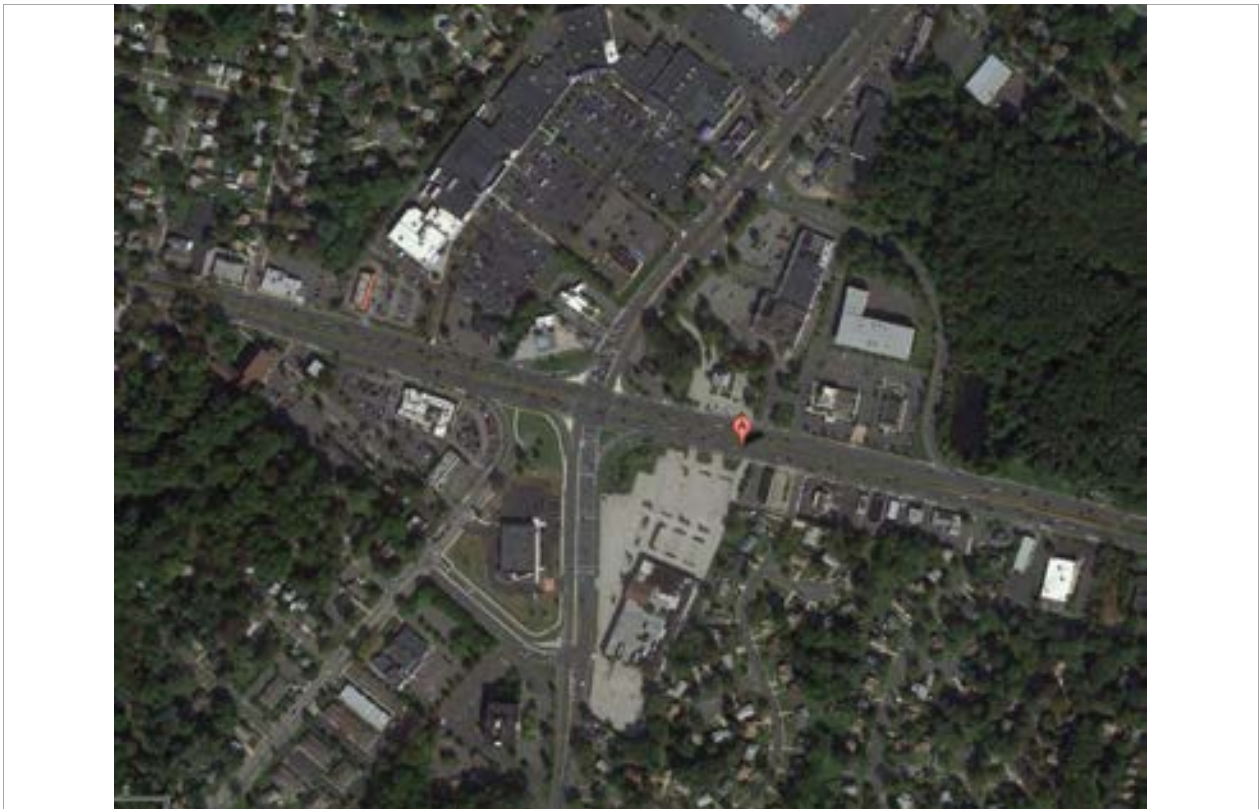


Figure 1. Overhead View of Site Map Link <http://goo.gl/maps/KLMMF>

Participants

Driver Age	<input type="text" value="22"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="19145"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="73"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08034"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="1"/>	Distance From Driver Home	<input type="text" value="13"/>						

Findings

Police Reported Fault	<input type="text" value="Both"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

First witness stated he was driving eastbound on Route 70 in the inside lane and was being tailgated by a black Chevrolet Avalanche pickup truck. He stated that he changed lanes to let pickup pass and then narrowly missed striking pedestrian crossing roadway. Witness states he believes pickup struck pedestrian and then appeared to stop ahead but then continued moving forward and disappeared. However, a few minutes later the driver of the pickup returned to scene and stated he had parked off the roadway in a retail parking lot.

Second witness stated he was in a parking lot looking left at eastbound traffic for a clearing in traffic to enter Rt 70. He saw three pedestrians get off NJ Transit bus and then two begin to cross the road. One turned back, and then he saw one vehicle narrowly avoid the pedestrian that was still crossing and the black pickup hit him and continue driving.

During interview with driver of pickup that hit pedestrian, driver denied tailgating other vehicle, and stated they were driving side by side, but later admitted he had been behind the first vehicle. Driver was also angry that the pedestrian walked across Route 70 outside of a crosswalk. He made several references laced with obscenities regarding the way the pedestrian walked out across the road and did not appear remorseful about striking him, or asked about the pedestrian's condition. He stated he was driving around 50mph.

Second pedestrian that got off bus called 911, but left scene before being interviewed.

Both vehicles had entered Route 70 by making turns, one doing a right turn and one a left. Tailgating was caused because one of the drivers entered the wrong lane, which apparently angered the driver of the pickup truck who felt he had the right of way and been cut off.

Prosecutors office was contacted because statements indicate that incident could have been result of road-rage from this earlier incident.

Video evidence from traffic camera was used to establish speed of pickup: 83-91mph. This is significantly higher than posted speed of 45mph, and driver statements of "around 50mph"

Fault Details

Officer notes three significant contributing circumstances:

- Pedestrian victim crossed the divided highway at an unauthorized location within sight and relatively easy walking distance of a marked crosswalk
- Vehicle that struck him was travelling at an excessive speed which not only caused the victim to erroneously perceive the vehicle as being far away enough to safely cross, but provided sufficient striking energy to be fatal
- Driver that struck pedestrian was following too closely behind other vehicle to react to pedestrian. However, officer noted that the vehicle was tall enough that he should have seen pedestrian over the vehicle he was following if he had been driving prudently.

It is the opinion of the officer that recklessness on the part of each driver led directly to them reaching the area where the pedestrian was crossing at a faster rate than could be anticipated, given the previous

traffic that had passed by at regular speed. Driver that struck pedestrian had no reason to be at that speed aside from trying to intimidate other driver he felt wronged him when they made mutual turns onto Route 70.

“The general speed of traffic moving through the area on a given weekday is about half the speed of the involved drivers, indicating their mutual wanton disregard for safety through such a high-traffic urbanized shopping and business area.”

Driver also left pedestrian unattended in passing lane, did not provide shelter from injuries, leaving pedestrian subject to passing traffic for several minutes. Driver also made no attempt to check on victim, block traffic, or even call 911. Officer noted that other vehicles could have hit pedestrian, but none did. Many changed lanes, but it took a while for any to stop and block the lane.

Driver that did not hit pedestrian was cited for 39:4-96 Reckless Driving for also speeding.

Driver that hit pedestrian was cited for:

39:4-96 Reckless Driving

39:3-33 Improper Display of Registration Plates (no front plate)

39:3-74 Improper Tint (front windows)

39:8-1 Failure to inspect vehicle (no tag)

Citations were submitted to prosecutors office.

Update from media:

Cherry Hill man charged with vehicular homicide in September crash on Route 70

A 22-year-old man was driving between 83 and 90 mph when he hit and killed a township man in September on Route 70, Camden County Prosecutor Warren W. Faulk announced Tuesday.

Interpretation

Officer was correct in noting that pedestrian probably thought he had enough time to cross based on an expectation of 45mph traffic. The high speed and dangerous maneuvering of the driver changed that.

Bus stop is located away from the crosswalk, creating an incentive to cross immediately, rather than walking back to the intersection, waiting to cross, and then walking forward again. Location of bus shelter is probably due to presence of high speed right turn slip lane. Bus stop on opposite side is even further away from the intersection.

Highway widens from 4 lanes to 6 in area, and then shrinks again. As drivers were able to go 90mph at 8am, the roadway appears to be severely overbuilt for the level of traffic that uses it. This allows for speeding.

Infrastructure contribute?

Yes. Bus stop is located 400 feet from crosswalk. Getting to crosswalk requires crossing high speed slip lane that does not have marked crossing, and then another high speed slip lane on the other side. Nearby Kenwood Drive does not have crosswalks over Rt 70. This encourages riders to cross where the bus stops.

70 is very wide and allows for high speeds of 90mph in regular weekday rush-hour traffic.

Questions

1) Was driver sentenced?

Supplemental

Victim had just gotten off NJ Transit bus. This was not the bus stop the pedestrian usually used, meaning he may have missed his intended bus and opted for an alternate route.

Very strong conclusion by officer as to recklessness of drivers. This probably allowed prosecutor to press for vehicular homicide charges. Could not find media on sentencing or plea.

Report notes that driver was angry that pedestrian crossed in front of him.

Very detailed report (Cherry Hill). Witness statements, video review, car crash data module, etc. Notes that they needed a second warrant and a Communications Data Warrant to access GPS data to see if speed at time of crash was saved (it wasn't). Warrant had to be delivered to On-Star's third party legal agency personally, as they did not accept mail or fax, even to find out if the data existed.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 144 Crash ID 4121102 Case 12-10983 Time 7:36:00 PM Date 9/16/2012 Day Sunday

Street PASSAIC COUNTY 622 Cross Street INDUSTRIAL E Intersection Yes, T

Municipality Clifton city County PASSAIC Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Bloomfield Avenue is a two-lane roadway with a center double yellow dividing line. There is room for street parking on both sides, but none of the Google views show anyone using the parking. In both directions, the road remains local in nature.

Incident occurred 20 feet north of Industrial East Road. That is a small, two-lane road that terminates at Bloomfield with a stop sign. Bloomfield has no stop, and there is no marked crosswalk across Bloomfield. The closest marked crosswalk is .1 miles south or .2 miles north.

There is a bus stop at the crash location. The area is industrial, with many large warehouse-style buildings, and ample surface parking with loading docks. There is a single streetlight by the intersection, and it is unknown if it was working (Plan4Safety says dark).

It was dark at the time.

On September 16:

Sunset: 7:05pm

Twilight: 7:32pm

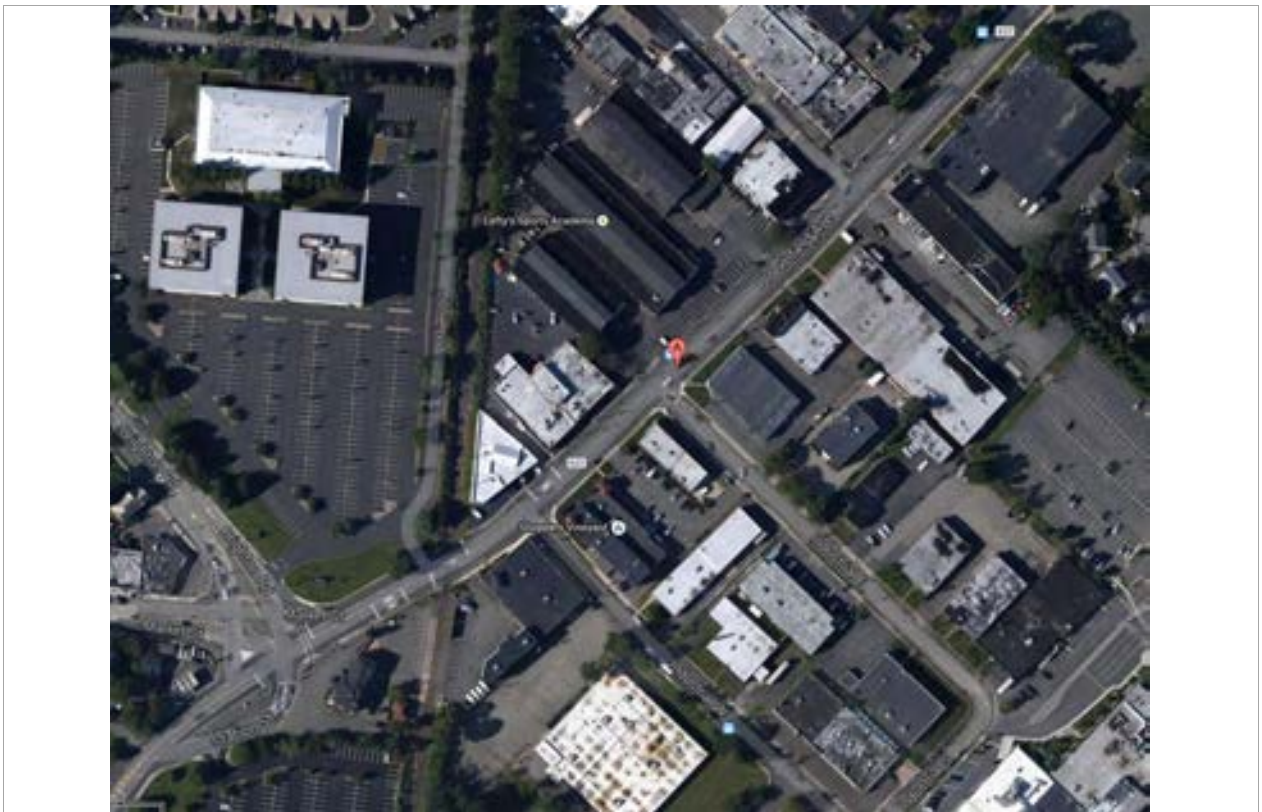


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/oTKPD>

Participants

Driver Age	<input type="text" value="88"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="07070"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="70"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07055"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="2"/>	Distance From Driver Home	<input type="text" value="3"/>						

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 145 Crash ID 3985896 Case 12-66237 Time 7:05:00 PM Date 10/8/2012 Day Monday
 Street NJ 21 Cross Street E 3RD AVE Intersection No
 Municipality Newark city County ESSEX Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure McCarter Hwy (NJ 21) is a 6 lane roadway, with three roads traveling southbound and three lanes traveling northbound. There is a double yellow line separating the lanes. There is sidewalk along both sides NJ 21, as well as the at the cross street, E 3rd Ave. E 3rd Avenue has one lane in each direction, with room for street parking.

At the intersection with E 3rd Ave, there are clearly indicated crosswalks that are transverse with red brick paving in the inside. There are pedestrian crossing signals at all sides of the intersection. The intersection has traffic signals, as well.

Incident occurred approx 190 feet south of intersection. The next intersection south of collision does not have crosswalks across the highway.

This area seems to be outside of the main downtown Newark city. It is a commercial area with two gas stations at the intersection. There is also a strip mall with a laundromat, nail salon, sprint store and other food stores. There is a 7/11 across the street from the strip mall. Behind the strip mall to the west of the roadway are apartment buildings



Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/5wheQ>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

- Questions

Supplemental



Location Characteristics

ID **146** Crash ID 3981273 Case 12RED975 Time 8:32:00 PM Date 10/23/2012 Day Tuesday

Street ROUTE 506 Cross Street SEYMOUR ST Intersection No

Municipality Montclair township County ESSEX Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Route 506 (Bloomfield Ave) is a 4 lane roadway, with 2 lanes traveling west and 2 lanes traveling east. There is street parking on both sides of the street. There are trees lining the street, as well as a brick sidewalk before the actual sidewalk. There are low streetlights. There are pedestrian crossing signs on the roadway where there aren't actually marked crosswalks.

At Seymour St, the closest intersection, there is a crosswalk across Seymour, but not across Bloomfield. At Glenridge Ave, which is a little farther up the street to the west, has a crosswalk across Bloomfield Ave and there is a bus stop there.

This is a commercial downtown street in Montclair. There are little shops along the street, and then some have second and third floors as apartments.

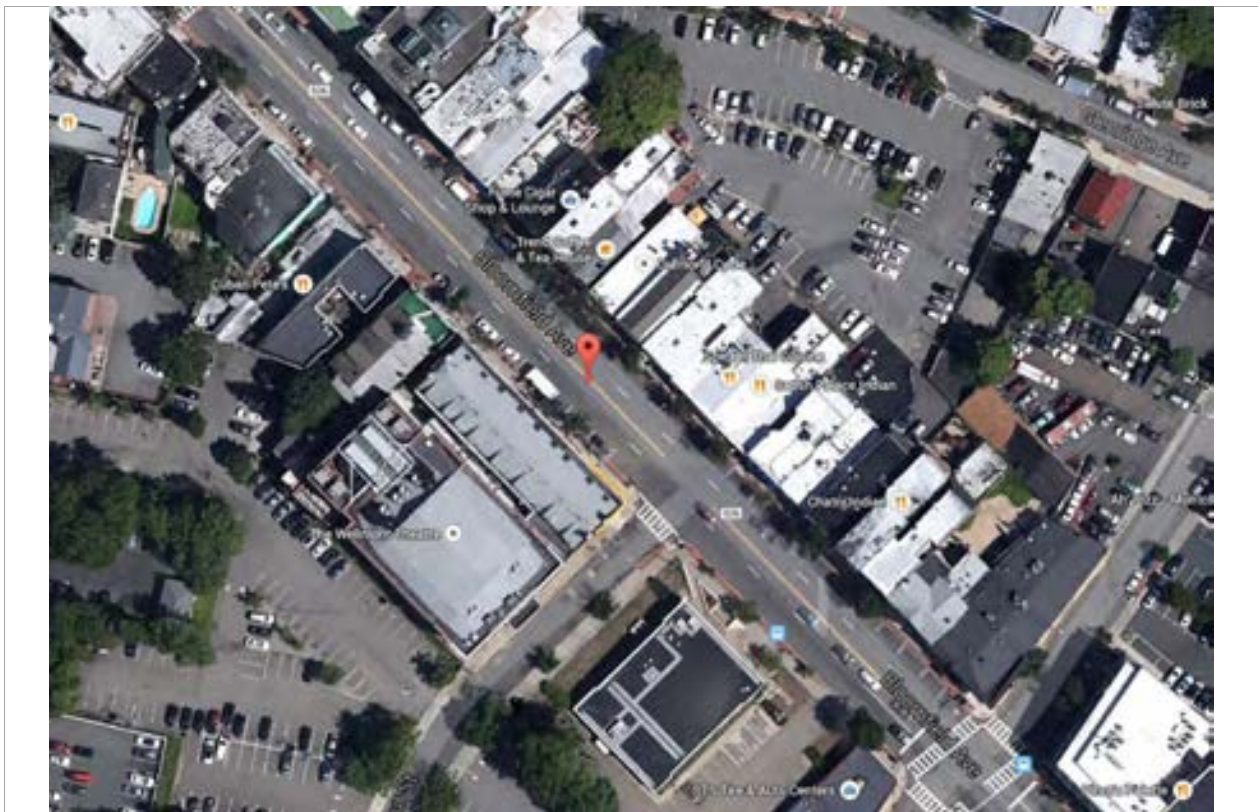


Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/FJ8Ew>

Participants

Driver Age	<input type="text" value="54"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="07003"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="64"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07042"/>	Ped Drug Test	<input checked="" type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.1"/>	Distance From Driver Home	<input type="text" value="2.1"/>						

Findings

Police Reported Fault	<input type="text" value="Pesdestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input checked="" type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings The driver of vehicle #1 stated that she was traveling west on Bloomfield Ave. She stated that pedestrian #1 suddenly "appeared out of nowhere". She applied her vehicles brakes, however was unable to stop before her vehicle struck pedestrian #1. She could not provide an exact location in the roadway for pedestrian #1 and had not noticed the pedestrian in the roadway.

A witness was traveling in west in the right lane on Bloomfield Ave and stated he was slowing in traffic to let off his passenger, who resides at 415 Bloomfield Ave. Witness stated that as he was slowing in traffic, he noticed the vehicle that was traveling directly behind his vehicle, which was later identified as vehicle #1. He also noticed pedestrian #1 standing in the middle of the roadway, near the double yellow line, attempting to cross. He thought she was attempting to travel south across Bloomfield Ave. He stated that he heard the engine of vehicle #1 becoming louder as it was increasing its speed. He then observed vehicle #1 next to his vehicle and heard a thud. Witness stated that vehicle #1 changed lanes and pulled in front of his vehicle and stropped in the middle of the right lane. He did not observe impact, but noticed pedestrian #1 on the ground.

Witness #2, who was his passenger, stated that witness was slowing to allow her to exit. She stated that she did not observe the crash, however she did see vehicle #1 travel passed the vehicle she was in.

Witness #3 was in a vehicle traveling east on Bloomfield Ave. He stated that he observed a female standing in the middle of the street. He slowed to allow her to cross the street and then saw headlights and her up in the air. He did not observe the incident because of the headlights but saw her on the ground next to his car after

Fault Details Pedestrian - no charges against driver indicated on the report

Interpretation A vehicle slowed down to let a passenger out, then the vehicle behind them passed them in the left lane. As they accelerated to pass the vehicle they struck the pedestrian. The pedestrian had just been let across the other lanes by a vehicle that stopped.

Lighting appears to be an issue if pedestrian was not seen. Road may be too wide for busy pedestrian commercial corridor. Nearest intersection does not have marked crosswalks across Bloomfield.

Infrastructure contribute? Yes: There should be more crosswalks across a road that is meant to be so pedestrian heavy. Maybe better lighting?

Questions Are the streetlights sufficient?
Why doesn't nearest intersection have marked crosswalks?
Was driver speeding?

Supplemental Detailed report, many witnesses, good diagram

There are pedestrian crossing signs on the roadway where there aren't actually marked crosswalks.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 147 Crash ID 3986341 Case 12-72505 Time 7:20:00 AM Date 11/9/2012 Day Friday
 Street SUSSEX AVE Cross Street SUMMIT STREET Intersection Yes
 Municipality Newark city County ESSEX Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure On the west side of the intersection, Sussex Street is a 2 lane roadway with one lane traveling eastbound and one lane traveling westbound. The lanes are separated by a double yellow line. On the east side of the intersection, Sussex is one-way with two westbound lanes, one of which is a left turn lane. Due to that geometry of nearby streets, it is unlikely that anyone ever makes that left turn. There is street parking on all sides of Sussex Ave.

Summit Street has one lane in each direction, with street parking. Two blocks south, it terminates at the New Jersey Institute of Technology. Two blocks north, it terminates at a residential neighborhood.

There are sidewalks on all the area streets. At the intersection, Summit Street has a stop sign, however Sussex does not. There are marked transverse crosswalks across all sides of the intersection, but no pedestrian crossing signals.

This area looks a little desolate aside from the college campus. There are warehouses and vacant lots. There are a couple of apartment buildings. There is a medical center and a bus stop further down Sussex Avenue.



Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/t6uUI>

Participants

Driver Age	<input type="text" value="38"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07105"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="47"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07103"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.1"/>	Distance From Driver Home	<input type="text" value="2"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings Driver states he was traveling east on Sussex Street approaching Summit Street. Driver would have to make right or left turn as Sussex ahead is one way in the opposite direction. Driver stated he looked to the left and did not see anyone. Driver then states he then looked to the right and upon seeing no vehicles approaching he began to make a left turn onto Summit Street when he heard a bang in front of his truck. He then stopped his vehicle and exited to check when he observed the pedestrian who was on a motorized wheel chair on the ground next to his front driver side tire.

Fault Details Driver charged with:
 Failure to Stop for a Pedestrian
 Driving While Suspended
 Failure to Exhibit Registration

Interpretation As the driver was turning left onto Summit Street, the driver hit a pedestrian in a wheelchair using the crosswalk. Driver was likely looking to make a quick turn and only looking for cars. It is unclear if the pedestrian was crossing Summit or Sussex at the time, as there is no diagram in the report.

Infrastructure contribute? No

Questions 1. Was driver speeding?

Supplemental Short, handwritten report. No diagram.
 No AADT/SRI information available



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 148 Crash ID 3989453 Case B060-2012-02884 Time 10:00:00 PM Date 11/10/2012 Day Saturday

Street ROUTE 508 Cross Street NORFOLK ST Intersection Yes

Municipality Newark city County ESSEX Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure This crash occurred on County Route 508 (Central Ave) at the intersection of Norfolk Street. In the area of this crash, Norfolk Street is a north-south roadway with one southbound lane and one northbound lane, which are separated by a painted double yellow centerline. The lanes are constructed of blacktop and are each approximately 19 feet wide with street parking). When traveling southbound at this location, Norfolk Street is generally straight and level.

In the area of this crash, Central Avenue is an east-west roadway with one eastbound lane and one westbound lane, which are separated by a painted double yellow centerline. The lanes are each approximately 23 feet wide (with street parking). Central Ave is generally straight and consists of a downhill grade for traffic travelling in an eastbound direction.

The intersection is controlled by overhead traffic signals. During the investigation at the scene, the traffic signals were functioning properly. This crash occurred during nighttime hours. The weather was clear. Overhead lighting was present and illuminated the area. The speed limit for Central Ave is 30 mph, while the speed for Norfolk St is 25 mph.

There is also a below-grade Newark light rail station to the south of this intersection. There is a nearby bus station on Rt 508 to the east.

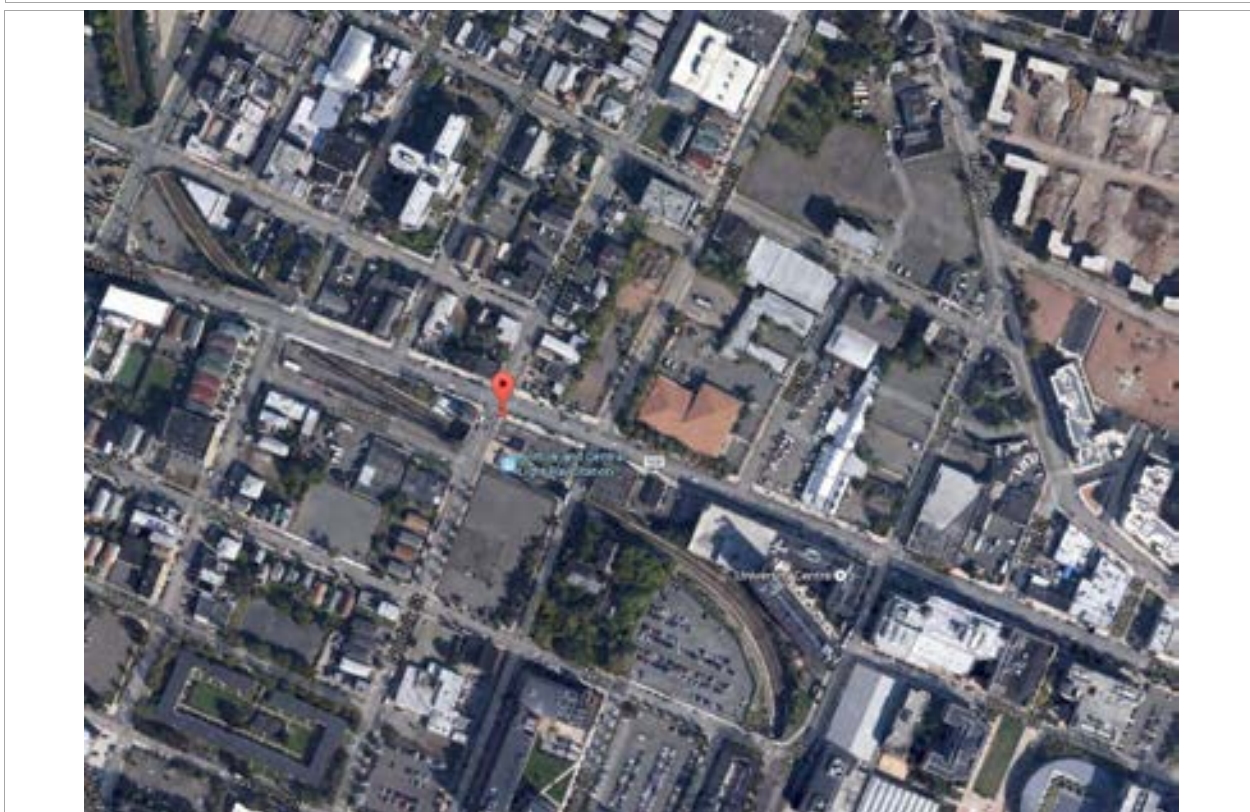


Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/AXLfy>

Participants

Driver Age	<input type="text" value="35"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07108"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Positive"/>
Ped Age	<input type="text" value="32"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07043"/>	Ped Drug Test	<input checked="" type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="6.7"/>	Distance From Driver Home	<input type="text" value="2.2"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings This is a two motor vehicle-pedestrian crash at the intersection of Norfolk Street in Newark. Driver #1 was operating vehicle #1 southbound on Norfolk Street while attempting to elude a New Jersey State Trooper. Driver #2 was operating Vehicle #2 eastbound on Central Ave. Driver #2 was accompanied by rear passenger, Nicole Ackerman.

At the intersection of Central Avenue, Driver #1 disregarded a red traffic signal and entered the intersection without yielding the right of way to vehicles traveling on Central Avenue. Vehicle #2 subsequently struck the right side of Vehicle #1. As a result, Vehicle #1 was redirected in a southeasterly direction.

Pedestrian #1 was walking across Central Avenue in a southerly direction. At the time of the impact between Vehicle #1 and vehicle #2, pedestrian #1 was in the area of the southeastern corner of the intersection. After being redirected by impact, vehicle #1 struck pedestrian #1 and two utility poles located on the sidewalk on the southeastern curb. Pedestrian #1 was pronounced dead at the scene.

Driver #1 stated: "I should have just pulled over. Why didn't I just pull over?"
 Driver #2 stated: "I was travelling on Central Avenue, going to my post at Central and University. I had the green light and when I entered the intersection, the car came out of nowhere. I saw the police lights and heard the police siren but I didn't have a chance to avoid the crash."

Fault Details Driver #1 received the following charges:
 On report:
 39:4-96 Reckless Driving
 39:4-81 Failure to Observe Traffic Control Device
 39:4-50 Driving While Intoxicated

From media:
 Vehicular manslaughter
 Eluding
 Assault by auto
 Cocaine possession

Interpretation A driver was evading the police and went through a red light. The driver hit a second vehicle and then was redirected from impact and hit a pedestrian that was crossing on a marked crosswalk.

Pedestrian was crossing against signal, but video showed that his action did not contribute to death.

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 149 Crash ID 4092880 Case 20120010895 Time 5:27:00 PM Date 12/6/2012 Day Thursday

Street NJ 15 Cross Street TIERNY RD Intersection Yes, T

Municipality Jefferson township County MORRIS Road System State Highway

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure NJ 15 is a two lane roadway in this area. The roadway is one-way southbound. The northbound lanes are separated by a large distance with stores and some wooded area in between.

NJ 15 has shoulders on either side of the roadway. There are no sidewalks. There are commercial buildings on this roadway, though the general area seems to be fairly rural. There is a heavily wooded to the east. There are some residential neighborhoods to the west.

There are no crosswalks across NJ 15 anywhere near where the incident occurred. The speed limit is 40 mph, but with an open road and no stop signals, it is definitely designed for higher speeds.

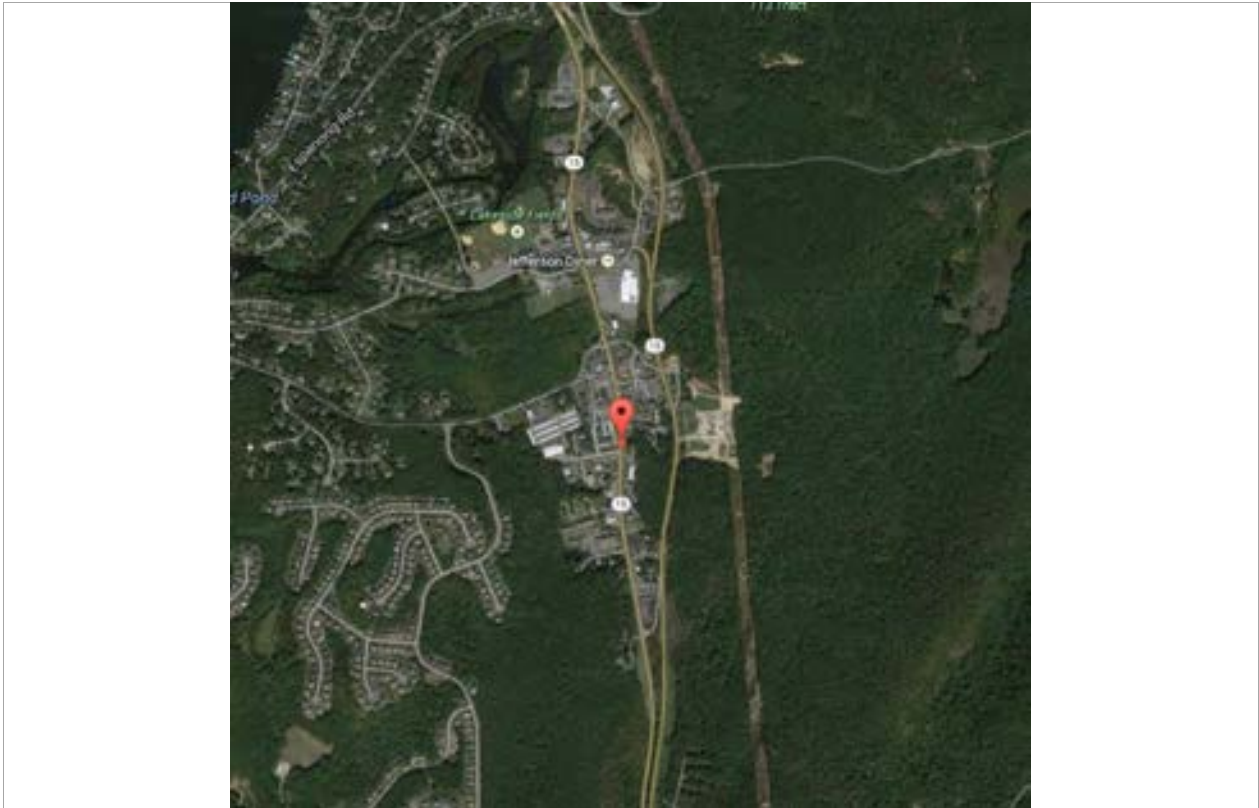


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/PB8J9>

Participants

Driver Age	<input type="text" value="41"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07438"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="Pending"/>
Ped Age	<input type="text" value="52"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07849"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.1"/>	Distance From Driver Home	<input type="text" value="8.2"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings

From media:

Amir Khan, 52, of Jefferson was struck and killed by a van while walking along Route 15 South.

A pedestrian who was apparently trying to cross Route 15 south was struck and killed Thursday afternoon, police said.

Amir Khan, 52, of Jefferson was pronounced dead at the scene after being struck by a 2010 Ford Van operated by Marcus Cintron, 41, also of Jefferson, police said. The crash occurred near the intersection of the highway and Tierney Road.

Fault Details

Interpretation

Infrastructure contribute?

There are no overhead street lights.

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 150	Crash ID 4156032	Case 12ST18079	Time 6:39:00 AM	Date 12/7/2012	Day Friday
Street ROUTE 517	Cross Street KNOLL RD	Intersection No			
Municipality Sparta township	County SUSSEX	Road System County			
Road Character	<input type="text" value="Straight and Level"/>	Pavement Width	<input type="text" value="36"/>	Shoulder Width	<input type="text" value="4"/>
		Median Width	<input type="text" value="0"/>	Street Parking	<input type="checkbox"/>
Speed Limit	<input type="text" value="45"/>	Lanes	<input type="text" value="2"/>	AADT	<input type="text" value="20,627"/>
		Sidewalk	<input type="text" value="1/2"/>	Crosswalk Condition	<input type="text" value="N/A"/>
Traffic Control	<input type="text" value="Lane Markings"/>	Light	<input type="text" value="Dark (No Street Lights)"/>	Condition	<input type="text" value="Overcast"/>

Additional Infrastructure Route 517 (S Sparta Ave) is a two lane roadway. There is 1 lane traveling east and 1 lane traveling west. The roadway has a painted striped median. Just to the east, the roadway becomes four lanes without a median to accommodate turning lanes. There is a sidewalk on the south side only.

Knoll Road is just to the east (.04 miles) of the crash site. It is a minor residential road that terminates at 517 with a stop sign. There are no marked crosswalks at that intersection. Further east, there is a major intersection with crosswalks. There are no streetlights in the area.

This general area seems suburban/rural. There are some residential neighborhoods to the north/ south. Along the roadway there are some commercial buildings and gas stations. Near the incident site is a "health and wellness center".

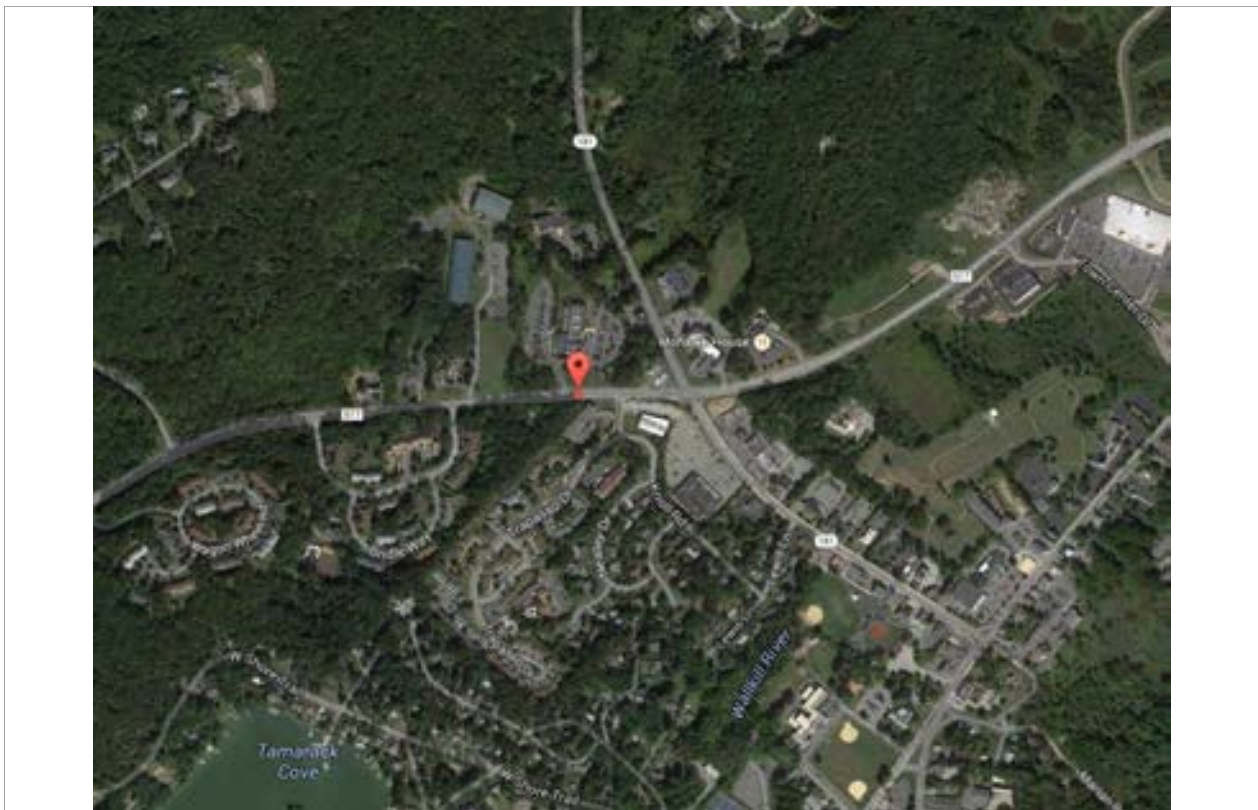


Figure 1. Overhead View of Site

Map Link <http://goo.gl/maps/dsM9T>

Participants

Driver Age	<input type="text" value="27"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07834"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="72"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07871"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.5"/>	Distance From Driver Home	<input type="text" value="19.1"/>						

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings Vehicle #1 was traveling northbound on Sparta Avenue. The driver of vehicle #1 said that a pedestrian walked from the painted median into the northbound lane. The driver said that he braked heavily and attempted to avoid the pedestrian who was wearing dark clothing and moving slowly across the lane. The driver of vehicle #1 swerved left as he braked causing him to cross the double yellow line into the painted median before striking the pedestrian. The pedestrian was struck on the right side by the front passenger side of the mechanical dumpster arm. The right side of the pedestrian's body was impacted by the passenger side bumper.

Fault Details No charges in report. Report code indicates that the pedestrian was inattentive and was crossing/jaywalking.

Interpretation The area has limited pedestrian infrastructure and no lighting. Age of pedestrian may have been a factor.

Infrastructure contribute? Yes: No crosswalks and poor lighting

Questions
 1. What is the lighting like?
 2. Why aren't there crosswalks at Knoll Road?

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 151 Crash ID 4039315 Case D010-2012-01785 Time 5:00:00 AM Date 12/9/2012 Day Sunday
 Street I-95 N.J. TURNPIKE Cross Street Intersection No
 Municipality Carteret borough County MIDDLESEX Road System State/Interstate
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure In the area of this crash, the NJ Turnpike consists of 12 lanes of travel. There are 6 northbound lanes, consisting of 3 northbound inner lanes and 3 northbound outer lanes, and 6 southbound lanes consisting of 3 southbound inner and 3 outer. The inner lanes are separated by metal guardrails, while the outer lanes are separated from the inner lanes with a concrete jersey barrier. The NJ turnpike in this area is relatively straight and level, with both blacktop and concrete roadway. The roadway consists of paved shoulders and no noted defects. All lanes are clearly marked 12 foot lanes. The lanes are delineated by white skip lines and solid white shoulder fog lines. The posted speed limit at the time of the crash was 65 mph.

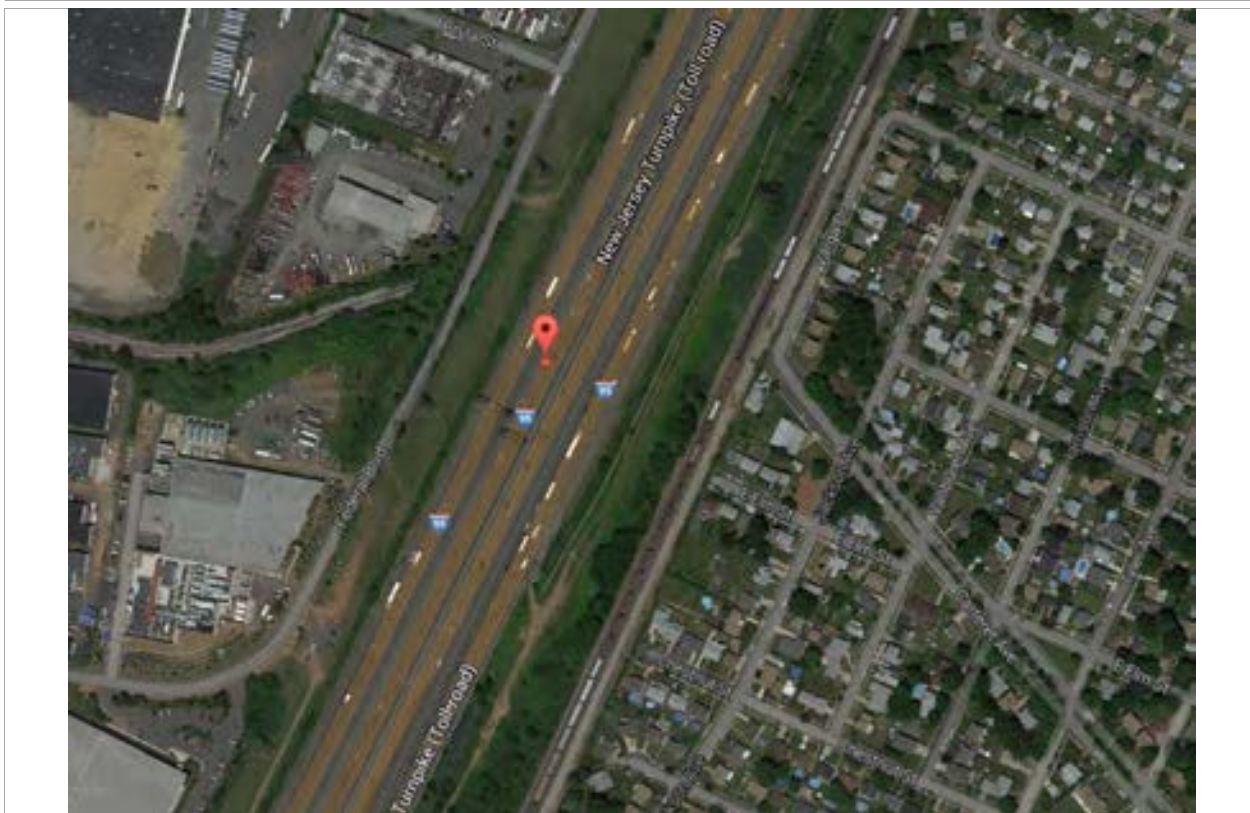


Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/T7kRC>

Participants

Driver Age	<input type="text" value="53"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08816"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="30"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08854"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="16.5"/>	Distance From Driver Home	<input type="text" value="26.8"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Pedestrian 1 was traveling southbound on NJ Turnpike when his vehicle became disabled. Pedestrian #1 exited the vehicle in the center lane of travel. When vehicle #2, a green Honda Accord, rear ended vehicle #1. After collision, vehicle #1 struck pedestrian #1 causing him to be prone in the center lane. Vehicle #3, struck pedestrian #1 who was laying in the center lane.

Driver #2 stated that he was driving in the center lane and didn't see the car in the lane. It happened so fast.

Driver #3 stated that he saw the person laying on the ground, driver #3 tried to swerve around him, but clipped him. Other cars then ran over the pedestrian.

Fault Details No charges listed. Ped/driver should not have exited vehicle.

Interpretation Pedestrian had pulled over and gotten out of his car. He got rear-ended and his vehicle hit him. He fell into the turnpike and was hit by several other cars.

Infrastructure contribute? No

Questions 1) is this ped fatality?

Supplemental Page 1 is missing. [2-7 are here]

Pedestrian hit by his own car on highway after exiting vehicle.

Pavement width estimated



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 152 Crash ID 4112846 Case I-2012-050513 Time 7:06:00 AM Date 12/17/2012 Day Monday

Street ROUTE 571 Cross Street SERGEY RD Intersection Yes, T

Municipality Jackson township County OCEAN Road System County

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure The roadway in the area of the crash is a two lane roadway, that heads generally in a north and south direction with one lane in each direction. The speed limit on the roadway is 40 mph which is clearly marked. The pavement on the roadway was in good condition. There are small shoulders. Properties on large lots directly front the roadway with their driveways and yards.

The lane markings were clearly visible, easily observed and each lane is clearly defined. The roadway is divided by a solid double yellow line (no passing) with white fog lines along the shoulder of the roadway, no sidewalks are provided. There are no streetlights.

Incident occurred 18 feet south of Sergy Road, and extremely minor roadway that resembles a driveway and has poor pavement.

This is a very rural neighborhood. It is mostly heavily wooded with a few residential neighborhoods.

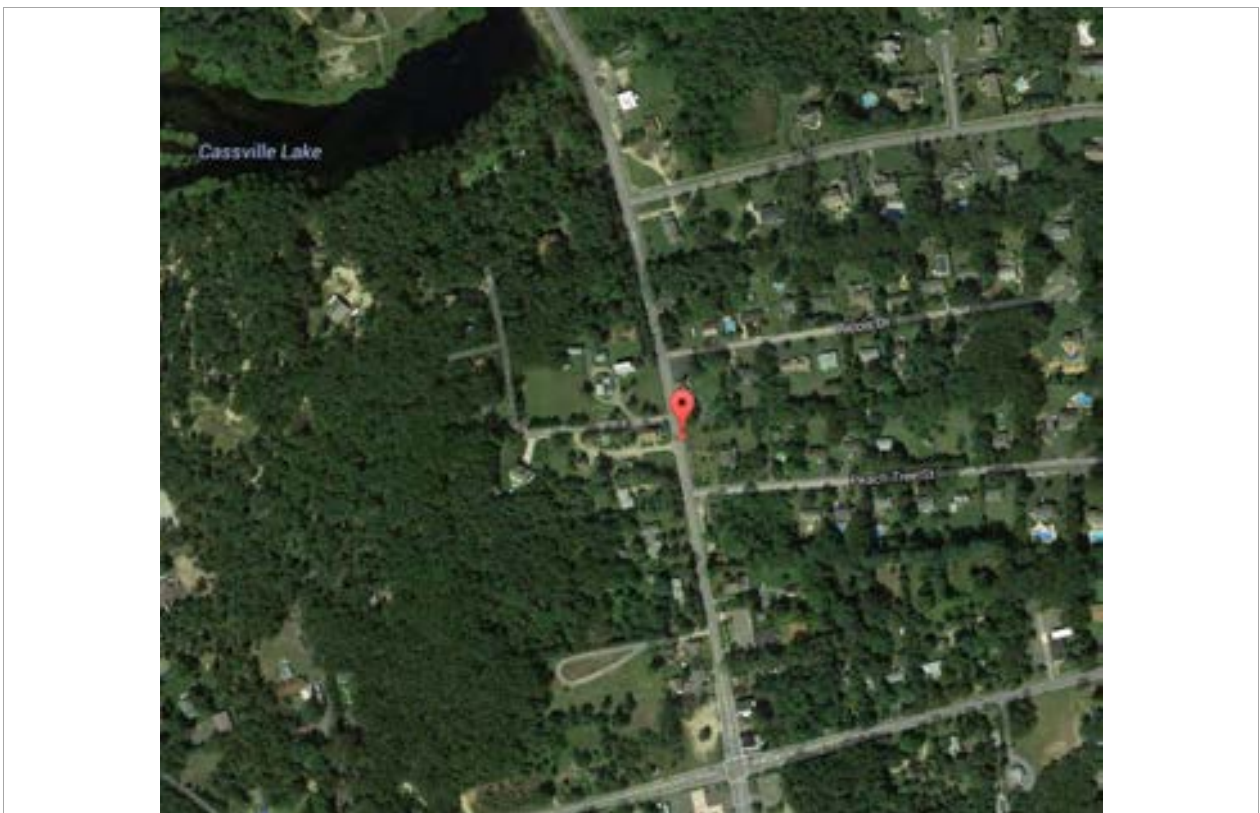


Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/jGkdB>

Participants

Driver Age	<input type="text" value="23"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="19054"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="67"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08527"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.1"/>	Distance From Driver Home	<input type="text" value="31"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings The driver said he was on his way to work at the Lakehurst section of the Maguire-Dix-Lakehurst Joint Military Base. He was traveling at about the speed limit as he drove southbound. He drove up a grade in the roadway. As the roadway flattened out he suddenly struck the pedestrian. He did not see him until a second or so before the impact. It was still pretty dark. He applied his brakes but there was little time to react. He stopped quickly and the pedestrian came off his vehicle and landed on the roadway. He was not sure where the pedestrian came from.

The pedestrian was walking southbound along the shoulder of the northbound lane. As he was walking he had his head down and never checked for traffic before entering the roadway. He just missed getting struck by a northbound vehicle (witness) and walked in front of the southbound vehicle.

The pedestrian was wearing dark colored clothing at the time of the crash. He was in possession of a plastic bad that contained several pill bottles. Some bottles were empty, and they were all current prescriptions.

Fault Details Pedestrian was charged with: 39:4-26 Failure to yield right of way to vehicle prior to crossing the roadway (not at an intersection)

Officer states that speed of 40 miles per hour is likely based off location of pedestrian, but conclusion doesn't appear to be too scientific.

Interpretation According to witnesses, the pedestrian crossed the street without looking. Officer charged the pedestrian for not crossing at an intersection, but it did happen at an intersection.

Infrastructure contribute? Yes: No sidewalks, crosswalks, or lights

Questions This is an intersection and there is no crosswalk- how was the pedestrian charged with this? Why are there no sidewalks or crosswalks?

Supplemental Fairly detailed report and diagram.
Pedestrian charged



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 153 Crash ID 3992088 Case 12-40667 Time 8:09:00 PM Date 12/21/2012 Day Friday
 Street ESSEX COUNTY 645 Cross Street LLOYD ST Intersection Yes, T
 Municipality Nutley township County ESSEX Road System County
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure Franklin Avenue (645) is a two lane roadway with one lane traveling south and one lane traveling north. At the intersection with Lloyd Street, there is a traffic light. Lloyd Street is a very minor residential roadway that terminates at Franklin, and the traffic signal was probably built due to pedestrian traffic, as there is a very large supermarket at that intersection. The exit to the supermarket is right at the crosswalk, and there is a surface parking lot across the street that apparently can be used by customers.

There are two continental crosswalks out of three sides of the intersection, with the eastern leg across Franklin not having one. There are pedestrian crossing signals on the sides of the intersection that have crosswalks. There are sidewalks on all sides of the street.

There is on-street parking and a surface parking lot on the east side of the intersection. The Shop Rite is on the west of the intersection. This seems to be a main road and has many shops and stores on it. This seems to be a densely populated area with many residential neighborhoods around this main street.

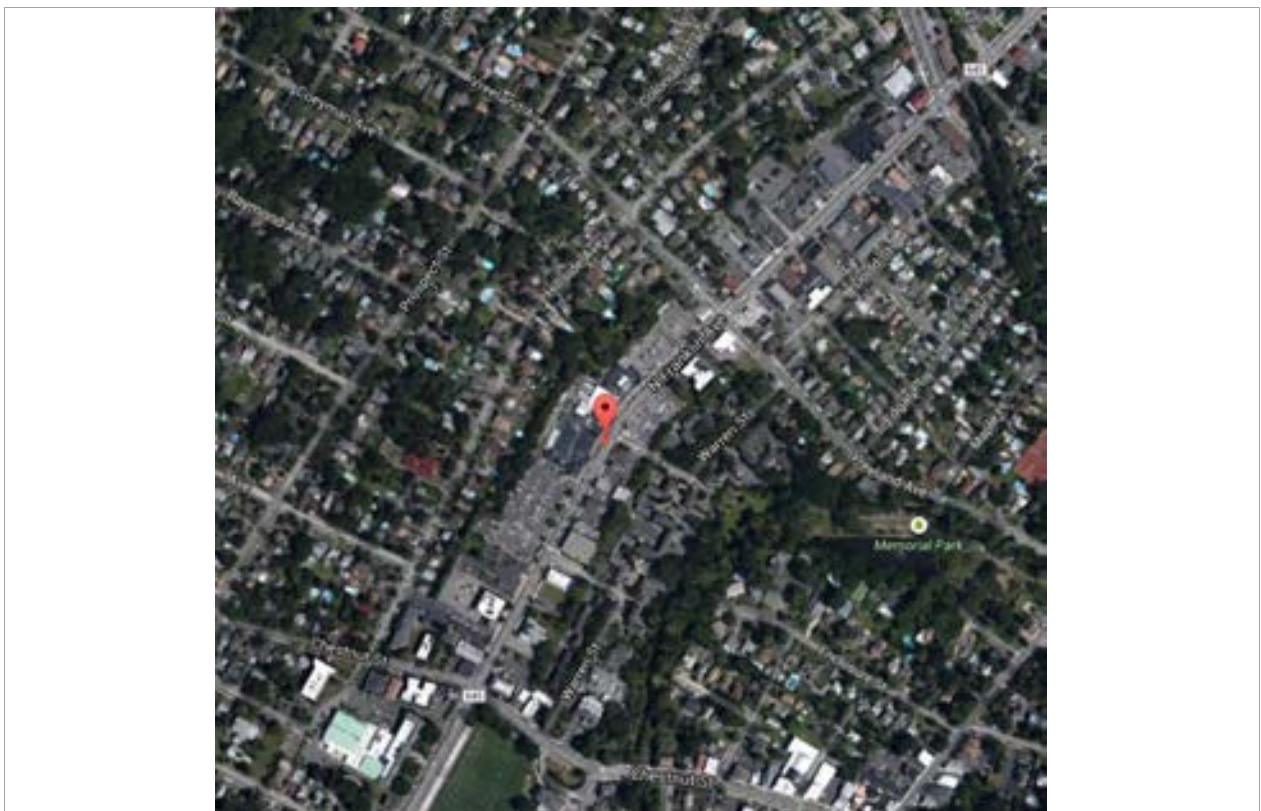


Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/2pxwx>

Participants

Driver Age	<input type="text" value="36"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="10019"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="28"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07114"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="9"/>	Distance From Driver Home	<input type="text" value="33"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Driver #1 was traveling south on Franklin Ave in front of 437 Franklin Ave (Shop Rite). He then stated that as he was passing Shop Rite, a man came running into the street in front of his vehicle from between two parked cars. The male was struck by vehicle #1. Witness #1 reports that the deceased was running from 437 Franklin Ave after shoplifting in the store.

Fault Details Unknown from report, as it says the case was handed over to Essex County Prosecutors office, but it appears to be the pedestrian.

Interpretation Pedestrian shoplifted at Shop Rite and then ran out of the store into the street. This is where he was struck. Presumably, the driver had the green light at the intersection. It appears that customers use the street-parking, as well as three surface lots, meaning the roadway should act like a slow-speed parking lot access aisle rather than a 35mph roadway. There are many people walking in the street with shopping carts, and the driver should have taken more care.

It is unknown if visibility was limited due to cars parked illegally within the intersection. Streetview shows cars within the area painted with hatched marking. It appears that physical measures are needed to deter drivers from using that space to park or load.

Infrastructure contribute? Yes: High speed for area with lots of pedestrians, potential for illegal parking blocking views

Questions 1. What was driver speed?

Supplemental Short report. "See supplemental Report"

Pedestrian ran into the street after shoplifting.

The Shop Rite appears to be of a very unique urban design.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 154 Crash ID 4098081 Case 12-29276 Time 1:54:00 AM Date 12/22/2012 Day Saturday
 Street NJ 10 Cross Street YACENDA DR Intersection Yes
 Municipality Parsippany-Troy Hills township County MORRIS Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure NJ-10 is a 6 lane roadway with 3 lanes traveling east and 3 lanes traveling west. The lanes are separated by a cement barrier. At the location of the incident, there are traffic signals for an oddly designed offset intersection. On the north side, there is a jughandle with a traffic signal, directly next to a commercial driveway that has a stop sign. On the southside, another jughandle faces the traffic signal, and it is right next to Yacendra Drive, which is an apartment driveway and has no traffic control.

There is absolutely no pedestrian infrastructure. There are no crosswalks at the intersections and there are no sidewalks. There is a bus stop on the south side of the intersection that is just a sign. There is no bus shelter or any sidewalk.

This area seems to be commercial strip malls on this main road, but there are many residential communities in the area to the south and north. There is overhead street lighting on this roadway

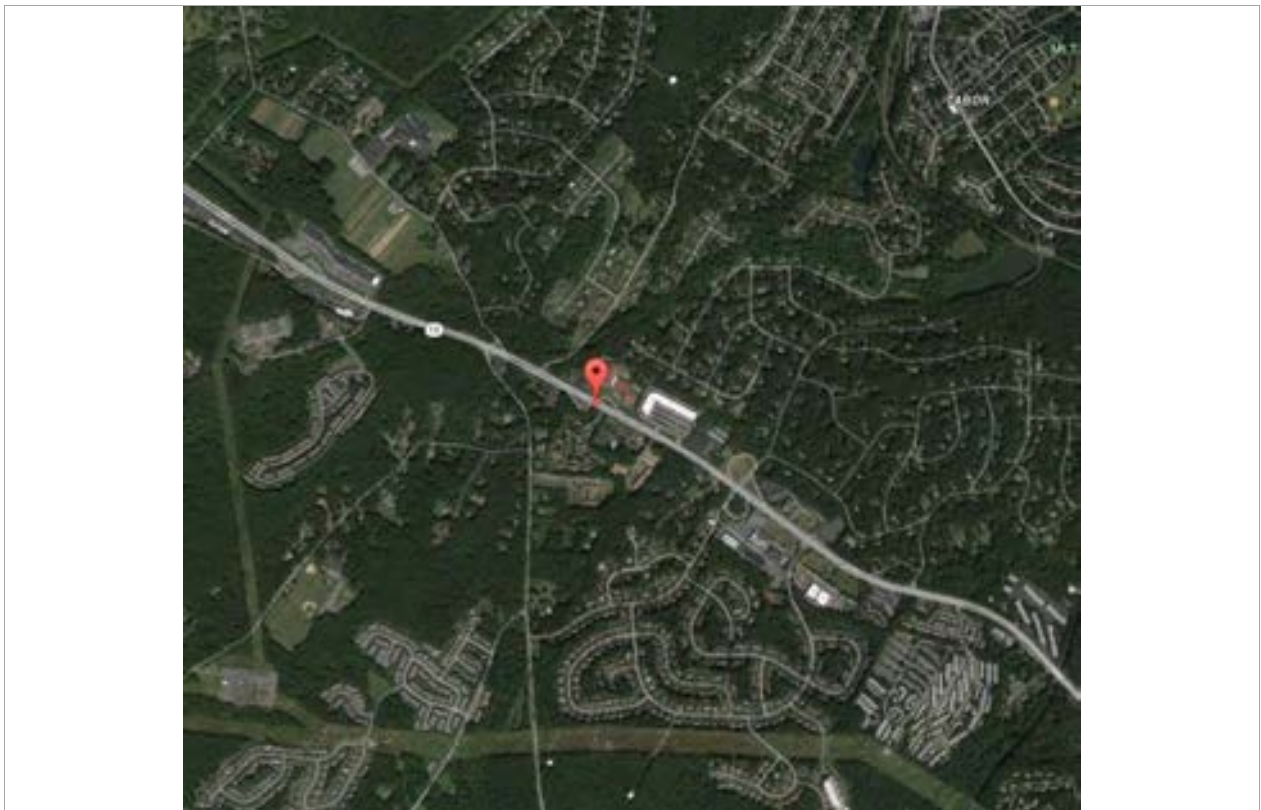


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/t8PBz>

Participants

Driver Age	<input type="text" value="58"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07801"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value=".10"/>
Ped Age	<input type="text" value="64"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="07950"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="1"/>	Distance From Driver Home	<input type="text" value="4.1"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Drive #1 was traveling on Rt 10 W in the center travel lane. Pedestrian #1 was in the travel lane. Pedestrian #1 was struck by vehicle #1 right front bumper. The vehicle had damage to the right front. Pedestrian #1 came to rest approx. 60 ft to the west on the right shoulder of the roadway.

From media;
A Dover NJ man was indicted on a charge of vehicular homicide for causing the death of a pedestrian in Parsippany.

On December 22 last year, an accident involving 59-year-old Fabio Aristizabal caused the death of 64-year-old Morris Plains resident Richard Oberst. According to police, Mr. Oberst was struck by Mr. Aristizabal's car while standing in the middle of Route 10 West, near the Pelican ski shop in Parsippany.

Mr. Aristizabal was not initially charged in the accident, but an investigation revealed that he was under the influence of alcohol. A test concluded that Mr. Aristizabal's blood was above legal limit of .08 percent at the time of the crash.

Recently, a grand jury in the Morris County Superior Court in Morristown indicted Mr. Aristizabal.

In New Jersey, death by auto is governed by N.J.S.A. 2C:11-5. The statute classifies the crime as a first degree felony. If Mr. Aristizabal is convicted of first degree vehicular homicide, he could be sentenced to as many as 20 years in state prison. Even if Mr. Aristizabal is only convicted of DWI charges, he could face jail time.

After striking Oberst, Aristizabal continued driving a short distance but later returned to the scene, Knapp said, adding that a passing motorist called 911.

A test showed Aristizabal had a blood-alcohol content of .07 percent, below the legal limit of .08 percent, but a subsequent expert report concluded his blood was in the range of .09 percent to .14 percent at the time of the crash, Knapp said.

Fault Details From media:
2C:11-5 Vehicular Homicide (death by auto)
Also charged with DWI

Pending investigation on actual report

Interpretation Driver was under the influence and hit a pedestrian who was attempting to cross the roadway. Due to the odd placement of the signals, jughandles, and driveway, it appears to be complete guesswork as to when a pedestrian could safely cross. The placement of the bus stop is incredibly irresponsible.

Infrastructure contribute? Yes: there is absolutely no pedestrian infrastructure in the area. There are no sidewalks or crosswalks. Offset intersection makes crossing even harder. Bus stop location. High speeds.

Questions Why is there no pedestrian infrastructure?

Who had the signal?
How do conflicting turning movements work? What is signal phasing?
Can pedestrian safely and legally cross street from bus stop?
Was pedestrian a transit customer?

Supplemental Hand-written report that is very short. No diagram

"Refer to incident report for further investigation"

Might be good consultant case.

Pavement width estimated



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 155 Crash ID 3345134 Case 12-3173 Time 3:57:00 AM Date 3/17/2012 Day Saturday
 Street US HIGHWAY 46 Cross Street 7TH ST Intersection Yes, offset
 Municipality Clifton city County PASSAIC Road System State Highway
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure

****Repeat of Case 19 for 2nd ped killed during same incident****

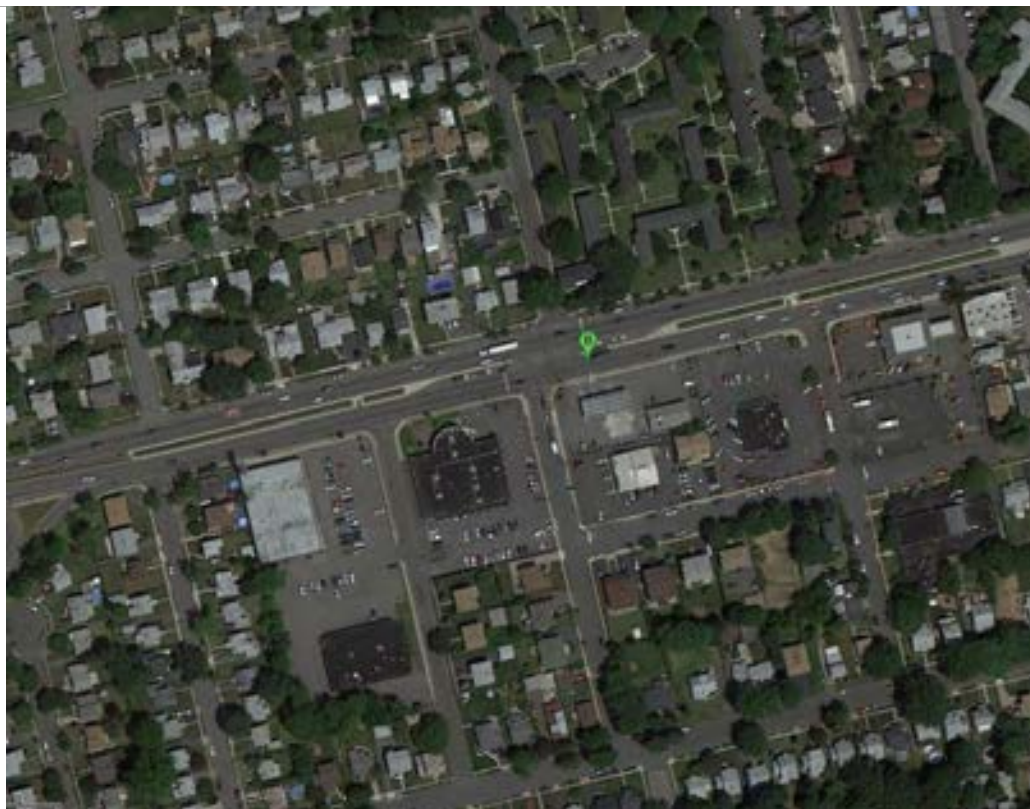
Route 46 (Piaget Avenue) has two lanes in each direction, with a large median (estimated at 15 feet) which contains grass and bushes. The north side is residential, a mixture of garden-style apartments and single-family homes. The south side is mostly auto-oriented commercial, such as gas stations and fast food. Street parking is allowed, and the right lane appears to be very wide, providing a large unpainted buffer between the parked cars and moving cars. A bike lane could easily fit, but doesn't exist.

7th is a minor residential street, with two lanes, but only striped at the main intersection.

At the intersection, 7th is slightly offset, which widens the intersection considerably. It is controlled by a traffic signal, and at the intersection the median on 46 becomes a left turn lane in both directions. Left turns from 46 have an exclusive phase.

Transverse crosswalks are painted across 7th on both sides and across 46 only on the western leg of the intersection. While the east side is lacking crosswalk paint, pedestrian signals, and ramps, there don't appear to be any signs banning crossings. On the south side, the location of the missing crosswalk is a gas station curb cut.

There is a single street light for the entire intersection.



Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings

Fault Details

Interpretation

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 156 Crash ID 3472870 Case 12-56685 Time 12:30:00 PM Date 9/15/2012 Day Saturday
 Street DUNHAMS CORNER RD Cross Street HARDENBURG LN Intersection No
 Municipality East Brunswick township County MIDDLESEX Road System Municipal
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure ****Repeat of case 66 to account for 2nd pedestrian death****

This is a very residential area. To the north of Dunhams Corner Road there is an Elementary School farther back. There are trees and another building separating the street from the school. On the south side there is a link fence and trees separating the road from the residential area. Farther to the west there is a grass field on the north side of Dunhams Corner Road.

Dunhams Corner Road is mostly a 2 lane road. In this specific area there is a left-turn lane onto Hardenburg Lane which is east of where the collision occurred. There are no shoulders.

There are sidewalks on both sides of the road. They look poorly maintained. There are also poles every 20-30 feet on the side of the road for electrical wires and also overhead street lights. Only a couple feet west from where the incident occurred there is a pedestrian crossing sign. There is also a speed limit sign of "30". It is noted here in the CAIT data that the driver was going 40.

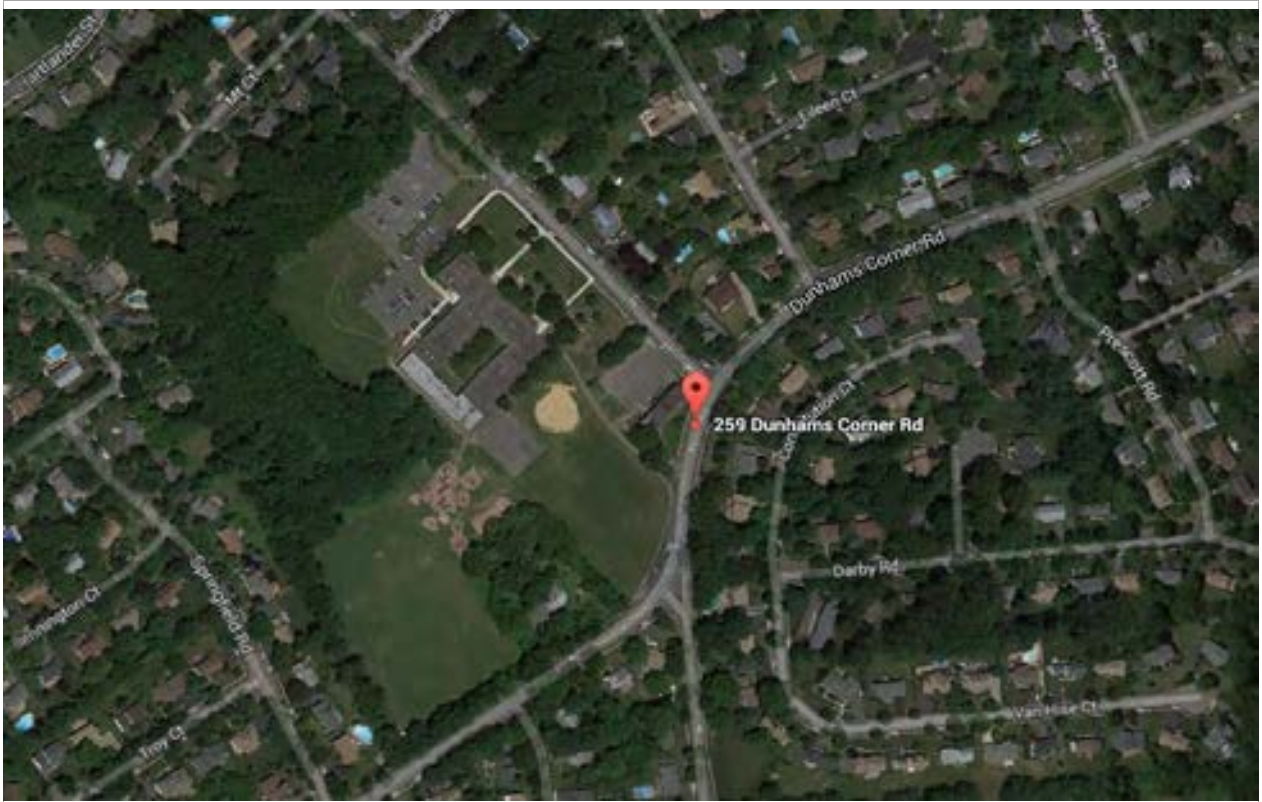


Figure 1. Overhead View of Site

Map Link <https://goo.gl/maps/hac2a>

Participants

Driver Age	<input type="text" value="49"/>	Driver Sex	<input type="text" value="Female"/>	Driver Zip	<input type="text" value="08816"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="51"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08816"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="1.2"/>	Distance From Driver Home	<input type="text" value="2"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="N/a"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings The vehicle was traveling westbound on Dunhams Corner Road just west of Hardenburg Lane. The driver had an unrestrained dog in the vehicle. The driver lost control of the vehicle and struck a utility pole and the curb. The vehicle continued to drive off the road, striking the guide wire support for the utility pole and hitting 5 pedestrians. The vehicle continued to slide and knocked down a metal guardrail before coming to a final stop.

Two pedestrians, who were a married couple were pronounced dead at the scene.

http://www.nj.com/middlesex/index.ssf/2012/09/drivers_pet_dog_blamed_for_eas.html
on September 21, 2012 at 4:52 AM, updated September 21, 2012 at 3:11 PM

A pet dog riding in a car that went out of control last Saturday – striking and killing a married couple as they walked from a religious service – may have contributed to the accident, which left four others injured, said Middlesex County Prosecutor Bruce J. Kaplan.

While no charges have been filed, the driver of the Toyota Avalon has been identified as Naglaa H. Armanious, 49, of East Brunswick. She was among those injured in the Sept. 15 crash but has since been released from a hospital, the prosecutor said.

Authorities said Armanious lost control of her vehicle about 12:30 p.m. while traveling west on Dunhams Corner Road near Hardenburg Lane, crashed into a utility pole and struck a group of people about a half mile from Young Israel, an Orthodox Jewish synagogue. The Avalon then struck a guardrail. Two of the pedestrians – Sari and Ari Horowitz, both 51 – were pronounced dead at the scene of the crash. Sari Horowitz was pronounced dead at 12:49 p.m. and her husband Ari died at 12:58 p.m., Kaplan said.

“The investigation has further shown that a pet dog owned by the driver was in the Toyota at the time and may have been a contributing factor in the crash,” Kaplan said in a statement Thursday night. “The details cannot be released at this time since the investigation is continuing.”

Fault Details No charges have been filed. The apparent cause of the crash was the dog who, according to reports, went "berserk" and distracted the driver.

Interpretation The dog jumped on driver or distracted her in some way that led to the driver losing control of the vehicle. The driver swerved off of the road, hitting pedestrians who were walking home and several other barriers.

Infrastructure contribute? No

Questions Why were no charges filed against driver?
Was driver speeding?
Why was driver not charged for having a loose animal in the car?

Supplemental **Two pedestrians killed. See case 66 for first ped.**

Diagram is marked as pending.

Was able to look up information from reports online.
There was no AADT/SRI close to where the incident occurred.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 157 Crash ID 3485991 Case I-2012-22876 Time 9:17:00 PM Date 7/31/2012 Day Tuesday
 Street CAPE MAY CTY 603 Cross Street Intersection No
 Municipality Middle township County CAPE MAY Road System County
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition

Additional Infrastructure ****DUPLICATE OF REPORT 74 TO ACCOUNT FOR 2ND PED****

Bayshore Road is a two lane roadway. There is one eastbound lane and one westbound lane. The lanes are separated by a double yellow fog line. There is a small shoulder on both sides of the roadway separated by a single white fog line. There is a wooded area on the south side next to the eastbound lane. To the north, next to the westbound lane, there is a parking lot with overhead lighting.

There are no street lights on Bayshore road, however there are several lights directly across the street in the parking lot of the Green Creek Fire House.

Overall, the area looks fairly rural. There are some residential areas to the east. To the west there are more wooded areas.

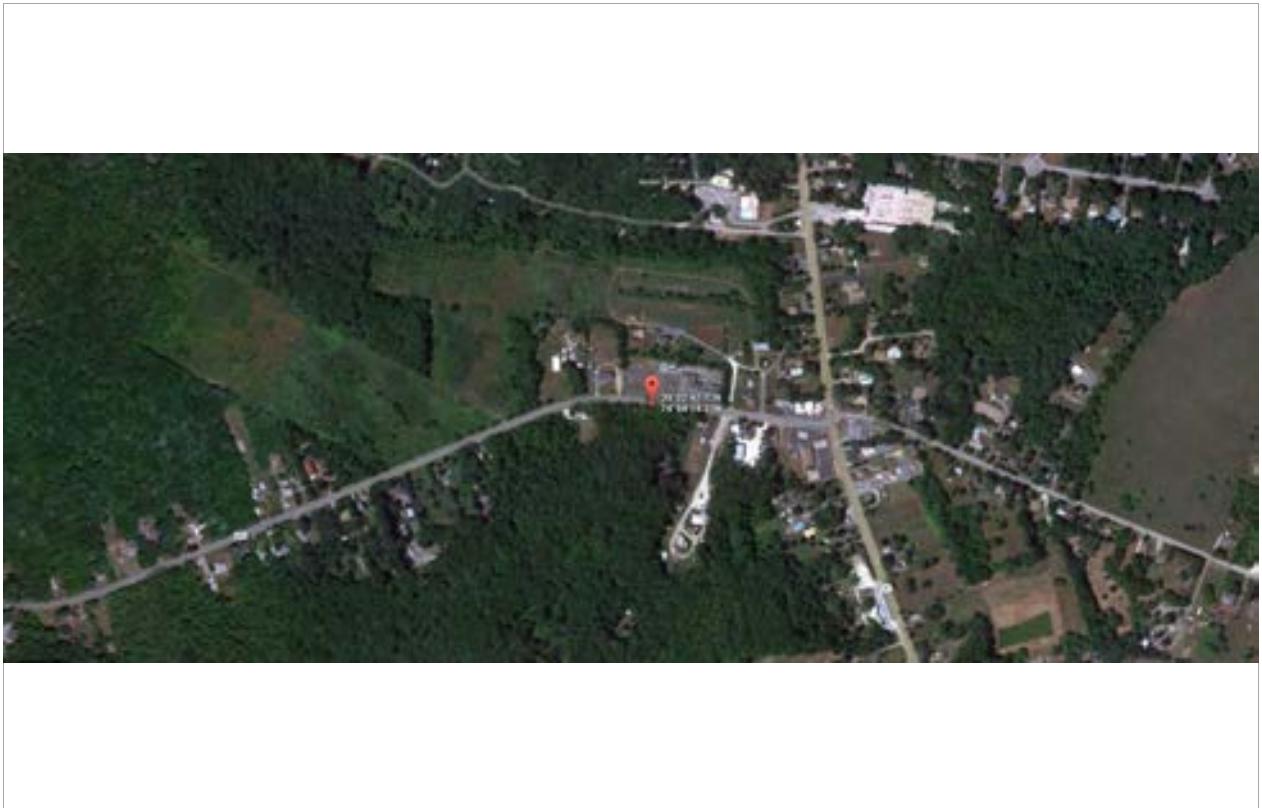


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/OZ6R9>

Participants

Driver Age	<input type="text" value="31"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08251"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="13"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="19152"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="86"/>	Distance From Driver Home	<input type="text" value="3"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings	<p>Vehicle was travelling east on Bayshore Road, veered off the roadway and struck two pedestrians. Both pedestrians were pronounced dead at scene. Driver stated that he was coming around a bend in the roadway "very tight" and drove over the white fog line, and struck the pedestrians. Driver also stated that he never saw the pedestrians and did not know he hit two of them. He only thought he hit one.</p> <p>Witness one was travelling behind vehicle. Witness one stated he observed three pedestrians walking in the shoulder of the road, away from the lane of travel. He then observed vehicle one veer to the right, off the roadway, collide with two of the three pedestrians, and then veer back to the left before coming to a rest.</p> <p>Witness two was the third pedestrian walking in the shoulder. Witness two stated she observed the vehicle veer off the road and collide with the two other pedestrians.</p>
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Fault Details	<p>Drive was charged with the following traffic summons:</p> <p>39: 4-50 DWI</p> <p>39: 4-96 Reckless driving</p> <p>39: 4-88b Failure to maintain lane</p> <p>39: 4-51b Possession of unsealed container of alcohol in motor vehicle</p>
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Interpretation	<p>The driver was under the influence and it was also dark outside. The driver turned around the corner "tight" and veered off the road, hitting the pedestrians due to all of these reasons. There are no pedestrian facilities, but it is unknown if being on a sidewalk would have saved them.</p>
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Infrastructure contribute?	<p>Yes: There are no sidewalks or overhead streetlamps, speed is also high (40mph)</p>
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Questions	<p>Why are there no sidewalks or overhead lighting?</p> <p>Should there be a sign cautioning drivers of the curve in the road?</p>
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Supplemental	<p>**DUPLICATE OF REPORT 74 TO ACCOUNT FOR 2ND PED**</p> <p>The report is fairly detailed.</p> <p>3 pedestrians hit, 2 killed.</p> <p>Ped address listed in Philadelphia</p>
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Figure 2. Street View of Site, Direction Driver was Going

Appendix B – Sample of 2013 New Jersey Pedestrian Fatalities

Location Characteristics

ID 158 Crash ID 13003459 Case Time 10:50:00 PM Date 3/17/2013 Day Sunday

Street Bergen Street, Harrison, NJ at the i Cross Street Frank E Rogers Blvd Intersection Yes

Municipality Harrison Town County Hudson Road System

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure There are traffic signals and painted crosswalks in each direction. The paint appears to be fading somewhat on all four of the crosswalks, especially on the southern and western sides of the intersection. The southern crosswalk across Frank E Rogers Blvd. is almost complete erased. The next worst is the western crosswalk across Bergen Street, where the crash occurred. Both Frank E Rogers Blvd. and Bergen Street are two lane roads. There are painted turning instructions in the both lanes of Frank E Rogers Blvd. The paint in these appears to be in better shape than the crosswalks.



Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/hHY9S>

Participants

Driver Age	<input type="text"/>	Driver Sex	<input type="text"/>	Driver Zip	<input type="text"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="49"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="07029"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.5"/>	Distance From Driver Home	<input type="text"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input checked="" type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings	<p>Direction of Travel: Westbound</p> <p>Vehicle Details: Full sized tractor trailer per crash report informed by Town of Harrison's security cameras. Commercial Vehicle Weight 10,001-24,000 pounds</p> <p>The driver of the truck came into the intersection on North bound Frank E Rogers Blvd., where he entered the intersection with a green light and struck the pedestrian on the north end of the western crosswalk.</p> <p>The crash report states that the driver of a full sized tractor had been going north on Frank E. Rodgers Boulevard in Harrison and turned left onto westbound Bergen Street, based on a review of security tapes, and the statement of an eye witness. The pedestrian was crossing in the crosswalk on the west side of the street and was hit. Security tapes continue to be reviewed to determine whether the pedestrian had a safe to cross signal at the time she was hit. A passerby in a vehicle flagged down police and alerted them to the situation, which they responded to as an emergency. A second motorist at the crash site parked his vehicle in such a way as to protect the pedestrian. The pedestrian was evacuated to University Hospital. She had not been able to respond to police questions.</p>
Fault Details	<p>It was a hit and run crash. The crash report lists only driver inattention as a contributing factor to the crash. The only apparent outstanding question is whether the pedestrian had a safe to crash signal when she was hit.</p>
Interpretation	<p>Clearly the driver was at fault. Beyond that there some concerns with the pedestrian facilities. Assuming that the pedestrian signals work, there is a question about whether the crosswalks are in good working order, as shown in Figure 2.</p>
Infrastructure contribute?	<p>Y - Crosswalks look poorly maintained</p>
Questions	<p>1. What is the current condition of the crosswalks at the intersection of Frank E Rogers Blvd. and Bergen Street?</p> <p>2. How well do the traffic signals work at the intersection of Frank E Rogers Blvd. and Bergen Street?</p>
Supplemental	<p>2013</p>

Location Characteristics

ID 159 Crash ID 134254 Case Time 9:30:00 PM Date 1/29/2013 Day Tuesday

Street Whitehorse-Mercerville Road roug Cross Street Justice Samuel A Alito Jr. Way Intersection T

Municipality Hamilton County Mercer Road System

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure At the crash site Figure 2 shows the crash site looking north from roughly the initial impact. The facility is a two lane road with a northbound turning lane. The speed limit is 45 mph. There are sidewalks on both sides of the road. However at the crash site there are no crosswalks or pedestrian signage. The intersection with Alito Way, 250 feet to the north, was mentioned in the crash report and is controlled by traffic signals, crosswalks, and pedestrian signals.

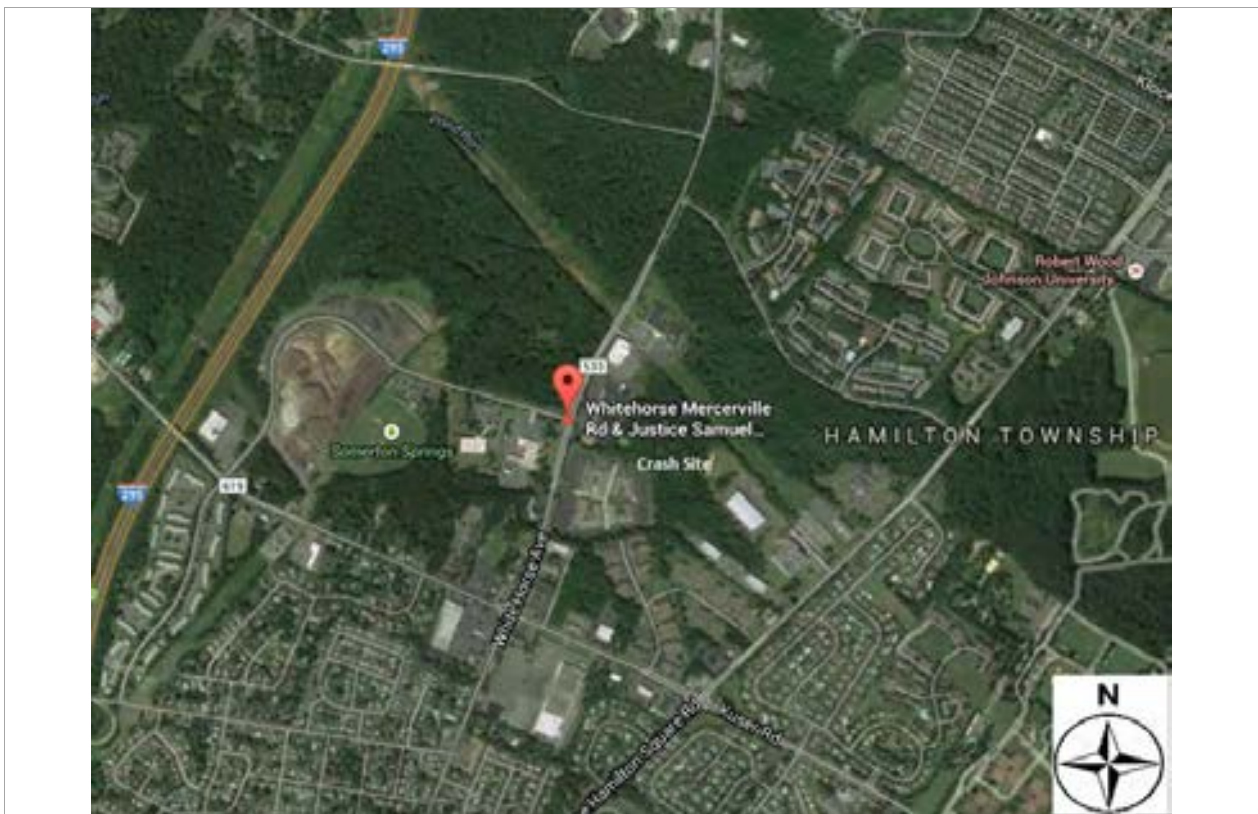


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/rDXad>

Participants

Driver Age	<input type="text" value="38"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="08619"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="72"/>	Ped Sex	<input type="text" value="Female"/>	Ped Zip	<input type="text" value="08046"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="18.5"/>	Distance From Driver Home	<input type="text" value="1.7"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input checked="" type="checkbox"/>
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Police Findings The driver was on his way home. He said that he was listening to music. The driver suddenly saw the pedestrian standing in front of his vehicle. The driver stated that it was dark and he could not see the pedestrian prior to impact. The pedestrian rolled onto the hood of the SUV and rolled off after the vehicle came to a stop. The driver initially said that he called 911 but was not sure whether he had or not. The driver sat on the curb until a few minutes later people came from the police department facility. The pedestrian's family indicated that she had been at a nearby LabCorp facility with her daughter who owns a cleaning services company and provides cleaning services there. The daughter locked her keys in her vehicle and the pedestrian left, while the daughter waited for a locksmith. The daughter stated that the pedestrian was not a cleaning woman. The daughter also stated that she did not know why the pedestrian had left. The police report describes the facilities consistently with the infrastructure section of the case report.

Fault Details The driver was cooperative, coherent, and did not appear to be intoxicated according to the crash report. The report concludes that the crash was caused by the pedestrian because the pedestrian was crossing at midblock 250 feet south from the nearest crosswalk at Samuel Alito Way. Although the visibility was clear, it was dark. The pedestrian was wearing dark clothing including a black coat, black pants, and a yellow hat.

Interpretation The crash report concludes that the driver did not contribute to the fatal crash while the pedestrian is at fault for jaywalking and wearing dark clothing. The police report does not shed light on why the pedestrian left her daughter to wait for the locksmith. Google Maps imagery shows that there is a bus stop at about the level of the initial impact location. Infrastructure improvements to reduce the likelihood of similar events could include additional crosswalks near or below the bus stop and street lighting on the northbound side of Whitehorse-Mercerville Road.

Infrastructure contribute? No

Questions

- How much midblock crossing happens on this block during the day and at night?
- Where does midblock crossing happen?
Is it next to the bus stop?
Is it near the place where the driveways of the facilities that house the Hamilton Police Department and LabCorp?
- Is there street lighting on the northbound side of Whitehorse-Mercerville Road? If so does it work?

Supplemental 2013

The vehicle was traveling northbound in the right lane. The crash report is unclear what the pedestrian was doing in the right northbound lane of Whitehorse-Mercerville Road. Figure 1 shows the crash site using Street View imagery. Based on the crash diagram, the initial contact happened from roughly where a camera would be to take the image in Figure 1. To the immediate left is a white painted left turn arrow at the about the same location. The utility pole on the right should be Pole #75398HM. The SUV stopped shortly after the first tree on the right. The pedestrian's body came to rest at the side of the road between the second and third dashed white lines on the right.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 160 Crash ID 2013000849 Case Time 2:29:00 AM Date 1/8/2013 Day Tuesday

Street westbound side of Route 10 roughl Cross Street Millbrook Avenue Intersection No

Municipality Randolph County Morris Road System

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure The road is a limited access three lane divided highway with a raised concrete median. The speed limit at the crash site is 50 mph.

This image confirms the location based on the angle of the driveway, the placement of the sign and the location of the painted triangle in the middle of the driveway shown in the crash report diagram. There is also a good match of the distance from Millbrook Avenue, mentioned in the police report.

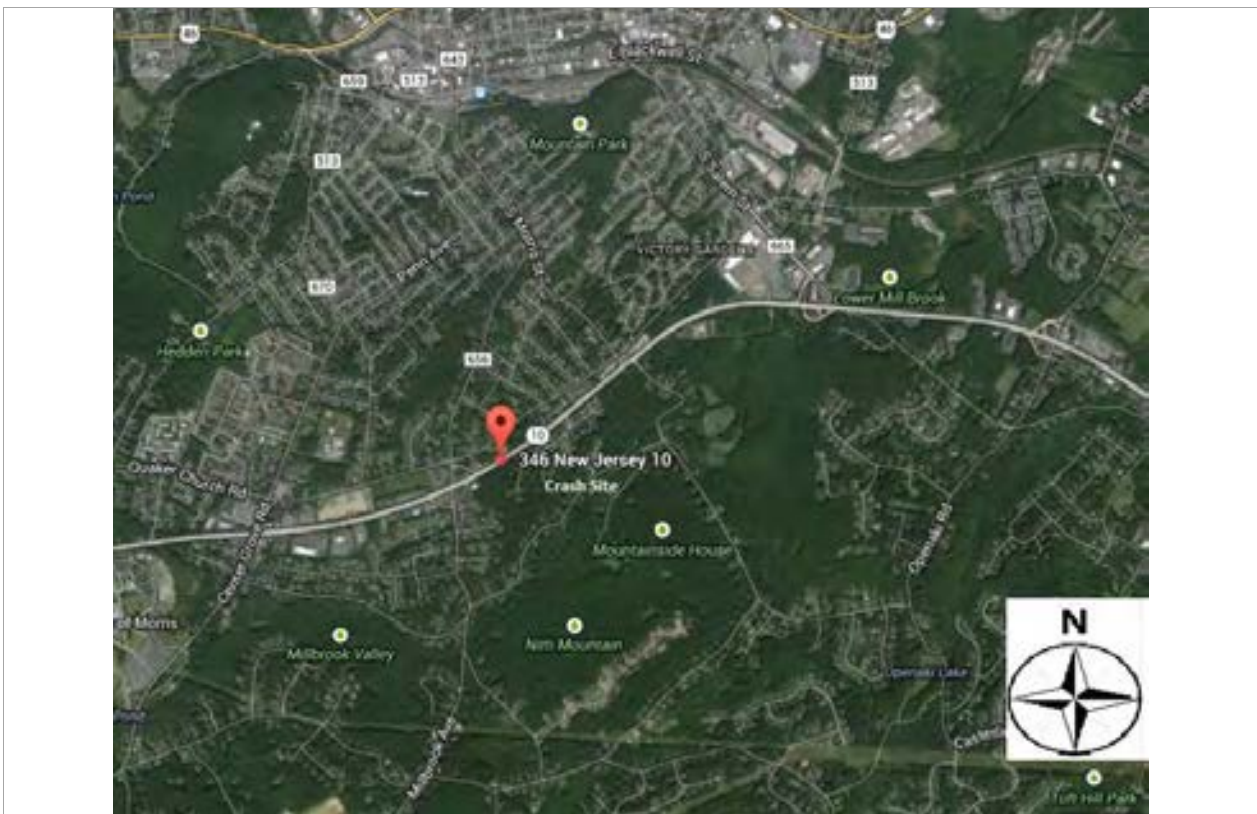


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/ZOslt>

Participants

Driver Age	<input type="text" value="66"/>	Driver Sex	<input type="text" value="Male"/>	Driver Zip	<input type="text" value="07869"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="13"/>	Ped Sex	<input type="text" value="male"/>	Ped Zip	<input type="text" value="07869"/>	Ped Drug Test	<input checked="" type="checkbox"/>	Test result	<input type="text" value="0.23%"/>
Distance From Ped Home (miles)	<input type="text" value="0.6"/>	Distance From Driver Home	<input type="text" value="0.7"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings By matching Street View imagery with the crash diagram we can be reasonably certain that the crash site was right in front of Nagel's Candy Bars at 346 New Jersey Route 10.

The driver reported that he had been traveling in the right lane and slowing down in order to exit Route 10 roughly one sixth of a mile ahead at the time of the crash. The driver further reported that he tried to stop but was not able to do so in time. The police found tire marks at the crash site. The crash report states that in the opinion of the Medical Examiner the pedestrian's injuries were consistent with his crossing Route 10 from north to south when he struck.

According to the police report both men had been drinking and both were tested for blood alcohol levels. The driver's test was still pending at the time the crash report was filed. The pedestrian's blood level was found to be 0.23%. The crash report is still pending, presumably at least in part because of the driver's pending blood alcohol results.

Fault Details

The crash report does not mention charges against the driver. The vehicle, heavily damaged in the crash was towed from the scene, but not impounded by police. Apparent contributing factors for the driver are listed as "None." The crash report indicates that the pedestrian crossed where prohibited and had reduced visibility because he wore dark clothing. The pedestrian is on record as crossing / jaywalking.

Interpretation

In this case there is no question that the built environment contributed to a fatal crash result. In order to cross Route 10 at this location the pedestrian had to safely cross three lanes of fast moving traffic, which had probably thinned out at the early hour of the morning. He would have then had to climb a concrete barrier and cross three more lanes of fast moving traffic. The NJ Straight Line Diagrams show a combined shoulder width of 12 feet on both sides of this part of Route 10. However, Figure 1 shows a very narrow shoulder on the westbound side. Once across he would have had to walk one sixth of a mile to the nearest exit. In the best of circumstances this would be a dangerous maneuver. The visibility was not ideal--it was dark with continuous street lighting--but there was no precipitation and the pavement was dry. The pedestrian was heavily intoxicated, however, which would very likely have impaired his judgement and coordination. This also very likely contributed to the fatal result, possibly by the very fact that Route 10 was chosen as a pedestrian route. Although the driver may have also been impaired by alcohol consumption, the extent is not clear.

Infrastructure contribute? Y - The pedestrian had to safely cross three lanes of fast moving traffic then had to climb a concrete barrier and cross three more lanes of fast moving traffic.

Questions

To what extent is that part of Route 10 used for pedestrian traffic?

Who uses that part of Route 10 for pedestrian traffic and what places do they travel between?

Supplemental

A Google Maps search shows that the pedestrian was roughly a mile from his home at the time of the crash.

An Internet search for newspaper articles that would establish the driver's blood alcohol test results was fruitless.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 161 Crash ID 20131035 Case Time 12:59:00 AM Date 2/3/2013 Day Sunday

Street 626 Monmouth Road, North Hanov Cross Street None Intersection no

Municipality Monmouth County Monmouth Road System

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure Figure 2 shows a single country road with painted center and shoulder lines and no pedestrian-specific facilities. The shoulder appears to be roughly one foot on each side.

The driveway to 626 Monmouth Road is on the left beyond the first tall vegetation. The crash occurred somewhere along the length of the road segment shown in the right lane.

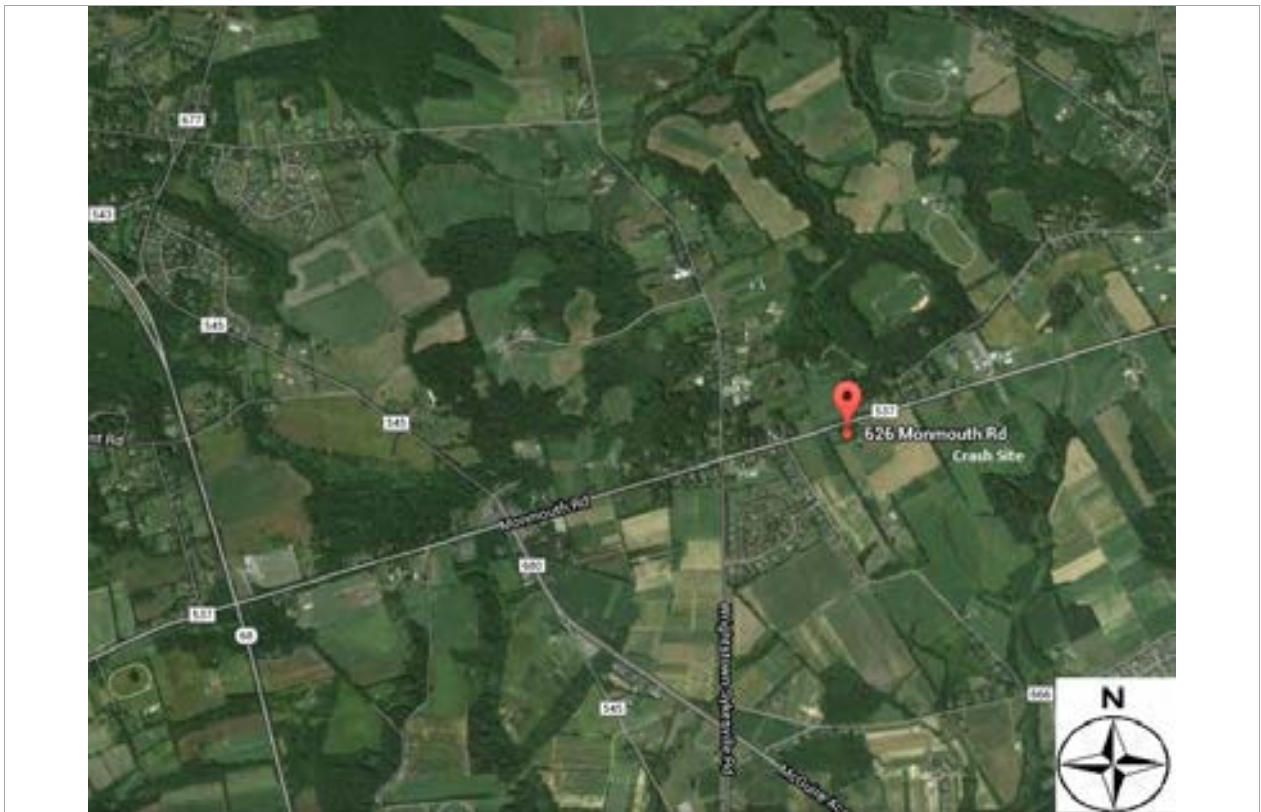


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/x530Y>

Participants

Driver Age Driver Sex Driver Zip Driver Drug Test Test Results

Ped Age Ped Sex Ped Zip Ped Drug Test Test result

Distance From Ped Home (miles) Distance From Driver Home

Findings

Police Reported Fault Hit and Run Ped Clothes Ped Out of Nowhere Did Not See Ped

Police Findings The crash report describes the report as an initial investigation and the case status is listed as pending. The vehicle was traveling westbound on Monmouth Road [CR537] and overtook the pedestrian who was walking in his lane of travel. The driver claims that he was unable to avoid the collision. The police believe based on the driver's statements that he may have had three beers over three hours. The officer who conducted field sobriety tests found no apparent impairment. Blood samples were drawn for testing.

Fault Details Inconclusive
The crash report is marked pending. The driver's blood alcohol tests are also marked pending.

Interpretation The crash occurred on a night when it was snowing and the road was snow covered. The pedestrian was walking in the travel lane. It is not clear whether he was walking with or against traffic. The speed limit on the road is 50 mph. The condition of the road would have certainly justified a slower speed of travel. The pedestrian was hit with a force that sufficient to end his life. This raises questions about how bad the conditions were and at what speed the driver was travelling. Further questions arise from the pending blood alcohol tests. The driver appeared to be unimpaired to the police but if tests show that he was under the influence of alcohol it may have contributed to serious lapses in judgement.

Infrastructure contribute? Y - Very high speed limit (50mph), no sidewalks

Questions

Supplemental



Location Characteristics

ID 162 Crash ID 201300011122 Case Time 8:41:00 PM Date 3/25/2013 Day Monday

Street French Street (NJ Route 27) at the i Cross Street Cogswell Place Intersection yes

Municipality New Brunswick County Middlesex Road System

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure



Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/MtvuA>

Participants

Driver Age	<input type="text" value="48"/>	Driver Sex	<input type="text" value="female"/>	Driver Zip	<input type="text" value="08873"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="51"/>	Ped Sex	<input type="text" value="male"/>	Ped Zip	<input type="text" value="08873"/>	Ped Drug Test	<input checked="" type="checkbox"/>	Test result	<input type="text" value="Positive for alcohol"/>
Distance From Ped Home (miles)	<input type="text" value="0.6"/>	Distance From Driver Home	<input type="text" value="4.7"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings The crash report attributes the crash to driver inattention and low visibility of the pedestrian due to dark clothing. Visibility may have also been reduced due to the dark and rainy conditions. The two pedestrians were crossing French Street at an unmarked crosswalk.

Fault Details The driver was not cited, although the crash report mentions supplemental crash reports with the same case number. It is noted that the fatally injured pedestrian had consumed alcohol.

Interpretation The information at hand suggests a number of contributing factors to this fatal crash. Although not included in the crash report, the speed limit on French Street at the crash site is 25 mph. However, for southbound traffic the speed limit increases to 40 mph in the next block. The weather was rainy, the pavement was wet, and it was dark although there was continuous street lighting. There is doubt stated or suggested in the crash report about whether either the driver or the fatally injured pedestrian was paying attention. The crash report cites driver inattention as a factor in the crash. The report also mentions that the pedestrian had been drinking, although it is unknown how intoxicated he was. At this particular part of French Street southbound traffic is within a block of a speed limit increase from 25 to 40 mph and drivers may speed up early in anticipation. The crosswalks at French Street are unmarked and less clear to drivers. An underlying factor may be any lack of driver acceptance and adherence to New Jersey's crosswalk laws.

Infrastructure contribute? Y - southbound traffic the speed limit increases to 40 mph in the next block, The crosswalks at French Street are unmarked and less clear to drivers

Questions Site visits would be helpful in establishing the following:

- Confirmation of what traffic controls exist at the crash site.
- The point at which southbound traffic on French Street speed up due to the increase in speed limit. In other words, has southbound traffic already increased speed before Cogswell Place or does speed increase after Florence Street as the signage suggests?
- At what point is southbound traffic notified with signage that the speed limit is increased to 40 mph on French Street/NJ 27?
- French Street often crossed at Cogswell Place by pedestrians after dark?

Supplemental crash reports should be identified and obtained, if possible.

Supplemental The driver and the injured pedestrian were taken to the hospital before the reporting officer arrived at the scene. The pedestrian was pronounced dead shortly after midnight. The extent of the driver's injuries was not presented in the crash report.

The Google Maps satellite image shown in Figure 1 shows that French Street has minimal traffic controls. French Street traffic has the right of way unimpeded by stop signs, traffic signals, or crosswalks at the crash site. Cogswell Place on the northern side of the intersection has a crosswalk. However, there is one unmarked crosswalk across Comstock Street at the southern end of the intersection, and two more across French Street.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 163 Crash ID 1301593 Case Time 11:25:00 PM Date 3/30/2013 Day Saturday

Street : Intersection of US 9 and Old Mill R Cross Street Old Mill Road Intersection Yes

Municipality Old Bridge County Middlesex Road System

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure

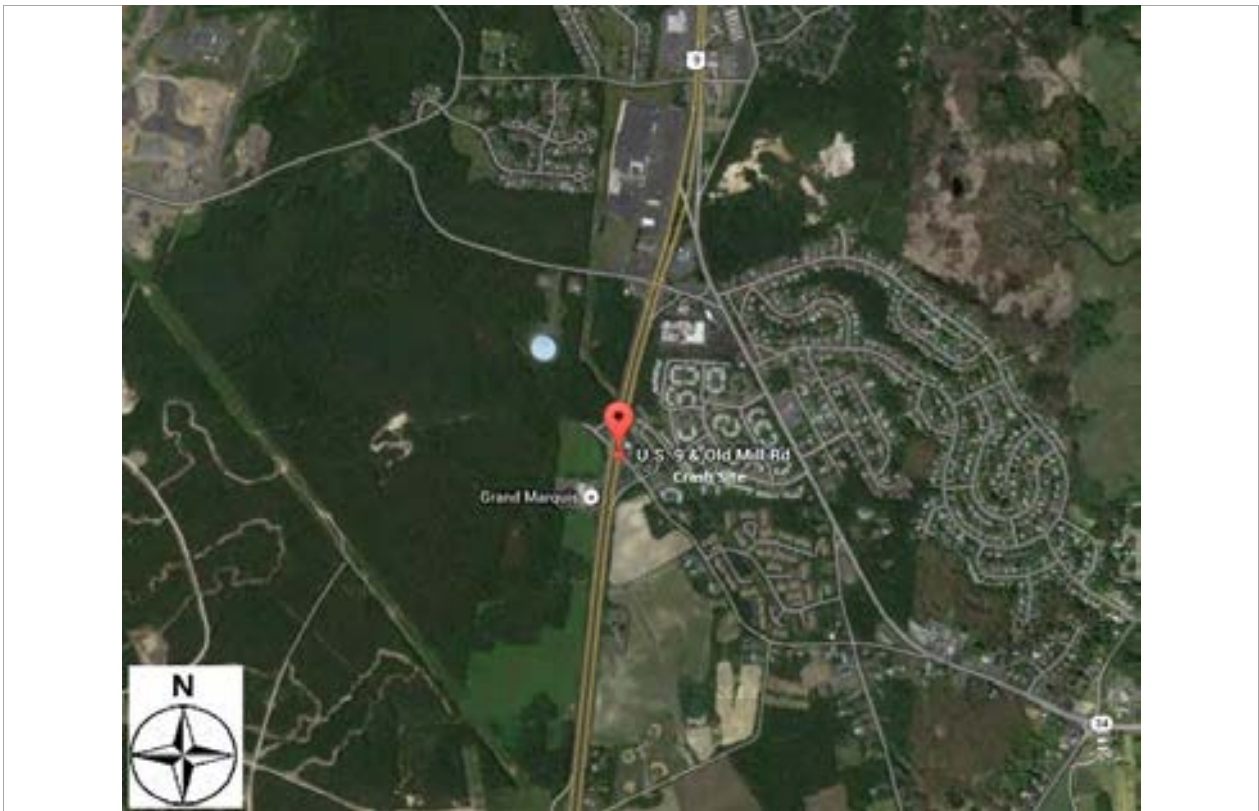


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/brcVn>

Participants

Driver Age	<input type="text" value="59"/>	Driver Sex	<input type="text" value="female"/>	Driver Zip	<input type="text" value="07746"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="24"/>	Ped Sex	<input type="text" value="female"/>	Ped Zip	<input type="text" value="08879"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.4"/>	Distance From Driver Home	<input type="text" value="9.3"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings The pedestrian was struck while crossing US 9 “near” a crosswalk in the southbound lanes while moving toward the northbound lanes according to the crash report. According to the crash diagram the pedestrian was knocked across the median into the near northbound lane of US 9. The pedestrian was seriously injured and moved to the hospital by helicopter. She died the following morning of internal injuries to her entire body according to the crash report. She was hit by the front of the car on the driver’s side. The vehicle was towed and impounded. The driver was tested for blood alcohol with a blood test, the results of which are listed as pending. The case status of this crash report is shown as complete.

Fault Details The crash report assigns blame for the crash to the pedestrian. She was found to have apparent contributing factors to the crash including failing to obey a traffic control device and worn dark clothing so as to lower visibility to the driver. The crash report indicates that the driver had no contributing factors. Although a blood alcohol test was conducted the driver’s physical status was listed as apparently normal, with no apparent sign of alcohol use.

Interpretation The area seems to have adequate traffic controls. There are signals for vehicular and pedestrian traffic at the intersection. The pedestrian was presumably walking home on a Saturday night shortly before midnight. She was a resident of Madison Gardens, an apartment complex on the east side of US 9 within easy walking distance of the crash site and the banquet hall. When she was hit the pedestrian was wearing a pearl necklace and sneakers. This is important because it underscores the need for adequate pedestrian facilities at this location. It seems clear that the intersection is used by pedestrians and that the desired equipment is in place. This does not mean that the equipment necessarily works optimally.

There is also a bus stop on the southwest corner. She may have just gotten off the bus and tried to cross the road from there.

Infrastructure contribute? No

- Questions**
- Confirmation of what traffic controls exist at the site, and which are in working order.
 - Do these work?
 - Timing of the traffic and pedestrian signals. Are there unreasonably long waits for pedestrians?

Supplemental Google Maps shows practically no businesses on the west side of US 9 in the general area of Old Mill Road. The exception is a large catering establishment and banquet hall. This establishment is connected to Old Mill Road by a continuous sidewalk that runs along the west side of US 9.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 164 Crash ID 1303020106 Case Time 4:54:00 AM Date 3/2/2013 Day Saturday

Street South Broadway [CR 551] in Camde Cross Street Morgan Boulevard Intersection no

Municipality Camden County Camden Road System County Route

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure The crash site is a single lane road on the approach to a bridge. The speed limit at this location is 25 mph. There are concrete sidewalks on either side of the roadway. It was dark with no streetlights at the time of the crash but the sky was clear and the road was dry. The road becomes inclined as it approaches the bridge because it must rise to meet the bridge surface.



Figure 1. Overhead View of Site [Map Link https://goo.gl/maps/oDIDH](https://goo.gl/maps/oDIDH)

Participants

Driver Age	<input type="text" value="23"/>	Driver Sex	<input type="text" value="male"/>	Driver Zip	<input type="text" value="08096"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="31"/>	Ped Sex	<input type="text" value="Male"/>	Ped Zip	<input type="text" value="08104"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="1.4"/>	Distance From Driver Home	<input type="text" value="7.5"/>						

Findings

Police Reported Fault	<input type="text" value="Pedestrian"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings The pedestrian was hit from behind and had apparently been walking southbound with traffic in the travel lane. The crash took place on the inclined portion of the road surface where the road surface rises to meet the bridge surface. The crash report indicates that the driver showed no signs of intoxication or other signs of impairment. He was not tested for blood alcohol. The police analysis shows that his speed at the time of the crash was approximately 25 mph or less. The police requested and received signed consent from the driver to search the vehicle. The vehicle was impounded for that purpose. The driver was not charged and the crash report is marked complete.

Fault Details According to the crash report the pedestrian was in the roadway and not at a crosswalk. He was wearing dark clothing and had low visibility. The police concluded that the driver would not have been able to see the pedestrian before the crash because of the non-working street light and the fact that the pedestrian was wearing dark clothing.

Interpretation The pedestrian was hit from behind and had apparently been walking southbound with traffic in the travel lane. The crash took place on the inclined portion of the road surface where the road surface rises to meet the bridge surface. The pedestrian could have walked on the sidewalk, presumably safely. The driver reportedly had gone to bed at about 11:30 PM the previous night and had been called to go into work at about 4:30 AM and was doing so at the time of the crash. He may have been fatigued. A working streetlight might have made the pedestrian visible to the driver earlier and avoided a fatality or even a crash in the first place. Although crosswalks, or the lack thereof, are mentioned in the crash report it is unlikely that they would have contributed to a better outcome as the pedestrian was not attempting to cross the road.

Infrastructure contribute?

Questions

Supplemental



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 165 Crash ID Case A040201300208A Time 10:01:00 PM Date 3/22/2013 Day Friday

Street : Causeway Road [CR 623] in Stow Cross Street Stow Creek Road [CR660] Intersection yes

Municipality Stow Creek Township County Cumberland Road System County Route

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure The crash site is in a rural setting. The road is single lane with painted yellow stripes that separate the northbound and southbound lanes. The road has six inch shoulders at the crash site and sits on a raised grassy berm. The posted speed limit on Causeway Road at this location is 45 mph. Lane and shoulder markings appear in good shape and were described as such in the crash report

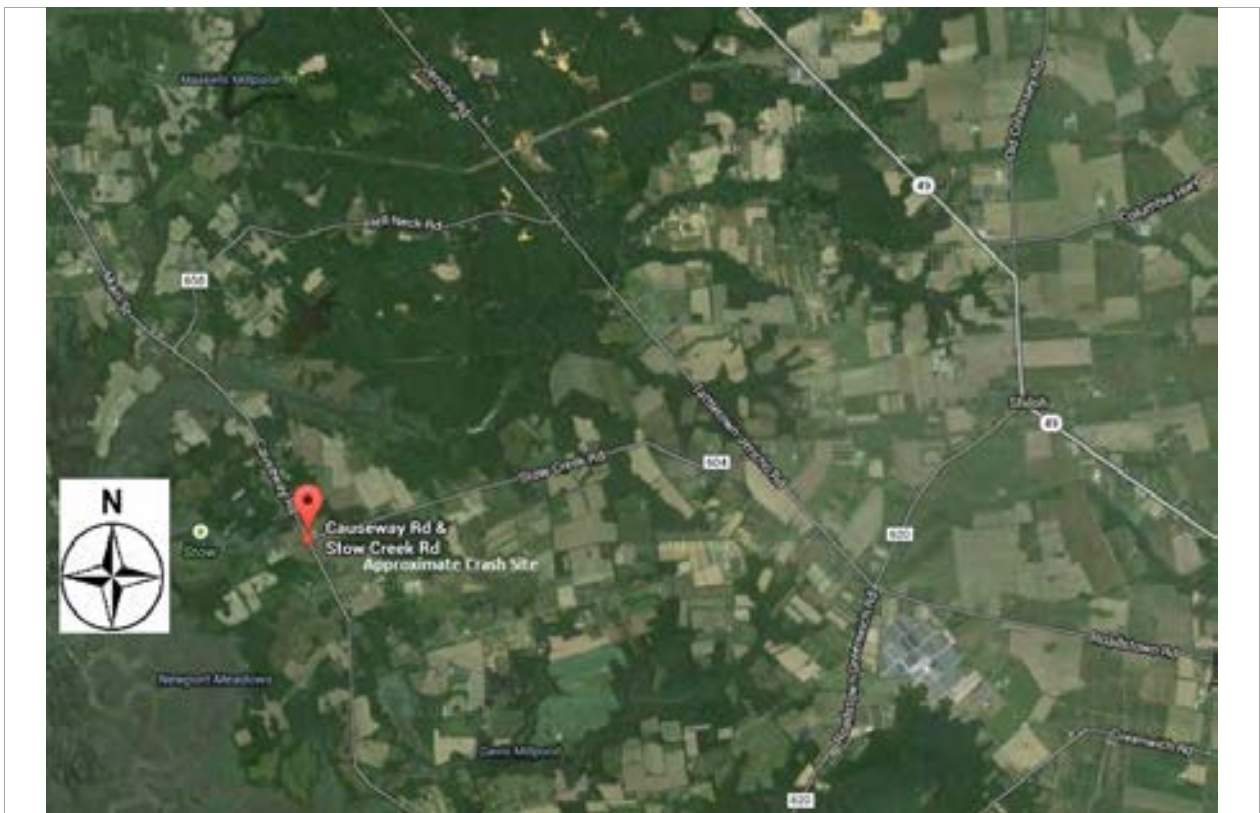


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/r5GL1>

Participants

Driver Age	<input type="text" value="54"/>	Driver Sex	<input type="text" value="female"/>	Driver Zip	<input type="text" value="08323"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="21"/>	Ped Sex	<input type="text" value="male"/>	Ped Zip	<input type="text" value="08302"/>	Ped Drug Test	<input checked="" type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="1.4"/>	Distance From Driver Home	<input type="text" value="1.9"/>						

Findings

Police Reported Fault	<input type="text"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text" value="Dark"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings The pickup truck was moving northbound toward the onlooker in Figure 1.

Father's story: The pedestrian's father indicated that he stopped his blue pickup in the southbound lane to talk with his son and ask him if he needed a ride. According to the father, the pedestrian indicated that he was walking to his grandmother's house, roughly 0.15 miles further north on Causeway Road, and that he did not need a ride. The father warned his son of the approach of an oncoming northbound vehicle, and left.

Driver's story: The driver of the pickup truck involved in the crash indicated that the lights of what police concluded was the father's vehicle, prevented him from seeing beyond the vehicle. The pedestrian stepped out to cross the road and was hit before the driver was able to apply the brakes. There were no skid marks at the crash site. The force of the crash initially lifted the pedestrian on top of the hood but the pedestrian fell under the pickup truck and was dragged under the vehicle. The place where the pedestrian eventually came to rest was roughly 130 feet north of the site of the initial impact. The operator pulled over and ran to pedestrian and passenger called 911. The passenger showed no signs of life after the crash.

Fault Details The police found that the driver and passenger were coherent and showed no signs of intoxication or fatigue. The crash report indicates that the pedestrian caused the crash by not yielding the right of way in an area with no crosswalks, and by wearing dark clothing and reducing his visibility.

Interpretation The crash report conclusion is that the pedestrian's judgement may have been impaired. At the time this crash report was written the report indicates that the autopsy and toxicology reports on the pedestrian were outstanding. One error in judgement on the part of the pedestrian was to cross Causeway Road from the southbound lane to the northbound lane before arriving at his destination, which was to the north. If he had safely executed that maneuver he would still have had to walk north for 0.15 miles with traffic at his back, before arriving at his destination. If he had stayed in southbound lane he would have seen oncoming traffic and been able to respond to it. Another issue is that his father claimed to have warned the pedestrian about the oncoming vehicle that ultimately took his life. One thing that is not explained in the crash report is how fast the driver of the involved pickup truck would have had to be traveling lift the pedestrian onto the hood of his car and travel with him that way for 65 feet or so, which is half the distance from the initial impact to the point where the pedestrian's body came to rest. Although there were no pedestrian friendly facilities on the road in question, the lack of these does not seem to have contributed to this crash. The pedestrian was attempting to cross the road in a place where pedestrian traffic is probably minimal. In a dark and unlit rural setting the lights of a pickup truck appear to have blinded the driver of another pickup truck. As a result, the first driver claimed not to have been able to see the pedestrian. The pedestrian, whatever his state, made a poor decision to attempt to cross the road at that point. He had been warned of the oncoming vehicle by his father. He might have been able to travel more safely by remaining on the southbound side of the road and walking north against traffic to his destination where he could have crossed the road. Pedestrian facilities, other than a very improbable crosswalk on that part of Causeway Road could be expected to have little or no impact on this crash or its outcome

Infrastructure contribute?

Questions

Supplemental

One of the two nearest utility poles shown in Figure 1 is Pole #852328, which is on the southbound side of the crash site. The pedestrian's body came to rest roughly 20 feet north, i.e. toward the observer, of that point.

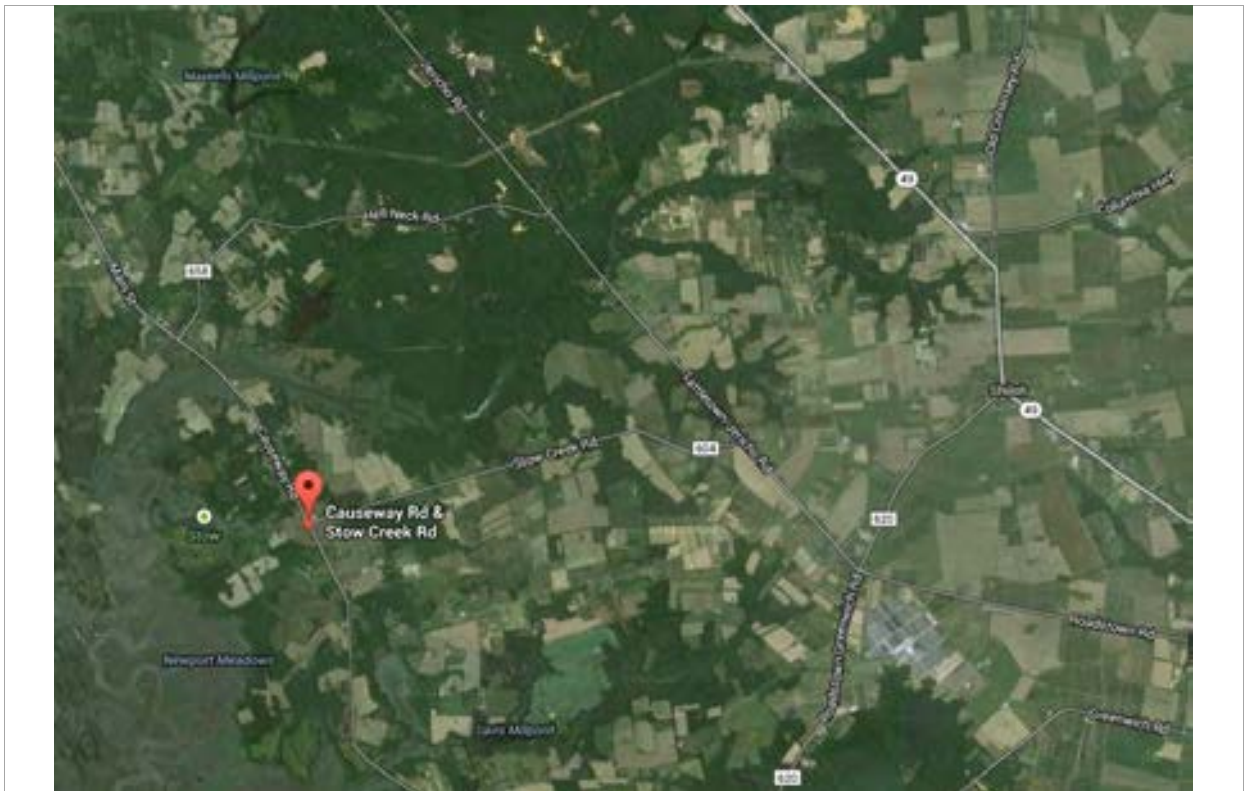


Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 166 Crash ID Case I2013002051 Time 5:43:00 PM Date 1/27/2013 Day Sunday
 Street 99 Robbinsville-Allentown Road [CR Cross Street Vahlsing Way Intersection no
 Municipality Robbinsville County Mercer Road System County Route
 Road Character Pavement Width Shoulder Width Median Width Street Parking
 Speed Limit Lanes AADT Sidewalk Crosswalk Condition
 Traffic Control Light Condition
 Additional Infrastructure

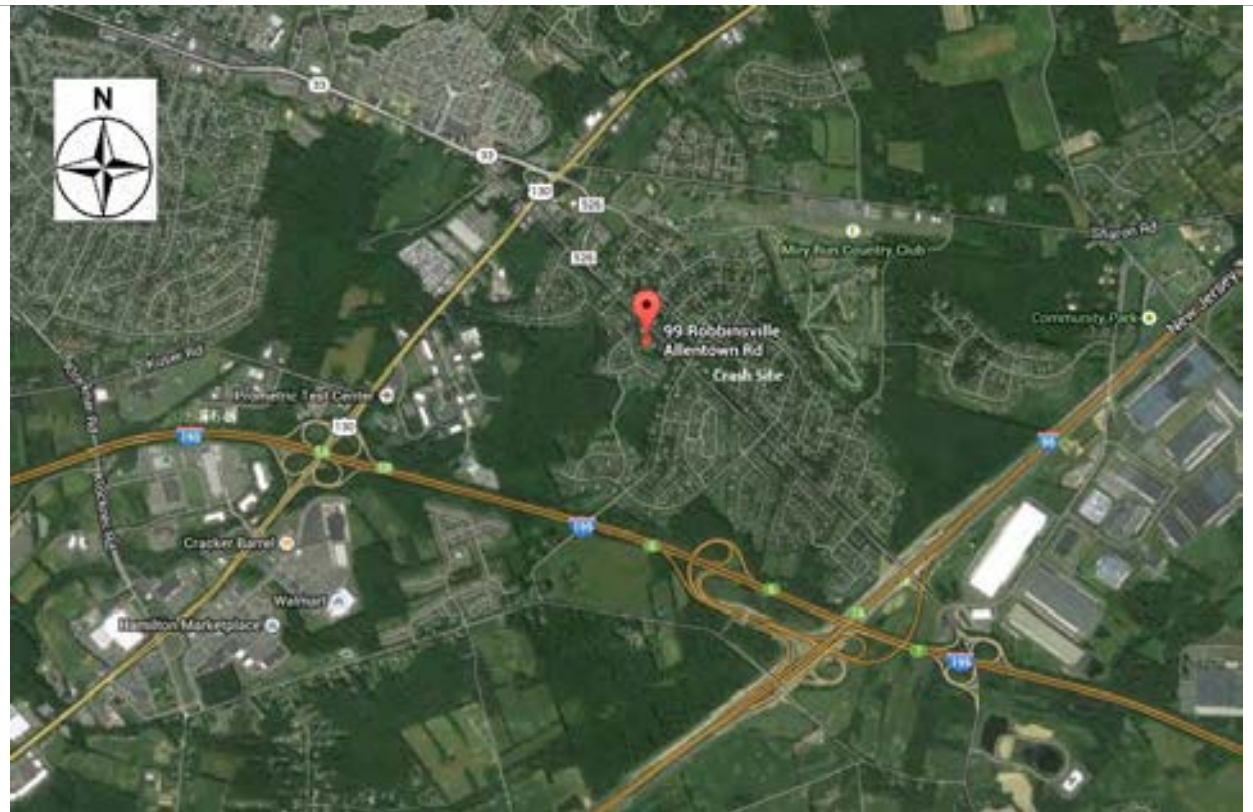


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/MeZ5N>

Participants

Driver Age	<input type="text" value="67"/>	Driver Sex	<input type="text" value="male"/>	Driver Zip	<input type="text" value="08691"/>	Driver Drug Test	<input checked="" type="checkbox"/>	Test Results	<input type="text" value="positive"/>
Ped Age	<input type="text" value="40"/>	Ped Sex	<input type="text" value="male"/>	Ped Zip	<input type="text" value="08691"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.6"/>	Distance From Driver Home	<input type="text" value="0.7"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Police were notified of the crash by multiple 911 calls from passing motorists. The driver did not stop and attempt to render assistance. The 911 calls mentioned a pedestrian who was unresponsive. The police investigation revealed that the pedestrian apparently bounced off the front of the vehicle and was driven into Utility Pole # PS83WA with enough force to break a red reflector. No skid marks were found. Extensive damage to the front of the vehicle was used to identify the driver.

Fault Details The driver was charged with driving while intoxicated, careless and reckless driving, failure to maintain lane, leaving the scene of an injury accident, failure to report an accident, death by auto, and criminally knowingly leaving the scene of a motor vehicle accident resulting in death.

Interpretation The information at hand suggests strongly that the primary cause of this fatal crash was criminal negligence on the part of the driver, who was intoxicated and inattentive, fled the scene, and did not report the crash. That the pedestrian was walking with traffic would have increased his risk of being involved in a crash. The transportation facilities may have also contributed to the likelihood of a serious crash because of narrowing of the shoulder with no corresponding reduction of the speed limit from 45 mph.

When he was struck the pedestrian was walking with traffic in the eastbound lane and could not see oncoming traffic. His alternative would have been to walk against traffic in the westbound lane and either cross Robbinsville-Allentown Road illegally in front of his neighbors' house or walk the rest of the way to Richardson Road, cross there legally and walk back to his neighbors' house.

It is remarkable however, that the shoulders are six feet wide west of Vahlsing Way and seven feet wide east of Richardson Road. According the NJ Straight Line Diagrams this block is one of two areas between Route 130 and I 95 that have shoulders of three feet or less. The speed limit between Route 130 and I 195 is 45 mph. Because the shoulders narrow but there is no mandated reduction in speed the risks to pedestrian traffic in the areas described are probably heightened.

Infrastructure contribute? Y- narrowing of the shoulder with no corresponding reduction of the speed limit from 45 mph, no crosswalks or sidewalks

- Questions**
- Characterization of pedestrian traffic between Vahlsing Way and Richardson Road before and after dark.
 - Rough estimation of average speeds between Vahlsing Way and Richardson Road before and after dark.
 - Confirmation of the location of Utility Pole # PS83WA

Supplemental [Entered Crash in the CASE field because there are non-numerical characters]

The police report also reveals that neighbors helped police identify the pedestrian. According to two neighbors the pedestrian left their house to take an item home and said that he would return to do some work on their house. They became concerned when he did not return. The neighbors live on Robbinsville-Allentown Road between Vahlsing Way and Richardson Road. The pedestrian lived on Hilltop Place. The walk between houses is 0.6 miles or 1.2 miles round trip.



Figure 2. Street View of Site, Direction Driver was Going

Location Characteristics

ID 167 Crash ID Case I-2013-002419 Time 5:16:00 PM Date 1/12/2013 Day Saturday

Street before the Anderson Avenue entra Cross Street between Jane Street and Catheri Intersection no

Municipality Fort Lee County Bergen Road System

Road Character Pavement Width Shoulder Width Median Width Street Parking

Speed Limit Lanes AADT Sidewalk Crosswalk Condition

Traffic Control Light Condition

Additional Infrastructure The crash site is a two lane one way street with a 25 mph speed limit. There is street lighting but it is not continuous. Figure 2 shows a marked crosswalk shortly beyond the entrance to the church at the intersection with Catherine Street. There are marked crosswalks at Main Street, one block north of Jane Street and Elizabeth Street, one block south of Catherine Street. There are unmarked crosswalks at Elizabeth Street, and Catherine Street, and two unmarked crosswalks at Jane Street.

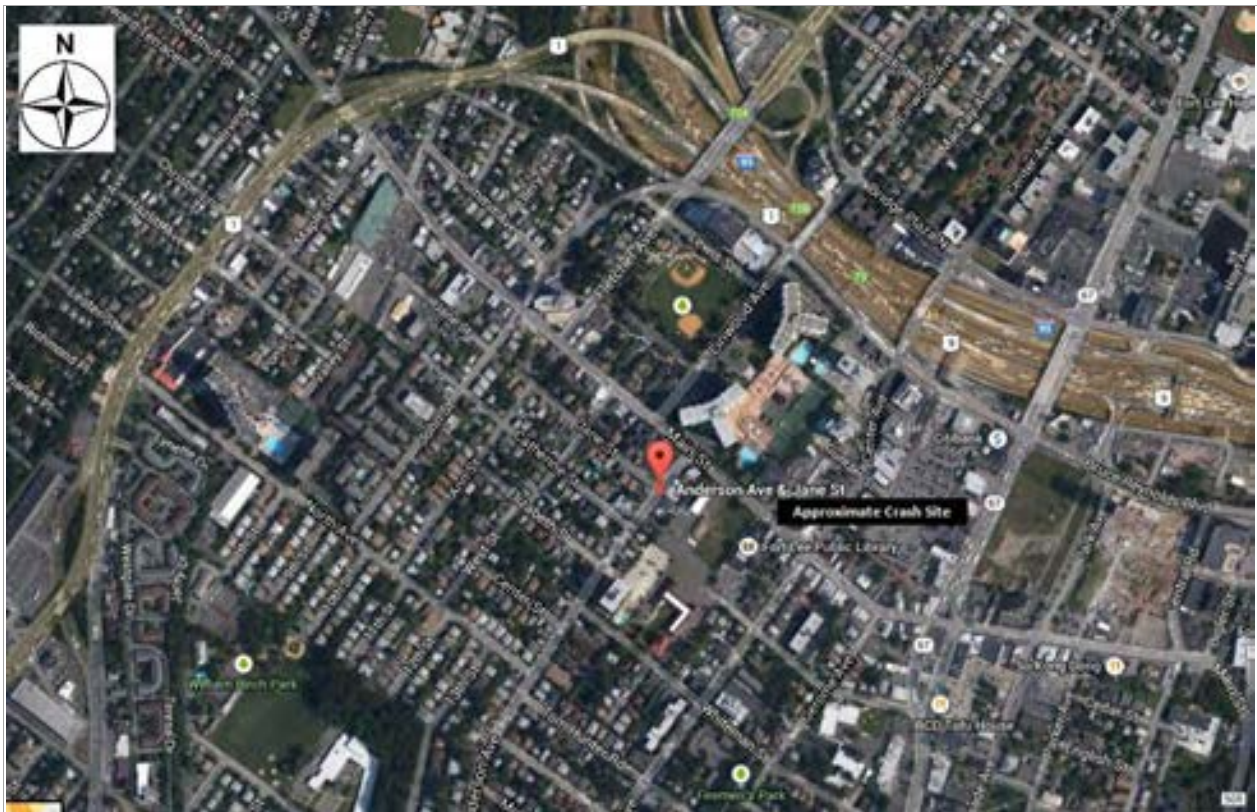


Figure 1. Overhead View of Site Map Link <https://goo.gl/maps/8sZBS>

Participants

Driver Age	<input type="text" value="58"/>	Driver Sex	<input type="text" value="female"/>	Driver Zip	<input type="text" value="07024"/>	Driver Drug Test	<input type="checkbox"/>	Test Results	<input type="text"/>
Ped Age	<input type="text" value="65"/>	Ped Sex	<input type="text" value="male"/>	Ped Zip	<input type="text" value="07024"/>	Ped Drug Test	<input type="checkbox"/>	Test result	<input type="text"/>
Distance From Ped Home (miles)	<input type="text" value="0.1"/>	Distance From Driver Home	<input type="text" value="1.6"/>						

Findings

Police Reported Fault	<input type="text" value="Driver"/>	Hit and Run	<input type="checkbox"/>	Ped Clothes	<input type="text"/>	Ped Out of Nowhere	<input type="checkbox"/>	Did Not See Ped	<input type="checkbox"/>
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Police Findings Two witnesses said that they had observed the pedestrian crossing Anderson Avenue from west to east crossing the center line and walking into the path of the vehicle. The vehicle only applied its brakes after hitting the pedestrian. The driver said that she was travelling in the left (westernmost) lane and that only after impact did she realize that she had hit something. Visibility was reduced because of mist or light fog, although the witnesses said that they had seen the pedestrian from a distance of three or four car lengths behind the vehicle that struck him. The crash report is marked complete.

Fault Details The driver was cited for reckless driving. The crash report codes indicate that the driver failed to yield the right of way to a vehicle or pedestrian as a contributing factor while the pedestrian’s apparent contributing factor was wearing dark clothing and little visibility to the driver. The pedestrian’s pre-crash action is listed as Crossing / Jaywalking.

Interpretation The crash report shows that the driver was charged only with careless driving and not vehicular homicide. Mitigating circumstances appear to be that the pedestrian was crossing at midblock, and the reduction of visibility. However, the witnesses call into question the driver’s statement that she would have not been able to see the pedestrian until she had struck him. It appears that the pedestrian did in fact cross at midblock. Additional safety measures could be applied to the general area. These include painting “marked” crosswalks at the unmarked crosswalks listed above. This might slow down traffic. Another step might be to improve street lighting from spot to continuous.

Infrastructure contribute? No

Questions
 1. Inventory street lighting
 2. Estimate real speeds traveled on Anderson Avenue just south of Main Street.

Supplemental
 [Entered Crash in the CASE field because there are non-numerical characters]

 No AADT data available on this street.

 Street View and Google Maps images were used to inventory the infrastructure at the crash site and to identify the Church of the Madonna.



Figure 2. Street View of Site, Direction Driver was Going