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 - Increased urban population, outdated roadway designs, and pedestrian behavior, but that's not what we're investigating.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.
 - I. 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%

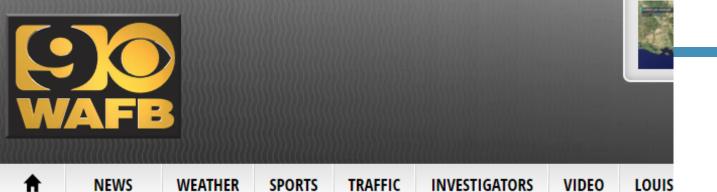
METHODOLOGY

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 perceive 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



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.



By Amber Stegall, Digital C



Investigators believe Davi: the vehicle. Davis was pro

The driver was not injured does not appear to be a fa pedestrian.

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Ryan Waits, Producer CONNECT







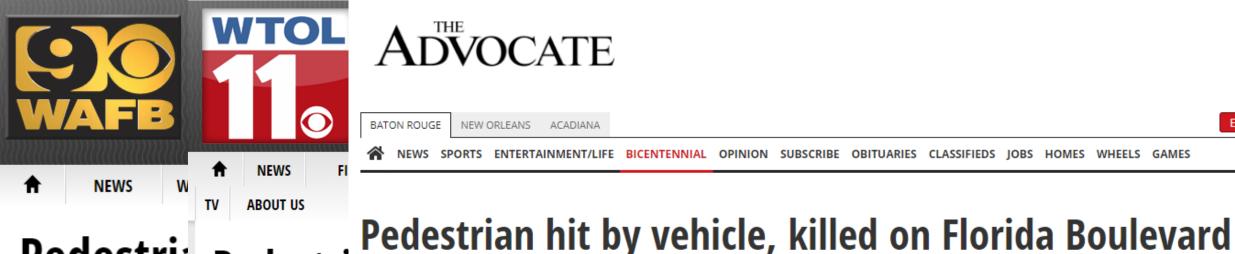
BATON ROUGE, LA (WAFB) - The Baton Rouge Sheriff's Office says a woman has died from injuries she sustained when she was hit by a vehicle Friday evening. The accident happened in the 16300 block of Tiger Bend Road just before 8:30 p.m.

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.





Pedestri Saturday morning Greenwe struck b

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

Ryan Waits, Producer





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.

According to the EBR Sh Robinson died at the scene. Investigators say that he

Investigators report the once he realized what h

Deputies are continuing taken for toxicology test

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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

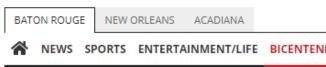
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- News tips

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School Closings As Seen on News 4 Top 4 on 4 Email Alert Interactive Radar

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By Amber Stegall, Digital C



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The crash is still under investigation, McKneely made as of Sunday.

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

Recently Posted

Twitter

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.



More 541

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COZI and mvTV

(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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WRITE APPROPRIATE LETTER IN BLOCK

CONTRIBUTING FACTORS AND CONDITIONS

PAGE #

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SEQUENCE OF EVENTS/HARMFUL EVENTS CONDITION VISION NON COLLISION LL. TRAFFIC SIGN SUPPORT OF DRIVER/PED S. MOTOR VEHICLE IN TRANSPORT OBSCUREMENTS A. OVERTURN/ROLLOVER B. FIRE/EXPLOSION . PARKED MOTOR VEHICLE J. STRUCK BY FALLING, SHIFTING MM. TRAFFIC SIGNAL SUPPORT NN. OTHER POST, POLE, OR A. RAIN, SHOW, ETC. ON WINDSHIELD C. IMMERSION D. JACKKNIFE CARGO OR ANYTHING SET IN MOTION SUPPORT OO. FENCE B. WINDSHIELD OTHERWISE OBSCURED C. DISTRACTED BY MOTOR VEHICLE C. VISION OBSCURED BY LOAD WORK ZONE/MAINTENANCE E CARGO/FOUIRMENT LOSS OR SHIFT PP. MAILBOX QQ. OTHER FIXED OBJECT (WALL,). TREES, BUSHES, ETC. E. FATIGUED FELL/JUMPED FROM MOTOR VEHICLE POLIDMENT E. BUILDING APPARENTLY ASLEEP/PLACKOUT W. OTHER NON-FIXED OBJECT G. THROWN OR FALLING OBJECT BUILDING, TUNNEL, ETC.) G. DRINKING ALCOHOL - IMPAIRED H. DRINKING ALCOHOL - NOT IMPAIRED H. EQUIPMENT FAILURE (DLOWN LINKNOWN G. SIGN BOARDS TIRE, BRAKE FAILURE, ETC.) COLLISION WITH FIXED OBJECT H. HILLCREST DRUG LISE - IMPAIRED C. IMPACT ATTENUATOR/CRASH CUSHIC C. BRIDGE OVERHEAD STRUCTURE SEPARATION OF UNITS PARKED VEHICLES J. DRUG USE - NOT IMPAIRED IN TRANSPORT MOVING VEHICLES K. PHYSICAL IMPAIRMENT J. RAN OFF ROAD RIGHT . RRIDGE PIER OR SUPPORT (EYES, EAR, LIMB) Y. UNKNOWN C. BLINDED BY HEADLIGHTS K. RAN OFF ROAD LEFT AA. BRIDGE RAIL . BLINDED BY SUNGLARE BB. CULVERT Z. OTHER . M. DISTRACTED BY NEON LIGHTS IN M. DOWNHILL RUNAWAY CC. CURR FIELD OF VIEW N. OTHER NON-COLLISION DD. DITCH EE. EMBANKMENT N. NO OBSCUREMENTS DRIVER COLLISION WITH PERSON, MOTOR FE GUARDRAIL FACE C. UNKNOWN DISTRACTION GG. GUARDRAIL END HH. CONCRETE TRAFFIC BARRIER Z. OTHER VEHICLE, OR NON- FIXED OBJECT A. CELL PHONE O. PEDESTRIAN OTHER TRAFFIC BARRIER B. OTHER ELECTRONIC DEVICE VIOLATION P. PEDALCYCLE JJ. TREE (STANDING) O. RAILWAY VEHICLE (TRAIN, ENGINE) R. ANIMAL (PAGER, PALM PILOT, NAVIGATION KK. UTILITY POLE/LIGHT SUPPORT DEVICE, ETC.) MOST HARMFUL EVENT OTHER INSIDE THE VEHICLE A. EXCEEDING STATED SPEEL D. OTHER OUTSIDE THE VEHICLE MOVEMENT PRIOR TO CRASH B. EXCEEDING SAFE SPEED LIMIT Y. UNKNOWN D. FOLLOWING TOO CLOSELY E. DRIVING LEFT OF CENTER F. CUTTING IN, IMPROPER PASSING G. FAILURE TO SIGNAL K, STOPPED PREPARING TO. T. ENTERING TRAFFIC FROM REASON FOR B. PROCEEDING STRAIGHT AHEAD OR MAKING U-TURN SHOULDER U. ENTERING TRAFFIC FROM MOVEMENT TRAVELING WRONG WAY L. MAKING TURN, DIRECTION H. MADE WIDE RIGHT TURN I. CUT CORNER ON LEFT TURN D. DACKING LINKNOWN A. TO AVOID OTHER VEHICLE E. CROSSED MEDIAN INTO M, STOPPED, PREPARING TO V. ENTERING TRAFFIC FROM I. TURNED FROM WRONG LANE B. TO AVOID PEDESTRIAN OPPOSING LANE F. CROSSED CENTER LINE INTO PARKING LANE W, ENTERING TRAFFIC FROM C. TO AVOID ANIMAL N. STOPPED, PREPARING TO L. DISREGARDED TRAFFIC CONTROL D. TO AVOID OTHER OBJECT OPPOSING LANE TURN RIGHT PRIVATE LANE OR DRIVEWAY M. IMPROPER STARTING G. RAN OFF ROAD (NOT WHILE O. SLOWING TO MAKE LEFT TURN X. ENTERING FREEWAY FROM VEHICLE OUT OF CONTROL MAKING TURN AT INTERSECTION P. SLOWING TO MAKE RIGHT O. FAILED TO SET OUT FLAGS, FLARES ON RAMP NOT PASSING P. FAILED TO DIM HEADLIGHT H. CHANGING LANES ON Y. LEAVING ERREWAY VIA G. VEHICLE OUT OF CONTROL, PASSING Q. SLOWING TO STOP Q. VEHICLE CONDITION H. FOR TRAFFIC CONTROL I. DUE TO CONGESTION MULTI-LANE ROAD OFF RAMP R. DRIVER CONDITION MAKING LEFT TURN R. PROPERLY PARKED Z. OTHER OR UNKNOWN S. CARELESS OPERATION J. DUE TO PRIOR CRASH (COLLISION) J. MAKING RIGHT TURN S. PARKING MANEUVER IMPROPER BACKING U. NO VIOLATIONS L. DUE TO DRIVER VIOLATION VEHICLE Y. UNKNOWN Z. OTHER M. DUE TO VEHICLE CONDITION CONDITION 124 ALCOHOL/DRUG (FAILURE) N. DUE TO PAVEMENT CONDITION A. DEFECTIVE BRAKES INVOLVEMENT O. HIGH WIND P. NORMAL MOVEMENT B. DEFECTIVE HEADLIGHTS ALCOHOL/DRUGS SUSPECTED. TRAFFIC C. DEFECTIVE REAR LIGHTS Y. UNKNOWN A. NEITHER ALCOHOL NOR DRUGS D. DEFECTIVE SIGNAL LIGHTS CONTROL OTHER .. E. ALL LIGHTS OUT B. YES-ALCOHOL F. DEFECTIVE STEERING G. TIRE FAILURE A. STOP SIGN PEDESTRIAN C VES-DDUGS D. YES-ALCOHOL AND DRUGS B. YIELD SIGN H. WORN OR SMOOTH TIRES L. ENGINE FAILURE ACTIONS Y. UNKNOWN C. RED SIGNAL ON D. YELLOW SIGNAL ON A. CROSSING, ENTERING R J. DEFECTIVE SUSPENSION E. GREEN SIGNAL ON AT INTERSECTION . NO DEFECTS OBSERVED ALCOHOL B. CROSSING, ENTERING Y, UNKNOWN G. DIGHT TURN ON DED Z. OTHER A. TEST REFUSED BOAD NOT AT INTERSECTION H. LIGHT PHASE UNKNOWN B. NO TEST GIVEN WALKING IN BOAD – WITH VEHICLE FLASHING YELLOW C. TEST GIVEN, RESULTS PENDING LIGHTING J. FLASHING RED D. TEST GIVEN, BAC D. WALKING IN ROAD - AGAINST K. OFFICER, FLAGMAN TDAFFIC A HEADLIGHTS ON L. RR CROSSING, SIGN M. RR CROSSING, SIGNAL B. HEADLIGHTS OFF E. SLEEPING IN ROADWAY C. DAYTIME RUNNING LIGHTS N. RR CROSSING, NO CONTROL F. STANDING IN ROADWAY Y. UNKNOWN GETTING ON OR OFF OTHER A. TEST NOT GIVEN O. WARNING SIGN (SCHOOL, ETC.) P. SCHOOL FLASHING SPEED SIGN VEHICLE B. TEST GIVEN, RESULTS PENDING TRAFFIC Q. YELLOW NO PASSING LINE H. PUSHING WORKING ON TEST DEFLISED CONTROL D. DRUGS REPORTED (SPECIFY IN NARRATIVE) VEHICLE IN ROAD D. WHITE DASHED LINE CONDITIONS S. YELLOW DASHED LINE OTHER WORKING IN A. CONTROLS FUNCTIONING B. CONTROLS NOT FUNCTIONING . BIKE LANE **BOADWAY** AFFIX BLOOD ALCOHOL KIT LABEL HERE I DI AVING IN DOADWAY U. CROSSWALK V. NO CONTROL C. CONTROLS ORSCURED K. NOT IN ROADWAY D. LANE MARKING UNCLEAR UNKNOWN Y. UNKNOWN Z. OTHER. OR DEFECTIVE Z. OTHER (OR ENTER BLOOD ALCOHOL KIT NUMBER) FINAL LOCATION DISTANCE TRAVELED DIRECTION BEFORE CRASH SKIDMARK DATA (FEET) OF VEHICLES HEADED ON HIGHWAY, STREET OR DRIVE AFTER IMPACT POSTED FR FL RR s w DAMAGE TO VEHICLE CITATION NO R.S. OR ORD, NO VEH. PED AREA DAMAGED EXTENT OF DEFORMITY A NONE . 🗆 BTB- VERY MINOR C-MINOR O- MINOR/MODERATI 2ND E- MODERATE - UNDER-П CARRIAGE - MODERATE/SEVERE O- TOTAL G- SEVERE . . 3RD H-VERY SEVERE O- NONE Y-UNKNOWN UNKNOWN _ _ _ _ . NOTICE OF INSURANCE VIOLATION.

INVESTIGATING OFFICER'S INITIALS DPSSP 3106 (REV. JAN. 2005)

STATE OF LOUISIANA UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT NARRATIVE SUPPLEMENT





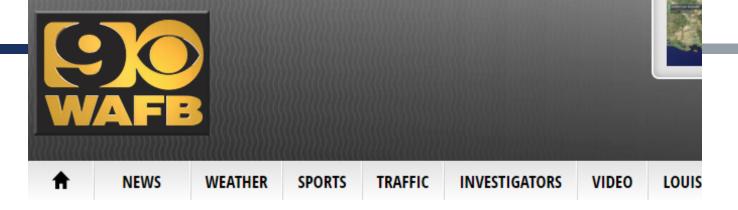
OFFICER'S NARRATIVE: DESCRIBE ANY UNUSUAL CIRCUMSTANCES ASSOCIATED WITH CRASH, INCLUDING OFFICER'S OBSERVATIONS AND OPINIONS. INCLUDE WITNESS NAMES, ADDRESSES, PHONE NUMBERS, ETC.

JF 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

54		

INVESTIGATING OFFICER'S INITIALS DPSSP 3110



Pedestrian hit and killed on Greenwell Springs Rd.

By Amber Stegall, Digital Content Manager









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.

TOTAL NUMBER OF VEHICLES INVOLVED			UNIFO	ORM MC	STATE OF LO		ASH REPORT			
DATE OF CRASH		TIME	(0000)	DISTFIN	OTIZONE TR	LAT.	Ш.Ш	0		PAGE 6
GITY OR TOWN					CITY C	LONG. Qui	drant Servi	ice Road		
CRASH OCCURRED ON	HIGHWAY #	Щ	MLEPOST	Щ	ROADWAY NAME	ME		w 🗔		
A INTERSTATE B. U.S. HIMY C. STATE HIMY D. PARISH ROAD E. OTY STREET F. OFF ROAD PRIMATE PROPERTY	DISTANCE	J-∐ □ . □	MILES FEET	N E S W	STREET/HIGHWAY	☐ AT INTERS		AT INTERSECTION		
G. TOLL ROAD	DISTANCE		MILEO	NE SW	STREET/HIGHWAY	AT INTERS	ECTION NOT	AT INTERSECTION	N N	
WRITE APPROPRIAT	TE LETTER IN 8	LOCK		CONTR	IBUTING FACTOR	S AND CON	DITIONS			
ROAD SUR (ONE PER CO	EFACE	RO	ADWAY		TYPE OF ROAD	WAY	ALIGNMENT		PRIMARY FAC	
C. SNOW/SLUSH D. ICE E. CONTAMINANT (SAND, MUD.	A. CONCRETE B. BLACK TOP C. BHICK D. GFAVE L. DIRT Y. UNKNOWN Z. OTHER	G. HOLES D. DEEP R E. BUMPS F. LOOSE: G. CONSTI H. OVERHE L. CONSTI J. PREVIOL K. WATER: L. ANIMAL	BURFACE MATER BUCTION, REPAIR IAD CLEARANCE BUCTION - NO WI US CRASH ON ROADWIRY IN ROADWIRY IN ROADWIRY	IAL LIMTED	A. ONE-WAY ROAD B. TWO-WAY FOAD NO PHYSICAL SE G. TWO-WAY FOAD PHYSICAL SEAD D. TWO-WAY FOAD PHYSICAL (BARR Y. UNISHOWN Z. OTHER	EPARATION WITH A RATION WITH A	A STRAIGHT-LEVEL S. STRAIGHT-LEVEL C. CURYE-LEVEL D. CURYE-LEVEL E. ON GRADE-CURYE G. HILLCREST-STRAIGH H. HILLCREST-STRAIGH J. DIP H.MP-CURYE Y. LINKNOWN Z. OTHER	MTED HT	A. VIOLATIONS B. MOVEMENT PR C. VERON OBSCU D. CONDITION OF E. VIDELE COND F. ROAD SUPFAC G. ROADWAY CON H. LIGHTING L. WILATHER	BOR TO CRASH REMENTS DRIVER DRIVER STRONS E BOTTON
WEATH A. CLEAR	ER	M. OBJECT Z. OTHER	D OF LOCATI	ON	RELATION ROADW	AY	ACCESS CO	NTROL .	J. TRAFFIC CONT K. KIND OF LOCAL L. CONDITION OF M. PEDESTRIAN A	PEDESTRIAN CTIONS
B. CLOUDY C. RAIN D. FOGYSMOKE E. SLEETHANL F. SHOW G. SEVERE CROSSW H. BLOWING SAME, I DIRT. SNOW Y. UNKNOWN Z. OTHER		G. BUSINES G. BUSINES D. RESIDES E. RESIDES	ACTURING OR IN ISS CONTINUOUS ISS, MIXED RESID VITAL DISTRICT VITAL SCATTERIES LOR PLAYGROUN OUNTRY	ENTWL D	A. ON HOLDER SHOULDER C. MIDWA D. BEYOND SHOULD E. BEYOND SHOULD F. BEYOND RIGHT OF G. GORE Y. UNISHOUN Z. OTHER	ER - RIGHT	A. NO CONTROL GRAINMENTED ACCES FICALOWAY B. FARTIAL CONTROL LIMITED ACCESS T G. FULL CONTROL SORLY PRAMP ENTRU Y. UNKNOWN Z. OTHER	O ROADWAY	A. DAYLIGHT B. DARK - NO STELLIGHTS C. DARK - CONTIN- LIGHT D. DARK - STREET INTERSECTION E. DUSK F. DAWN Y. UNONOVAN Z. OTHER	REET RJOUS STREET LIGHT AT
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INVESTIGATING OFFIC	EFI'S NAME (PI	INT)		_	SIGNATURE			BADGE #	SUP	PERVISOR'S NALS OR BADGE®

DPSSP 3105 (REV. JAN. 2005)





NEWS

WEATHER

SPORTS

TRAFFIC

INVESTIGATORS

VIDEO

LOUIS

Pedestrian hit and killed on Greenwell Springs Rd.

By Amber Stegall, Digital Content Manager











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

According to Baton Rouge Police, Reginald Davis, 24, was wearing dark clothing while walking in the 9800 block of Greenwell Springs Road. The

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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.

TACORESS TELEPHONE # 97 STATE ZIP CLASS PROCESSENTS DERVER'S LICENSE NUMBER TRANSPORTED TO MEDICAL FACILITY OF PACILITY A YES C. REFUSED AD 104 NAME OF PACILITY A YES C. REFUSED AD 105 B. NO Y. UNKNOWN		VEH , OR PEDESTRIAN	UNIFORM MOTOR VEH	OF LOUISIANA CLE TRAFFIC CRASH REPOR E/PEDESTRIAN	T COMPUTER NUMBER PAGE	
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NEWS

WEATHER

SPORTS

TRAFFIC

INVESTIGATORS

VIDEO

LOUIS

Pedestrian hit and killed on **Greenwell Springs Rd.**

By Amber Stegall, Digital Content Manager











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

According to Baton Rouge Police,

while walking in the 9800 block of Greenwell Springs

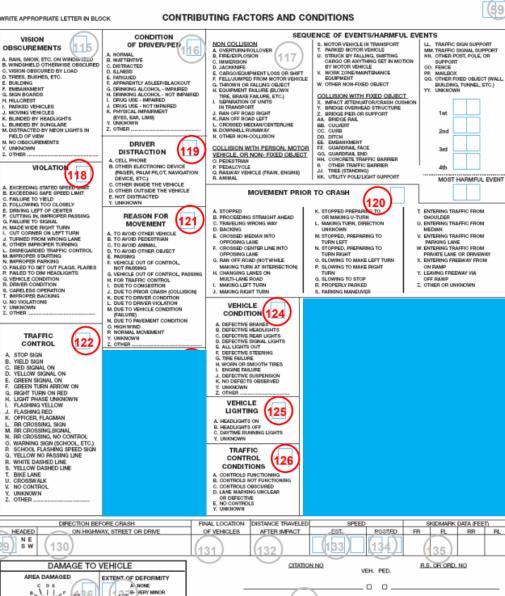
Road. The

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

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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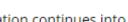












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DPSSP 3106 (REV. JAN. 2005)

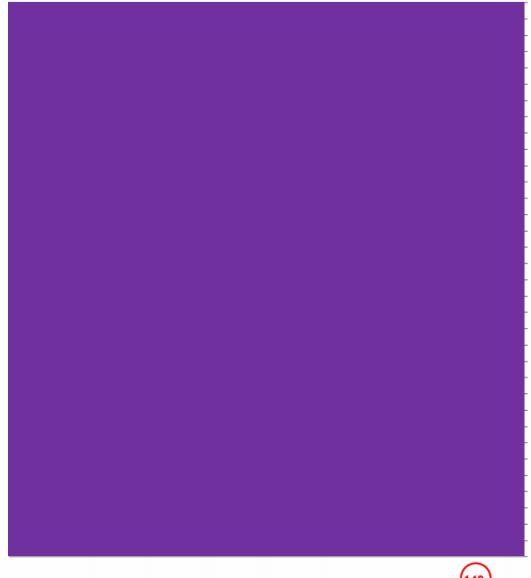
STATE OF LOUISIANA UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT NARRATIVE SUPPLEMENT



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

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

According to Baton Rouge Police,

EXISTING REGULATION-REPORTING RELATIONSHIP

NHTSA's Fatal Accident Reporting System (FARS)

(Methorst et al., 2017; Noland et al, 2017)

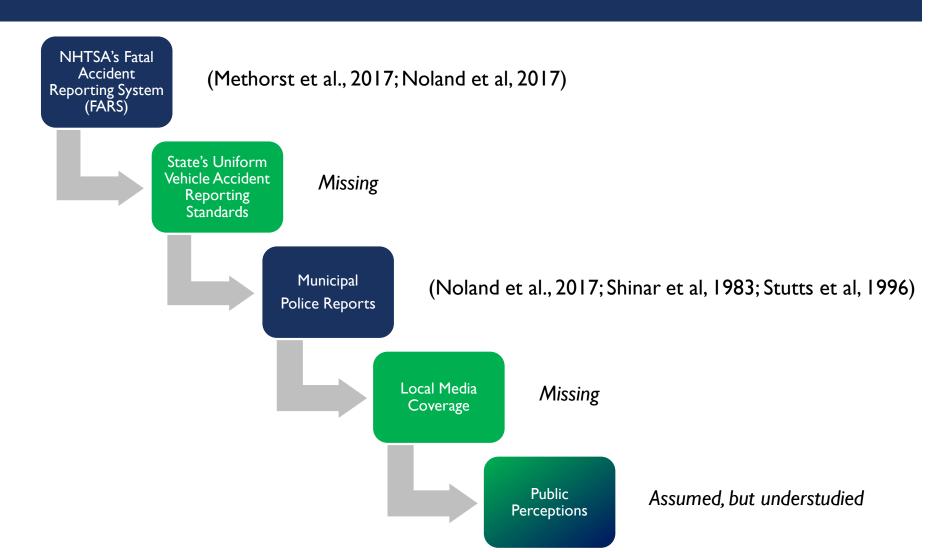
Municipal Police Reports

(Noland et al., 2017; Shinar et al, 1983; Stutts et al, 1996)

Public Perceptions

Assumed, but understudied

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





SPORTS TRAFFIC INVESTIGATORS

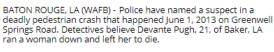
Police name suspect in deadly hit and run

By Cheryl Mercedes, Anchor CONNECT



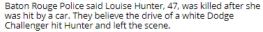






Nearby business owners have released surveillance video in an attempt to help police nab their suspect. A witness, who only wished to be identified as "Cindy" said she was sitting on her front porch on Greenwell Springs Road when she saw the unthinkable.

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



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 pas 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

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know where he is you are asked to call Crime Stoppers at 344-7867.



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



Scene of the crime



Surveillance image of suspect's



Surveillance image of suspect's vehicle





SPORTS TRAFFIC INVESTIGATORS

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



Scene of the crime



Surveillance image of suspect's



Surveillance image of suspect's vehicle

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 drive 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 pas 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.

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SPORTS TRAFFIC INVESTIGATORS

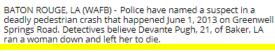
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Scene of the crime

Hunter Louise, victim in deadly hit

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Surveillance image of suspect's



Surveillance image of suspect's vehicle

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FINDINGS

Media Coverage of Pedestrian Fatalities is:

- 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.

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

