



DYING WHILE WALKING

INTERROGATING MEDIA COVERAGE OF PEDESTRIAN DEATHS IN THE UNITED STATES

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BACKGROUND

- Increased risk of *Dying While Walking*
 - From 2012 to 2016, in the United States, the risk of dying as a pedestrian due to a traffic crash has outpaced the risk of dying as a driver or a passenger.
- Defining “Pedestrian”
 - Despite the fact that multiple public agencies keep records on pedestrian deaths, there is no consistent definition of what constitutes a “pedestrian” when a traffic crash has occurred.
- Situating the “Victim”
 - Pedestrian safety campaigns have drawn criticism as being guilty of “pedestrian-blaming” and some groups have argued that coverage of pedestrian deaths is a form of “victim shaming.”
- Given the importance of media coverage for shaping public opinion and informing solutions to public policy problems, this research was guided by one single research question: ***How does the media portray pedestrian deaths in the United States?***

INCREASED RISK OF *DYING WHILE WALKING*

- Pedestrian fatalities, as a percentage of total traffic-related fatalities, has risen from 14.26% to 15.98%
 - 2012 - 4,818 pedestrian fatalities out of 33,782 total traffic-related fatalities (14.26%)
 - 2016 - 5,987 pedestrian fatalities out of 37,461 total traffic-related fatalities (15.98%)
 - Average of 13.2 pedestrian fatalities per day to 16.4 per day
- 24.3% increase in pedestrian fatalities from 2012 to 2016
 - 8.7% increase in non-pedestrian fatalities
- Cause?
 - Increased urban population, outdated roadway designs, and pedestrian behavior, but that's not what we're investigating.

DEFINING “PEDESTRIAN” & SITUATING THE “VICTIM”

- The definition of “pedestrian” and the role of the pedestrian have changed over time.
 - The definition of “pedestrian” has a high degree of variation (Methorst et al, 2017; Noland et al., 2017), which results in variegated assessments of pedestrian fatalities by public agencies (NHTSA, USDOT, coroner’s/medical examiner’s offices), public safety organizations, and news media organizations.
 - In the 1920’s, the current definition of “traffic crash” emerged (Norman, 1962).
 - Historian Peter D. Norton (2007) argues that as motor vehicle usage rose, and the physical reconstruction of roadways lagged, it was necessary to socially reconstruct the roadway – determining who belonged and didn’t belong in the roadway.
 - Motor Vehicle-Centric Conceptualization of the road, results in the erosion of the road as a shared space.
 - Becomes institutionalized and normalized over time.
- Situating the “Victim” and Assigning Blame
 - Historically, ridicule was seen as an effective socializing force to control pedestrian behavior (Norton, 2007).
 - Sordid history of “jaywalking”
 - More recently, “distracted while walking” or “petexting.”
 - Is this occurring? If so, what might be the public policy impact?

DATA COLLECTION & METHODS

- Randomly selected five cities and one county in the United States. Only qualification was that they were in the Top 100 populated cities/counties, and we wanted a degree of geographic distribution.
 1. Baton Rouge, Louisiana
 2. Fort Wayne, Indiana
 3. Milwaukee, Wisconsin
 4. Orlando, Florida
 5. Tucson, Arizona
 6. St. Louis County, Missouri
- Contacted coroner's and medical examiner's offices, and requested the names of individuals whose death was classified as a "pedestrian death" from January 1, 2012 to December 31, 2016.
 - Revealed variations in how "pedestrian deaths" are categorized, which necessitated much cleaning and re-coding.

DATA COLLECTION & METHODS

Municipality	Pedestrian Deaths (2012-2016)	Pedestrian Death News Stories	News Story Location Rate
Baton Rouge, LA	38	19	50%
Ft. Wayne, IN	19	10	52.6%
Milwaukee, WI	64	40	62.5%
Orlando, FL	180	89	49.4%
Tucson, AZ	105	60	57.1%
St. Louis County, MO	84	51	60.7%
	490	269	54.9%

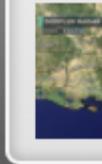
METHODOLOGY

Why does media coverage matter?

- The media, specifically the news media, directly shape cultural logics, social institutions, and public discourse surrounding social meanings.
 - These social meanings impact what is perceived as appropriate and legitimate public policy regarding social issues.

Ethnographic Content Analysis (ECA)

- Key Strengths:
 - Emphasis on discovery and description
 - Beneficial when there is an absence or shortage of pre-existing research
- Key Procedure:
 - A focus on interpretation of meaning within content and culture

[NEWS](#)[WEATHER](#)[SPORTS](#)[TRAFFIC](#)[INVESTIGATORS](#)[VIDEO](#)[LOUIS](#)

Pedestrian hit and killed on Greenwell Springs Rd.

By Amber Stegall, Digital Content Manager [CONNECT](#)

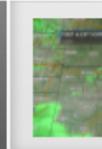


BATON ROUGE, LA (WAFB) - An investigation continues into a fatal crash that killed a pedestrian on Greenwell Springs Road just before 10 p.m. Sunday.

According to Baton Rouge Police, Reginald Davis, 24, was wearing dark clothing while walking in the 9800 block of Greenwell Springs Road. The driver of the vehicle was traveling in the west bound lane when he struck Davis.

Investigators believe Davis was picking something up from the roadway when he was struck by the vehicle. Davis was pronounced dead at the scene.

The driver was not injured and was wearing a seatbelt at the time of the crash. Police say alcohol does not appear to be a factor for the driver. It is unknown if alcohol or drugs are factors for the pedestrian.



NEWS

W



NEWS

FIRST ALERT WEATHER

SPORTS

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TRAFFIC

WAKE UP

TV

ABOUT US

Pedestrian Greenwe

By Amber Stegall, Digital C



Investigators believe Davis...
the vehicle. Davis was pro...
The driver was not injured...
does not appear to be a fa...
pedestrian.

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Pedestrian dies after being struck by car on Tiger Bend Rd.

Ryan Waits, Producer



BATON ROUGE, LA (WAFB) - The Baton Rouge Sheriff's Office says a woman has died from injuries she sustained when she was hit by a vehicle Friday evening. The accident happened in the 16300 block of Tiger Bend Road just before 8:30 p.m.

According to the East Baton Rouge Sheriff's Office, the pedestrian, Pamela Walton, 57, was standing a few feet away from the roadway and was struck by a passing vehicle. She was taken to a local hospital in critical condition and died early Saturday morning as a result of her injuries.

According to the EBR Sheriff's Office, Walton was hit by the vehicle of a pizza delivery driver. Investigators say that he was looking down at his GPS when the incident happened.

Investigators report the driver heard a thud and thought he hit a mailbox at first, but he stopped once he realized what happened.

Deputies are continuing to investigate the incident. The driver was cooperative, and blood was taken for toxicology tests. Charges may still be filed.

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Pedestrian Greenwe

By Amber Stegall, Digital C



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The driver was not injured
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Ryan Waits, Producer



According to the EBR Sh
Investigators say that he
Investigators report the
once he realized what h
Deputies are continuing
taken for toxicology test
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Pedestrian hit by vehicle, killed on Florida Boulevard Saturday morning

ADVOCATE STAFF REPORT NOV 16, 2015 - 5:31 PM (0)



A 25-year-old pedestrian died Saturday morning after being hit by a vehicle, officials said.

Ivory P. Robinson, 123 Live Oak Blvd., was struck by a vehicle while attempting to cross the street in the 8200 block of Florida Boulevard at around 7:20 a.m. Saturday, Baton Rouge Police spokesman Cpl. L'Jean McKneely said.

Robinson died at the scene.

No information about the vehicle or the driver was provided.

The crash is still under investigation, McKneely said, though no citations had been issued or arrests made as of Sunday.

Search...

RESOURCES

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- [News tips](#)

MON TUE WED THU
Monda

FOUR SEASON
SPRING, SUMM
WINTER Virtual



THE ADVOCATE

BATON ROUGE NEW ORLEANS ACADIANA

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Pedestrian hit by vehicle on Greenwe

By Amber Stegall, Digital C



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Ryan Waits, Producer



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Woman killed after being struck by motorcycle

Posted: May 23, 2016 4:28 PM CDT
Updated: May 23, 2016 4:28 PM CDT

By WAFB Staff CONNECT

BATON ROUGE, LA (WAFB) - Louisiana State Police are investigating a motorcycle crash that claimed the life of pedestrian Sunday night.
The accident happened just before 9 p.m. on LA 42 in Baton Rouge.
According to State Police, an initial investigation revealed that the victim, 53-year-old Karen Tullier of Baton Rouge, was walking in the westbound lane of LA 42 when she was struck by a 1998 Kawasaki motorcycle.



(Source: Raycommedia)

Tullier received serious injuries in the crash. She was taken to Our Lady of the Lake Regional Medical Center where she was later pronounced dead by doctors.
The driver of the motorcycle, 23-year-old Devin Alleman of Plaquemine, received moderate injuries in the crash and was transported to OLOL.
It is currently unknown if impairment played a factor in the crash. Toxicology tests were taken from both Tullier and Alleman and submitted to the Louisiana State Police Crime Lab for analysis.

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TOTAL NUMBER OF VEHICLES INVOLVED

STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT

DATE OF CRASH TIME (0000) DISTRICT/ZONE TROOP PAGE #

PARISH PARISH CODE LAT.

CITY OR TOWN CITY CODE LONG.

CRASH OCCURRED ON: INTERSTATE U.S. HWY STATE HWY PARISH ROAD CITY STREET OFF ROAD PRIVATE PROPERTY TOLL ROAD

HIGHWAY # MILEPOST ROADWAY NAME

DISTANCE MILES FEET N E S W STREET/HIGHWAY AT INTERSECTION NOT AT INTERSECTION

DISTANCE MILES FEET N E S W STREET/HIGHWAY AT INTERSECTION NOT AT INTERSECTION

WORK ZONE HIT & RUN PUBLIC PROPERTY DAMAGE PHOTOS MADE AIR TRAIL INVOLVED FATALITY PED INJURY

WRITE APPROPRIATE LETTER IN BLOCK CONTRIBUTING FACTORS AND CONDITIONS

ROAD SURFACE (ONE PER COLUMN) <input type="checkbox"/> A. DRY <input type="checkbox"/> B. WET <input type="checkbox"/> C. SNOW/SLUSH <input type="checkbox"/> D. ICE <input type="checkbox"/> E. CONTAMINANT (SAND, MUD, DIRT, OIL, ETC.) <input type="checkbox"/> Y. UNKNOWN <input type="checkbox"/> Z. OTHER	ROADWAY CONDITIONS <input type="checkbox"/> A. NO ABNORMALITIES <input type="checkbox"/> B. SHOULDER ABNORMALITY <input type="checkbox"/> C. HOLES <input type="checkbox"/> D. DEEP RUTS <input type="checkbox"/> E. BUMPS <input type="checkbox"/> F. LOOSE SURFACE MATERIAL <input type="checkbox"/> G. CONSTRUCTION, REPAIR <input type="checkbox"/> H. OVERHEAD CLEARANCE LIMITED <input type="checkbox"/> I. CONSTRUCTION - NO WARNING <input type="checkbox"/> J. PREVIOUS CRASH <input type="checkbox"/> K. WATER ON ROADWAY <input type="checkbox"/> L. ANIMAL IN ROADWAY <input type="checkbox"/> M. OBJECT IN ROADWAY <input type="checkbox"/> Z. OTHER	TYPE OF ROADWAY <input type="checkbox"/> A. ONE-WAY ROAD <input type="checkbox"/> B. TWO-WAY ROAD WITH NO PHYSICAL SEPARATION <input type="checkbox"/> C. TWO-WAY ROAD WITH A PHYSICAL SEPARATION <input type="checkbox"/> D. TWO-WAY ROAD WITH A PHYSICAL BARRIER <input type="checkbox"/> Y. UNKNOWN <input type="checkbox"/> Z. OTHER	ALIGNMENT <input type="checkbox"/> A. STRAIGHT-LEVEL <input type="checkbox"/> B. STRAIGHT-LEVEL ELEVATED <input type="checkbox"/> C. CURVE-LEVEL <input type="checkbox"/> D. CURVE-LEVEL ELEVATED <input type="checkbox"/> E. ON GRADE-STRAIGHT <input type="checkbox"/> F. ON GRADE-CURVE <input type="checkbox"/> G. HILLCREST-STRAIGHT <input type="checkbox"/> H. HILLCREST-CURVE <input type="checkbox"/> I. DIP HUMP-STRAIGHT <input type="checkbox"/> J. DIP HUMP-CURVE <input type="checkbox"/> Y. UNKNOWN <input type="checkbox"/> Z. OTHER	PRIMARY FACTOR <input type="checkbox"/> A. VIOLATIONS <input type="checkbox"/> B. MOVEMENT PRIOR TO CRASH <input type="checkbox"/> C. VISION REQUIREMENTS <input type="checkbox"/> D. CONDITION OF DRIVER <input type="checkbox"/> E. VEHICLE CONDITIONS <input type="checkbox"/> F. ROAD SURFACE <input type="checkbox"/> G. ROADWAY CONDITION <input type="checkbox"/> H. LIGHTING <input type="checkbox"/> I. WEATHER <input type="checkbox"/> J. TRAFFIC CONTROL <input type="checkbox"/> K. KIND OF LOCATION <input type="checkbox"/> L. CONDITION OF PEDESTRIAN <input type="checkbox"/> M. PEDESTRIAN ACTIONS
WEATHER <input type="checkbox"/> A. CLEAR <input type="checkbox"/> B. CLOUDY <input type="checkbox"/> C. RAIN <input type="checkbox"/> D. FOG/SMOKE <input type="checkbox"/> E. SLEET/HAIL <input type="checkbox"/> F. SNOW <input type="checkbox"/> G. SEVERE CROSSWIND <input type="checkbox"/> H. BLOWING SAND, SOIL, DIRT, SNOW <input type="checkbox"/> Y. UNKNOWN <input type="checkbox"/> Z. OTHER	KIND OF LOCATION <input type="checkbox"/> A. MANUFACTURING OR INDUSTRIAL <input type="checkbox"/> B. BUSINESS CONTIGUOUS <input type="checkbox"/> C. BUSINESS, MIXED RESIDENTIAL <input type="checkbox"/> D. RESIDENTIAL DISTRICT <input type="checkbox"/> E. RESIDENTIAL SCATTERED <input type="checkbox"/> F. SCHOOL OR PLAYGROUND <input type="checkbox"/> G. OPEN COUNTRY <input type="checkbox"/> Z. OTHER	RELATION TO ROADWAY <input type="checkbox"/> A. ON ROADWAY <input type="checkbox"/> B. SHOULDER <input type="checkbox"/> C. MEDIAN <input type="checkbox"/> D. BEYOND SHOULDER - LEFT <input type="checkbox"/> E. BEYOND SHOULDER - RIGHT <input type="checkbox"/> F. BEYOND RIGHT OF WAY <input type="checkbox"/> G. GORE <input type="checkbox"/> Y. UNKNOWN <input type="checkbox"/> Z. OTHER	ACCESS CONTROL <input type="checkbox"/> A. NO CONTROL (UNLIMITED ACCESS TO ROADWAY) <input type="checkbox"/> B. PARTIAL CONTROL (LIMITED ACCESS TO ROADWAY) <input type="checkbox"/> C. FULL CONTROL (ONLY RAMP ENTRANCE & EXIT) <input type="checkbox"/> Y. UNKNOWN <input type="checkbox"/> Z. OTHER	SECONDARY FACTOR <input type="checkbox"/> A. DAYLIGHT <input type="checkbox"/> B. DARK - NO STREET LIGHTS <input type="checkbox"/> C. DARK - CONTINUOUS STREET LIGHT <input type="checkbox"/> D. DARK - STREET LIGHT AT INTERSECTION ONLY <input type="checkbox"/> E. DUSK <input type="checkbox"/> F. DAWN <input type="checkbox"/> Y. UNKNOWN <input type="checkbox"/> Z. OTHER

VEHICLE CONFIGURATION							CARGO BODY TYPE			
A PASSENGER CAR	D A, B, C, OR D WITH TRAILER	G OFF-ROAD VEHICLE	J BUS W/SEATS FOR 9-15 OCCUPANTS	M SINGLE UNIT TRUCK W/ 3 AXLES OR MORE	Q TRACTOR SEMI-TRAILER	T FARM EQUIPMENT	A BUS	D FLATBED	G AUTO TRANSPORTER	J HOPPER
B LT. TRUCK (PU, ETC.)	E MOTORCYCLE	H EMERGENCY VEHICLE IN USE	K BUS W/SEATS FOR 16 OR MORE OCC.	N TRUCK/ TRAILER	R TRUCK DOUBLE	V MOTOR HOME	B VAN/ENCLOSED BOX	E DUMP TRUCK/ TRAILER	H LOG TRUCK/ TRAILER	K POLE TRAILER
C VAN	F PEDALCYCLE	I SCHOOL BUS	L SINGLE UNIT TRUCK W/ 2 AXLES	P TRUCK/ TRACTOR	S SUV	Z OTHER	C CARGO TANK	F CONCRETE MIXER	I GARBAGE/ REFUSE	X NO CARGO BODY

EMERGENCY SERVICES: AMBULANCE FIRE DEPARTMENT RESCUE UNIT

TIME CALLED: ARRIVED SCENE: DEPARTED SCENE: ARRIVED HOSPITAL:

AMBULANCE SERVICE: FIRE DEPARTMENT:

INVESTIGATING AGENCY: NAME OF AGENCY: TIME OF NOTIFICATION: TIME OF ARRIVAL: TIME ALL LANES OPENED:

INVESTIGATION COMPLETE: Y/N INVESTIGATING POLICE AGENCY: A. STATE B. CITY C. PARISH Z. OTHER

DATE REPORT COMPLETED:

INVESTIGATING OFFICER'S NAME (PRINT): SIGNATURE: BADGE #: SUPERVISOR'S INITIALS OR BADGE#:

STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT
VEHICLE/PEDESTRIAN

COMPUTER NUMBER _____ PAGE # _____

VEH # OR PEDESTRIAN

CONF CARGO BODY TYPE YEAR MAKE MODEL # DOORS # AXLES # TIRES

V.L.R. VEHICLE TOWED A. YES B. NO C. LEFT AT SCENE REMOVED BY

LICENSE PLATE YEAR STATE NUMBER TYPE

TRAILER DESCRIPTION LICENSE PLATE

VEHICLE CLASSIFICATION COMMERCIAL/BUSINESS VEHICLE GOVERNMENT VEHICLE PERSONAL VEHICLE

COMPLETE INFORMATION BELOW IF THIS VEHICLE IS BEING USED FOR COMMERCIAL BUSINESS, IS HAS A GVWR/GVOR IN EXCESS OF 15,000 LBS., OR HAS A HAZMAT PLACARD, OR IS A BUS WITH SEATING FOR NINE OR MORE INCLUDING THE DRIVER.

CARRIER NAME MC/MX (ICC) #

STREET ADDRESS CITY STATE ZIP

INTERSTATE CARRIER Y/N TRANSPORTING HAZARDOUS MATERIAL Y/N CLASS # ID# PLACARDS DISPLAYED Y/N HAZ MAT RELEASED Y/N

NAME (LAST, FIRST, MI) OF DRIVER PEDESTRIAN

DATE OF BIRTH

STREET ADDRESS TELEPHONE #

CITY STATE ZIP

STATE CLASS ENDORSEMENTS DRIVER'S LICENSE NUMBER

INTRODUCED TO DRIVING INFORMATION TRANSPORTED TO MEDICAL FACILITY

PEDESTRIAN ONLY UPPER BODY CLOTHING LIGHT DARK LOWER BODY CLOTHING LIGHT DARK SEX RACE AGE INJURY CODE

OWNER'S NAME (LAST, FIRST, MI OR COMPANY NAME)

STREET ADDRESS CITY STATE ZIP

INSURANCE CO. NAME (NOT AGENCY NAME) POLICY NUMBER EXPIRATION DATE

AGENT'S NAME/ADDRESS PHONE #

OCCUPANT'S NAME (LAST, FIRST, MI)

STREET ADDRESS CITY STATE ZIP

OCCUPANT'S NAME (LAST, FIRST, MI)

STREET ADDRESS CITY STATE ZIP

SEATING POSITION	EJECTION	TRAPPED OR EXTRICATED	AIRBAG	OCCUPANT PROTECTION SYSTEM USED	INJURY
A. FRONT SEAT LEFT SIDE (MOTORCYCLE PASSENGER) B. FRONT SEAT MIDDLE C. FRONT SEAT RIGHT SIDE D. SECOND SEAT LEFT SIDE (MOTORCYCLE PASSENGER) E. SECOND SEAT MIDDLE F. SECOND SEAT RIGHT SIDE G. THIRD ROW LEFT SIDE (MOTORCYCLE PASSENGER) H. THIRD ROW MIDDLE I. THIRD ROW RIGHT SIDE	J. SLEEPER SECTION OF CAB (TRUCK) K. PASSENGER IN OTHER ENCLOSED PASSENGER OR CARGO AREA (NON-TRAILING UNIT) L. PASSENGER IN OTHER UNENCLOSED PASSENGER OR CARGO AREA (NON-TRAILING UNIT) M. PASSENGER ON TRAILER OR STREETCAR N. TRAILING UNIT O. SEAT ON VEHICLE EXTERIOR (NON-TRAILING UNIT) Y. UNKNOWN	A. NOT EJECTED B. TOTALLY EJECTED C. PARTIALLY EJECTED Y. UNKNOWN	A. NOT TRAPPED B. TRAPPED/EXTRICATED C. TRAPPED/NOT EXTRICATED Y. UNKNOWN	A. DEPLOYED B. NON-DEPLOYED C. NON-DEPLOYED/EXTRICATED OFF D. NOT APPLICABLE Y. UNKNOWN	A. NONE USED-VEHICLE OCCUPANT B. SHOULDER BELT ONLY USED C. LAP BELT ONLY USED D. SHOULDER AND LAP BELT USED E. CHILD SAFETY SEAT IMPROPERLY USED F. CHILD SAFETY SEAT USED G. HELMET USED Y. RESTRAINT USE UNKNOWN

NAME (LAST, FIRST, MI) OF DRIVER PEDESTRIAN

DATE OF BIRTH

STREET ADDRESS TELEPHONE #

CITY STATE ZIP

STATE CLASS ENDORSEMENTS DRIVER'S LICENSE NUMBER

INTRODUCED TO DRIVING INFORMATION TRANSPORTED TO MEDICAL FACILITY

PEDESTRIAN ONLY UPPER BODY CLOTHING LIGHT DARK LOWER BODY CLOTHING LIGHT DARK SEX RACE AGE INJURY CODE

WRITE APPROPRIATE LETTER IN BLOCK

CONTRIBUTING FACTORS AND CONDITIONS

VISION OBSCUREMENTS 115

A. RAIN, SNOW, ETC. ON WINDSHIELD
B. WINDSHIELD OTHERWISE OBSCURED
C. VISION OBSCURED BY LOAD
D. TREES, BUSHES, ETC.
E. BUILDING
F. EMBAIKMENT
G. SIGN BOARDS
H. HILLCREST
I. PARKED VEHICLES
J. MOVING VEHICLES
K. BLINDED BY HEADLIGHTS
L. BLINDED BY SUNGLARE
M. DISTRACTED BY NEON LIGHTS IN FIELD OF VIEW
N. NO OBSCUREMENTS
Y. UNKNOWN
Z. OTHER

CONDITION OF DRIVER/PEDESTRIAN 116

A. NORMAL
B. INATTENTIVE
C. DISTRACTED
D. ILLNESS
E. FATIGUED
F. APPARENTLY ASLEEP/BLACKOUT
G. DRINKING ALCOHOL - IMPAIRED
H. DRUGS ALCOHOL - NOT IMPAIRED
I. DRUG USE - IMPAIRED
J. DRUG USE - NOT IMPAIRED
K. PHYSICAL IMPAIRMENT (EYES, EAR, LIMB)
Y. UNKNOWN
Z. OTHER

NON-COLLISION 117

A. OVERTURN/ROLLOVER
B. FIRE/EXPLOSION
C. IMMERSION
D. JACKKNIFE
E. CARGO/EQUIPMENT LOSS OR SHIFT
F. FELL/JUMBED FROM MOTOR VEHICLE
G. THROWN OR FALLING OBJECT
H. EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC.)
I. SEPARATION OF UNITS IN TRANSPORT
J. RAN OFF ROAD RIGHT
K. RAN OFF ROAD LEFT
L. CROSSED MEDIAN/CENTERLINE
M. DOWNHILL RUNAWAY
N. OTHER NON-COLLISION

SEQUENCE OF EVENTS/HARMFUL EVENTS

B. MOTOR VEHICLE IN TRANSPORT
Y. PARKED MOTOR VEHICLE
U. STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN MOTION BY MOTOR VEHICLE
V. WORK ZONE/MAINTENANCE EQUIPMENT
W. OTHER NON-FIXED OBJECT

COLLISION WITH FIXED OBJECT

X. IMPACT ATTENTION/CRASH CURBSON Y. BRIDGE OVERHEAD STRUCTURE Z. BRIDGE PIER OR SUPPORT
AA. BRIDGE PIER
BB. CULVERT
CC. CURB
DD. DITCH
EE. EMBANKMENT
FF. GUARDRAIL FACE
GG. GUARDRAIL END
HH. CONCRETE TRAFFIC BARRIER
II. OTHER TRAFFIC BARRIER
JJ. TREE (STANDING)
KK. UTILITY POLE/LIGHT SUPPORT

LL. TRAFFIC SIGN SUPPORT
MM. TRAFFIC SIGNAL SUPPORT
NN. OTHER POST, POLE, OR SUPPORT
OO. FENCE
PP. MAILBOX
QQ. OTHER FIXED OBJECT (WALL, BUILDING, TUNNEL, ETC.)
YY. UNKNOWN

1st
2nd
3rd
4th
MOST HARMFUL EVENT

VIOLATION 118

A. EXCEEDING STATED SPEED LIMIT
B. EXCEEDING SAFE SPEED LIMIT
C. FAILURE TO YIELD
D. FOLLOWING TOO CLOSELY
E. DRIVING LEFT OF CENTER
F. CUTTING IN, IMPROPER PASSING
G. FAILURE TO SIGNAL
H. MADE WIDE RIGHT TURN
I. CUT CORNER ON LEFT TURN
J. TURNED FROM WRONG LANE
K. OTHER IMPROPER TURNING
L. DISREGARDED TRAFFIC CONTROL
M. IMPROPER STARTING
N. IMPROPER PARKING
O. FAILED TO SET OUT FLAGS, FLARES
P. FAILED TO DIM HEADLIGHTS
Q. VEHICLE CONDITION
R. DRIVER CONDITION
S. CARELESS OPERATION
T. IMPROPER BACKING
U. NO VIOLATIONS
Y. UNKNOWN
Z. OTHER

DRIVER DISTRACTION 119

A. CELL PHONE
B. OTHER ELECTRONIC DEVICE (PAGER, PALM PILOT, NAVIGATION DEVICE, ETC.)
C. OTHER INSIDE THE VEHICLE
D. OTHER OUTSIDE THE VEHICLE
E. NOT DISTRACTED
Y. UNKNOWN
Z. OTHER

REASON FOR MOVEMENT 121

A. TO AVOID OTHER VEHICLE
B. TO AVOID PEDESTRIAN
C. TO AVOID ANIMAL
D. TO AVOID OTHER OBJECT
E. PASSING
F. VEHICLE OUT OF CONTROL, NOT PASSING
G. VEHICLE OUT OF CONTROL, PASSING
H. FOR TRAFFIC CONTROL
I. DUE TO CONGESTION
J. DUE TO PRIOR CRASH (COLLISION)
K. DUE TO DRIVER CONDITION
L. DUE TO DRIVER VIOLATION
M. DUE TO VEHICLE CONDITION (FAILURE)
N. DUE TO PAVEMENT CONDITION
O. HIGH WIND
P. NORMAL MOVEMENT
Y. UNKNOWN
Z. OTHER

TRAFFIC CONTROL 122

A. STOP SIGN
B. YIELD SIGN
C. RED SIGNAL ON
D. YELLOW SIGNAL ON
E. GREEN SIGNAL ON
F. GREEN TURN ARROW ON
G. RIGHT TURN ON RED
H. LIGHT PHASE UNKNOWN
I. FLASHING YELLOW
J. FLASHING RED
K. OFFICER, FLAGMAN
L. RR CROSSING, SIGN
M. RR CROSSING, SIGNAL
N. RR CROSSING, NO CONTROL
O. WARNING SIGN (SCHOOL, ETC.)
P. SCHOOL FLASHING SPEED SIGN
Q. YELLOW NO PASSING LINE
R. WHITE DASHED LINE
S. YELLOW DASHED LINE
T. BIKE LANE
U. CROSSWALK
V. NO CONTROL
Y. UNKNOWN
Z. OTHER

PEDESTRIAN ACTIONS 123

A. CROSSING, ENTERING ROAD AT INTERSECTION
B. CROSSING, ENTERING ROAD NOT AT INTERSECTION
C. WALKING IN ROAD - WITH TRAFFIC
D. WALKING IN ROAD - AGAINST TRAFFIC
E. SLEEPING IN ROADWAY
F. STANDING IN ROADWAY
G. GETTING ON OR OFF OTHER VEHICLE
H. PUSHING WORKING ON VEHICLE IN ROAD
I. OTHER WORKING IN ROADWAY
J. PLAYING IN ROADWAY
K. NOT IN ROADWAY
L. UNKNOWN
Y. UNKNOWN
Z. OTHER

VEHICLE CONDITION 124

A. DEFECTIVE BRAKES
B. DEFECTIVE HEADLIGHTS
C. DEFECTIVE REAR LIGHTS
D. DEFECTIVE SIGNAL LIGHTS
E. ALL LIGHTS OUT
F. DEFECTIVE STEERING
G. TIRE FAILURE
H. WORN OR SMOOTH TIRES
I. ENGINE FAILURE
J. DEFECTIVE SUSPENSION
K. NO DEFECTS OBSERVED
Y. UNKNOWN
Z. OTHER

ALCOHOL/DRUG INVOLVEMENT 127

ALCOHOL/DRUGS SUSPECTED
A. NEITHER ALCOHOL NOR DRUGS
B. YES-ALCOHOL
C. YES-DRUGS
D. YES-ALCOHOL AND DRUGS
Y. UNKNOWN

ALCOHOL
A. TEST REFUSED
B. NO TEST GIVEN
C. TEST GIVEN, RESULTS PENDING
D. TEST GIVEN, BAC _____ g%

DRUGS
A. TEST NOT GIVEN
B. TEST GIVEN, RESULTS PENDING
C. TEST REFUSED
D. DRUGS REPORTED (SPECIFY IN NARRATIVE)

VEHICLE LIGHTING 125

A. HEADLIGHTS ON
B. HEADLIGHTS OFF
C. DAYTIME RUNNING LIGHTS
Y. UNKNOWN

TRAFFIC CONTROL CONDITIONS 126

A. CONTROLS FUNCTIONING
B. CONTROLS NOT FUNCTIONING
C. CONTROLS OBSERVED
D. LANE MARKING UNCLEAR OR DEFECTIVE
E. NO CONTROLS
Y. UNKNOWN

128

AFFIX BLOOD ALCOHOL KIT LABEL HERE
(OR ENTER BLOOD ALCOHOL KIT NUMBER)

HEADED	DIRECTION BEFORE CRASH ON HIGHWAY, STREET OR DRIVE	FINAL LOCATION OF VEHICLES	DISTANCE TRAVELED AFTER IMPACT	SPEED EST. POSTED	SKIDMARK DATA (FEET)
129	NE	130	132	133	FR FL RR RL
	SW	131	132	134	FR FL RR RL
		135			FR FL RR RL

DAMAGE TO VEHICLE

AREA DAMAGED

EXTENT OF DEFORMITY

A. NONE
B. VERY MINOR
C. MINOR
D. MODERATE
E. MODERATE
F. MODERATE/SEVERE
G. SEVERE
H. VERY SEVERE
Y. UNKNOWN

CITATION NO. VEH. PED. R.S. OR ORD. NO.

130

NOTICE OF INSURANCE VIOLATION

[NEWS](#)[WEATHER](#)[SPORTS](#)[TRAFFIC](#)[INVESTIGATORS](#)[VIDEO](#)[LOUIS](#)

Pedestrian hit and killed on Greenwell Springs Rd.

By Amber Stegall, Digital Content Manager [CONNECT](#)



BATON ROUGE, LA (WAFB) - An investigation continues into a fatal crash that killed a pedestrian on Greenwell Springs Road just before 10 p.m. Sunday.

According to Baton Rouge Police, Reginald Davis, 24, was wearing dark clothing while walking in the 9800 block of Greenwell Springs Road. The driver of the vehicle was traveling in the west bound lane when he struck Davis.

Investigators believe Davis was picking something up from the roadway when he was struck by the vehicle. Davis was pronounced dead at the scene.

The driver was not injured and was wearing a seatbelt at the time of the crash. Police say alcohol does not appear to be a factor for the driver. It is unknown if alcohol or drugs are factors for the pedestrian.

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STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT
VEHICLE/PEDESTRIAN

VEH # OR PEDESTRIAN

CONF CARGO BODY TYPE YEAR MAKE MODEL # DOORS # AXLES # TRES

V.I.N. VEHICLE TOWED A. YES B. NO C. LEFT AT SCENE REMOVED BY

LICENSE PLATE YEAR MAKE TYPE YEAR STATE NUMBER

TRAILER DESCRIPTION LICENSE PLATE

VEHICLE CLASSIFICATION COMMERCIAL/BUSINESS VEHICLE GOVERNMENT VEHICLE PERSONAL VEHICLE

COMPLETE INFORMATION BELOW IF THIS VEHICLE IS BEING USED FOR COMMERCIAL/BUSINESS, & HAS A GVWR/DOWN IN EXCESS OF 16,000 LBS., OR HAS A HAZMAT PLACARD, OR IS A BUS WITH SEATING FOR NINE OR MORE INCLUDING THE DRIVER.

CARRIER NAME MC/MX (PIC) #

STREET ADDRESS CITY STATE ZIP

INTERSTATE CARRIER Y/N TRANSPORTING HAZARDOUS MATERIAL Y/N CLASS ID# PLACARDS DISPLAYED Y/N HAZMAT RELEASED Y/N

NAME (LAST, FIRST, MI) OF DRIVER PEDESTRIAN

DATE OF BIRTH

STREET ADDRESS TELEPHONE #

CITY STATE ZIP

STATE CLASS ENDORSEMENTS DRIVER'S LICENSE NUMBER

NOTIFIED TO EOC/STATE INFORMATION? Y/N NAME OF FACILITY

TRANSPORTED TO MEDICAL FACILITY A. YES C. REFUSED AD B. NO Y. UNKNOWN

PEDESTRIAN ONLY UPPER BODY CLOTHING LIGHT DARK LOWER BODY CLOTHING LIGHT DARK SEX RACE AGE INJURY CODE

OWNER'S NAME (LAST, FIRST, MI OR COMPANY NAME) Same as Driver TELEPHONE #

STREET ADDRESS CITY STATE ZIP

INSURANCE CO. NAME (NOT AGENCY NAME) POLICY NUMBER EXPIRATION DATE

AGENT'S NAME/ADDRESS PHONE #

OCCUPANT'S NAME (LAST, FIRST, MI)

STREET ADDRESS CITY STATE ZIP

TRANSPORTED TO MEDICAL FACILITY A. YES C. REFUSED AD B. NO Y. UNKNOWN NAME OF FACILITY

OCCUPANT'S NAME (LAST, FIRST, MI)

STREET ADDRESS CITY STATE ZIP

TRANSPORTED TO MEDICAL FACILITY A. YES C. REFUSED AD B. NO Y. UNKNOWN NAME OF FACILITY

SEATING POSITION		EJECTION	TRAPPED OR EXTRICATED	AIRBAG	OCCUPANT PROTECTION SYSTEM USED	INJURY
A - FRONT SEAT LEFT SIDE (MOTORCYCLE DRIVER)	J - SLEEPER SECTION OF CAB (TRUCK)	A - NOT EJECTED	A - NOT TRAPPED	A - DEPLOYED		A - FATAL
B - FRONT SEAT MIDDLE	K - PASSENGER IN OTHER ENCLOSED PASSENGER OR CARGO AREA (NON-TRAILING UNIT)	B - TOTALLY EJECTED	B - TRAPPED/EXTRICATED	B - NON-DEPLOYED		B - INCAPACITATING/SEVERE
C - FRONT SEAT RIGHT SIDE	L - PASSENGER IN OTHER UNENCLOSED PASSENGER OR CARGO AREA (NON-TRAILING UNIT)	C - PARTIALLY EJECTED	C - TRAPPED/HOT EXTRICATED	C - NON-DEPLOYED		C - NON-INCAPACITATING/MODERATE
D - SECOND SEAT LEFT SIDE (MOTORCYCLE PASSENGER)	M - PASSENGER ON TRAIN OR STREETCAR	D - NOT EJECTED	D - NOT TRAPPED	D - NOT APPLICABLE		D - POSSIBLE/COMPLAINT
E - SECOND SEAT MIDDLE	N - TOWING UNIT	E - UNKNOWN	E - UNKNOWN	E - UNKNOWN		E - NO INJURY
F - SECOND SEAT RIGHT SIDE	O - SEAT ON VEHICLE EXTERIOR (NON-TRAILING UNIT)					
G - THIRD ROW LEFT SIDE (MOTORCYCLE PASSENGER)	Y - UNKNOWN					
H - THIRD ROW MIDDLE						
I - THIRD ROW RIGHT SIDE						

DPSSP 3106

NAME (LAST, FIRST, MI) OF DRIVER PEDESTRIAN

STREET ADDRESS TELEPHONE #

CITY STATE ZIP

STATE CLASS ENDORSEMENTS DRIVER'S LICENSE NUMBER

NOTIFIED TO EOC/STATE INFORMATION? Y/N NAME OF FACILITY

TRANSPORTED TO MEDICAL FACILITY A. YES C. REFUSED AD B. NO Y. UNKNOWN

PEDESTRIAN ONLY UPPER BODY CLOTHING LIGHT LOWER BODY CLOTHING LIGHT DARK SEX RACE AGE INJURY CODE



Pedestrian hit and killed on Greenwell Springs Rd.

By Amber Stegall, Digital Content Manager [CONNECT](#)



BATON ROUGE, LA (WAFB) - An investigation continues into [redacted] according to Baton Rouge Police, [redacted] while walking in the 9800 block of Greenwell Springs Road. The [redacted]

Investigators believe Davis was picking something up from the roadway when he was struck by the vehicle. [redacted]

[redacted] Police say alcohol does not appear to be a factor for the driver. It is unknown if alcohol or drugs are factors for the pedestrian.

VISION OBSCUREMENTS 115

A. RAIN, SNOW, ETC. ON WINDSHIELD
 B. WINDSHIELD OTHERWISE OBSCURED
 C. VISION OBSCURED BY LOAD
 D. TREES, BUSHES, ETC.
 E. BUILDING
 F. EMBANKMENT
 G. SIGN BOARDS
 H. HILLCREST
 I. PARKED VEHICLES
 J. MOVING VEHICLES
 K. BLINDED BY HEADLIGHTS
 L. BLINDED BY SUNGLARE
 M. DISTRACTED BY NEON LIGHTS IN FIELD OF VIEW
 N. NO OBSCUREMENTS
 Y. UNKNOWN
 Z. OTHER

CONDITION OF DRIVER/PEE 116

A. NORMAL
 B. INATTENTIVE
 C. DISTRACTED
 D. ILLNESS
 E. FATIGUED
 F. APPARENTLY ASLEEP/BLACKOUT
 G. DRINKING ALCOHOL - IMPAIRED
 H. DRINKING ALCOHOL - NOT IMPAIRED
 I. DRUG USE - IMPAIRED
 J. DRUG USE - NOT IMPAIRED
 K. PHYSICAL IMPAIRMENT (EYES, EAR, LIMB)
 Y. UNKNOWN
 Z. OTHER

DRIVER DISTRACTION 119

A. CELL PHONE
 B. OTHER ELECTRONIC DEVICE (PAGER, PALM PILOT, NAVIGATION DEVICE, ETC.)
 C. OTHER INSIDE THE VEHICLE
 D. OTHER OUTSIDE THE VEHICLE
 E. NOT DISTRACTED
 Y. UNKNOWN

REASON FOR MOVEMENT 121

A. TO AVOID OTHER VEHICLE
 B. TO AVOID PEDESTRIAN
 C. TO AVOID ANIMAL
 D. TO AVOID OTHER OBJECT
 E. PASSING
 F. VEHICLE OUT OF CONTROL, NOT PASSING
 G. VEHICLE OUT OF CONTROL, PASSING
 H. FOR TRAFFIC CONTROL
 I. DUE TO CONGESTION
 J. DUE TO PRIOR CRASH (COLLISION)
 K. DUE TO DRIVER VIOLATION
 L. DUE TO DRIVER VIOLATION
 M. DUE TO VEHICLE CONDITION (FAILURE)
 N. DUE TO PAVEMENT CONDITION
 O. HIGH WIND
 P. NORMAL MOVEMENT
 Y. UNKNOWN
 Z. OTHER

TRAFFIC CONTROL 122

A. STOP SIGN
 B. YIELD SIGN
 C. RED SIGNAL ON
 D. YELLOW SIGNAL ON
 E. GREEN SIGNAL ON
 F. GREEN TURN ARROW ON
 G. RIGHT TURN ON RED
 H. LIGHT PHASE UNKNOWN
 I. FLASHING YELLOW
 J. FLASHING RED
 K. OFFICER, FLAGMAN
 L. RR CROSSING, SIGNAL
 M. RR CROSSING, SIGNAL
 N. RR CROSSING, NO CONTROL
 O. WARNING SIGN (SCHOOL, ETC.)
 P. SCHOOL FLASHING SPEED SIGN
 Q. YELLOW NO PASSING LINE
 R. WHITE DASHED LINE
 S. YELLOW DASHED LINE
 T. BIKE LANE
 U. CROSSWALK
 V. NO CONTROL
 Y. UNKNOWN
 Z. OTHER

NON COLLISION 117

A. OVERTURN/ROLLOVER
 B. FIRE/EXPLOSION
 C. IMMERSION
 D. JACKKNIFE
 E. CARGO/EQUIPMENT LOSS OR SHIFT
 F. FELL/JUMPED FROM MOTOR VEHICLE
 G. THROWN OR FALLING OBJECT
 H. EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC.)
 I. SEPARATION OF UNITS IN TRANSPORT
 J. RAN OFF ROAD RIGHT
 K. RAN OFF ROAD LEFT
 L. CROSSED MEDIAN/CENTERLINE
 M. DOWNHILL RUNAWAY
 N. OTHER NON-COLLISION

COLLISION WITH PERSON, MOTOR VEHICLE, OR NON-FIXED OBJECT

O. PEDESTRIAN
 P. BICYCLE
 Q. RAILWAY VEHICLE (TRAIN, ENGINE)
 R. ANIMAL

SEQUENCE OF EVENTS/HARMFUL EVENTS

S. MOTOR VEHICLE IN TRANSPORT
 T. PARKED MOTOR VEHICLE
 U. STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN MOTION BY MOTOR VEHICLE
 V. WORK ZONE/MAINTENANCE EQUIPMENT
 W. OTHER NON-FIXED OBJECT

COLLISION WITH FIXED OBJECT

X. IMPACT ATTENUATOR/CRASH CUSHION
 Y. BRIDGE OVERHEAD STRUCTURE
 Z. BRIDGE PIER OR SUPPORT
 AA. BRIDGE RAIL
 BB. CULVERT
 CC. CURB
 DD. DITCH
 EE. EMBANKMENT
 FF. GUARDRAIL FACE
 GG. GUARDRAIL END
 HH. CONCRETE TRAFFIC BARRIER
 II. OTHER TRAFFIC BARRIER
 JJ. TREE (STANDING)
 KK. UTILITY POLE/LIGHT SUPPORT

LL. TRAFFIC SIGN SUPPORT
 MM. TRAFFIC SIGNAL SUPPORT
 NN. OTHER POST, POLE, OR SUPPORT
 OO. FENCE
 PP. MAILBOX
 QQ. OTHER FIXED OBJECT (WALL, BUILDING, TUNNEL, ETC.)
 YY. UNKNOWN

1st

2nd

3rd

4th

MOST HARMFUL EVENT

MOVEMENT PRIOR TO CRASH 120

A. STOPPED
 B. PROCEEDING STRAIGHT AHEAD
 C. PROCEEDING WRONG WAY
 D. BACKING
 E. CROSSED MEDIAN INTO OPPOSING LANE
 F. CROSSED CENTER LINE INTO OPPOSING LANE
 G. RAN OFF ROAD (NOT WHILE MAKING TURN AT INTERSECTION)
 H. CHANGING LANES ON MULTI-LANE ROAD
 I. MAKING LEFT TURN
 J. MAKING RIGHT TURN

K. STOPPED PREPARING TO OR MAKING U-TURN
 L. MAKING TURN, DIRECTION UNKNOWN
 M. STOPPED, PREPARING TO TURN LEFT
 N. STOPPED, PREPARING TO TURN RIGHT
 O. SLOWING TO MAKE LEFT TURN
 P. SLOWING TO MAKE RIGHT TURN
 Q. SLOWING TO STOP
 R. PROPERLY PARKED
 S. PARKING MANEUVER

T. ENTERING TRAFFIC FROM SHOULDER
 U. ENTERING TRAFFIC FROM MEDIAN
 V. ENTERING TRAFFIC FROM PARKING LANE
 W. ENTERING TRAFFIC FROM PRIVATE LANE OR DRIVEWAY
 X. ENTERING FREEWAY FROM ON RAMP
 Y. LEAVING FREEWAY VIA OFF RAMP
 Z. OTHER OR UNKNOWN

VEHICLE CONDITION 124

A. DEFECTIVE BRAKES
 B. DEFECTIVE HEADLIGHTS
 C. DEFECTIVE REAR LIGHTS
 D. DEFECTIVE SIGNAL LIGHTS
 E. ALL LIGHTS OUT
 F. DEFECTIVE STEERING
 G. TIRE FAILURE
 H. WORN OR SMOOTH TIRES
 I. ENGINE FAILURE
 J. DEFECTIVE SUSPENSION
 K. NO DEFECTS OBSERVED
 Y. UNKNOWN
 Z. OTHER

VEHICLE LIGHTING 125

A. HEADLIGHTS ON
 B. HEADLIGHTS OFF
 C. DAYTIME RUNNING LIGHTS
 Y. UNKNOWN

TRAFFIC CONTROL CONDITIONS 126

A. CONTROLS FUNCTIONING
 B. CONTROLS NOT FUNCTIONING
 C. CONTROLS OBSCURED
 D. LANE MARKING UNCLEAR OR DEFECTIVE
 E. NO CONTROLS
 Y. UNKNOWN



Pedestrian hit and killed on Greenwell Springs Rd.

By Amber Stegall, Digital Content Manager [CONNECT](#)



BATON ROUGE, LA (WAFB) - An investigation continues into [REDACTED]

According to Baton Rouge Police, [REDACTED]

Investigators believe Davis was picking something up from the roadway when he was struck by the vehicle. [REDACTED]

[REDACTED]

DIRECTION BEFORE CRASH

HEADED	ON HIGHWAY, STREET OR DRIVE	FINAL LOCATION OF VEHICLES	DISTANCE TRAVELED AFTER IMPACT	SPEED EST.	SPEED POSTED	SKIDMARK DATA (FEET)
NE SW	130	131	132	133	134	FR FL RR RL 135

DAMAGE TO VEHICLE

AREA DAMAGED: A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z

EXTENT OF DEFORMITY: 1ST, 2ND, 3RD

NOTICE OF INSURANCE VIOLATION

140

INVESTIGATING OFFICER'S INITIALS

OFFICER'S NARRATIVE: DESCRIBE ANY UNUSUAL CIRCUMSTANCES ASSOCIATED WITH CRASH, INCLUDING OFFICER'S OBSERVATIONS AND OPINIONS. INCLUDE WITNESS NAMES, ADDRESSES, PHONE NUMBERS, ETC.

IF NECESSARY, INDICATE DAMAGE TO PUBLIC OR PRIVATE PROPERTY (WITH OWNER'S NAME & ADDRESS) AT THE END OF THE NARRATIVE.

REFER TO EACH BY VEHICLE NUMBER



NEWS

WEATHER

SPORTS

TRAFFIC

INVESTIGATORS

VIDEO

LOUIS

Pedestrian hit and killed on Greenwell Springs Rd.

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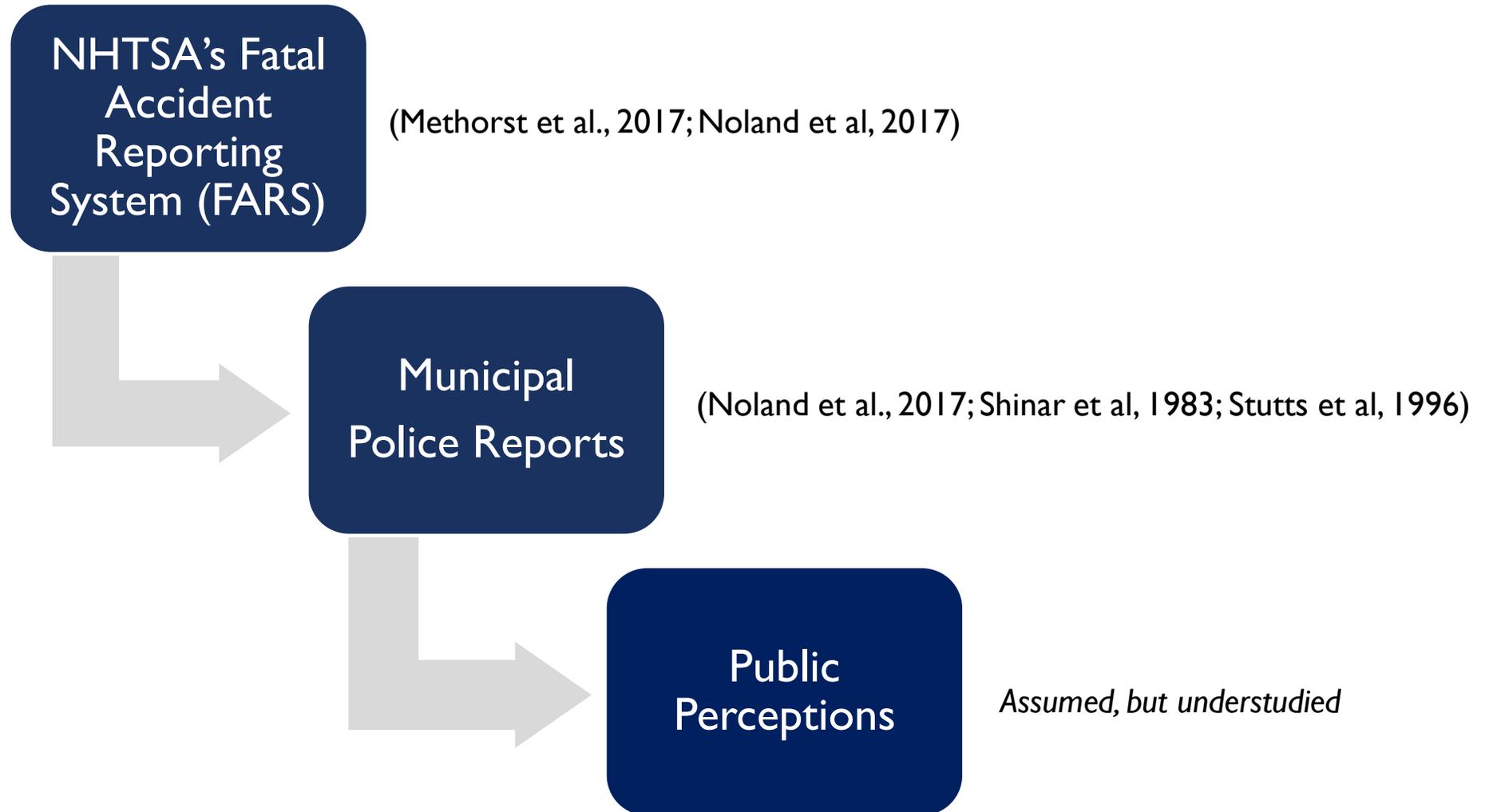


BATON ROUGE, LA (WAFB) - An investigation continues into

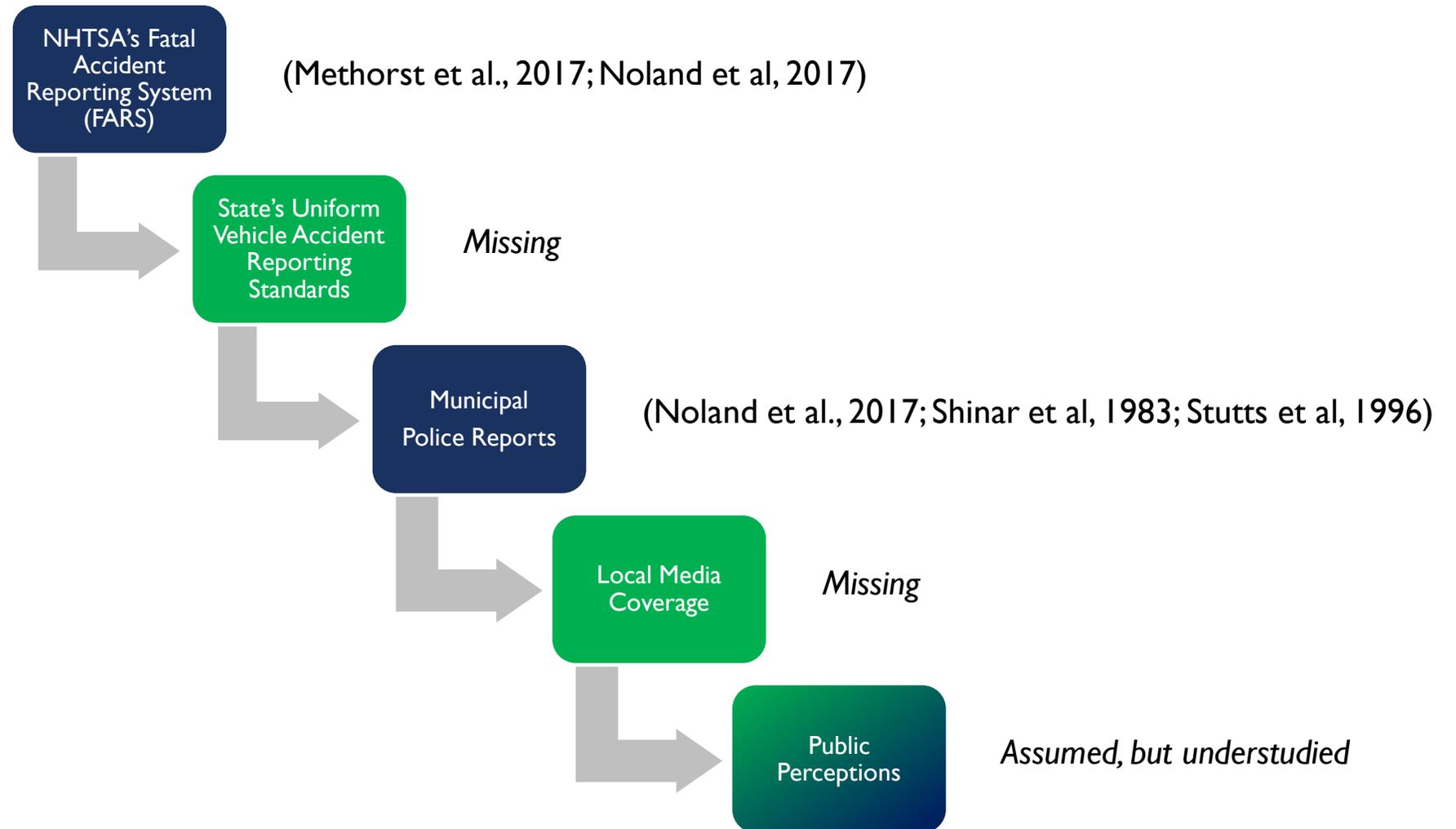
According to Baton Rouge Police,



EXISTING REGULATION-REPORTING RELATIONSHIP



EXPANDED REGULATION-REPORTING RELATIONSHIP



REGULATION-REPORTING RELATIONSHIP

- Exceptions?
 - Hit-and-run pedestrian fatalities
 - Unique victims
- Coverage of Exceptional Cases
 - Initial story's content and structure
 - Follow-up stories (largely absent for other types of pedestrian fatalities)
 - More victim-focused

Police name suspect in deadly hit and run

By Cheryl Mercedes, Anchor [CONNECT](#)



Hunter Louise, victim in deadly hit and run on Greenwell Springs Road on June 1, 2013

BATON ROUGE, LA (WAFB) - Police have named a suspect in a deadly pedestrian crash that happened June 1, 2013 on Greenwell Springs Road. Detectives believe Devante Pugh, 21, of Baker, LA ran a woman down and left her to die.

Nearby business owners have released surveillance video in an attempt to help police nab their suspect. A witness, who only wished to be identified as "Cindy" said she was sitting on her front porch on Greenwell Springs Road when she saw the unthinkable.

"In my mind I said, oh Lord that car is going mighty fast and all of a sudden I heard a collision," Cindy said.

Baton Rouge Police said Louise Hunter, 47, was killed after she was hit by a car. They believe the driver of a white Dodge Challenger hit Hunter and left the scene.

Surveillance video from a nearby business shows a woman witnesses say is Hunter, walking along the road. Another camera captured the woman before she crossed the street. Moments later, another camera picked up a white car coming to a sudden stop just past the Shed Dran Motel. A dark colored car also slowed down. It turned around on the street. The white car also doubled back, but kept its distance. It is clear the front passenger side of the car is damaged.

"I ran out to go see what happened and I see a white car down the street and I see a body lying."

Cindy said the people in the dark car stopped and even had a conversation with the driver of the white car. "I heard him say, I didn't see it or I didn't see her."

Then suddenly, Cindy said, the man in the white car left. "He never came over to see if the lady was breathing or anything. Whatever they told him he scattered."

Cindy said she and a group of others stayed with the woman until help arrived. Given the number of witnesses and the surveillance video, she is surprised no one has been arrested.

"The things that were told to them, things that were pointed out to them; I am shocked, because I thought by now they would have apprehended that person."

Detectives said Pugh will be charged with felony hit and run, and obstruction of justice. If you know where he is you are asked to call Crime Stoppers at 344-7867.



Scene of the crime



Surveillance image of suspect's vehicle



Surveillance image of suspect's vehicle

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Scene of the crime

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Surveillance image of suspect's vehicle

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FINDINGS

Media Coverage of Pedestrian Fatalities is:

1. Driver/Motor Vehicle-Centric

- State Uniform Crash Reporting Standards are Motorist/Motor Vehicle-Centric
 - Historic institutionalization, normalization, and prioritization of the motor vehicle user over other users of the roadway
 - *Motor Vehicle-Centric Conceptualization of the Road*
 - Relationship with NHTSA's Fatality Accident Reporting System (FARS)
 - Advances the work of Noland et al. (2017), who found, based on national-level data analysis, that the NHTSA's definition of "pedestrian" has a distorting effect on data due to being focused on the location of the motor vehicle and the acts of the motor vehicle operator.

2. Absence of Contextual Detail

- Formulaic News Media Coverage
 - Exceptions: (1) Hit-and-run cases, and (2) unique victim
 - Easily perceived as "pedestrian-blaming" or victim shaming, and perhaps is on a tacit level. However, as is the case with traffic crash data in general, details about non-motorist and non-vehicle issues are secondary and thus prone to lower quality coverage.
 - Omission or Commission?

IMPLICATIONS + RECOMMENDATIONS

- News media need to be less formulaic in their approach to covering pedestrian deaths.
 - Take steps to devote the attention and resources to those who have died while walking.
 - Simply including a google street view of the crash site could go a long way to provide richer context for the public.
- Given how pedestrian deaths are covered by the media, largely devoid of in-depth details, the importance of pedestrian advocacy groups is amplified.
 - American Walks, Nashville Pedestrian Death Registry, Partnership for a Walkable America, and Walk Bike America

IMPLICATIONS + RECOMMENDATIONS

- Given that the likelihood of dying as a pedestrian are outpacing those of dying as a driver, there is an obligation on states to revise their uniform crash report standards to include more data about pedestrians.
 - Simply relying on the officer to write a detailed account of the incident, as it relates to a pedestrian death, is insufficient.
 - USGAO has questioned the quality of safety systems data due to inconsistent police reporting, which they identify as inhibiting progress.
 - Increases the likelihood that media coverage will include more contextual details and shift away from “pedestrian-blaming.”
- Policy Impact
 - Effective public safety policies and strategies cannot be created without an accurate definition of public safety problems (Weiss, 1989).
 - Be it “pedestrian-blaming,” low quality reporting by the police and media, or a combination of the two, all serve to distort the identification of effective policy responses to the increased likelihood that an individual will die while walking.

FUTURE RESEARCH

- More in-depth examination of the relationship between the development of police reports and the coverage of traffic crashes involving a pedestrian fatality; specifically, interviewing police and media participants.
- Investigating why certain pedestrian fatality cases are not covered by the media.
- Expanding research to more cities, and beginning to examine on the statewide level.
- Comparative research, specifically looking at coverage of pedestrian fatalities in other English-speaking countries.
- Investigating individual perceptions of pedestrian fatalities.

DYING WHILE WALKING

INTERROGATING MEDIA COVERAGE OF PEDESTRIAN DEATHS IN THE UNITED STATES

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PEDESTRIAN FATALITIES AND TOTAL FATALITIES IN TRAFFIC CRASHES, 2012 - 2016

