



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

400 Seventh Street, S.W.  
Washington, D.C. 20590

Dear Crash Data Researchers/Users:

Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public Law, NHTSA is required not to release any case information until completion of quality control procedures. These procedures include a review of the case material to extract all names, licenses and registration numbers, non-coded interview material, non-research related researcher comments in the margins, non-factual data, and the production number portion of the vehicle identification number (VIN).

If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.

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AUTO SAFETY HOTLINE  
(800) 424-9393  
Wash. D.C. Area 366-0123

**PEDESTRIAN CASE SUMMARY**

NATIONAL ACCIDENT SAMPLING SYSTEM  
PEDESTRIAN CRASH DATA STUDY

PSU 40 CASE NO. 603P TYPE OF ACCIDENT CAR/PEDESTRIAN/CROSSING ROAD STRAIGHT  
AG

**A. DESCRIPTION OF THE ACCIDENT SEQUENCE AND ACCIDENT PECULIARITIES**

(Provide a summary of the accident sequence as well as any particular event of the accident that is noteworthy. Pedestrian injury mechanism and vehicle interaction is the focus, not pedestrian or driver culpability. Do not include any personal identifiers.)  
VEHICLE #1 TRAVELING ON AN EXPRESSWAY IN A WESTERLY DIRECTION. VEHICLE #1 WAS IN THE INNER LANE (PASSING LANE) CLOSE TO THE GUARDRAIL WHEN PEDESTRIAN RAN IN FRONT OF VEHICLE #1 AND GOT STRUCK WITH THE RIGHT FRONT. VEHICLE #1 IMMEDIATELY STOPPED AND DRIVER GOT OUT TO CHECK ON PEDESTRIAN'S CONDITION. PEDESTRIAN WAS TRANSPORTED TO HOSPITAL WHERE HE WAS PRONOUNCED DEAD.

**B. PEDESTRIAN PROFILE**

Pedestrian No.	Age	Sex	Treatment/Mortality	Most Severe Injury (TO BE COMPLETED BY ZONE CENTER)			
				Body Region	Ana. Struc.	AIS	Injury Source
01	35	1	FATAL	Head	Brain (brainstem)	6	Windshield

Body Region	Type of Anatomic Structure	Abbreviated Injury Scale
Head	Whole Area	(1) Minor injury
Face	Vessels	(2) Moderate injury
Throat	Nerves	(3) Serious injury
Chest	Organs	(4) Severe injury
Abdomen/Pelvis	Skeletal	(5) Critical injury
Spine	Head-LOC	(6) Maximum (untreatable)
Upper Extremity	Skin-Burn	(7) Injured, unknown severity
Lower Extremity	Skin-Other	
External		

**C. VEHICLE PROFILE**

Vehicle No.	Class of Vehicle	Year/Make/Model	Most Severe Damage Based on Vehicle Inspection	
			Damage Plane	Damage Description
01	FULL SIZE	87 OLDSMOBILE REGENCY 98	FRONT	Holed Windshield, Denting to Hood Surface. SEVERE DAMAGE.

**DO NOT SANITIZE THIS FORM**



# ACCIDENT COLLISION DIAGRAM

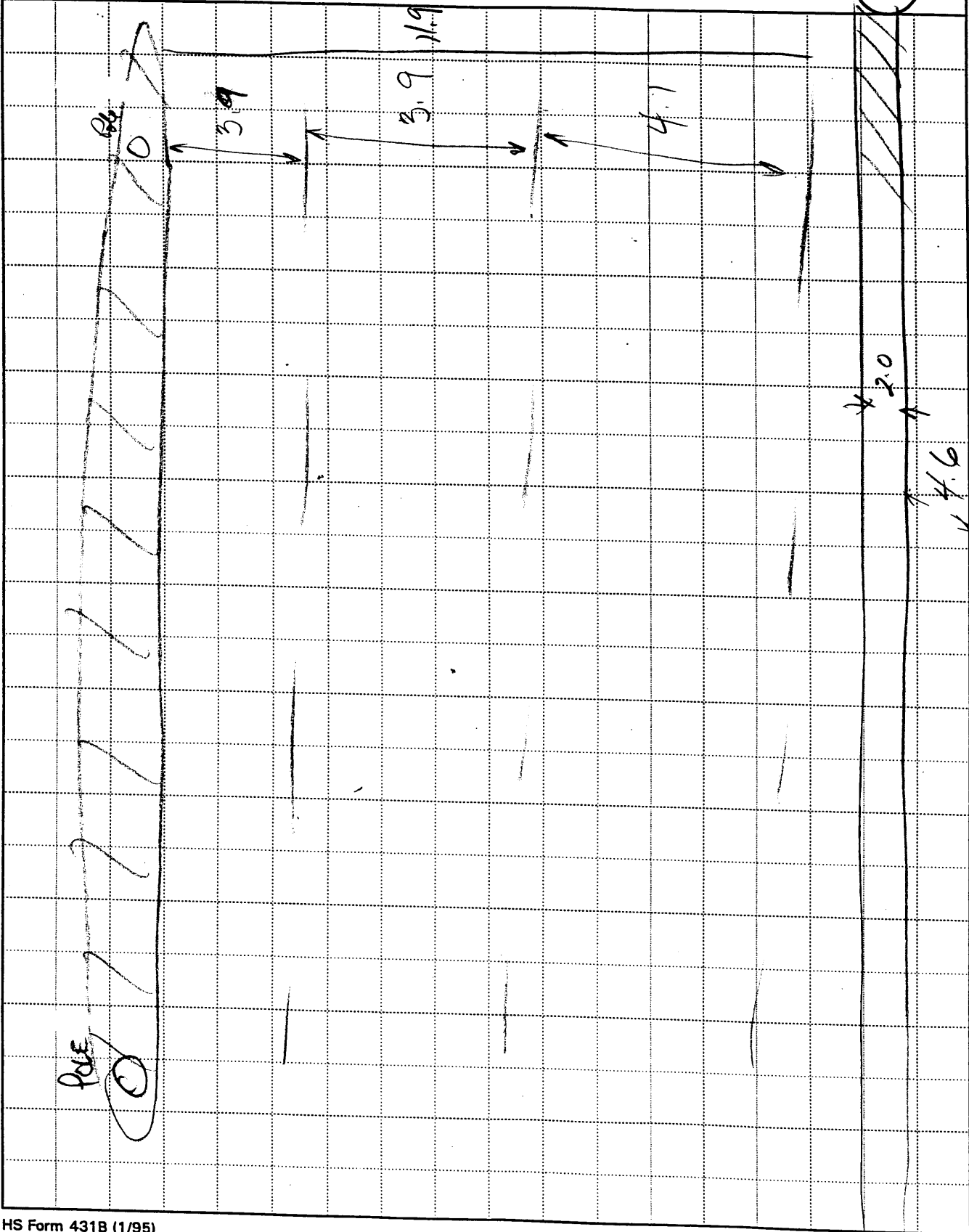
BEST AVAILABLE

NATIONAL ACCIDENT SAMPLING SYSTEM  
CRASHWORTHINESS DATA SYSTEM

PSU No. 42

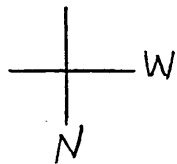
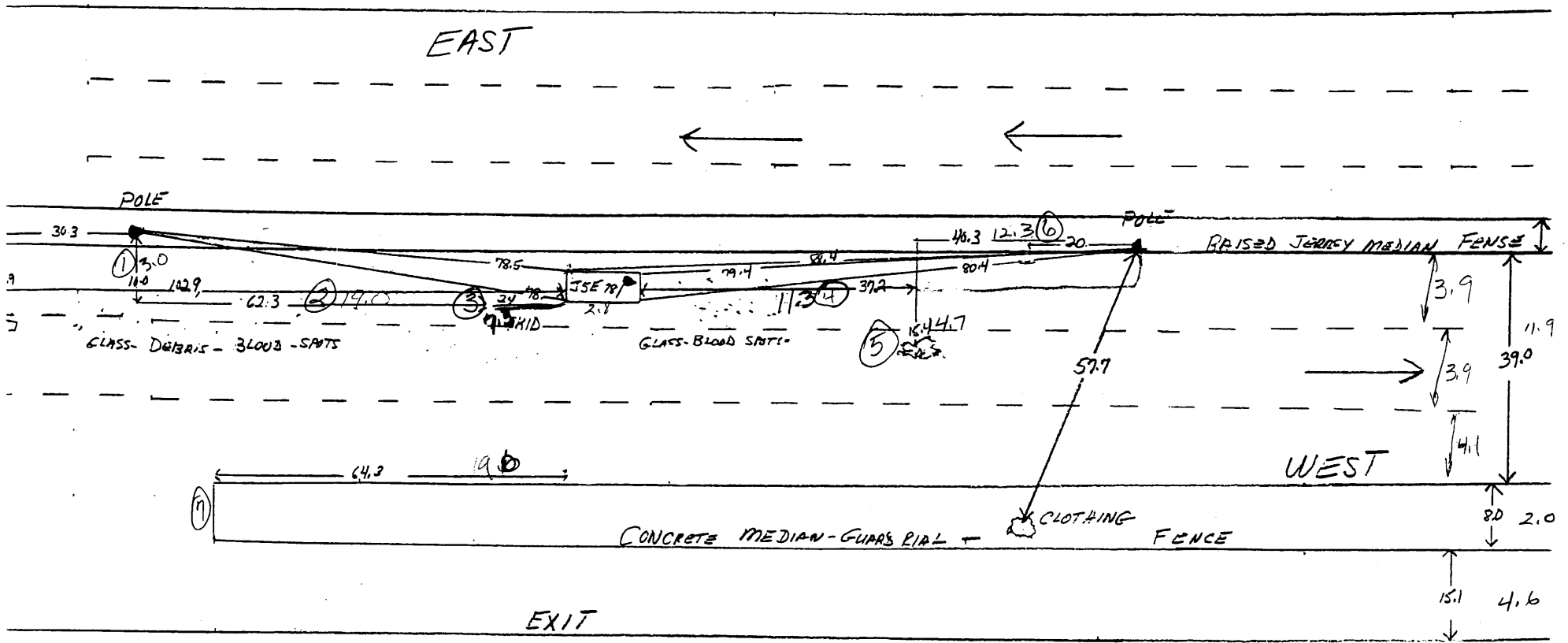
Case Number - Stratum 603 P

Indicate  
North



*Some* *ae*

EAST



PEDESTRIAN FATAL  
 98 0630 HRS.  
 WEST NR. POLE  
 POLICE OFFICER

BEST AVAILABLE

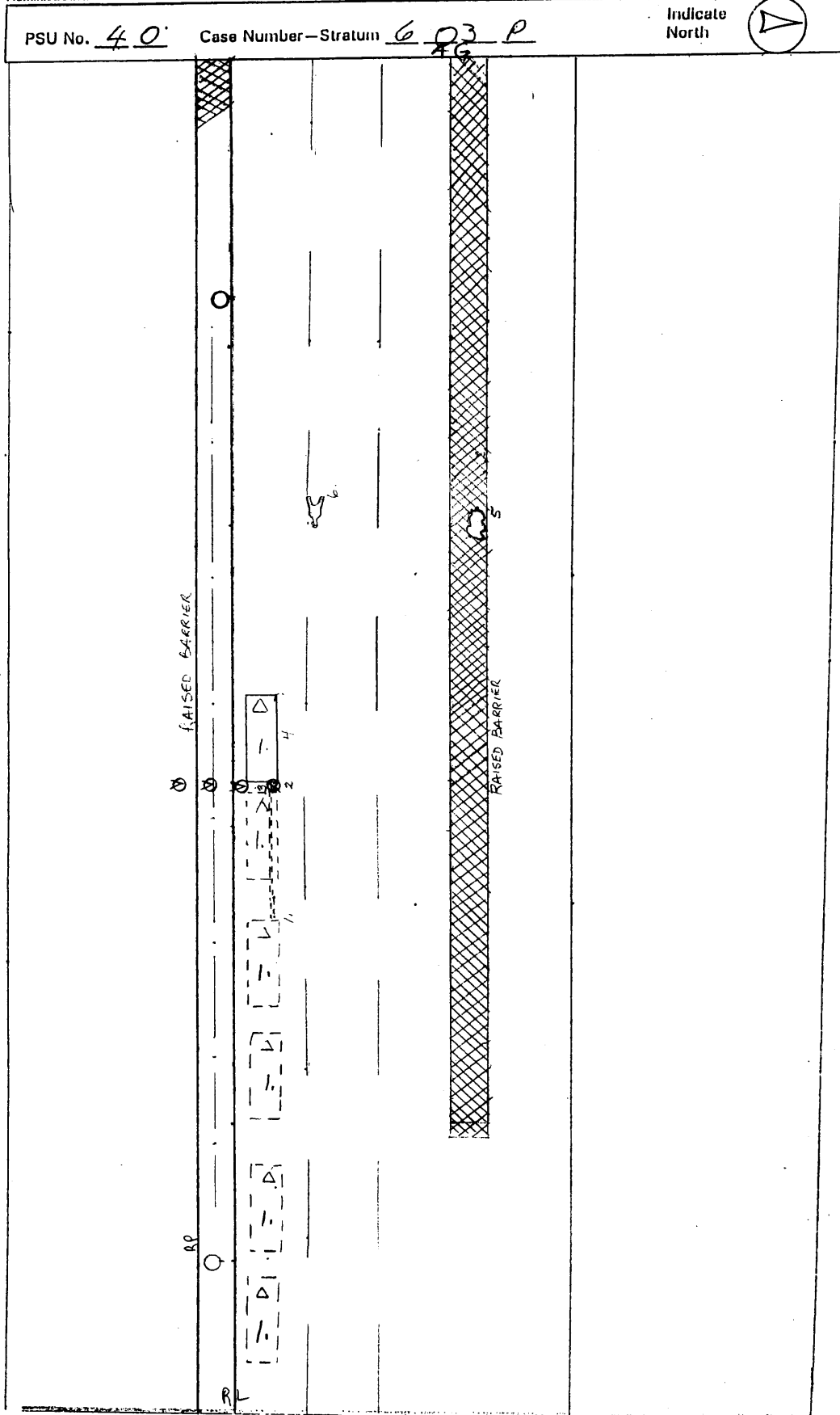


U.S. Department of Transportation  
National Highway Traffic Safety  
Administration

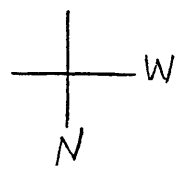
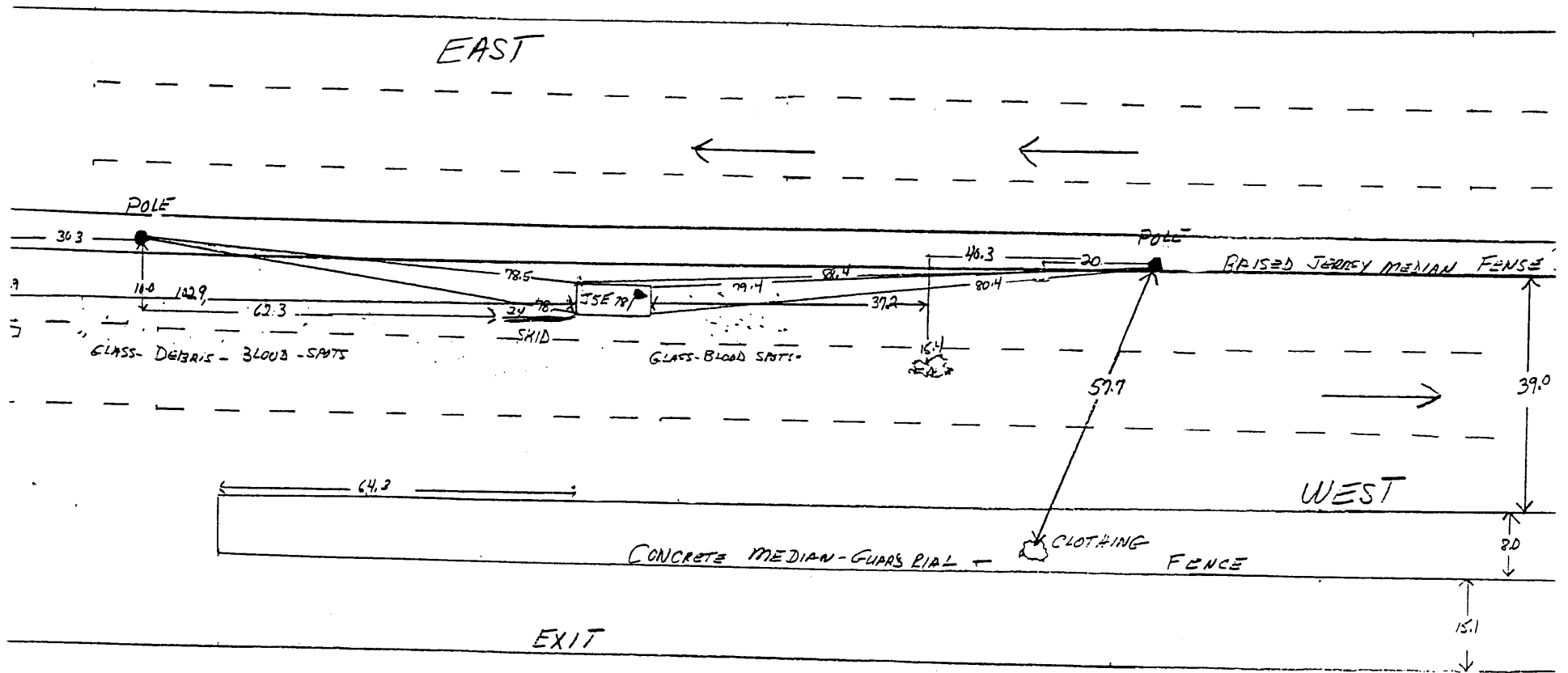
# ACCIDENT COLLISION DIAGRAM

BEST AVAILABLE

NATIONAL ACCIDENT SAMPLING SYSTEM  
CRASHWORTHINESS DATA SYSTEM



SCALE: 1CM = 1 (250) METERS



PEDESTRIAN FATAL  
 98 0630 HRS.  
 WEST NR. POLE  
 POLICE OFFICER

BEST AVAILABLE



# PEDESTRIAN ACCIDENT COLLISION MEASUREMENT TABLE

Primary Sampling Unit Number 40 Case Number-Stratum 6 03 P  
AG

PEDESTRIAN ACCIDENT COLLISION DATA COLLECTION		SCALED DIAGRAM
* document reference point and reference line relative to physical features	Surface Type <u>ASPHALT</u>	* north arrow placed on diagram
* documentation of all accident induced physical evidence including (if applicable):	Surface Condition <u>DRY</u>	* grade measurements for all applicable roadways
a) vehicle skid marks	Coefficient of Friction _____	* scaled representations of the physical plant including:
b) pedestrian contacts with ground or object	Grade (v/h) Measurement	a) all road/roadway delineation (e.g., crosswalks, curb/edge lines, lane markings, medians, pavement markings, parked vehicles, poles, signs, etc.)
c) vehicle/pedestrian point of impact (POI)	a) at impact _____	b) all traffic controls (e.g., lights, signs)
d) location of pedestrian separation point from vehicle	b) between impact and final rest _____	* scaled representations of the vehicle and pedestrian at pre-impact, impact, and final rest based upon either:
f) final resting points (FRP) for pedestrian and vehicle	Pedestrian Travel Direction <u>NORTH</u>	a) physical evidence, or
* documentation of the physical plant including:	Vehicle Travel Direction <u>WEST</u>	b) reconstructed accident dynamics
a) all road/roadway delineation (e.g., crosswalks, curb/edge lines, lane markings, medians, pavement markings, parked vehicles, poles, signs, etc.)	Number of Travel Lanes <u>3</u>	
b) all traffic controls (e.g., lights, signs)		

Reference Point: POI Reference Line: BARRIER SOUTH SIDE

Item	Distance and Direction from Reference Point	Distance and Direction from Reference Line
<u>RP</u>	<u>0.0</u>	<u>0.85</u>
<u>1 SKID BEG</u>	<u>19.0 W</u>	<u>2.2 N</u>
<u>2 SKID END</u>	<u>26.3 W</u>	<u>2.8 N</u>
<u>3 POI</u>	<u>19.0 W</u>	<u>2.2 N</u>
<u>4 FRP VEH</u>	<u>26.3 W</u>	<u>2.2 N</u>
<u>5 CLOTHING</u>	<u>40.4 W</u>	<u>13.4 N</u>
<u>6 FRP PED</u>	<u>40.4 W</u>	<u>4.7 N</u>





# PEDESTRIAN ACCIDENT FORM

NATIONAL ACCIDENT SAMPLING SYSTEM  
PEDESTRIAN CRASH DATA STUDY

1. Primary Sampling Unit Number 40  
2. Case Number - Stratum 6 03 P  
AG

## IDENTIFICATION

3. Number of General Vehicle Forms Submitted 0 1  
4. Date of Accident (Month,Day,Year) 9 8  
5. Time of Accident 0630

Code reported military time of accident.

NOTE: Midnight = 2400  
Unknown = 9999

## SPECIAL STUDIES - INDICATORS

Check (✓) each special study (SS15-SS19 below) that has been completed; code 1 for the checked special studies and 0 for the special studies not checked.

6. \_\_\_ SS15 Administrative Use 0  
7.  SS16 Pedestrian Crash Data Study 1  
8. \_\_\_ SS17 Impact Fires 0  
9. \_\_\_ SS18 \_\_\_\_\_ 0  
10. \_\_\_ SS19 \_\_\_\_\_ 0

## NUMBER OF EVENTS

11. Number of Recorded Events in This Accident 0 1

## PEDESTRIAN STUDY CRITERIA

### Pedestrian Definition:

Any person who is on a trafficway or on a sidewalk or path contiguous with a trafficway, or on private property (e.g., parking lot). Note: Pedestrians include persons who are in contact with the ground, roadway, etc. and are pushing carts, wagons, etc. or holding on to a vehicle.

Persons in or on a nonmotorist conveyance are not pedestrians and are excluded from this study. A nonmotorist conveyance is defined as any human powered device by which a nonmotorist may move, or by which a pedestrian or nonmotorist may move another nonmotorist. A nonmotorist conveyance for purposes of this study includes the following: bicycles, baby carriages, roller skates/blades, push carts, scooters, wheelchairs, animals, etc. For example, persons on a bicycle/scooter, roller skating/blading, in a baby carriage/push cart/wheelchair or on a horse are excluded.

### Case Selection Criteria:

A forward moving, late model year (VEH04 equals 90 to 95) CDS applicable vehicle (VEH07 equals 01 to 49) must strike a pedestrian.

The striking portion of the vehicle structure must be original equipment manufacturer (OEM) without previous damage and or parts removed in the impact area. For example, vehicles equipped with deer guards, winches, snow plows, etc. or previously damaged in the impact area are excluded.

The pedestrian may not be lying or sitting.

The pedestrian impact(s) are the vehicle's only impact(s). If multiple pedestrians are impacted, each pedestrian shall be a separate case.

The first point of contact between the late model year, CDS applicable vehicle and the pedestrian must be forward of the top of the A pillar.

## PEDESTRIAN ACCIDENT EVENTS

Accident Event Sequence Number	Vehicle Number	Class Of Vehicle	General Area of Damage	Vehicle Number or Object Contacted	Class Of Vehicle	General Area of Damage
12. <u>0 1</u>	13. <u>0 1</u>	14. <u>0 4</u>	15. <u>F</u>	16. <u>7 2</u>	17. <u>0 0</u>	18. <u>0</u>

**CODES FOR  
CLASS OF VEHICLE**

- (00) Not a motor vehicle
- (01) Subcompact/mini (wheelbase < 254 cm)
- (02) Compact (wheelbase ≥ 254 but < 265 cm)
- (03) Intermediate (wheelbase ≥ 265 but < 278 cm)
- (04) Full size (wheelbase ≥ 278 but < 291 cm)
- (05) Largest (wheelbase ≥ 291 cm)
- (09) Unknown passenger car size
- (11) Compact utility vehicle
- (12) Large utility vehicle (≤ 4,500 kgs GVWR)
- (13) Passenger van (≤ 4,500 kgs GVWR)
- (14) Other van (≤ 4,500 kgs GVWR)
- (15) Pickup truck (≤ 4,500 kgs GVWR)
- (18) Other truck (≤ 4,500 kgs GVWR)
- (19) Unknown light truck type

**CODES FOR GENERAL AREA  
OF DAMAGE (GAD)**

**CDS APPLICABLE  
VEHICLES**

- (F) Front
- (R) Right side
- (L) Left side
- (U) Undercarriage
- (9) Unknown

**CODES FOR VEHICLE NUMBER OR OBJECT CONTACTED**

Collision with Nonfixed Object

- (72) Pedestrian



**PEDESTRIAN GENERAL VEHICLE FORM** NATIONAL ACCIDENT SAMPLING SYSTEM  
PEDESTRIAN CRASH DATA STUDY

1. Primary Sampling Unit Number 40  
 2. Case Number - Stratum 6 03 P  
AG  
 3. Vehicle Number 01

**VEHICLE IDENTIFICATION**

4. Vehicle Model Year 87  
 Code the last two digits of the model year  
 (99) Unknown

5. Vehicle Make (specify): 21  
OLDSMOBILE  
 Applicable codes are found in your  
 NASS PCDS Data Collection, Coding and  
 Editing Manual.  
 (99) Unknown

6. Vehicle Model (specify): 003  
98 REGENCY  
 Applicable codes are found in your  
 NASS PCDS Data Collection, Coding and  
 Editing Manual.  
 (999) Unknown

7. Body Type 04  
 Note: Applicable codes may be found on  
 the back of this page.

8. Vehicle Identification Number  
1G3CW5139H4  
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17  
 Left justify; Slash zeros and letter Z (0 and Z)  
 No VIN—Code all zeros  
 Unknown—Code all nines

**OFFICIAL RECORDS**

9. Police Reported Travel Speed 999  
 Code to the nearest kmph (NOTE: 000 means  
 less than 0.5 kmph)  
 (160) 159.5 kmph and above  
 (999) Unknown  
 \_\_\_ mph X 1.6093 = \_\_\_ kmph

10. Speed Limit 089  
 (000) No statutory limit  
 Code posted or statutory speed limit  
 in kmph  
 (999) Unknown  
55 mph X 1.6093 = 88.5 kmph  
*According to P.A.R. Statements*

11. Police Reported Alcohol Presence For Driver 07  
 (0) No alcohol present  
 (1) Yes alcohol present  
 (7) Not reported  
 (8) No driver present  
 (9) Unknown

12. Alcohol Test Result For Driver 96  
 Code actual value (decimal implied  
 before first digit—0.xx)  
 (95) Test refused  
 (96) None given  
 (97) AC (Alcohol Content) test  
 performed, results unknown  
 (98) No driver present  
 (99) Unknown  
 Source: \_\_\_\_\_

13. Police Reported Other Drug Presence  
 For Driver 0  
 (0) No other drug(s) present  
 (1) Yes other drug(s) present  
 (7) Not reported  
 (8) No driver present  
 (9) Unknown

14. Other Drug Specimen Test Result  
 For Driver 0  
 (0) No specimen test given  
 (1) Drug not found in specimen  
 (2) Drug found in specimen  
 (specify): \_\_\_\_\_  
 (3) Specimen test given, results  
 unknown or not obtained  
 (8) No driver present  
 (9) Unknown

# CODES FOR BODY TYPE

## CDS APPLICABLE VEHICLES

### *Automobiles*

- (01) Convertible (excludes sun-roof, t-bar)
- (02) 2-door sedan, hardtop, coupe
- (03) 3-door/2-door hatchback
- (04) 4-door sedan, hardtop
- (05) 5-door/4-door hatchback
- (06) Station wagon (excluding van and truck based)
- (07) Hatchback, number of doors unknown
- (08) Other automobile type (specify):  
\_\_\_\_\_
- (09) Unknown automobile type

### *Automobile Derivatives*

- (10) Auto based pickup (includes El Camino, Caballero, Ranchero, Brat, and Rabbit pickup)
- (11) Auto based panel (cargo station wagon, auto based ambulance/hearse)
- (12) Large limousine - more than four side doors or stretched chassis
- (13) Three-wheel automobile or automobile derivative

### *Utility Vehicles (≤ 4,500 kgs GVWR)*

- (14) Compact utility (Jeep CJ-2 - CJ-7, Scrambler, Golden Eagle, Renegade, Laredo, Wrangler, Cherokee [84 and after], Dispatcher, Raider, Bronco II, Bronco [76 and before], Explorer, S-10 Blazer, Geo Tracker, Bravada, S-15 Jimmy, Thing, Pathfinder, Trooper, Trooper II, Rodeo, Amigo, Navajo, 4-Runner, Montero, Samurai, Sidekick, Rocky)
- (15) Large utility (includes Jeep Cherokee [83 and before], Ramcharger, Trailduster, Bronco-fullsize [78 and after], fullsize Blazer, fullsize Jimmy, Landcruiser, Rover, Scout)
- (16) Utility station wagon (Chevy Suburban, GMC Suburban, Travelall, Grand Wagoneer, includes suburban limousine)
- (19) Utility, unknown body type

### *Van Based Light Trucks (≤ 4,500 kgs GVWR)*

- (20) Minivan (Chrysler Town and Country, Caravan, Grand Caravan, Voyager, Grand Voyager, Mini-Ram, Dodge/Plymouth Vista, Aerostar, Villager, Lumina APV, Trans Sport, Silhouette, Astro, Safari, Toyota Van, Toyota Minivan, Previa, Nissan Minivan, Quest, Mitsubishi Minivan, Vanagon/Camper.)
- (21) Large van (B150-B350, Sportsman, Royal, Maxiwagon, Ram, Tradesman, Voyager [83 and before], E150-E350, Econoline, Clubwagon, Chateau, G10-G30, Chevy Van, Beauville, Sport Van, G15-G35, Rally Van, Vandura.)
- (22) Step van or walk-in van (≤ 4,500 kgs GVWR)
- (23) Van based motorhome (≤ 4,500 kgs GVWR)
- (24) Van based school bus (≤ 4,500 kgs GVWR)
- (25) Van based other bus (≤ 4,500 kgs GVWR)
- (28) Other van type (Hi-Cube Van, Kary) (specify):  
\_\_\_\_\_
- (29) Unknown van type

### *Light Conventional Trucks (Pickup style cab, ≤ 4,500 kgs GVWR)*

- (30) Compact pickup (D50, Colt P/U, Ram 50, Dakota, Arrow Pickup [foreign], Ranger, Courier, S-10, T-10, LUV, S-15, T-15, Sonoma, Datsun/Nissan Pickup, P'up, Mazda Pickup, Toyota Pickup, Mitsubishi Pickup)
- (31) Large Pickup (Jeep Pickup, Comanche, Ram Pickup, D100-D350, W100-W350, F100-F350, C10-C35, K10-K35, R10-R35, V10-V35, Silverado, Sierra, R100-R500,)

- (32) Pickup with slide-in camper
- (33) Convertible pickup
- (39) Unknown pickup style light conventional truck type

### *Other Light Trucks (≤ 4,500 kgs GVWR)*

- (40) Cab chassis based (includes rescue vehicles, light stake, dump, and tow truck)
- (41) Truck based panel
- (42) Light truck based motorhome (chassis mounted)
- (45) Other light conventional truck type
- (48) Unknown light truck type
- (49) Unknown light vehicle type (automobile, utility, van, or light truck)

## OTHER VEHICLES

### *Buses (Excludes Van Based)*

- (50) School bus (designed to carry students, not cross country or transit)
- (58) Other bus type (e.g., transit, intercity, bus based motorhome) (specify):  
\_\_\_\_\_
- (59) Unknown bus type

### *Medium/Heavy Trucks (> 4,500 kgs GVWR)*

- (60) Step van (> 4,500 kgs GVWR)
- (61) Single unit straight truck (4,500 kgs < GVWR ≤ 8,850 kgs)
- (62) Single unit straight truck (8,850 kgs < GVWR ≤ 12,000 kgs)
- (63) Single unit straight truck (> 12,000 kgs GVWR)
- (64) Single unit straight truck, GVWR unknown
- (65) Medium/heavy truck based motorhome
- (67) Truck-tractor with no cargo trailer
- (68) Truck-tractor pulling one trailer
- (69) Truck-tractor pulling two or more trailers
- (70) Truck-tractor (unknown if pulling trailer)
- (78) Unknown medium/heavy truck type
- (79) Unknown truck type (light/medium/heavy)

### *Motored Cycles (Does Not Include All-Terrain Vehicles/Cycles)*

- (80) Motorcycle
- (81) Moped (motorized bicycle)
- (82) Three-wheel motorcycle or moped
- (88) Other motored cycle (minibike, motorscooter) (specify):  
\_\_\_\_\_
- (89) Unknown motored cycle type

### *Other Vehicles*

- (90) ATV (All-Terrain Vehicle) and ATC (All-Terrain Cycle)
- (91) Snowmobile
- (92) Farm equipment other than trucks
- (93) Construction equipment other than trucks
- (97) Other vehicle type
- (99) Unknown body type

VEHICLE WEIGHT ITEMS

RECONSTRUCTION DATA

15. Vehicle Curb Weight 1,500 0  
 \_\_\_\_\_ Code weight to nearest 10 kilograms.  
 (045) Less than 450 kilograms  
 (610) 6,100 kilograms or more  
 (999) Unknown

3295.6 lbs X .4536 = 1,498 kgs

Source: \_\_\_\_\_

16. Vehicle Cargo Weight 449 0  
 \_\_\_\_\_ Code weight to nearest 10 kilograms.  
 (000) Less than 5 kilograms  
 (450) 4,500 kilograms or more  
 (999) Unknown

\_\_\_\_\_ lbs X .4536 = \_\_\_\_\_ kgs

18. Impact Speed 080  
 + 499  
 \_\_\_\_\_ Nearest kmph

(NOTE: 000 means greater than .5 kmph)  
 (160) 159.5 kmph and above  
 (999) Unknown

19. Accuracy Range of Impact Speed Estimate 29  
 (0) No reconstruction  
 (1) Less than 2 kmph  
 (2) ≥ 2 kmph and ≤ 8 kmph  
 (3) ≥ 9 kmph and ≤ 16 kmph  
 (4) ≥ 17 kmph and ≤ 26 kmph  
 (9) Unknown

20. Data Source of Impact Speed 30  
 (0) No impact speed calculated  
 (1) Zone center calculation  
 (2) Police calculation  
 (3) Driver/witness/police estimates

PRECRASH DATA

OTHER DATA

17. Vehicle Special Use (This Trip) 0  
 (0) No special use  
 (1) Taxi  
 (2) Vehicle used as school bus  
 (3) Vehicle used as other bus  
 (4) Military  
 (5) Police  
 (6) Ambulance  
 (7) Fire truck or car  
 (8) Other (specify): \_\_\_\_\_  
 (9) Unknown

21. Driver's Attention to Driving 1  
 (Prior to Recognition of Critical Event)  
 (1) Full attention to driving  
 (2) Distracted by other occupant  
 (3) Distracted by moving object in vehicle  
 (4) Distracted by outside person, object, or event  
 (5) Talking on cellular phone or CB radio  
 Specify: \_\_\_\_\_  
 (6) Sleeping or dozing while driving  
 (8) Other (specify): \_\_\_\_\_  
 (9) Unknown

22. Pre-Event Vehicle Movement 01  
 (Prior to Recognition of Critical Event)  
 (01) Going straight  
 (02) Slowing or stopping in traffic lane  
 (03) Starting in traffic lane  
 (04) Stopped in traffic lane  
 (05) Passing or overtaking another vehicle  
 (06) Disabled or parked in travel lane  
 (07) Leaving a parking position  
 (08) Entering a parking position  
 (09) Turning right  
 (10) Turning left  
 (11) Making a U-turn  
 (12) Backing up (other than for parking position)  
 (13) Negotiating a curve  
 (14) Changing lanes  
 (15) Merging  
 (16) Successful avoidance maneuver to a previous critical event  
 (97) Other (specify): \_\_\_\_\_  
 (98) No driver present  
 (99) Unknown

**STOP - VARIABLES 18 THROUGH 20  
 ARE COMPLETED BY THE ZONE CENTER**

## 23. Critical Precrash Event

80*This Vehicle Loss of Control Due To:*

- (01) Blow out or flat tire
- (02) Stalled engine
- (03) Disabling vehicle failure (e.g., wheel fell off)  
(specify): \_\_\_\_\_
- (04) Non-disabling vehicle problem (e.g., hood flew up) (specify): \_\_\_\_\_
- (05) Poor road conditions (puddle, pot hole, ice, etc.)  
(specify): \_\_\_\_\_
- (06) Traveling too fast for conditions
- (08) Other cause of control loss (specify): \_\_\_\_\_

## (09) Unknown cause of control loss

*This Vehicle Traveling*

- (10) Over the lane line on left side of travel lane
- (11) Over the lane line on right side of travel lane
- (12) Off the edge of the road on the left side
- (13) Off the edge of the road on the right side
- (14) End departure
- (15) Turning left at intersection
- (16) Turning right at intersection
- (17) Crossing over (passing through) intersection
- (19) Unknown travel direction

*Other Motor Vehicle In Lane*

- (50) Stopped
- (51) Traveling in same direction with lower speed  
(i.e., lower steady speed or decelerating)
- (52) Traveling in same direction with higher speed
- (53) Traveling in opposite direction
- (54) In crossover
- (55) Backing
- (59) Unknown travel direction of other motor vehicle  
in lane

*Other Motor Vehicle Encroaching Into Lane*

- (60) From adjacent lane (same direction)—over left  
lane line
- (61) From adjacent lane (same direction)—over right  
lane line
- (62) From opposite direction—over left lane line
- (63) From opposite direction—over right lane line
- (64) From parking lane
- (65) From crossing street, turning into same direction
- (66) From crossing street, across path
- (67) From crossing street, turning into opposite  
direction
- (68) From crossing street, intended path not known
- (70) From driveway, turning into same direction
- (71) From driveway, across path
- (72) From driveway, turning into opposite direction
- (73) From driveway, intended path not known
- (74) From entrance to limited access highway
- (78) Encroachment by other vehicle—details  
unknown

*Pedestrian or Pedalcyclist, or Other Nonmotorist*

- (80) Pedestrian in roadway
- (81) Pedestrian approaching roadway
- (82) Pedestrian—unknown location

(83) Pedalcyclist or other nonmotorist in roadway  
(specify): \_\_\_\_\_(84) Pedalcyclist or other nonmotorist approaching  
roadway (specify): \_\_\_\_\_(85) Pedalcyclist or other nonmotorist—unknown  
location (specify): \_\_\_\_\_*Object or Animal*

- (87) Animal in roadway
- (88) Animal approaching roadway
- (89) Animal—unknown location
- (90) Object in roadway
- (91) Object approaching roadway
- (92) Object—unknown location
- (98) Other critical precrash event (specify):  
\_\_\_\_\_

(99) Unknown

## 24. Attempted Avoidance Maneuver

01

- (00) No driver present
- (01) No avoidance actions
- (02) Braking (no lockup)
- (03) Braking (lockup)
- (04) Braking (lockup unknown)
- (05) Releasing brakes
- (06) Steering left
- (07) Steering right
- (08) Braking and steering left
- (09) Braking and steering right
- (10) Accelerating
- (11) Accelerating and steering left
- (12) Accelerating and steering right
- (98) Other action (specify): \_\_\_\_\_
- (99) Unknown

## 25. Precrash Stability After Avoidance Maneuver

1

- (0) No driver present
- (1) No avoidance maneuver
- (2) Tracking
- (3) Skidding longitudinally—rotation less than 30  
degrees
- (4) Skidding laterally—clockwise rotation
- (5) Skidding laterally—counterclockwise rotation
- (8) Other vehicle loss-of-control (specify):  
\_\_\_\_\_
- (9) Precrash stability unknown

26. Precrash Directional Consequences of  
Avoidance Maneuver (Corrective Action)1

- (0) No driver present
- (1) No avoidance maneuver
- (2) Vehicle stayed in travel lane where avoidance  
maneuver was initiated
- (3) Vehicle stayed on roadway but left travel lane  
where avoidance maneuver was initiated
- (4) Vehicle stayed on roadway, not known if left  
travel lane where avoidance maneuver was  
initiated
- (5) Vehicle departed roadway
- (6) Avoidance maneuver initiated off roadway
- (9) Directional consequences unknown

## ENVIRONMENTAL DATA

<p>27. Relation to Junction <u>0/1</u></p> <p>(0) Non-junction (1) Interchange area</p> <p><i>Non-Interchange</i></p> <p>(2) Intersection (3) Intersection-related (4) Drive, alley access related (5) Other non-interchange (specify): _____</p> <p>(6) _____ (9) Unknown if interchange</p>	<p>33. Roadway Surface Condition <u>1</u></p> <p>(1) Dry (2) Wet (3) Snow and slush (4) Ice (5) Sand, dirt or oil (8) Other (specify): _____ (9) Unknown</p>
<p>28. Trafficway Flow <u>3</u></p> <p>(1) Not physically divided (two way traffic) (2) Divided trafficway - median strip without positive barrier (3) Divided trafficway - median strip with positive barrier (4) One way trafficway (9) Unknown</p>	<p>34. Traffic Control Device <u>0</u></p> <p>(0) No traffic control(s) (1) Trafficway traffic control signal (not RR crossing)</p> <p><i>Regulatory or School Zone Sign (Not RR Crossing)</i></p> <p>(2) Stop sign (3) Yield sign (4) School zone sign (5) Other sign (specify): _____</p> <p>(6) _____ (7) Warning sign (not RR crossing) (8) Miscellaneous/other controls including RR controls (specify): _____ (9) Unknown</p>
<p>29. Number of Travel Lanes <u>3</u></p> <p>(1) One (2) Two (3) Three (4) Four (5) Five (6) Six (7) Seven or more (9) Unknown</p>	<p>35. Traffic Control Device Functioning <u>0</u></p> <p>(0) No traffic control (1) Not Functioning (2) Functioning (9) Unknown</p>
<p>30. Roadway Alignment <u>1</u></p> <p>(1) Straight (2) Curve right (3) Curve left (9) Unknown</p>	<p>36. Light Conditions <u>2</u></p> <p>(1) Daylight (2) Dark (3) Dark, but lighted (4) Dawn (5) Dusk (9) Unknown</p>
<p>31. Roadway Profile <u>1</u></p> <p>(1) Level (2) Uphill Grade (&gt; 2%) (3) Downhill Grade (&gt; 2%) (4) Hillcrest (5) Sag (9) Unknown</p>	<p>37. Atmospheric Conditions <u>1</u></p> <p>(1) No adverse atmospheric related driving conditions (2) Rain (3) Sleet (4) Snow (5) Fog (6) Rain and fog (7) Sleet and fog (8) Other (e.g., smog, smoke, blowing sand or dust, etc.) (specify): _____ (9) Unknown</p>
<p>32. Roadway Surface Type <u>2</u></p> <p>(1) Concrete (2) Bituminous (asphalt) (3) Brick or Block (4) Slag, gravel or stone (5) Dirt (8) Other (specify): _____ (9) Unknown</p>	



1. Primary Sampling Unit Number	<u>40</u>	3. Vehicle Number	<u>0 1</u>
2. Case Number - Stratum	<u>6 03 P</u> <u>AG</u>		

**VEHICLE IDENTIFICATION**

VIN LG3CW5139H4 Model Year 87  
 Vehicle Make (specify): OLDSMOBILE Vehicle Model (specify): REGENCY NINETY EIGHT 4DR

**PEDESTRIAN FRONT CONTACT WORK SHEET**

PEV06 Hood Material	<u>STEEL</u>
PEV08 Hood Length	<u>130</u> cm
PEV09 Hood Width-Forward Opening	<u>148</u> cm
PEV10 Hood Width-Midway	<u>150</u> cm
PEV11 Hood Width-Rear Opening	<u>152</u> cm
PEV14 Front Bumper Cover Material	<u>PLASTIC</u>
PEV15 Front Bumper Reinforcement Material	<u>STEEL</u>

**VERTICAL MEASUREMENTS**

PEV16 Front Bumper-Bottom Height	<u>39</u> cm
PEV17 Front Bumper-Top Height	<u>50</u> cm
PEV18 Forward Hood Opening	<u>71</u> cm
PEV19 Front Bumper Lead	<u>11</u> cm

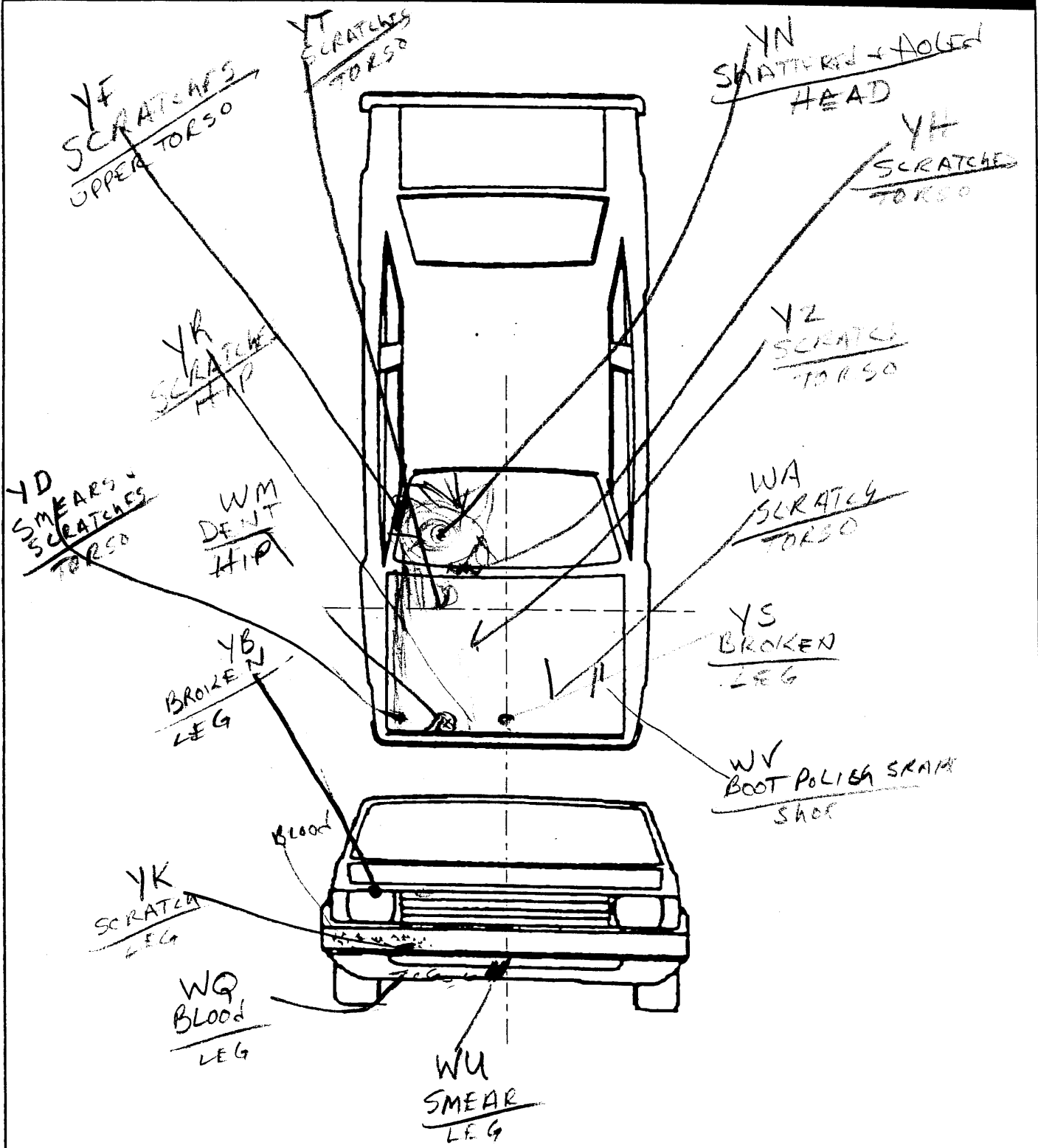
**WRAP DISTANCES**

PEV20 Ground to Forward Hood Opening	<u>76</u> cm
PEV21 Ground to Front/Top Transition Point	<u>79</u> cm
PEV22 Ground to Rear Hood Opening	<u>207</u> cm
PEV23 Ground to Base of Windshield	<u>215</u> cm
PEV24 Ground to Top of Windshield	<u>286</u> cm
PEV25 Ground to Head Contact	<u>235</u> cm

*orig 172*



**VEHICLE DAMAGE SKETCH**



NOTES: Sketch all pedestrian contacts, include the size and depth in centimeters. Locate the pedestrian contacts from the intercept point of the centerline (lateral) and the front axles (longitudinal) in centimeters. Annotate observations which might be useful in reconstructing the accident (e.g., grass in tire bead, direction of striations, scuff on sidewalls, etc.).

Location of the origin (intercept point of the centerline and the front axles) from the ground: 172 cm

**PEDESTRIAN SIDE CONTACT WORK SHEET**

PEV06 Hood Material	_____	
PEV08 Hood Length	_____	cm
PEV09 Hood Width-Forward Opening	_____	cm
PEV10 Hood Width-Midway	_____	cm
PEV11 Hood Width-Rear Opening	_____	cm

**VERTICAL MEASUREMENTS**

PEV26 Ground Clearance	_____	cm
PEV27 Side Bumper-Bottom Height	_____	cm
PEV28 Side Bumper-Top Height	_____	cm
PEV29 Centerline of Wheel	_____	cm
PEV30 Top of Tire	_____	cm
PEV31 Top of Wheel Well Opening	_____	cm
PEV32 Bottom of A-Pillar at Windshield	_____	cm
PEV33 Top of A-Pillar at Windshield	_____	cm
PEV34 Top of Side View Mirror	_____	cm

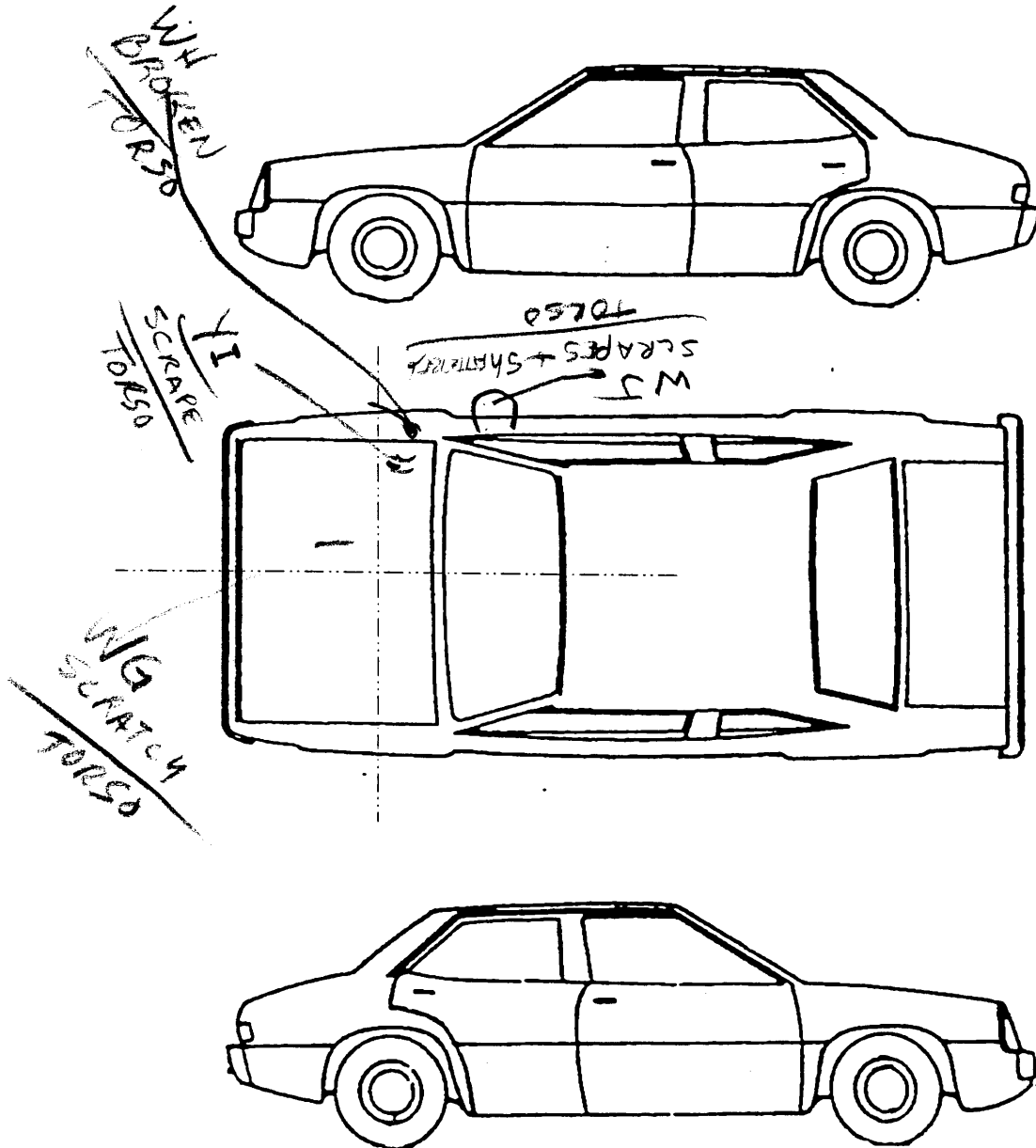
**LATERAL MEASUREMENTS**

PEV35 C <sub>L</sub> to A-Pillar at Bottom of Windshield	_____	cm
PEV36 C <sub>L</sub> to A-Pillar at Top of Windshield	_____	cm
PEV37 C <sub>L</sub> to Maximum Side View Mirror Protrusion	_____	cm

**WRAP DISTANCES**

PEV38 Ground to Side/Top Transition	_____	cm
PEV39 Ground to Hood Edge	_____	cm
PEV40 Ground to Centerline of Hood (ORIGIN)	_____	cm
PEV41 Ground to Head Contact	_____	cm

### VEHICLE DAMAGE SKETCH



**NOTES:** Sketch all pedestrian contacts, include the size and depth in centimeters. Locate the pedestrian contacts from the intercept point of the centerline (lateral) and the front axles (longitudinal) in centimeters. Annotate observations which might be useful in reconstructing the accident (e.g., grass in tire bead, direction of striations, scuff on sidewalls, etc.).

Location of the origin (intercept point of the centerline and the front axles) from the ground: \_\_\_\_\_ cm

# ORIGINAL SPECIFICATIONS

BEST AVAILABLE

Wheelbase	<u>111.0</u> inches	x 2.54 =	<u>282</u> cm
Overall Length	<u>196.5</u> inches	x 2.54 =	<u>499</u> cm
Maximum Width	<u>72.4</u> inches	x 2.54 =	<u>184</u> cm
Curb Weight	<u>322.956</u> pounds	x .4536 =	<u>1498</u> kg
Average Track	<u>60.1</u> inches	x 2.54 =	<u>153</u> cm
Front Overhang	<u>43.7</u> inches	x 2.54 =	<u>111</u> cm
Rear Overhang	<u>41.7</u> inches	x 2.54 =	<u>106</u> cm
Undeformed End Width	___ inches	x 2.54 =	___ cm
Engine Size: cyl./displ.	___ cc	x .001 =	<u>3.8</u> L
	___ CID	x .0164 =	___ L

## INJURY SOURCE

### FRONT

- 700 Front bumper
- 701 Front lower valance/spoiler
- 702 Front grille
- 703 Hood edge and/or trim
- 704 Hood ornament (fixed)
- 705 Hood ornament (spring loaded)
- 706 Headlight
- 707 Retractable headlight door (Open/Closed)
- 708 Turn signal/parking lights
- 718 Other front or add on object (specify): \_\_\_\_\_
- 719 Unknown front object

### Left Side Components

- 720 Front fender side surface
- 721 Front antenna
- 722 A1 pillar
- 723 A2 pillar
- 724 B pillar
- 725 C pillar
- 726 D pillar
- 728 Other pillar (specify): \_\_\_\_\_
- 729 Left side roof rail
- 730 Left side door surface
- 731 Left side door handle
- 732 Left side mirror fixed housing
- 733 Left side folding mirror
- 734 Left side glazing forward of B pillar
- 735 Left side glazing rearward of B pillar
- 736 Left side back fender or quarter panel
- 737 Rear antenna
- 738 Other left side object (specify): \_\_\_\_\_
- 739 Unknown left side component

### Right Side Components

- 740 Front fender side surface
- 741 Front antenna
- 742 A1 pillar
- 743 A2 pillar

- 744 B pillar
- 745 C pillar
- 746 D pillar
- 748 Other pillar (specify): \_\_\_\_\_
- 749 Right side roof rail
- 750 Right side door surface
- 751 Right side door handle
- 752 Right side mirror fixed housing
- 753 Right side folding mirror
- 754 Right side glazing forward of B pillar
- 755 Right side glazing rearward of B pillar
- 756 Rear antenna
- 757 Rear fender or quarter panel
- 758 Other right side object (specify): \_\_\_\_\_
- 759 Unknown right side component

### Back Components

- 760 Rear (back) bumper
- 761 Tailgate
- 762 Hatchback, vertical surface
- 768 Other back component (specify): \_\_\_\_\_
- 769 Unknown back component

### Top Components

- 770 Hood surface
- 771 Hood surface reinforced by under hood component
- 772 Front fender top surface
- 773 Cowl area
- 774 Wiper blade & mountings
- 775 Windshield glazing
- 776 Front header
- 777 Roof surface
- 778 Backlight glazing
- 779 Rear header
- 780 Hatchback
- 781 Rear trunk lid
- 788 Other top component (specify): \_\_\_\_\_
- 789 Unknown top component

### Wheels / tires

- 790 Left front wheel / tire
- 791 Right front wheel / tire
- 792 Left rear wheel / tire
- 793 Right rear wheel / tire
- 798 Other wheel / tire (specify): \_\_\_\_\_
- 799 Unknown wheel / tire

### Undercarriage components

- 800 Front cross member
- 801 Steering assembly/Front suspension
- 802 Oil pan
- 803 Exhaust system pipe
- 804 Transmission
- 805 Drive shaft
- 806 Catalytic converter
- 807 Muffler
- 808 Floor pan
- 809 Fuel tank
- 810 Rear suspension
- 818 Other undercarriage component (specify): \_\_\_\_\_
- 819 Unknown undercarriage component

### Accessories

- 820 Air scoop, deflector
- 821 Cellular or CB radio antenna
- 822 Emergency lights or bar
- 823 Fog lights
- 824 Luggage, ski, or bike rack
- 825 Cargo (specify): \_\_\_\_\_
- 826 Spare tire
- 827 Spotlight
- 828 Other accessory (specify): \_\_\_\_\_

### Other Object or Vehicle in Environment

- 947 Ground
- 948 Other object (specify): \_\_\_\_\_
- 949 Unknown object in environment
- 959 Unknown object on contacting vehicle
- 997 Noncontact injury source
- 999 Unknown injury source

POINTS OF PEDESTRIAN CONTACT								
PEDESTRIAN CONTACT WORKSHEET								
CONTACT ID LABEL	COMPONENT CONTACTED	LONGITUDINAL LOCATION (X)	LATERAL LOCATION (Y)	CRUSH IN CENTIMETERS	SUSPECTED BODY REGION	SUPPORTING PHYSICAL EVIDENCE	CONFIDENCE LEVEL OF CONTACT POINT (Circle)	SEQUENCE #
WQ	BUMPER	39	73		LEG	BLOOD	① 2 3 9	6
YR	"	50	60		LEG	SCRATCH	① 2 3 9	7
WU	"	41	18		LEG	SMEAR	1 2 ③ 9	19
YD	HOOD	91	68		TORSO	SCRATCHES SMEARS	① 2 3 9	3
YB	H/L FRAME	75	56		HIP	BROKEN	① 2 3 9	4
WM	HOOD	79	59	0.4	HIP	DENT	① 2 3 9	5
YR	"	83	26		HIP	SCRATCHES	① 2 3 9	8
YS	HOOD ORNAMENT	83	0		TORSO	BROKEN	1 ② 3 9	16
WA	HOOD	93	14		TORSO	SCRATCH	1 ② 3 9	17
WV	"	71	52		FOOT	SNIP PUNISH	1 ② 3 9	18
WG	"	122	11		TORSO	SCRATCH	① 2 3 9	11
Y2	"	143	36		TORSO	SCRATCHES	① 2 3 9	12
YT	"	172	67		TORSO	SCRATCHES	① 2 3 9	10
YI	"	193	74		TORSO	SMEAR DENT	① 2 3 9	13
WH	ANTENNA	211	80		TORSO	DENT	① 2 3 9	14
YH	CASH W/S	215	57		TORSO	SCRATCHES	① 2 3 9	2
YN	W/S	235	53		HEAR	SHATTERED	① 2 3 9	1
WJ	MIRROR	240	87		TORSO	SCRATCHES	① 2 3 9	15
YF	A PILLAR	261	77		TORSO	SCRATCHES	① 2 3 9	9
							1 2 3 9	
							1 2 3 9	
							1 2 3 9	
							1 2 3 9	
							1 2 3 9	
							1 2 3 9	

POINTS OF PEDESTRIAN CONTACT							
CHRONOLOGICAL ORDER OF CONTACTS							
CONTACT #	COMPONENT CONTACTED CODE	LONGITUDINAL LOCATION (X)	LATERAL LOCATION (Y)	CRUSH IN CENTIMETERS	SUSPECTED BODY REGION	SUPPORTING PHYSICAL EVIDENCE	CONFIDENCE LEVEL OF CONTACT POINT (Circle)
1	775	235	53		HEAD	SHATTERED	① 2 3 9
2	776	215	57		TORSO	SCRATCHES	② 2 3 9
3	770	91	68		TORSO	SCRATCHES SMEAR	① 2 3 9
4	706	75	56		HIP	BROKEN	① 2 3 9
5	770	79	59	0.4	HIP	DENT	① 2 3 9
6	700	39	73		LEG	BLOOD	① 2 3 9
7	700	50	60		LEG	SCRATCH	① 2 3 9
8	770	83	26		HIP	SCRATCHES	① 2 3 9
9	742	261	77		TORSO	SCRATCHES	① 2 3 9
10	770	172	67		TORSO	SCRATCHES	① 2 3 9
11	770	122	11		TORSO	SCRATCH	① 2 3 9
12	770	143	36		TORSO	SCRATCHES	① 2 3 9
13	770	193	74		TORSO	SMEAR IN A DENT	① 2 3 9
14	741	211	80		TORSO	BENT	① 2 3 9
15	752	240	87		TORSO	SCRATCHED & SHATTERED	① 2 3 9
16	705	83	0		TORSO	BROKEN	1 ② 3 9
17	770	93	14		TORSO	SCRATCH	1 ② 3 9
18	770	81	52		FOOT	SHOE POLISH SMEAR	1 ② 3 9
19	700	41	18		LEG	SMEAR	1 2 ③ 9
20							1 2 3 9
21							1 2 3 9
22							1 2 3 9
23							1 2 3 9
24							1 2 3 9
25							1 2 3 9

## VEHICLE DIMENSIONS

4. Original Wheelbase 282  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (999) Unknown

111.0 inches X 2.54 = 282 centimeters

5. Original Average Track Width 153  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (185) 185 centimeters or more  
 (999) Unknown

60.1 inches X 2.54 = 153 centimeters

6. Hood Material 3  
 (1) Plastic  
 (2) Fiberglass  
 (3) Steel  
 (4) Aluminum  
 (5) Stainless Steel  
 (8) Other (specify): \_\_\_\_\_  
 (9) Unknown

7. Hood Original 1  
 Equipment Manufacturer (OEM)  
 (1) OEM factory installed hood  
 (2) OEM replacement  
 (3) Non-OEM replacement  
 (9) Unknown

8. Hood Length 130  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (180) 180 centimeters or more  
 (999) Unknown

51.2 inches X 2.54 = 130 centimeter

9. Hood Width Forward Opening 148  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (210) 210 centimeters or more  
 (999) Unknown

58.3 inches X 2.54 = 148 centimeters

10. Hood Width Midway 150  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (210) 210 centimeters or more  
 (999) Unknown

59.1 inches X 2.54 = 150 centimeters

11. Hood Width Rear Opening 152  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (210) 210 centimeters or more  
 (999) Unknown

59.8 inches X 2.54 = 152 centimeters

12. Hood/Fender Vertical/Lateral Crush From Pedestrian 1  
 (0) Not damaged  
 (1) Surface scratching only, no residual crush  
 (2) Minor crush (1-3 centimeters)  
 (3) Moderate crush (4-7 centimeters)  
 (4) Severe crush (>7 centimeters)  
 (8) Damage present, unknown if damage is from pedestrian impact  
 (9) Unknown

13. Windshield Contact Damage 2  
 From Pedestrian Contact  
 (0) Not contacted by pedestrian  
 (1) Contacted by pedestrian - not damaged  
 (2) Contacted by pedestrian - damaged  
 (3) Unknown if contacted by pedestrian - not damaged  
 (4) Unknown if contacted by pedestrian - damaged  
 (9) Unknown if contacted by pedestrian - unknown if damaged

## FRONT CONTACT DAMAGE

## Front Vertical Measurements

14. Front Bumper Cover Material 1  
 (0) No front contact  
 (1) Plastic  
 (2) Fiberglass  
 (3) Rubber  
 (4) Other (specify): \_\_\_\_\_  
 (9) Unknown

15. Front Bumper Reinforcement Material 1  
 (0) No front contact  
 (1) Steel  
 (2) Aluminum  
 (3) Stainless Steel  
 (4) Other (specify): \_\_\_\_\_  
 (9) Unknown

16. Front Bumper-Bottom Height 039  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No front contact  
 (150) 150 centimeters or more  
 (999) Unknown

15.4 inches X 2.54 = 39 centimeters

17. Front Bumper-Top Height 050  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No front contact  
 (150) 150 centimeters or more  
 (999) Unknown

19.7 inches X 2.54 = 50 centimeters

18. Forward Hood Opening 071  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No front contact  
 (200) 200 centimeters or more  
 (999) Unknown

28.0 inches X 2.54 = 71 centimeters

19. Front Bumper Lead 11  
 (00) No front contact  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (30) 30 centimeters or more  
 (99) Unknown

4.3 inches X 2.54 = 11 centimeters

23. Ground to Base of Windshield 215  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No front contact  
 (400) 400 centimeters or more  
 (999) Unknown

84.6 inches X 2.54 = 215 centimeters

24. Ground to Top of Windshield 286  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No front contact  
 (500) 500 centimeters or more  
 (999) Unknown

112.6 inches X 2.54 = 286 centimeters

25. Ground To Head Contact 235  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No front contact  
 (400) 400 centimeters or more  
 (998) No head contact  
 (999) Unknown

92.5 inches X 2.54 = 235 centimeters

## Front Wrap Distance Measurements

20. Ground to Forward Hood Opening 076  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No front contact  
 (200) 200 centimeters or more  
 (999) Unknown

29.9 inches X 2.54 = 76 centimeters

21. Ground to Front/Top Transition Point 079  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No front contact  
 (180) 180 centimeters or more  
 (999) Unknown

31.1 inches X 2.54 = 79 centimeters

22. Ground to Rear Hood Opening 207  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No front contact  
 (400) 400 centimeters or more  
 (999) Unknown

81.5 inches X 2.54 = 207 centimeters

## SIDE CONTACT DAMAGE

## Side Vertical Measurements

26. Ground Clearance 000  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No side contact  
 (150) 150 centimeters or more  
 (999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

27. Side Bumper-Bottom Height 000  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No side contact  
 (150) 150 centimeters or more  
 (999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

28. Side Bumper-Top Height 000  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No side contact  
 (150) 150 centimeters or more  
 (999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters



29. Centerline of Wheel 000  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No side contact  
 (150) 150 centimeters or more  
 (999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

30. Top of Tire 000  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No side contact  
 (200) 200 centimeters or more  
 (999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

31. Top of Wheel Well Opening 000  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No side contact  
 (250) 250 centimeters or more  
 (999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

32. Bottom of A-Pillar at Windshield 000  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No side contact  
 (250) 250 centimeters or more  
 (999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

33. Top of A-Pillar at Windshield 000  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No side contact  
 (300) 300 centimeters or more  
 (999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

34. Top of Side View Mirror 000  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No side contact  
 (300) 300 centimeters or more  
 (999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

**Side Lateral Measurements**

35. Centerline to A-Pillar at Bottom of Windshield 000  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No side contact  
 (250) 250 centimeters or more  
 (999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

36. Centerline to A-Pillar at Top of Windshield 000  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No side contact  
 (250) 250 centimeters or more  
 (999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeter

37. Centerline to Maximum Side View Mirror Protrusion 000  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No side contact  
 (300) 300 centimeters or more  
 (999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeter

**Side Wrap Distance Measurements**

38. Ground to Side/Top Transition 000  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No side contact  
 (400) 400 centimeters or more  
 (999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

39. Ground to Hood Edge 000  
 \_\_\_\_\_ Code to the  
 nearest centimeter  
 (000) No side contact  
 (500) 500 centimeters or more  
 (999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

40. Ground to Centerline of Hood

000

Code to the nearest centimeter

(000) No side contact

(700) 700 centimeters or more

(999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

41. Ground to Head Contact

000

Code to the nearest centimeter

(000) No side contact

(800) 800 centimeters or more

(998) No head contact

(999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

# PEDESTRIAN ASSESSMENT FORM

NATIONAL ACCIDENT SAMPLING SYSTEM  
PEDESTRIAN CRASH DATA STUDY

1. Primary Sampling Unit Number 40

2. Case Number - Stratum 6 03 P  
47

3. Pedestrian Number 01

10. Pedestrian's Weight 100  
Code actual weight to the nearest  
kilogram.  
(999) Unknown

220 pounds X .4536 = 100 kilograms

## PEDESTRIAN'S CHARACTERISTICS

4. Pedestrian's Age 35  
Code actual age at time of accident.  
(00) Less than one year old (specify by month):

(97) 97 years and older  
(99) Unknown

5. Pedestrian's Sex 1

- (1) Male
- (2) Female - not reported pregnant
- (3) Female - pregnant-1st trimester (1st-3rd month)
- (4) Female - pregnant-2nd trimester (4th-6th month)
- (5) Female - pregnant-3rd trimester (7th-9th month)
- (6) Female - pregnant-term unknown
- (9) Unknown

6. Pedestrian's Overall Height 185  
Code actual height to the nearest  
centimeter.  
(999) Unknown

73 inches X 2.54 = 185 centimeters

7. Pedestrian's Height - Ground to Knee 99  
Code to the nearest  
centimeter.  
(999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

8. Pedestrian's Height - Ground to Hip 999  
Code to the nearest  
centimeter.  
(999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

9. Pedestrian's Height - Ground to Shoulder 999  
Code to the nearest  
centimeter.  
(999) Unknown

\_\_\_\_\_ inches X 2.54 = \_\_\_\_\_ centimeters

## PEDESTRIAN'S PRE-AVOIDANCE ACTIONS

11. Pedestrian Attitude 1  
(1) Standing  
(2) Crouching  
(3) Kneeling  
(4) Bending at waist  
(8) Other (specify): \_\_\_\_\_  
(9) Unknown

12. Pedestrian Motion 3  
(0) Not moving  
(1) Walking slowly  
(2) Walking rapidly  
(3) Running or jogging  
(4) Hopping  
(5) Skipping  
(6) Jumping  
(7) Falling/stumbling or rising  
(8) Other (specify): \_\_\_\_\_  
(9) Unknown

13. Pedestrian's Action Relative to Vehicle 01  
(00) Stopped  
(01) Crossing road, straight  
(02) Crossing road, diagonally  
(03) Moving in road, with traffic  
(04) Moving in road, against traffic  
(05) Off road, approaching road  
(06) Off road, going away from road  
(07) Off road, moving parallel  
(08) Off road, crossing driveway  
(09) Off road, moving along driveway  
(98) Other (specify): \_\_\_\_\_  
(99) Unknown

*No supporting data*  
14. Pedestrian's Body (Chest) Orientation 9  
Relative to Striking Vehicle Prior to  
Avoidance Actions 9  
(1) Facing vehicle  
(2) Facing away  
(3) Left side to vehicle  
(4) Right side to vehicle  
(8) Other (specify): \_\_\_\_\_  
(9) Unknown

**PEDESTRIAN'S AVOIDANCE ACTIONS***NO Supporting Data*99  
~~00~~**15. Pedestrian's First Avoidance Actions**

- (00) No avoidance actions
- (01) Stopped
- (02) Accelerated pace
- (03) Ran away (along vehicle path)
- (04) Jumped
- (05) Turned toward vehicle
- (06) Turned away from vehicle
- (07) Dove or fell away

Used hand(s) to :

- (11) Vault corner of vehicle
- (12) Vault onto vehicle
- (13) Brace against vehicle
- (14) Crouched and braced hands against vehicle
- (98) Other (specify): \_\_\_\_\_
- (99) Unknown

**PEDESTRIAN'S ORIENTATION AT IMPACT****16. Pedestrian's Head Orientation at Initial Impact**

- (1) To front
- (2) To left
- (3) To right
- (4) Up
- (5) Down
- (8) Other (specify): \_\_\_\_\_
- (9) Unknown

9**17. Pedestrian's Body (Chest) Orientation at Initial Impact**

- (1) Facing vehicle
- (2) Facing away
- (3) Left side to vehicle
- (4) Right side to vehicle
- (8) Other (specify): \_\_\_\_\_
- (9) Unknown

94**18. Pedestrian's Arm Orientation at Initial Impact**

- (01) At sides
- (02) Folded across chest
- (03) Hands clasped behind back
- (04) Hands on hips
- (05) Hands in pockets

99

One or both arms:

- (06) Extended upward
- (07) Extended to side
- (08) Extended forward bracing
- (09) Extended, holding object (briefcase, suitcase, etc.)
- (10) Holding object (young child, grocery bag, etc.) in arm(s)
- (11) Holding object (young child, grocery bag, etc.) on shoulder(s) or head
- (98) Other (specify): \_\_\_\_\_
- (99) Unknown

**19. Pedestrian's Leg Orientation at Initial Impact**

- (01) Together
- (02) Apart-laterally
- (03) Apart-right leg forward
- (04) Apart-left leg forward
- (05) Apart- forward leg unknown
- (06) Left foot off the ground
- (07) Right foot off the ground
- (08) Both feet off the ground
- (98) Other (specify): \_\_\_\_\_
- (99) Unknown

99  
~~00~~**20. Vehicle/Pedestrian's Interaction**

- (01) Carried by vehicle, wrapped position
- (02) Carried by vehicle, slid to windshield
- (03) Carried by vehicle, position unknown
- (04) Passed over vehicle top
- (05) Thrown straight forward
- (06) Thrown forward and left of vehicle
- (07) Thrown forward and right of vehicle
- (08) Knocked to pavement, forward
- (09) Knocked to pavement, left of vehicle
- (10) Knocked to pavement, right of vehicle
- (11) Knocked to pavement, run over or dragged by vehicle
- (12) Shunted to left (corner impacts only)
- (13) Shunted to right (corner impacts only)
- (14) Bumped or pushed aside
- (15) Snagged, rotated
- (16) Snagged, dragged by vehicle
- (17) Foot or legs run over
- (98) Other (specify): \_\_\_\_\_
- (99) Unknown

02

**OFFICIAL RECORDS**

**INJURY CONSEQUENCES**

21. Police Reported Alcohol Presence For Pedestrian 0  
 (0) No alcohol present  
 (1) Yes alcohol present  
 (7) Not reported  
 (9) Unknown

22. Alcohol Test Result For Pedestrian 0 0  
 Code actual value (decimal implied before first digit—0.xx)  
 (95) Test refused  
 (96) None given  
 (97) AC (Alcohol Content) test performed, results unknown  
 (99) Unknown if test given

Source: \_\_\_\_\_

23. Police Reported Other Drug Presence For Pedestrian 0  
 (0) No other drug(s) present  
 (1) Yes other drug(s) present  
 (7) Not reported  
 (9) Unknown

24. Other Drug Specimen Test Result For Pedestrian 1  
 (0) No specimen test given  
 (1) Drug not found in specimen  
 (2) Drug found in specimen, (specify): \_\_\_\_\_  
 (3) Specimen test given, results unknown or not obtained  
 (9) Unknown

25. Injury Severity (Police Rating) 4  
 (0) O - No injury  
 (1) C - Possible injury  
 (2) B - Nonincapacitating injury  
 (3) A - Incapacitating injury  
 (4) K - Killed  
 (5) U - Injury, severity unknown  
 (6) Died prior to accident  
 (9) Unknown

26. Treatment - Mortality 1  
 (0) No treatment  
 (1) Fatal  
 (2) Fatal - ruled disease (specify): \_\_\_\_\_

*Nonfatal*

(3) Hospitalization  
 (4) Transported and released  
 (5) Treatment at scene - non-transported  
 (6) Treatment later  
 (8) Treatment - other (specify): \_\_\_\_\_  
 (9) Unknown

27. Type Of Medical Facility (for Initial Treatment) 2  
 (0) Not treated at a medical facility  
 (1) Trauma center  
 (2) Hospital (1404)  
 (3) Medical clinic see PAR.  
 (4) Physician's office  
 (5) Treatment later at medical facility  
 (8) Other (specify): \_\_\_\_\_  
 (9) Unknown

28. Hospital Stay 0 0  
 (00) Not Hospitalized  
 \_\_\_\_\_ Code the number of days (up through 60) that the pedestrian stayed in a hospital.  
 (61) 61 days or more  
 (99) Unknown

29. Working Days Lost 62  
 \_\_\_\_\_ Code the number of days (up through 60) that the pedestrian lost from work due to the accident  
 (00) No working days lost  
 (61) 61 days or more  
 (62) Fatally injured  
 (97) Not working prior to accident  
 (99) Unknown

STOP - VARIABLES 30 THROUGH 37 ARE COMPLETED BY THE ZONE CENTER

30. Glasgow Coma Scale (GCS) Score 0 1  
 (at Medical Facility)  
 (00) Not injured  
 (01) Injured - not treated at medical facility  
 (02) No GCS Score at medical facility  
 (03-15) Code the actual value of the initial GCS Score recorded at medical facility.  
 (97) Injured, details unknown  
 (99) Unknown if injured

31. Was the Pedestrian Given Blood? 1  
 (1) No - blood not given  
 (2) Yes - blood given  
 (specify units): \_\_\_\_\_  
 (9) Unknown if blood given

32. Arterial Blood Gases (ABG) - HCO<sub>3</sub> 0 1  
 (00) Not injured  
 (01) Injured, ABGs not measured or reported  
 (02-50) Code the actual value of the HCO<sub>3</sub>  
 (96) ABGs reported, HCO<sub>3</sub> unknown  
 (97) Injured, details unknown  
 (99) Unknown if injured

33. Time to Death 0 3  
 \_\_\_\_\_ Code number of hours from time of accident to time of death up through 24 hours. If time of death is greater than 24 hours, code number of days. (Note: 1 day = 31, 2 days = 32, ... n days = 30 + n up through 30 days = 60)  
 (00) Not fatal  
 (96) Fatal - ruled disease  
 (99) Unknown

34. 1st Medically Reported Cause of Death 1 3

35. 2nd Medically Reported Cause of Death 1 7

36. 3rd Medically Reported Cause of Death 1 6

\_\_\_\_\_ Code the Pedestrian Injury from line number(s) for the medically reported injury(s) which reportedly contributed to this pedestrian's death

(00) Not fatal or no additional causes

(96) Mode of death given but specific injuries are not linked to cause of death. (specify): \_\_\_\_\_

(97) Other result (includes fatal ruled disease) (specify): \_\_\_\_\_

(99) Unknown

37. Number of Recorded Injuries for This Pedestrian 1 9

\_\_\_\_\_ Code the actual number of injuries recorded for this pedestrian.

(00) No recorded injuries

(97) Injured, details unknown

(99) Unknown if injured

ARE ALL APPLICABLE MEDICAL RECORDS INCLUDED WITH INITIAL SUBMISSION?

NO [ ] YES [X]

UPDATE CANDIDATE? NO [X] YES [ ]

# PEDESTRIAN INJURY FORM

1. Primary Sampling Unit Number 40  
 2. Case Number - Stratum 6 03 P  
 3. Pedestrian Number 0 1  
 4. Blank X X

## INJURY DATA

Record below the actual injuries sustained by this pedestrian in CHRONOLOGICAL order that were identified from the official and unofficial data sources. Remember not to double count an injury just because it was identified from two different sources. If greater than twenty-five injuries have been documented, encode the balance on the Pedestrian Injury Supplement.

Source of Injury	Date	Body Region	AIS-90			A.I.S. Severity	Aspect	Injury Source	Injury Source Confidence Level	Direct/Indirect Injury	Striking Profile	Type Of Damage	Damage Depth	
			Type of Anatomic Structure	Specific Anatomic Structure	Level of Injury									
<i>chin abrasion</i>	1st	5. 1	6. 2	7. 9	8. 02	9. 02	10. 1	11. 1	12. 775	13. 1	14. 1	15. 2	16. 5	17. 8
<i>chin abrasion</i>	2nd	18. 1	19. 2	20. 9	21. 02	22. 02	23. 1	24. 8	25. 775	26. 1	27. 1	28. 2	29. 5	30. 8
<i>chin abrasion</i>	3rd	31. 1	32. 2	33. 9	34. 06	35. 02	36. 1	37. 8	38. 775	39. 1	40. 1	41. 2	42. 5	43. 8
<i>back of head</i>	4th	44. 1	45. 7	46. 9	47. 02	48. 02	49. 1	50. 1	51. 770	52. 2	53. 1	54. 2	55. 3	56. 3
<i>lower leg contusion</i>	5th	57. 1	58. 8	59. 9	60. 02	61. 02	62. 1	63. 1	64. 700	65. 1	66. 1	67. 2	68. 2	69. 2
<i>inner thigh</i>	6th	70. 1	71. 8	72. 9	73. 02	74. 02	75. 1	76. 2	77. 703	78. 1	79. 1	80. 5	81. 5	82. 3
<i>lower leg contusion</i>	7th	83. 1	84. 8	85. 9	86. 04	87. 02	88. 1	89. 1	90. 700	91. 1	92. 1	93. 2	94. 2	95. 2
<i>femur</i>	8th	96. 1	97. 8	98. 5	99. 14	100. 05	101. 2	102. 1	103. 700	104. 1	105. 1	106. 2	107. 2	108. 2
<i>femur</i>	9th	109. 1	110. 8	111. 5	112. 34	113. 04	114. 2	115. 1	116. 700	117. 1	118. 1	119. 2	120. 2	121. 2
<i>lateral scalp cont.</i>	10th	122. 1	123. 1	124. 9	125. 04	126. 02	127. 1	128. 5	129. 742	130. 1	131. 1	132. 1	133. 2	134. 2

# PEDESTRIAN INJURY DATA

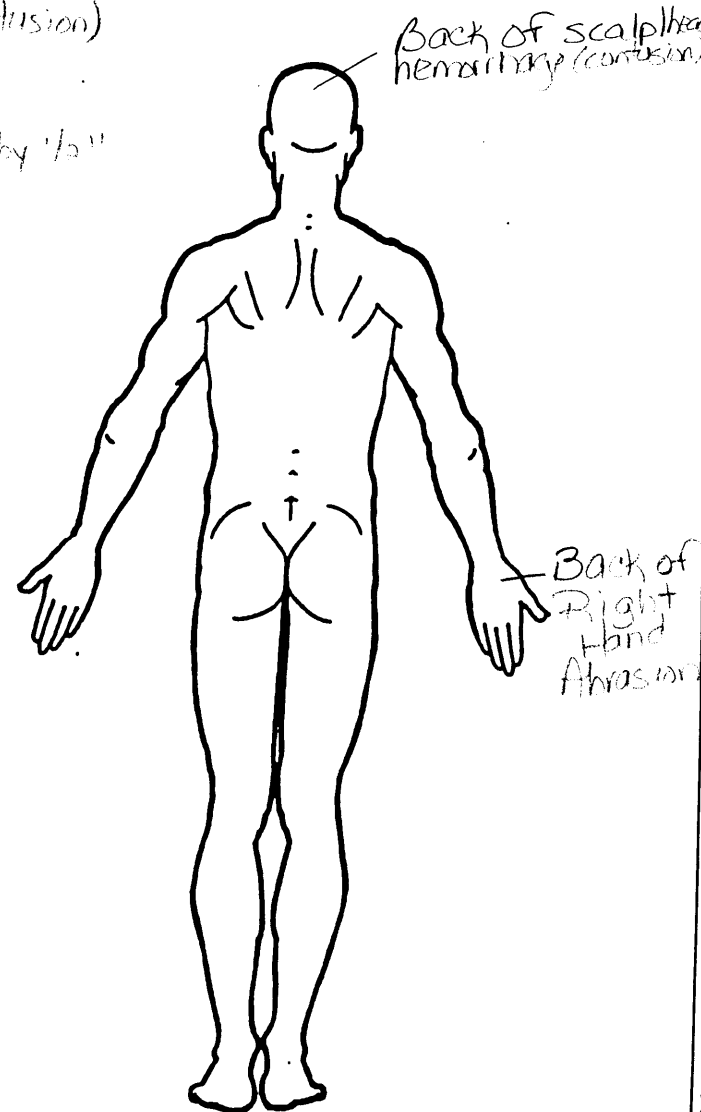
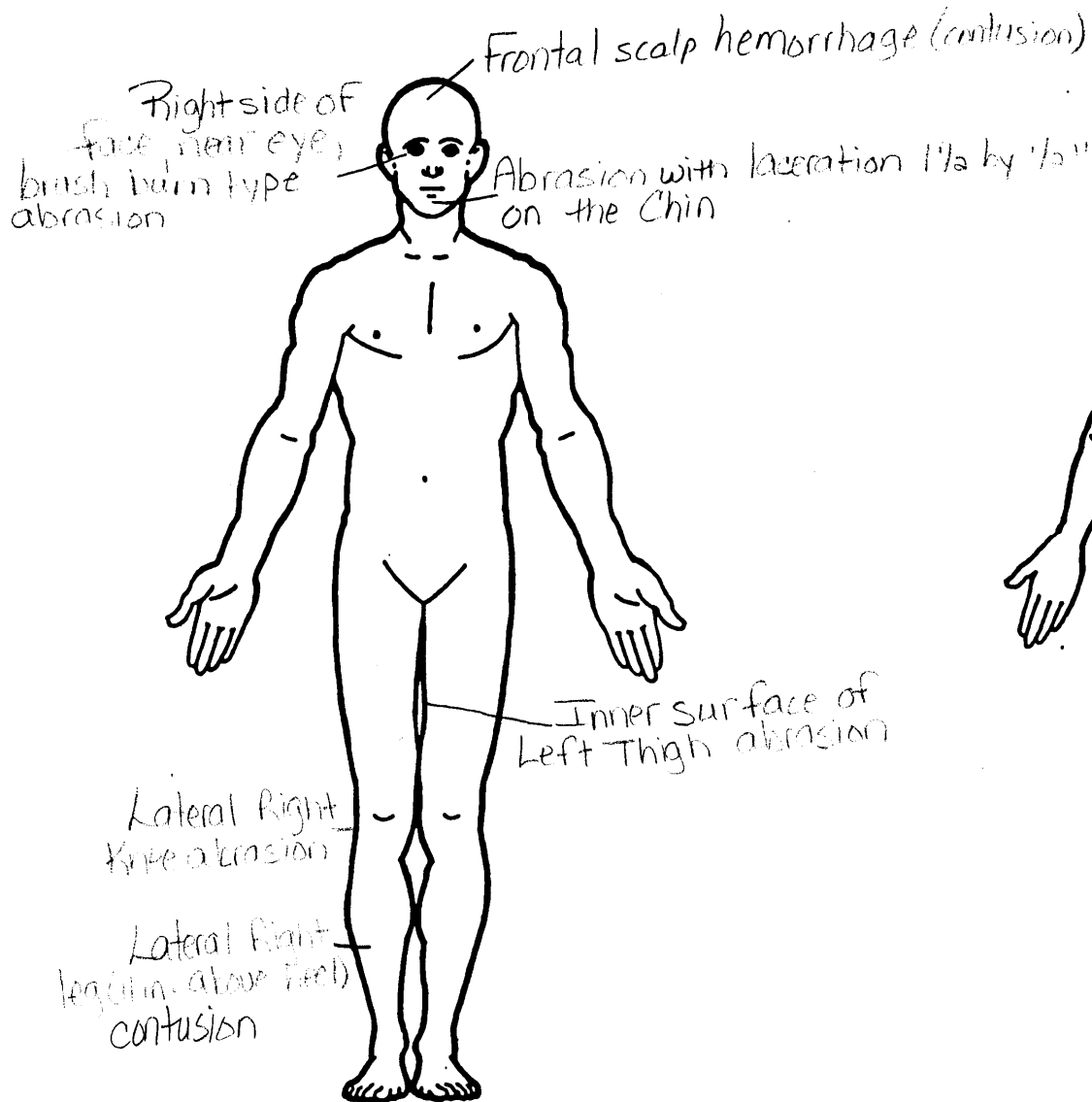
Source of Injury Data	Body Region	AIS 90		Level of Injury	A.I.S. Severity	Aspect	Injury Source	Injury Source Confidence Level	Direct/Indirect Injury	Striking Profile	Type Of Damage	Damage Depth	
		Type of Anatomic Structure	Specific Anatomic Structure										
<i>back of head contusion</i>	11th	1	9	04	02	1	6	742	1	1	1	2	2
<i>basilar skull fx</i>	12th	1	5	02	00	3	8	742	1	+	1	2	2
<i>brainstem laceration</i>	15th	1	4	02	12	6	8	775	1	+	x2	x5	x8
<i>cervical spine fx</i>	4th	6	5	02	16	2	6	770	1	1	2	2	2
<i>ⓑ) 1st rib</i>	15th	4	5	02	40	4	3	770	1	1	2	2	2
<i>ⓑ) lung contusion</i>	16th	4	4	14	10	4	3	770	1	1	2	2	2
<i>major scapula lacer</i>	17th	4	2	02	10	5	4	770	1	1	2	2	2
<i>liver lacer</i>	18th	5	4	18	20	2	1	770	1	1	2	2	2
<i>thoracic spine fx</i>	19th	6	5	04	14	2	7	770	1	1	2	2	2
	20th	---	---	---	---	---	---	---	---	---	---	---	---
	21st	---	---	---	---	---	---	---	---	---	---	---	---
	22nd	---	---	---	---	---	---	---	---	---	---	---	---
	23rd	---	---	---	---	---	---	---	---	---	---	---	---
	24th	---	---	---	---	---	---	---	---	---	---	---	---
	25th	---	---	---	---	---	---	---	---	---	---	---	---





# OFFICIAL INJURY DATA — SOFT TISSUE INJURIES

Indicate the Location, Specific Anatomic Structure, Detail (size, depth, fracture type, head injury clinical signs and neurological deficits), and Source of all injuries indicated by official sources (or from PAR or other unofficial sources if medical records and interviewee data are unavailable.)



**SOURCE OF INJURY DATA****OFFICIAL**

- (1) Autopsy records with or without hospital/ medical records
- (2) Hospital/medical records other than emergency room (e.g., discharge summary)
- (3) Emergency room records only (including associated X-rays or other lab reports)
- (4) Private physician, walk-in or emergency clinic

**UNOFFICIAL**

- (5) Lay coroner report
- (6) E.M.S. personnel
- (7) Interviewee
- (8) Other source (specify): \_\_\_\_\_
- (9) Police

**INJURY SOURCE CONFIDENCE LEVEL**

- (1) Certain
- (2) Probable
- (3) Possible
- (9) Unknown

**DIRECT/INDIRECT INJURY**

- (1) Direct contact injury
- (2) Indirect contact injury
- (3) Noncontact injury
- (7) Injured, unknown source

**STRIKING PROFILE**

- (0) Injury not from vehicle contact
- (1) Flat-Narrow (< 15 centimeters)
- (2) Flat-Wide (≥ 15 centimeters)
- (3) Rounded (contoured)
- (4) Rounded edge
- (5) Sharp edge
- (8) Other (specify): \_\_\_\_\_
- (9) Unknown

**TYPE OF DAMAGE**

- (0) Injury not from vehicle contact
- (1) No damage/contact
- (2) Scratch (Scuff, Cloth Transfer, Smear)
- (3) Dent
- (4) Large deformation
- (5) Cracked, fractured, shattered
- (6) Separated from vehicle
- (7) Noncontact injury
- (8) Other specify: \_\_\_\_\_
- (9) Unknown

**DAMAGE DEPTH**

- (0) Injury not from vehicle contact
- (1) No residual damage
- (2) Surface only damage
- (3) Crush depth > 0 to 2 centimeters
- (4) Crush depth > 2 to 5 centimeters
- (5) Crush depth > 5 to 10 centimeters
- (8) Other specify: **HOLED**
- (9) Unknown

**PEDESTRIAN INJURY CLASSIFICATION****Body Region**

- (1) Head
- (2) Face
- (3) Neck
- (4) Thorax
- (5) Abdomen
- (6) Spine
- (7) Upper Extremity
- (8) Lower Extremity
- (9) Unspecified

**Specific Anatomic Structure**Whole Area

- (02) Skin - Abrasion
- (04) Skin - Contusion
- (06) Skin - Laceration
- (08) Skin - Avulsion
- (10) Amputation
- (20) Burn
- (30) Crush
- (40) Degloving
- (50) Injury - NFS
- (90) Trauma, other than mechanical

Spine

- (02) Cervical
- (04) Thoracic
- (06) Lumbar

Vessels, Nerves, Organs, Bones, Joints  
are assigned consecutive two digit numbers beginning with 02

**Level of Injury**

Specific injuries are assigned consecutive two-digit numbers beginning with 02.

To the extent possible, within the organizational framework of the AIS, 00 is assigned to an injury NFS as to severity or where only one injury is given in the dictionary for that anatomic structure. 99 is assigned to any injury NFS as to lesion or severity.

**Abbreviated Injury Scale**

- (1) Minor injury
- (2) Moderate injury
- (3) Serious injury
- (4) Severe injury
- (5) Critical injury
- (6) Maximum (untreatable)
- (7) Injured, unknown severity

**Type of Anatomic Structure**

- (1) Whole Area
- (2) Vessels
- (3) Nerves
- (4) Organs (includes muscles/ ligaments)
- (5) Skeletal (includes joints)
- (6) Head - LOC
- (9) Skin

Head - LOC

- (02) Length of LOC
- (04, 06, 08) Level of Consciousness
- (10) Concussion

**Aspect**

- (1) Right
- (2) Left
- (3) Bilateral
- (4) Central
- (5) Anterior
- (6) Posterior
- (7) Superior
- (8) Inferior
- (9) Unknown
- (0) Whole region

**INJURY SOURCE****FRONT**

- 700 Front bumper
- 701 Front lower valance/spoiler
- 702 Front grille
- 703 Hood edge and/or trim
- 704 Hood ornament (fixed)
- 705 Hood ornament (spring loaded)
- 706 Headlight
- 707 Retractable headlight door (Open/Closed)
- 708 Turn signal/parking lights
- 718 Other front or add on object (specify): \_\_\_\_\_
- 719 Unknown front object

Left Side Components

- 720 Front fender side surface
- 721 Front antenna
- 722 A1 pillar
- 723 A2 pillar
- 724 B pillar
- 725 C pillar
- 726 D pillar
- 728 Other pillar (specify): \_\_\_\_\_
- 729 Left side roof rail
- 730 Left side door surface
- 731 Left side door handle
- 732 Left side mirror fixed housing
- 733 Left side folding mirror
- 734 Left side glazing forward of B pillar
- 735 Left side glazing rearward of B pillar
- 736 Left side back fender or quarter panel
- 737 Rear antenna
- 738 Other left side object (specify): \_\_\_\_\_
- 739 Unknown left side component

Right Side Components

- 740 Front fender side surface
- 741 Front antenna
- 742 A1 pillar
- 743 A2 pillar

- 744 B pillar
- 745 C pillar
- 746 D pillar
- 748 Other pillar (specify): \_\_\_\_\_
- 749 Right side roof rail
- 750 Right side door surface
- 751 Right side door handle
- 752 Right side mirror fixed housing
- 753 Right side folding mirror
- 754 Right side glazing forward of B pillar
- 755 Right side glazing rearward of B pillar
- 756 Rear antenna
- 757 Rear fender or quarter panel
- 758 Other right side object (specify): \_\_\_\_\_
- 759 Unknown right side component

Back Components

- 760 Rear (back) bumper
- 761 Tailgate
- 762 Hatchback, vertical surface
- 768 Other back component (specify): \_\_\_\_\_
- 769 Unknown back component

Top Components

- 770 Hood surface
- 771 Hood surface reinforced by under hood component
- 772 Front fender top surface
- 773 Cowl area
- 774 Wiper blade & mountings
- 775 Windshield glazing
- 776 Front header
- 777 Roof surface
- 778 Backlight glazing
- 779 Rear header
- 780 Hatchback
- 781 Rear trunk lid
- 788 Other top component (specify): \_\_\_\_\_
- 789 Unknown top component

Wheels / tires

- 790 Left front wheel / tire
- 791 Right front wheel / tire
- 792 Left rear wheel / tire
- 793 Right rear wheel / tire
- 798 Other wheel / tire (specify): \_\_\_\_\_
- 799 Unknown wheel / tire

Undercarriage components

- 800 Front crossmember
- 801 Steering assembly/Front suspension
- 802 Oil pan
- 803 Exhaust system pipe
- 804 Transmission
- 805 Drive shaft
- 806 Catalytic converter
- 807 Muffler
- 808 Floor pan
- 809 Fuel tank
- 810 Rear suspension
- 818 Other undercarriage component (specify): \_\_\_\_\_
- 819 Unknown undercarriage component

Accessories

- 820 Air scoop, deflector
- 821 Cellular or CB radio antenna
- 822 Emergency lights or bar
- 823 Fog lights
- 824 Luggage, ski, or bike rack
- 825 Cargo (specify): \_\_\_\_\_
- 826 Spare tire
- 827 Spotlight
- 828 Other accessory (specify): \_\_\_\_\_

Other Object or Vehicle in Environment

- 947 Ground
- 948 Other object (specify): \_\_\_\_\_
- 949 Unknown object in environment
- 959 Unknown object on contacting vehicle
- 997 Noncontact injury source
- 999 Unknown injury source

# OFFICIAL INJURY DATA — SKELETAL INJURIES

Restrained?

No

Indicate the Location, Specific Anatomic Structure, Detail (size, depth, fracture type, head injury clinical signs and neurological deficits), and Source of all injuries indicated by official sources (or from PAR or other unofficial sources if medical records and interviewee data are unavailable.)

Yes

Blood Alcohol Level (mg/dl)

BAL =       

Glasgow Coma Scale Score

GCSS =       

Units of Blood Given

Units =       

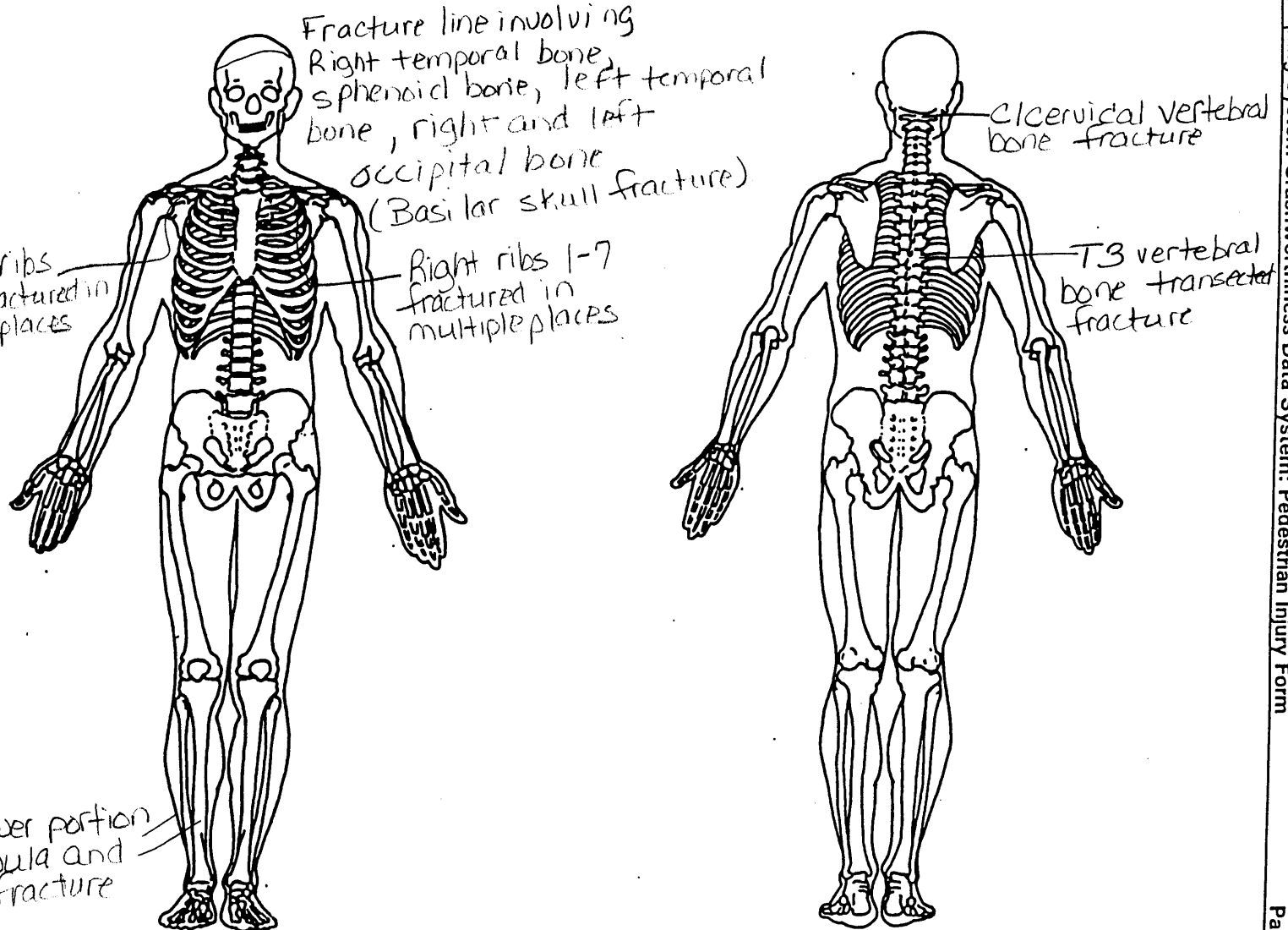
Arterial Blood Gases

Ph =       

PO<sub>2</sub> =       

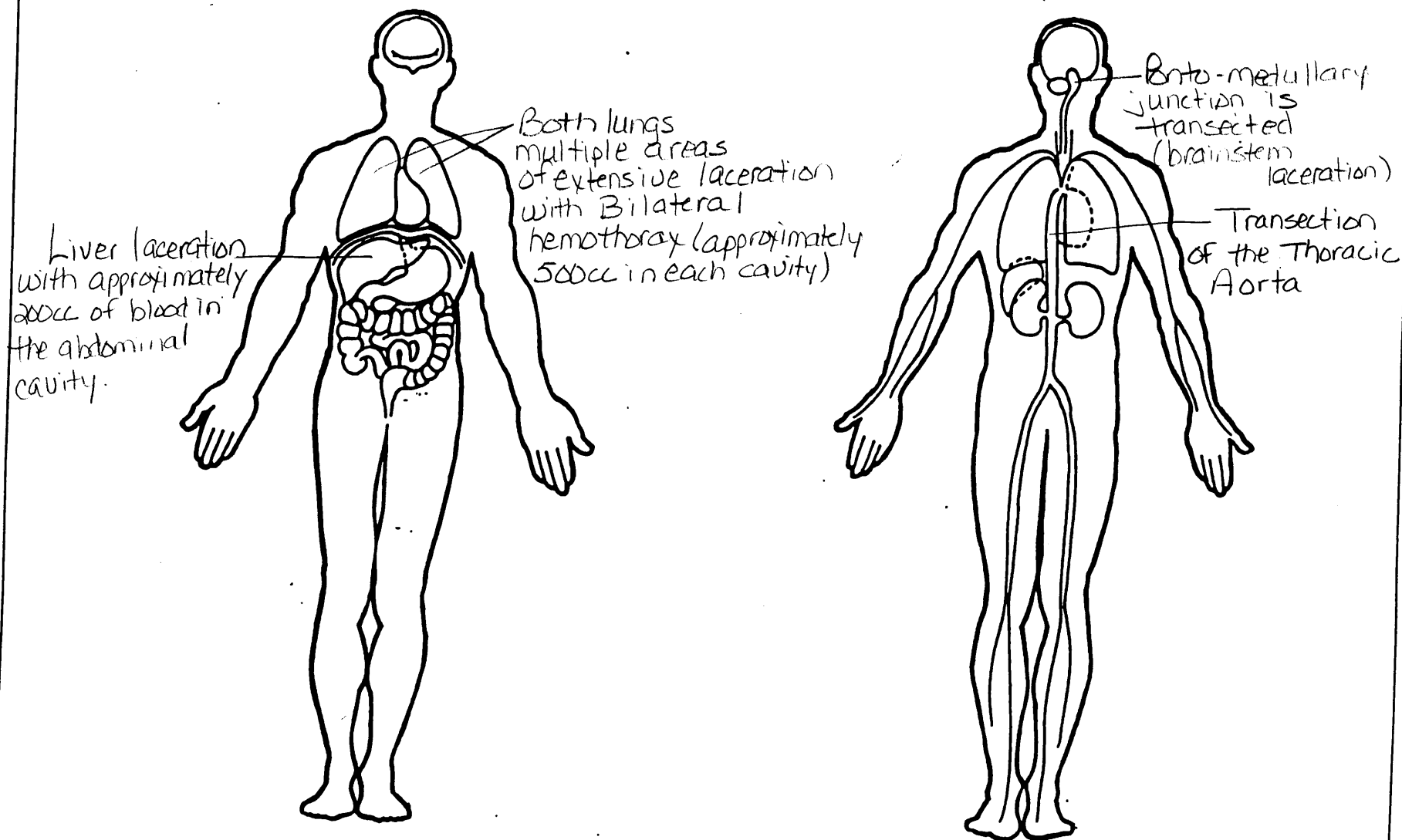
PCO<sub>2</sub> =       

HCO<sub>3</sub> =       



# OFFICIAL INJURY DATA — INTERNAL INJURIES

Indicate the Location, Specific Anatomic Structure, Detail (size, depth, fracture type, fracture type, head injury clinical signs and neurological deficits), and Source of all injuries indicated by official sources (or from PAR or other unofficial sources if medical records and interviewee data are unavailable.)



IDENTIFICATION

3. Number of General Vehicle Forms Submitted	01	
4. Date of Accident (Month, Day, Year)		98
5. Time of Accident (military time)	0630	

SPECIAL STUDIES - INDICATORS

6. SS15	0	7. SS16	1	8. SS17	0	9. SS18	0	10. SS19	0
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NUMBER OF EVENTS

11. Number of Recorded Events in This Accident	01
01	

PSU40  
CASE 603P

1998 PEDESTRIAN ACCIDENT FORM

PEDESTRIAN ACCIDENT EVENTS

Accident Sequence Number	Vehicle Number	Class of Vehicle	General Area of Damage	Veh. Num. or Obj. Cont.	Class of Vehicle	General Area of Damage
-----	-----	-----	-----	-----	-----	-----
12. 01	13. 01	14. 04	15. F	16. 72	17. 00	18. 0

01

PSU40  
CASE 603P  
VEHICLE 01 PEDESTRIAN 01

1998 PEDESTRIAN ASSESSMENT FORM

PEDESTRIAN'S CHARACTERISTICS

4. Pedestrian's Age	35
5. Pedestrian's Sex	1
6. Pedestrian's Overall Height	185
7. Pedestrian's Height - Ground to Knee	99
8. Pedestrian's Height - Ground to Hip	999
9. Pedestrian's Height - Ground to Shoulder	999
10. Pedestrian's Weight	100

PEDESTRIAN'S PRE-AVOIDANCE ACTIONS

11. Pedestrian's Attitude	1
12. Pedestrian's Motion	3
13. Pedestrian's Actions Relative to Vehicle	01
14. Pedestrian's Body (Chest) Orientation Relative to Striking Vehicle Prior to Avoidance Actions	9

PEDESTRIAN'S AVOIDANCE ACTIONS

15. Pedestrian's First Avoidance Actions	99
--	----

PEDESTRIAN'S ORIENTATION AT IMPACT

16. Pedestrian's Head Orientation at Initial Impact	9
17. Pedestrian's Body (Chest) Orientation at Initial Impact	9
18. Pedestrian's Arm Orientation at Initial Impact	99
19. Pedestrian's Leg Orientation at Initial Impact	99
20. Vehicle/Pedestrian's Interaction	02

OFFICIAL RECORDS

21. Police Reported Alcohol Presence For Pedestrian	0
22. Alcohol Test Result For Pedestrian	00
23. Police Reported Other Drug Presence For Pedestrian	0
24. Other Drug Specimen Test Result For Pedestrian	1

INJURY CONSEQUENCES

25. Injury Severity (Police Rating)	4
26. Treatment - Mortality	1
27. Type of Medical Facility (for Initial Treatment)	0
28. Hospital Stay	00
29. Working Days Lost	62

(COMPLETED BY THE ZONE CENTER)

30. Glasgow Coma Scale Score	01
31. Was the Pedestrian Given Blood?	1
32. Arterial Blood Gases	01
33. Time to Death	03
34. 1st Medically Reported Cause of Death	13
35. 2nd Medically Reported Cause of Death	17
36. 3rd Medically Reported Cause of Death	16
37. Number of Recorded Injuries for This Pedestrian	19
01	



PSU40  
CASE 603P  
VEHICLE 01 PEDESTRIAN 01

1998 PEDESTRIAN INJURY FORM

PEDESTRIAN INJURY DATA

	Source of Inj. Data	Body Reg.	Type of Anat. Struc.	Spec. Anat. Struc.	Lev. of Inj.	AIS Sev.	Asp.	Inj. Source	Inj. Conf. Level	Dir./ Indir. Inj.	Str. Pro.	Type of Dmg.	Dmg. Dep.
01.	1	2	9	02	02	1	1	775	1	1	2	5	8
02.	1	2	9	02	02	1	8	775	1	1	2	5	8
03.	1	2	9	06	02	1	8	775	1	1	2	5	8
04.	1	7	9	02	02	1	1	770	2	1	2	3	3
05.	1	8	9	02	02	1	1	700	1	1	2	2	2
06.	1	8	9	02	02	1	2	703	1	1	5	5	3
07.	1	8	9	04	02	1	1	700	1	1	2	2	2
08.	1	8	5	16	05	2	1	700	1	1	2	2	2
09.	1	8	5	34	04	2	1	700	1	1	2	2	2
10.	1	1	9	04	02	1	5	742	1	1	1	2	2
11.	1	1	9	04	02	1	6	742	1	1	1	2	2
12.	1	1	5	02	00	3	8	742	1	1	1	2	2
13.	1	1	4	02	12	6	8	775	1	1	2	5	8
14.	1	6	5	02	16	2	6	770	1	1	2	2	2
15.	1	4	5	02	40	4	3	770	1	1	2	2	2
16.	1	4	4	14	10	4	3	770	1	1	2	2	2
17.	1	4	2	02	10	5	4	770	1	1	2	2	2
18.	1	5	4	18	20	2	1	770	1	1	2	2	2
19.	1	6	5	04	16	2	7	770	1	1	2	2	2

01

PSU40  
CASE 603P  
VEHICLE 01

1998 PEDESTRIAN GENERAL VEHICLE FORM

VEHICLE IDENTIFICATION

4. Vehicle Model Year 99  
5. Vehicle Make 21  
6. Vehicle Model 003  
7. Body Type 04  
8. Vehicle Identification Number 1G3CW5139H4

OFFICIAL RECORDS

9. Police Reported Travel Speed 999  
10. Speed Limit 089  
11. Police Reported Alcohol Presence For Driver 0  
12. Alcohol Test Result For Driver 96  
13. Police Reported Other Drug Presence 0  
14. Other Drug Specimen Test Result for Driver 0

VEHICLE WEIGHT ITEMS

15. Vehicle Curb Weight 1,500  
16. Vehicle Cargo Weight 9,990

OTHER DATA

17. Vehicle Special Use (This Trip) 0

RECONSTRUCTION DATA (COMPLETED BY THE ZONE CENTER)

18. Impact Speed +080  
19. Accuracy Range of Impact Speed Estimate 2  
20. Data Source of Impact Speed 1

PRECRASH DATA

21. Driver's Attention to Driving 1  
22. Pre-Event Vehicle Movement 01

PRECRASH DATA (continued)

23. Critical Precrash Event 80  
24. Attempted Avoidance Maneuver 01  
25. Precrash Stability After Avoidance Maneuver 1  
26. Precrash Directional Consequences of  
Avoidance Manuver (Corrective Action) 1

ENVIRONMENTAL DATA

27. Relation to Junction 0  
28. Trafficway Flow 3  
29. Number of Travel Lanes 3  
30. Roadway Alignment 1  
31. Roadway Profile 1  
32. Roadway Surface Type 2  
33. Roadway Surface Condition 1  
34. Traffic Control Device 0  
35. Traffic Control Device Functioning 0  
36. Light Conditions 2  
37. Atmospheric Conditions 1

01

PSU40

1998 PEDESTRIAN EXTERIOR VEHICLE FORM

CASE 603P

VEHICLE 01

VEHICLE DIMENSIONS

4. Original Wheelbase 282  
5. Original Average Track Width 153  
6. Hood Material 3  
7. Hood Original Equip. Manufacturer 1

8. Hood Length	130
9. Hood Width Forward Opening	148
10. Hood Width Midway	150
11. Hood Width Rear Opening	152
12. Hood/Fender Vertical/Lateral Crush From Pedestrian	1
13. Windshield Contact Damage From Pedestrian Contact	2

FRONT CONTACT DAMAGE

FRONT VERTICAL MEASUREMENTS

14. Front Bumper Cover Material	1	15. Front Bumper Reinforcement Mat.	1
16. Front Bumper-Bottom Height	039	17. Front Bumper-Top Height	050
18. Forward Hood Opening	071	19. Front Bumper Lead	11

FRONT WRAP DISTANCE MEASUREMENTS

20. Ground to Fwd. Hood Opening	076	21. Ground to Front/Top Transition Pt	079
22. Ground to Rear Hood Opening	207	23. Ground to Base of Windshield	215
24. Ground to Top of Windshield	286	25. Ground to Head Contact	235

SIDE CONTACT DAMAGE

SIDE VERTICAL MEASUREMENTS

26. Ground Clearance	000
27. Side Bumper-Bottom Height	000
28. Side Bumper-Top Height	000
29. Centerline of Wheel	000
30. Top of Tire	000
31. Top of Wheel Well Opening	000
32. Bottom of A-Pillar at Windshield	000
33. Top of A-Pillar at Windshield	000
34. Top of Side View Mirror	000

SIDE CONTACT DAMAGE (continued)

SIDE LATERAL MEASUREMENTS

35. Centerline to A-Pillar at Bottom of Windshield	000
36. Centerline to A-Pillar at Top of Windshield	000

37. Centerline to Maximum Side View Mirror Protrusion 000

SIDE WRAP DISTANCE MEASUREMENTS

38. Ground to Side/Top Transition	000
39. Ground to Hood Edge	000
40. Ground to Centerline of Hood (Origin)	000
41. Ground to Head Contact	000
0	

PSU40  
CASE 603P  
CURRENT VERSION: 11.0

ERROR SUMMARY SCREEN  
PEDESTRIAN STUDY

99

FORM NAME	NUMBER OF DOLLAR SIGNS	NUMBER OF LEVEL 1 ERRORS	NUMBER OF LEVEL 2 ERRORS	VERSION NUMBER CONSISTENT
Pedestrian Accident	0	0	0	Y
Pedestrian Assessment	0	0	0	Y
Pedestrian Injury	0	0	0	Y
Pedestrian General Vehicle	0	0	0	Y
Pedestrian Exterior Vehicle	0	0	0	Y
Total Inter Errors		0	0	
Total Case Errors	0	0	0	



## OFFICER'S DEATH

# Driver expresses deep sorrow

By

News Staff Reporter

is living a motorist's worst nightmare.

relatives are living the worst nightmare of a police officer's family.

said he never saw the 35-year-old officer until the last instant when

• *Officer's death is grim reminder of job's risks / C1*

a figure hit the passenger side of my car" in the

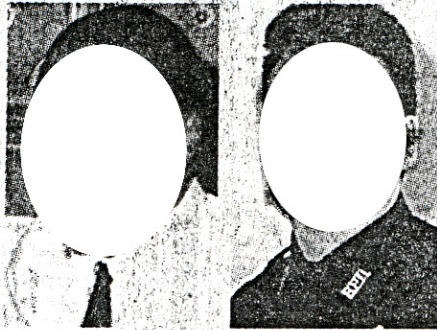
darkness at about on the inbound Expressway.

Later he would learn that had dodged another vehicle just before he was struck.

More than anything else in the world, 39, said he wishes he could turn the clock back to morning. He wishes he had never gotten up for work that day.

"I'm sorry. I wish he wasn't there. I wish it never happened. I wish today would be I wouldn't have gone to work," said Thursday, still consumed by grief as he recalled "the worst day of my life."

family has an equally moving message for : They forgive him.



**"There was nothing I could do. I just froze."**

**driver whose car struck and killed Officer**

this the rest of his life. We do forgive him. Unfortunately, this happened."

She said the family "does not hold anyone responsible."

was doing his job, and that's what he loved to do," she added.

who was on his way to work an overhead crane operator at Steel in , stopped his car immediately after hitting

"I saw him on TV and I saw his pain. My heart goes out to him. I've prayed for him already," said

mother, standing outside her North home. "It never entered my mind to blame him."

Television news had shown heart-wrenching footage of stricken with grief just moments after the accident.

"I can't imagine what he is going through," said

, who is married to

brother and a Buffalo police lieutenant.

"He doesn't owe us an apology. It wasn't his fault. I feel sorry he has to live with

See Nightmare Page A11

## COMMENTARY

# Officer's death is grim reminder of job's risks

A cop walked into the precinct captain's office late afternoon with a grim delivery. He dropped it on the desk, a handful of small, black elastic bands. Mourning bands, one for every cop at the Station, to put over their badges.

had been at the precinct only a few months. He'd been back on the force, after a stint as a housing cop, for less than a year. But he was one of theirs and now he was dead.

was killed by a car morning while running across the Expressway after a fugitive.

The sad irony is most of the cops here didn't need the mourning bands.

Less than a year ago, another Precinct



**DONN  
ESMONDE**

cop, was gunned down after stopping a suspect in a car stripping.

A lot of the cops still wear the band for

For 26 years, there wasn't a cop killed in the line of duty. Now, in less than a year, there have been two. From the same precinct.

It is like having the same bad dream twice.

The flag outside the station house is at half-staff, same as last time. Someone placed a pot of purple flowers on the steps, same as last time. the department's crisis counselor, once again walked through the glass doors.

"She was wearing the exact same outfit she had on the last time," said one of the pallbearers. "I remember that night died so vividly."

The thing none of them wanted to go through again, happened again.



# Nightmare: recalls nearly having mental collapse

*Continued from Page A1*

"There was nothing I could do. I just froze," he recalled on getting out of his car and seeing the Station officer lying on the roadway.

Another police officer told him what had happened just before the crash.

"The officer told me the lady driving in the center lane saw him. He was caught in the traffic, trying to dodge her car. He was coming back across when it happened. There was a semi in the far right lane," said, frequently stopping to shake his head and cover his face as he relived the horror.

recalled teetering on the brink of mental collapse at the accident scene. If it had not been for the compassion of Officer and his uncle. Engine

Firefighter, he is uncertain what would have happened.

"I don't know what I would have done without Officer and my Uncle," he said.

He agreed to speak to The News to convey his sorrow to the relatives of, who was chasing a fugitive wanted on narcotics charges, and two companions.

was later charged with manslaughter in the officer's death.

"I never saw him. I never saw him. I never saw him. I didn't see him at all. He was dressed in dark clothing," cried as he sat on the edge of a couch in his Street home after a nearly sleepless night. "I'm sorry it happened."

, a father of six, expressed sorrow for the four children —, 16;

## service to be held

A funeral service for Officer will be held at the Convention Center. Interment will be at in

Calling hours will from 2 to at Amigone Funeral Home, Avenue and Street.

and, 15; 1½. attorney, said his client has received only kindness and consideration from the Police Department.

Police have stressed they do not hold responsible for the tragedy, though he was issued summons for driving with a suspended license.

said he is trying to work out an appropriate avenue for to personally express his sorrow to the family and police force. "But first I want to make sure that it would be welcome," said.

That should not be a problem. "I don't know if he can, but he's welcome to come to the funeral and all," said of the services at 11 a.m. in the Convention Center.

Told of the family's willingness to see him, expressed appreciation.

"I'll be going," he said.

way, a cop for 12 years.

Once again, a reminder of their own mortality.

The funny thing about human beings is they don't think it could happen to them. Even cops in the city's toughest precinct. You run down people with guns and knives and all sorts of juice in them, but somehow hold a deep faith in your invulnerability.

Until the worst happens.

After [redacted] died, a lot of cops here upped their life insurance policies. And strapped on a vest every night.

"Before [redacted], not everyone wore the vest all the time," [redacted] said. "You don't think it could happen, until it happens to someone else."

The guy it happened to this time was just settling in. Of all the cops here, Ricky Beavers knew [redacted] best.

[redacted] was his partner when both were Housing Authority cops. He now tries, for a stranger, to distill the essence of a friend into a few phrases. He remembers a guy who loved Greek food and fast cars — his baby was a lime-green '72 Chrysler. Who'd do tune-ups or brake jobs on friends' cars. Who liked to pump iron and ate enough for two men.

He remembers a guy who loved being a cop.

"He'd come in with a camera sometimes and take pictures of everybody," [redacted] said. "He just loved being out there."

"His shift ended at [redacted] in the morning). He'd be out [redacted] minutes, a half-hour later, just to make that final pinch. If he got just one bag (of drugs) off the street, he felt good."

They were close enough that [redacted] jokingly called him "white boy," [redacted] called Beavers "black boy." It was a bond forged on nights alone on dark streets — and during a car chase a few years ago at speeds of 100 mph.

It took them from the inner-city to where the suspects' car blew a tire. They kept going on the rim, sparks flying like the Fourth of July. [redacted] kept the 911 tape of the pursuit to play for the new guys coming in.

"He'd joke about it, saying when it started he had a black partner, and halfway through it he had a white partner," said [redacted], laughing. "And he was right. That was a wild ride."

There have been public forums lately about police brutality, prompted by a recent death in police custody. Some of the complaints you hear about cops are more valid than others. But the overall effect is to put all cops in a bad light.

Meanwhile, most of them aren't out abusing people. They're doing what [redacted] was doing — routine but potentially deadly stuff. Unless there's a tragedy, people never hear or read about it. It's just part of the job.

Cops in this precinct can't count the times they've hopped a fence or taken off across a dark yard after somebody. Most of us have jobs where we push papers around a desk, fix a pipe or teach a class. The routine is mundane. For cops, the routine is potentially fatal.

"The bottom line is nobody wants to get caught," [redacted] said.

"I can walk up the street right now," said [redacted], "and just ask a guy to come over, and he'll book."

It's routine.

A routine that sometimes gets you killed.

The flag outside the station house is at half-mast. A pot of flowers is on the steps.

The same bad dream again.

# Honor Officer by putting curbs on bounty hunters

The death of Police Officer [redacted], hit by a car while helping bounty hunters chase a bail-jumper, illustrates again — all too soon — the risks of police work. Coming as the second death in less than a year of a Buffalo cop on duty, it grimly re-emphasizes, too, the burdens on officers' friends and families.

But there is something more to take from this incident. The scenario that led to [redacted] death has opened up a glimpse of the shrouded world of bounty hunters. What's revealed looks like a throwback to the gun-toting Old West.

Why are we allowing bounty hunters to claim rights beyond those of other residents — and in some circumstances even beyond the powers of the police?

"It is abundantly clear that we need to prevent bounty hunters from acting like 'Rambo' on our streets," says Sen. [redacted], R-Depew.

This week's incident demonstrates all too clearly what [redacted] had in mind when, two weeks ago, he introduced legislation in [redacted] to regulate bounty hunters in [redacted].

His bill would require that bounty hunters be licensed and undergo 80 hours of training. It would hold them liable for any damages they caused and require them — "before taking action" — to notify local law-enforcement agencies officially that a bail-jumper might be located within that local jurisdiction.

Those ought to be minimum mandates. Whether the training require-

ment could be applied to those entering [redacted] from other states, as many do, might present problems. But out-of-staters like those involved in the Buffalo incident should be required to have licenses to operate here and to notify local jurisdictions. And they should be liable for damages.

Incredibly, [redacted] and apparently many other states have not clamped stiffer legal restraints on these people who claim a kind of quasi-official sta-

al. Hence, the term, "skipped bail."

[redacted], 35, joined five bounty hunters trying to capture a Buffalo native who had skipped out on \$50,000 bail in connection with a Baltimore drug charge.

There have been other telling incidents. Not long ago, several bounty hunters forcibly entered a [redacted] home, with no warrant, in search of a suspect. Such blunders brutalize liberties guaranteed to all Americans.

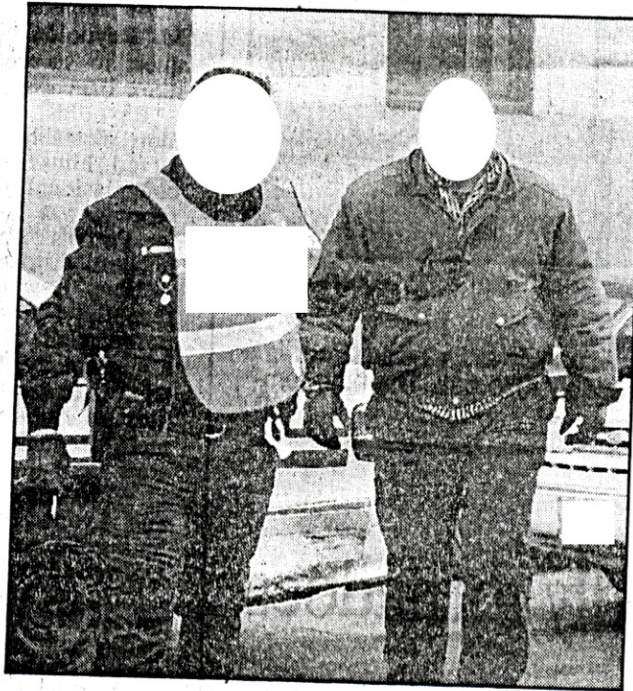
As [redacted] County District Attorney [redacted] notes, police cannot use force to enter a private home without a court-approved warrant. Bounty hunters, often less well trained than police, certainly should not be allowed to.

[redacted], who "absolutely" favors a new state law, puts one overarching objective succinctly: "The same constitutional restraints that govern the police should apply to bounty hunters."

Let's emphatically dispel any doubts about that. Ambiguities arising from the absence of state rules or from differences between state and federal rules and custom must be carefully clarified. State lawmakers can do that as they define the status of bounty hunters and the requirements and limitations on them and their lawful conduct in this state.

[redacted], then, should examine the options and enact a "Law." That would lend added

meaning to the tragically shortened life of this [redacted] cop who, doing his duty, died protecting his community.



A [redacted] police officer, left, with one of the bounty hunters involved in [redacted] fatal chase incident. The bounty hunter was being taken into police headquarters for questioning.

News

tus. For a fee, bounty hunters, who may be armed, chase down accused criminals who have skipped town and forfeited the bail money put up to win their release from prison pending a tri-



Officer [redacted] boot lies in the [redacted] Expressway. The car that struck him is in the background. News

# Officer down

## *Car kills patrolman during foot chase*

By [redacted] and [redacted]  
News Staff Reporters

A [redacted] police officer was killed early today as he tried to cross the [redacted] Expressway on foot, while chasing a fugitive sought by bounty hunters from [redacted].

Officer [redacted], 35, suffered severe head injuries when he was hit by a car at the start of the morning rush hour.

It took other officers several minutes to stop traffic as they tried to help their fallen comrade, but efforts to revive him



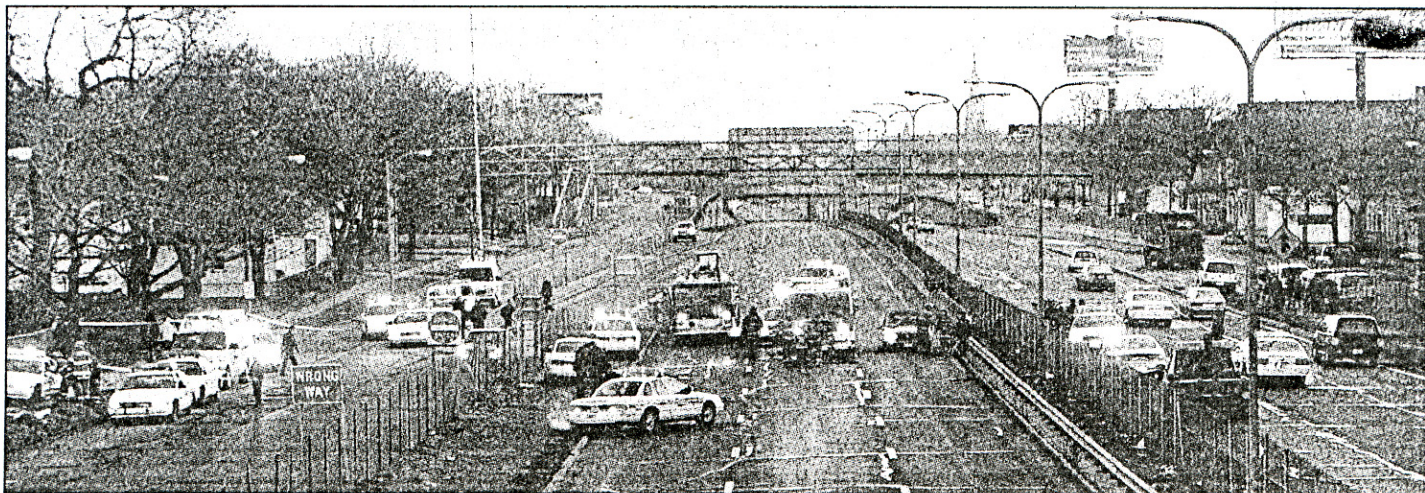
failed.  
"This is a senseless, unconscionable loss of life," Mayor [redacted] said. "We want to bring the persons responsible for this death to justice."

Police said the incident started shortly after [redacted], when bounty hunters from [redacted] called for police help in stopping possibly armed suspects on a Metro bus.

The call came as [redacted] Station officers were gathering for a change of shifts at the precinct house, which the bus had just passed. Officers quickly responded, pulling over the [redacted] route

See Officer Page A7

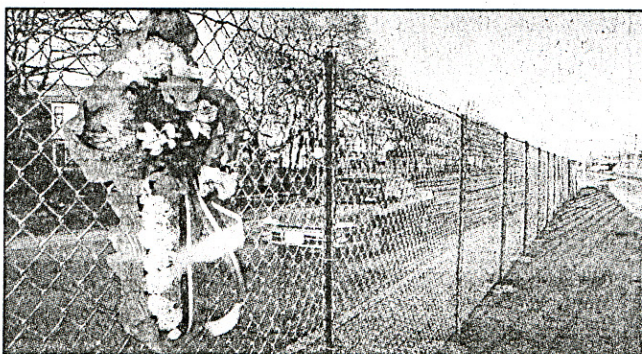
DEATH OF A COP



MIKE GROLL/Bufalo News



News



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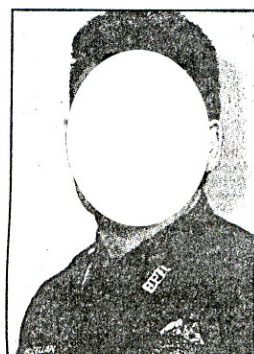


Photo courtesy Police Dept.

A police officer, lower left, frisks a bounty hunter from after police helped a group of them nab a pair of fugitives in the Fruit Belt early

Expressway, died after he was hit by a car. The inbound highway, top, was closed during the morning rush. A wreath, center, marks the spot where was struck.

Tragic pursuit

Bounty hunters freed; their prey is charged

By News Staff Reporter

Five bounty hunters presumably are on their way home, their prey is in jail on a manslaughter charge and the City of is planning the funeral of a police officer killed after he was drawn into the hunt.

County, Police became involved after the bounty hunters reported seeing possibly carrying a gun, board a Metro Bus heading downtown on Street. Based on that report, "the police had every duty and responsibility to get involved," Police Commissioner said at an afternoon news conference.

No gun was found, said. "There (were) many opportunities for him to dump the weapon," said Lt. , police spokesman.

It turned out that the arrest warrant the bounty hunters had for does not provide for extradition from State, but only from states contiguous to

said. However, bounty hunters typically handle the return of prisoners without going through extradition proceedings, as long as the bounty hunters — not the police — are in control of the prisoner.

was charged with manslaughter in death and is being held without bail, pending arraignment today. The case will be presented to an County grand jury.

, the second Station officer to die in the line of duty within a year, was pronounced dead in General Hospital after suffering severe head injuries. Last Officer

36, was shot to death while investigating suspicious activity on Street; was his birthday.

Funeral arrangements will be announced today for who rejoined the department in 1997 after serving with the Municipal Housing

Zeal for job proved deadly for

By and News Staff Reporters

died the same way he lived: going all out after getting a second chance at a job he loved, family members and fellow police officers said

He answered a call minutes before the end of his shift. But that was like him. He was one of the first officers to respond to a call. And he was involved in several chases.

"I wish I had a whole shift of officers like him," said the dead officer's brother and a lieutenant in the Police Department.

"He had 10-15 minutes left in his shift and was out chasing bad guys," the lieutenant said. "He loved his job and was proud of it."

Yes, had some problems in his life

# Officer: Witnesses say traffic sped past scene of accident

Continued from Page A1

bus near Hickory Street with a minivan carrying five bounty hunters just behind.

Two men ran from the bus, heading toward [redacted] Street and the expressway. Police officers followed on foot as the men headed into the north side of the Fruit Belt. One man was caught, but the second hid briefly in a house at 34 [redacted] St. before being found by police who were tipped off by a witness.

[redacted], a [redacted] Station officer who joined the department in [redacted] 1997 after several years with the [redacted] Municipal Housing Authority Police, crossed the outbound lanes during the chase and jumped a fence to cross the inbound side of the expressway, according to police spokesmen.

"I don't think he saw the car," Police Department spokesman Lt. [redacted] said.

As other officers converged on the scene, they tried to stop the commuter traffic to get aid to the badly injured officer.

"I heard a big crash, tires squealing," said [redacted], whose home borders the expressway. "I came out, and I saw him lying down."

"The cars kept going by, and the police officers were shouting, 'Can't you see a man is down?'" she added. "The police couldn't get the cars to stop; it took them about five minutes."

"The cars just kept going by. This time of morning, they fly by."

[redacted] was taken to General Hospital, where officials said he died at [redacted] a.m. Mayor [redacted], Police Commissioner [redacted] and First Deputy Commissioner [redacted] joined patrol officers who also gathered at the hospital.

Some officers sobbed quietly after learning of [redacted] death. At the accident scene, Lt. [redacted] battled her tears as she comforted another officer, distraught after his own efforts to aid

"We're waiting for the family right now," said the Rev. [redacted], a police chaplain, at the hospital shortly after the death. "It's hard."

Minutes later, [redacted] met family members at the emergency room door and led them into the hospital.

In an official statement later, [redacted] said that [redacted] "responded quickly and bravely" to the call. Other officers described him as a "gung-ho" patrolman.

"He was a hard-working young copper," said Lt. [redacted]. "He sure was dedicated. He did his job and enjoyed it."

"Officer [redacted] was working in a very tough precinct," [redacted] said. "This gun call came in 30 minutes before the end of his shift, and he immediately went to answer it."

"I know him personally and was very pleased with how he was working. It's particularly a tough tragedy for this precinct."

[redacted] death was the first on-duty loss of a police officer since another [redacted] Station patrolman, Police Officer Charles [redacted], was shot to death last [redacted]. Today also was [redacted] birthday.

The news hit [redacted] Station officers hard. Psychological counseling teams were sent to the precinct house.

"It's a nightmare to think that this could happen in a little less than a year," Father [redacted] said.

Police officials said the fugitive being chased in the early-morning incident was in custody, and an investigation is continuing. The bounty hunters also were being questioned.

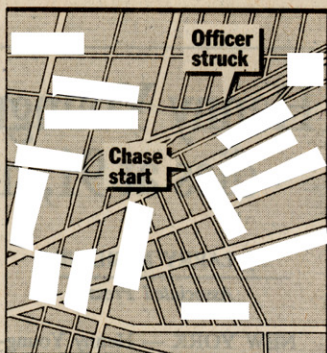
One of the two men who fled the bus was described as a friend of the fugitive and was released after questioning. Police did not immediately reveal the name of the man still in custody, but preliminary reports indicated he may have faced narcotics charges in [redacted] end

Officers and Emergency Medical Technicians at the accident scene also sought to calm the distraught motorist who hit [redacted], identified as [redacted] of [redacted] Street.

"Herb was on his way into work," said his uncle, Firefighter [redacted] of Engine [redacted]. "He's torn up about this; he's really bad."

The accident closed the inbound lanes of the [redacted] near the [redacted] Street ramp to the downtown area, and traffic was diverted to [redacted] Avenue.

"I heard the commotion and ran out at about [redacted]" said [redacted] of [redacted] Street.



News

"As soon as I came out I heard people say, 'Can't you see he's down?' They were pumping his heart for a long time," Miss [redacted] said.

[redacted] gray Oldsmobile remained at the scene, while the driver sat sobbing uncontrollably in a police car as officers, his uncle and medics tried for more than an hour to calm him.

[redacted] repeatedly sobbed, "Oh, man, oh, man," as he waited to learn [redacted] fate.

"He didn't mean to hit him," his uncle said. "He didn't see him."

Asked if shots were fired during the chase, [redacted] said it was possible.

"I think one of the officers fired a warning shot," he added.

Police also impounded the bounty hunters' mini-van, as Homicide Bureau detectives joined the investigation.

Officers also were looking for a gun and a portable radio believed lost in the incident.

[redacted] holster and weapon were locked in a patrol car trunk at the scene. A boot and splashes of blood were on the pavement, near the officer's bullet-proof vest ripped off during efforts by police and Rural Metro Ambulance medics to revive him.

Ambulance dispatchers said a company paramedic on her way home was the first to try to revive [redacted]. A crew including paramedics [redacted] and [redacted] was quickly sent to the scene and tried both CPR and mouth-to-mouth resuscitation.

[redacted] was the father of two children.

When the family was told of [redacted] death, another police chaplain said, "The mayor and the commissioner were in tears, and it just broke me up."

"The family was crying, and so were the mayor and police commissioner," the Rev. [redacted] said. "We were in the room for support."

Off-duty Firefighter [redacted] of [redacted] was among those who converged on the accident scene.

"Our jobs go hand in hand with police, and when something happens you feel it," he said. "Our jobs are dangerous. Today I'm going back on duty, and it could be my turn."

# DEATH OF A COP

## SCENE OF FATALITY

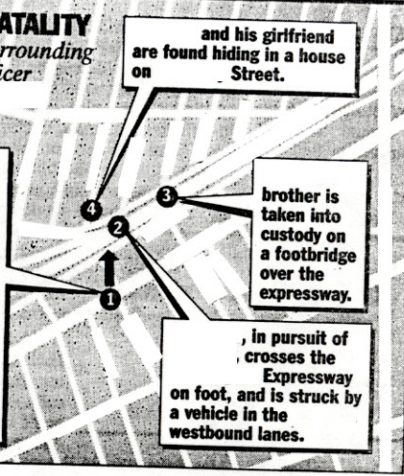
The situation surrounding the death of Officer

and his girlfriend are found hiding in a house on Street.

brother is taken into custody on a footbridge over the expressway.

, in pursuit of crosses the Expressway on foot, and is struck by a vehicle in the westbound lanes.

Bounty hunters call 911 while following , his girlfriend and brother, who had boarded a Metro Bus. Two police cars from Station respond, and stop the bus. and his companions run from the bus.



News

# Tragedy: Legislation on bounty hunting sought

Continued from Page A1

Authority Police, where he attained the rank of sergeant. His brother, is a lieutenant assigned to the Central District.

The five bounty hunters, including the owner of the company that posted bail in the drug case, were released after daylong questioning by Homicide Bureau detectives. events have prompted the police commissioner to seek state legislation on bounty hunting, which essentially is an unregulated profession.

In an afternoon news conference, the police commissioner chronicled the events that ended with death:

Northeast District Officers and were dispatched at about to meet the bounty hunters in the Avenue. The bounty hunters told them may be at a Burgard Place address. Police checked it out, but he wasn't there.

After the officers left, the bounty hunters kept looking and spotted his girlfriend and brother boarding an inbound Metro Bus on Street. Following the bus in their van, the bounty hunters called 911 at about

a.m. to get police help because they saw reach into his waistband and thought he might have a gun.

Two cars from the Station responded: one with and his partner, Officer with Officers and

Police pulled over the bus, which was boxed in by the two patrol cars and the van, between and streets. and his companions ran.

As the police officers and bounty hunters pursued them on foot, one unidentified officer fired a warning shot.

brother was taken into custody by on the Expressway.

and his girlfriend later were found hiding in a house on Street. The girlfriend and brother, neither of whom was identified by police, were questioned and released without being charged.

At about who had run across the outbound lanes of the expressway and then climbed or squeezed through the fence on the median, was hit by an inbound car. He was minutes from ending his overnight shift



Police Commissioner with Deputy Police Commissioner at his side, takes a moment to collect himself as he discusses the death of Officer during a news conference at Police Headquarters.

when the accident occurred.

The motorist, Street, was not charged. " was on his way in to work," said his uncle. Engine Firefighter "He's torn up about this."

Fellow officers, ambulance personnel and firefighters tried to revive who was pronounced dead in General Hospital at The police commissioner and Mayor were there when loved ones learned of his death.

When the family was told of the death, a police chaplain said, "The mayor and the commissioner

## Bounty hunters



These are the five bounty hunters from the death of Officer ensuing chase, who were questioned and released after a police chase resulted in The men asked police to help them capture a narcotics suspect, and in the Expressway. Police did not release the man's

# Officer: helped deliver a baby in his patrol car during winter of 1990

Continued from Page A1

and police career. But those were behind him, officers and family said.

"There were a lot of people who thought I shouldn't have taken a chance on him," Police Commissioner said. "But I'm glad I did."

He reappointed to the force in of last year, three years after dismissing him because made threatening calls to his then-girlfriend.

Dropped from the police force, returned to the

Municipal Housing Authority's security force. His work there as a sergeant earned praise from his boss, Capt.

And that recommended rehire him.

made a tough call and gave him a second chance.

"From what I gather, he turned his life around, both personally and professionally," First Deputy Police Commissioner said.

"What makes this so evident is the fact that he died in the line of duty, doing his job, minutes before his shift ended."

Sitting in his office, a crestfallen knew that he had made the right decision.

"The reports coming back to me were that he was doing a good job and one that he loved," he said.

Later, at a press conference, appeared to be close

to tears as he cut short his remarks by saying, "It was a loss for all of us, let's close it at that."

Disbelief and sorrow were the mood at the North duplex that shared with his fiancée, and four children,

16;

15; and

12.

"I don't understand why they didn't let them (the suspects) go," Ms. said.

"I don't know why he chased after them. He was really into his police work."

Dozens of law enforcement officers from throughout the area were on hand to comfort the family at the home.

Officer was one of those who went to the tidy gray home just a half block away from the Canal off Twin City Memorial Highway. He and had been buddies since volunteering to be auxiliary police in North in the early 1980s.

"He was a very hard-working policeman," said. "He was definitely out there for the people of

grew up in North



A black and white bunting is draped over the entrance to Police Headquarters in tribute to Officer

and attended schools West Side chase that took them there and in the. After onto the School District before receiving his graduate equivalency diploma, his the suspects left the expressway, their car struck a pole and brother said. He joined the police helped chased them down on auxiliary, where he rose to the rank of sergeant. and a partner pursued a car in

and after a high-speed chase that ended when the four teen-age occupants abandoned it at the Commodore

Once again helped chase them down.

Seven months later, in 1990, and another officer tried to pull a car over on Avenue and Street for a minor traffic infraction. The car sped off and



The U.S. flag hangs at half staff in honor of Police Officer

after an early morning chase up Street that hit 100 mph, the pair caught the suspects in Amherst.

On a more peaceful note, helped deliver a baby in his patrol car in 1990. He and his partner were trying to get the expectant mother from the Commodore to Memorial Hospital but the stork arrived before the doctor.

While his partner rushed into the hospital to find help, was on hand to welcome tiny into the world.

laughed when he recalled the birth, saying his only role was arriving on the scene and looking through the cruiser window.

a 14-year veteran of the police, recalled his brother as a man who lived life with the same enthusiasm he showed as a police officer.

"He loved old cars and loved to work out," he said. "He was a fun guy to be around. He always kept you laughing."

Tributes also came from Et. Robert P. Meegan Jr., president of the Police Benevolent Association.

"Bob was an active police officer whose devotion to duty cut short his young life," he said. "This whole scenario is just another example of the high price that decent law-abiding citizens and police officers face in dealing with

death last Police officials couldn't help notice that would have turned 37 on the day died. The two also worked the same shift, although was transferred to the precinct only recently.

"It's probably the most violent area of the city, and there's no lack of police officers who wish to be assigned to that location," said of the Station.

"Many officers are of the firm belief that they can make a difference for the decent people who reside in that area."

A black-and-white mourning shroud was placed over the front door at the station, where officers declined to comment. The main entrance to Police Headquarters also was draped with a shroud and city flags flew at half mast. Officers wore black bands across their badges as a sign of mourning.

A delivery man brought a bouquet of flowers for the precinct, ordered by firefighters.

Grief counselors were made available at the precinct to anyone who wanted to talk.

Many of the procedures were all too familiar, having been used when was killed. Funeral arrangements are incomplete.

News staff reporters and contributed to this report.

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spotted \_\_\_\_\_, his girlfriend and brother boarding an inbound Metro Bus on \_\_\_\_\_. Following the bus in their van, the bounty hunters called 911 at about \_\_\_\_\_

lanes of the expressway and then climbed or squeezed through the fence on the median, was hit by an inbound car. He was minutes from ending his overnight shift

commissioner and Mayor \_\_\_\_\_ were there when \_\_\_\_\_ loved ones learned of his death.

When the family was told of the death, a police chaplain said, "The mayor and the commissioner were in tears."

A couple of police officers sickened by grief also were examined at the hospital. Police chaplains comforted officers throughout the day, and on \_\_\_\_\_ night, the department's Employee Assistance Program held a debriefing session at \_\_\_\_\_ Station.

Foot chases are a frequent occurrence in police work, and officials aren't questioning what could have been done differently

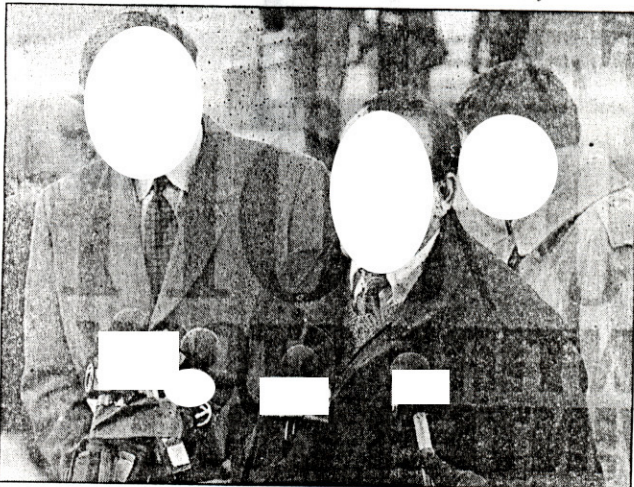
"I can't really sit here and second-guess what happened,"

said. "I don't... think it's really an issue of procedure or training here."

\_\_\_\_\_ was "well thought of," the commissioner said. "He was doing an outstanding job, and it's just a loss."

"It's just a loss for all of us."

*News Staff Reporter  
contributed to this report.*



News

Lt. \_\_\_\_\_, with Mayor \_\_\_\_\_ at his side at \_\_\_\_\_ General Hospital, announces Officer \_\_\_\_\_

death.

# seeks state law regulating bounty hunters in wake of officer's death

By \_\_\_\_\_  
*News Staff Reporter*

New state legislation curtailing bounty hunters would serve as a tribute to an officer killed \_\_\_\_\_ Police Commissioner \_\_\_\_\_

suggested a state law that would regulate bounty hunters and force them to notify local law-enforcement agencies of their activity.

"It's a little preliminary, but clearly if people are here to do some quasi-law enforcement business, there needs to be some regulation," \_\_\_\_\_ said.

"If they come in to make an arrest in the City of \_\_\_\_\_ or \_\_\_\_\_, they'd have to appear in person and provide identification and information on what they're doing in that jurisdiction," the commissioner added.

Some professional bounty hunters do let police know when they're in the area, but that's a courtesy not required by law.

The fatal incident \_\_\_\_\_ when Officer \_\_\_\_\_ was killed trying to help five bounty hunters capture a suspect, was the second high-profile case involving bounty hunters in \_\_\_\_\_ County in the last year. Last \_\_\_\_\_, four men claiming to be special agents barged into a \_\_\_\_\_ home in search of a fugitive. The fugitive wasn't there, but his sister filed a criminal trespass complaint against the four men.

\_\_\_\_\_ checked with \_\_\_\_\_ County District Attorney \_\_\_\_\_, who told him that bounty

hunters are citizens with no more or less power than anyone else.

"Right now, we have no rules with these guys," said attorney \_\_\_\_\_ a former police officer and sheriff's deputy. "There's no state standard, no national standard that these guys have to adhere to."

And that "scares the hell" out of \_\_\_\_\_

Here's a hypothetical example of how bounty hunters work:

A drug dealer in \_\_\_\_\_ is arrested for a felony drug charge and is told he can be released on \$50,000 bail. He scrapes up \$5,000, gets the remaining \$45,000 from the bail bondsman and pays his way out of jail.

If the defendant fails to show up in court, the court keeps the \$50,000. That means the bail bondsman is out \$45,000.

"They want their money back," \_\_\_\_\_ explained. "The way they get their money back is if they show up with the warm body."

So the bail bondsman hires a bounty hunter, maybe for \$5,000 plus expenses, to bring back the defendant. Once that happens, the court returns the \$50,000, and the bail bondsman has to pay the \$5,000 plus maybe \$1,000 in expenses to the bounty hunter.

In this scenario, the bail bondsman would lose only \$1,000 in the deal, after the defendant bolted. In the more likely case that the defendant never skips town, the bail bondsman might make 10 percent on his money.

Why wouldn't police arrest a defendant who missed a court appearance and left town?

Police departments have enough to do without spending their resources chasing low- and mid-level felony criminals across the country or tracking them from other towns and states. Plus, a fugitive might go through many jurisdictions in his flight.

Authorities emphasize that bounty hunters have no extra privileges.

"These guys act as independent contractors, and they're not sanctioned to act as an arm of law enforcement, at least under \_\_\_\_\_ State law," \_\_\_\_\_ said.

Bounty hunters have claimed that they operate under federal law, enforcing a business contract signed by a defendant when he deals with a bail bondsman. They also claim their power to take fugitives into custody derives from a 19th century U.S. Supreme Court ruling.

Some law-enforcement officials also admit that bounty hunters can serve a useful purpose, bringing back defendants who might otherwise never be caught.

\_\_\_\_\_, who has defended hundreds of police officers, knows the potential for criminal and civil liability when a trained professional officer makes an arrest.

"It scares the hell out of me when these untrained citizens make arrests for major felonies," he added.

"It might have been fine and dandy in the Old West, where we had one lawman for thousands of miles," \_\_\_\_\_ said. "But not in this day and age."

[redacted], 1998

## OFFICER'S DEATH

# Fugitive in fatal chase had many arrests, but minimal punishment

By [redacted]

*News Washington Bureau*

[redacted] — Before leading a [redacted] police officer to his death on the [redacted] Expressway, [redacted] worked the 45-mile-long trail between here and [redacted], piling up a series of criminal charges over three years that netted him only a few months in jail. [redacted], 21, appeared to be a low-level drug dealer with connections to a network of dealers in [redacted], according to law enforcement officials here, in [redacted] and in suburban [redacted] County.

[redacted] had a talent for avoiding jail and

jumping bail. He had been released on bail four times between last [redacted] and [redacted] when he failed to show up for a court appearance in one of the cases. It was that bail jumping that landed him in the [redacted] County Holding Center this week.

Five bounty hunters from [redacted] went to [redacted] after getting "a real hot tip" that he had returned to his home town after skipping out on a \$50,000 bond in [redacted] in a felony drug case, said the bounty hunters' attorney, [redacted] of [redacted].

The bounty hunters found [redacted] early [redacted] as he boarded a Metro Bus on [redacted] Street with what they thought may

have been a gun. They enlisted police help.

That prompted a foot chase across the [redacted] Expressway in the morning darkness. [redacted] made it across, but [redacted] Police Officer [redacted], 35, didn't. A car struck and killed him.

Law enforcement officials in [redacted] and [redacted] County, who regard [redacted] as a fugitive, had no idea he is jailed on a manslaughter charge in [redacted] in the death of a police officer.

Perhaps that's because [redacted] is anything but a big player in the [redacted] drug scene.

See [redacted] Page C4



## Drew 10-year term, served 7 months

*Continued from Page C1*

"He obviously was busy, but his is not a name that jumps out at me," said [redacted], the assistant state attorney in Frederick and the only prosecutor who put [redacted] behind bars for any length of time.

Law enforcement sources said [redacted] apparently moved to Baltimore in 1995 and soon got himself in trouble. [redacted] police arrested him in [redacted] 1995 on charges of petty theft and drug possession. He received three years of probation that September.

Three months later, undercover [redacted] police officers pulled a sting on [redacted]. After buying a few rocks of crack cocaine from him, they charged him with six counts of drug possession and distribution.

He pleaded guilty to felony distribution of cocaine and was sentenced to 10 years in prison in 1996. But the judge suspended all but nine years of that sentence and gave him three years probation in lieu of more jail time. Court records indicate that he was in prison for only about seven months.

By [redacted] 1996, [redacted] was free again.

Trouble soon followed.

Last [redacted], police in [redacted]

County charged him with unlawful use of a motor vehicle and destruction of personal property. He was freed on bond and was awaiting trial when he disappeared.

A month later, [redacted] police arrested him on a misdemeanor drug possession charge. Again he was freed on bond.

On [redacted], police in [redacted] County between [redacted] and [redacted] charged [redacted] with a felony charge of possessing [redacted] with intent to distribute. Again, he was freed on bond.

Less than two weeks later, prosecutors in [redacted] County charged him with intent to distribute cocaine. A judge set bond at \$50,000, which [redacted] said is very high.

Advantage Bail Bonds put up the bond, and [redacted] soon disappeared, skipping out on [redacted] court dates in [redacted] and [redacted] counties.

Why was [redacted] freed over and over again, even though he had charges pending all over the state?

"He would be entitled to bond," said [redacted], the prosecutor in [redacted]. "The only way to keep them in a no-bond situation is when it's a capital offense."

Sources said local bail bondsmen immediately started hunting for [redacted], knowing that they

stood to lose the amount of the bond if they didn't find him.

Finally, five bounty hunters from Advantage Bail Bonds — [redacted] of [redacted] and [redacted], [redacted] and [redacted],

erts of the [redacted] area — found him in [redacted].

The bounty hunters plan to testify against [redacted] in [redacted], but for now, they reportedly are too distraught to discuss the chase that led to [redacted] death.

"They're just beside themselves," Ward said. "They feel terrible about what happened."

[redacted] police feel terrible, too.

Told of the incident, Lt. [redacted] as [redacted], commander of the Criminal Investigation Division, said: "Sounds to me like the wrong guy got hit."

Meanwhile, in [redacted], State Supreme Court Justice [redacted] appointed veteran [redacted] defense attorney [redacted] to represent [redacted] in the manslaughter case after [redacted] ta said he lacks the money to hire his own attorney.

Forma assigned [redacted] to represent [redacted] at grand jury proceedings set to begin Monday and at a scheduled felony hearing [redacted] before City Judge Tim [redacted].

# Housing Authority police retire the badge once belonging to officer killed on duty

By [redacted]

*News Staff Reporter*

To some, it's just a piece of tin fashioned into a badge that represents law and order.

But to the family of slain Buffalo Police Officer [redacted], it's priceless.

And that is why badge 51 is being retired forever from the

Municipal Housing Authority's Department of Public Safety, where [redacted] started in police work nearly a decade ago.

He died early [redacted] morning when he was struck by a car on the inbound [redacted] Expressway while chasing [redacted], who later was arrested and charged with second-degree manslaughter.

When [redacted] relatives asked for mementos from his former employer, Housing Police Chief [redacted] said [redacted] that his department felt privileged to accommodate their wishes.

In addition to badge 51, the badge [redacted] wore as a ser-

geant also will be retired from service at the authority and given to the family.

That's not all.

"We've provided the family with a new sergeant's shirt with the stripes on the sleeve," said Housing Officer [redacted], who delivered the garment to Police Headquarters earlier this week with co-worker [redacted]

Housing Officer [redacted] do, who had been assigned badge 51, willingly gave up the badge for a new one, according to [redacted]

"He was more than happy to turn the badge in," the chief said.

On [redacted] afternoon, [redacted] Police Lt. [redacted], Robert's brother, held a news conference to thank the community and fellow officers for their outpouring of support.

"He slept, ate and drank police work," [redacted] said in describing the dedication of his brother, who joined the [redacted] Police Department about a year ago.

When asked about [redacted] and the manslaughter charge, the lieutenant said, "I haven't had a

chance to think on that, but I'll address it later."

[redacted] addressed a proposed law regulating bounty hunters in [redacted] State.

"I'm trusting the police department and the district attorney have looked into the matter. . . . It's obvious it needs looking into," he said.

Throughout the brief but emotional session with the media, the lieutenant sat beside his wife, [redacted] ryJo, who held his hand.

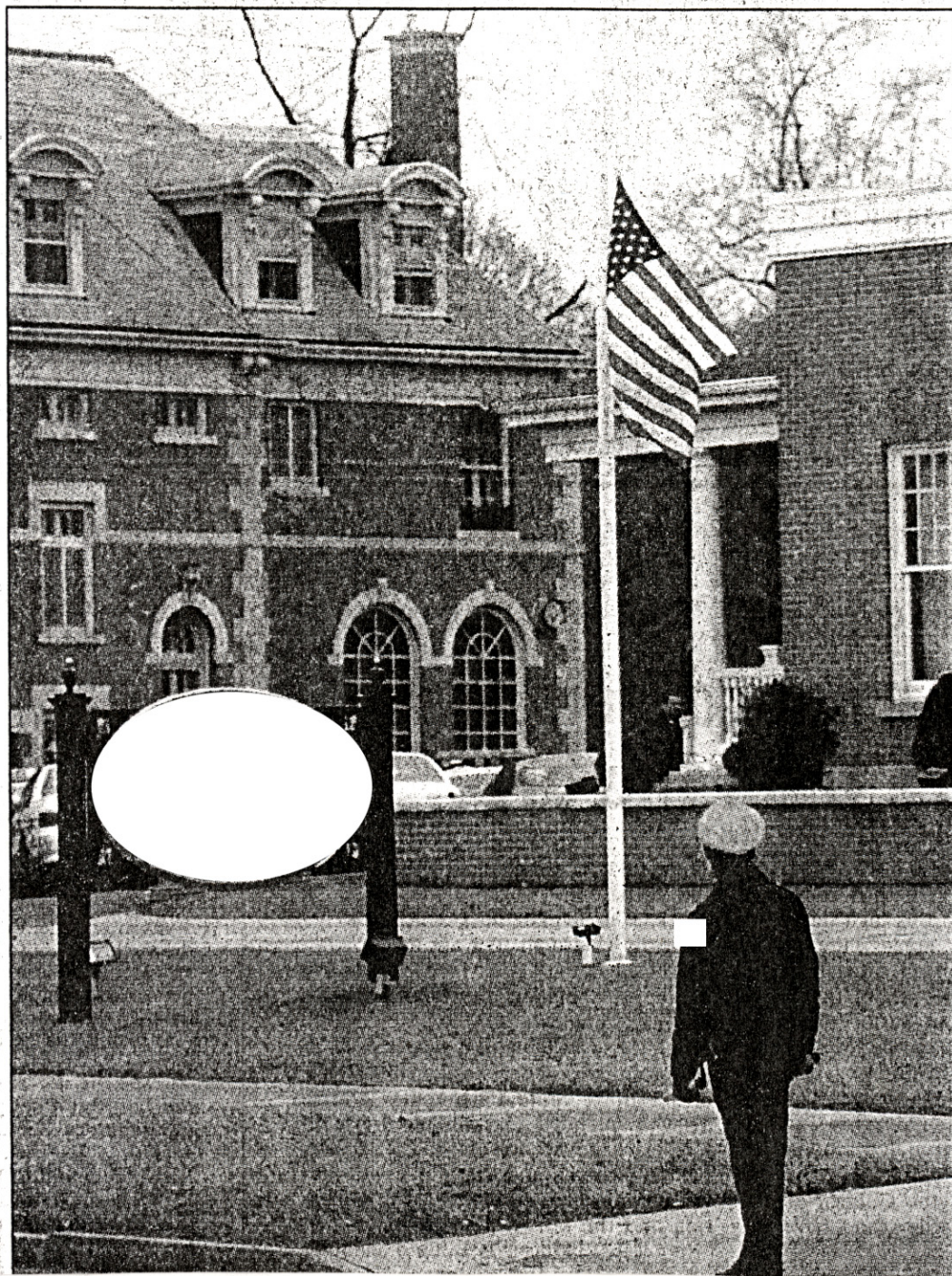
On [redacted] will be buried in his [redacted] police uniform, following a police hero's funeral at 11 a.m. Thousands of [redacted] and out-of-state police officers are expected to crowd the [redacted] Convention Center for the funeral.

"We've received inquiries from as far away as [redacted] from officers who are planning on attending this tribute to a fallen officer," said Lt. [redacted], public information officer of the [redacted] Police Department.

The Canadian law enforcement contingent alone is expected to number in the hundreds, "if not a thousand," [redacted] added.

, 1998

### **DEATH OF A POLICE OFFICER**



A police officer directing traffic outside \_\_\_\_\_ Funeral Home on \_\_\_\_\_ Avenue gazes at a flag flying at half-staff in memory of Officer \_\_\_\_\_

News

# Some city streets will be closed for funeral

By \_\_\_\_\_  
*News Staff Reporter*

Thousands of police officers from \_\_\_\_\_ and the \_\_\_\_\_ are expected to fill the \_\_\_\_\_ Convention Center for the funeral of Police Officer \_\_\_\_\_

The service will begin at \_\_\_\_\_, with burial at \_\_\_\_\_ p.m. in \_\_\_\_\_, when he was struck by a car on the inbound morning \_\_\_\_\_ Expressway while chasing a fugitive from \_\_\_\_\_, who was arrested later and charged with second-degree manslaughter.

Police Sunday announced parking restrictions and the closing of major streets around the Convention Center as well as the temporary conversion of \_\_\_\_\_ Avenue into a two-way street from \_\_\_\_\_ Street to \_\_\_\_\_, behind City Hall. Closed from \_\_\_\_\_ to \_\_\_\_\_ will be:

- \_\_\_\_\_ Avenue to \_\_\_\_\_ Street. \_\_\_\_\_ from \_\_\_\_\_ Avenue to \_\_\_\_\_ Street from \_\_\_\_\_ to \_\_\_\_\_ Street.
  - \_\_\_\_\_ Street from \_\_\_\_\_ Square to \_\_\_\_\_ Street from \_\_\_\_\_ Square to \_\_\_\_\_
  - \_\_\_\_\_ from \_\_\_\_\_ up to \_\_\_\_\_
  - \_\_\_\_\_ from \_\_\_\_\_ down to \_\_\_\_\_
  - \_\_\_\_\_ Avenue will be closed from \_\_\_\_\_ Square down to \_\_\_\_\_, and its northbound lanes will be closed from \_\_\_\_\_ Square up to \_\_\_\_\_
  - \_\_\_\_\_ westbound lanes will be closed between \_\_\_\_\_ and \_\_\_\_\_
- Parking will be restricted on all those streets during the funeral as well as on Court Street.
- After the service, the funeral procession will take \_\_\_\_\_ west to \_\_\_\_\_ and follow \_\_\_\_\_ north to \_\_\_\_\_



An unidentified police officer stands by the casket of Officer [redacted] prior to today's service. [redacted] News

*Thousands of police gather to mourn one of their own*

# Farewell to fallen officer

By [redacted] and [redacted]  
News Staff Reporters

Thousands of police officers from the United States and Canada gathered under chill, gray skies in downtown [redacted] today to salute a fallen colleague, Police Officer [redacted].

Services for the patrol officer, killed in traffic [redacted] while he was running after a fugitive, also drew religious and political leaders to the [redacted] Convention Center for a series of tributes.

"Twice in the last year, we have gathered to mourn the loss of a police officer and recall the dedication of those who lost their lives and those who serve us daily," Mayor [redacted] said during the service. "This is the price we pay for safety."

"It's a fellow officer," said Chief of Patrol [redacted], [redacted] commander. "We're a big family, and we try to come together and support

**"This is the price we pay for safety."**  
Mayor [redacted]  
**at the funeral of Police Officer [redacted]**

each other, because any officer knows this could happen to anyone of us at any time."

[redacted], described by colleagues as a "gung-ho" officer who worked hard at his job, was given full military-style honors and awarded a Medal of Valor.

An honor guard accompanied the official pallbearers, and uniformed officers stood watch over his casket. A motor escort also accompanied the funeral procession.

In the street outside the Convention Center, a riderless horse from the [redacted] County Sheriff's Department stood quietly, empty black

boots reversed in the stirrups hanging from its saddle.

Deputy Police Commissioner [redacted] walked along the line of assembled police officers from other agencies, quietly thanking them for their participation.

[redacted] was accorded a rifle salute, and a bugler sounded taps. His family received a flag, folded at graveside.

"Anyone (who) dies in the line of duty by any action, whether it's felonious or accidental, is accorded full honors," [redacted] said.

[redacted] paid tribute to the fallen officer, who was hit by a car on the [redacted] Expressway just 15 minutes before his overnight shift at the [redacted] Station was scheduled to end.

"For more than a decade, [redacted] proved his worth to the people of [redacted], earning a reputation as a hard charger who put

# Funeral: Family moved by response of community

Continued from Page A1

the duties of the job above his personal safety," the mayor said.

chose a profession that wasn't easy when he started a decade ago and has gotten more difficult with each passing year," he added. "The demands we make on modern police officers have never been greater. They are daily witnesses to the worst the human condition has to offer. Every day, in so many ways, they are called upon to deal with drugs, depravity, deprivation and despair."

Often, noted, officers are "falsely accused and frivolously summoned," criticized and second-guessed. But they always respond to calls for help, he added.

The mayor called today "a day when the triumph of service is underscored by the tragedy of sacrifice."

"'s life is over — we mourn that," he added. "'s legacy will continue. We celebrate that.

"'s memory will live forever. We promise that."

Police Commissioner and the Rev. the police chaplain, also spoke at the 11 a.m. service in the convention center.

" had enthusiasm and energy for a job that very often takes a high toll from its participants," said.

"His last call for service was only a short time before the shift was over, yet he and his partner and other officers all responded without hesitation," the commissioner reminded the assembled police men and women.

"Because of Robert, and in his memory, I would ask you to think back to the reasons you came to law enforcement," he added. "If you do, you will find the faith and the courage to continue. That is a tribute that will live on."

The service was conducted by the Rev. James W. Andrews, senior pastor of The Chapel in Amherst, and his associate pastor, the Rev. Richard R. George. Guests included Bishop Henry J. Mansell of the Catholic Diocese of Buffalo; the Rev. Robert E. Baines, pastor of Zion Baptist Church; and Monsignor James F. Campbell, rector of St. Joseph's Cathedral.

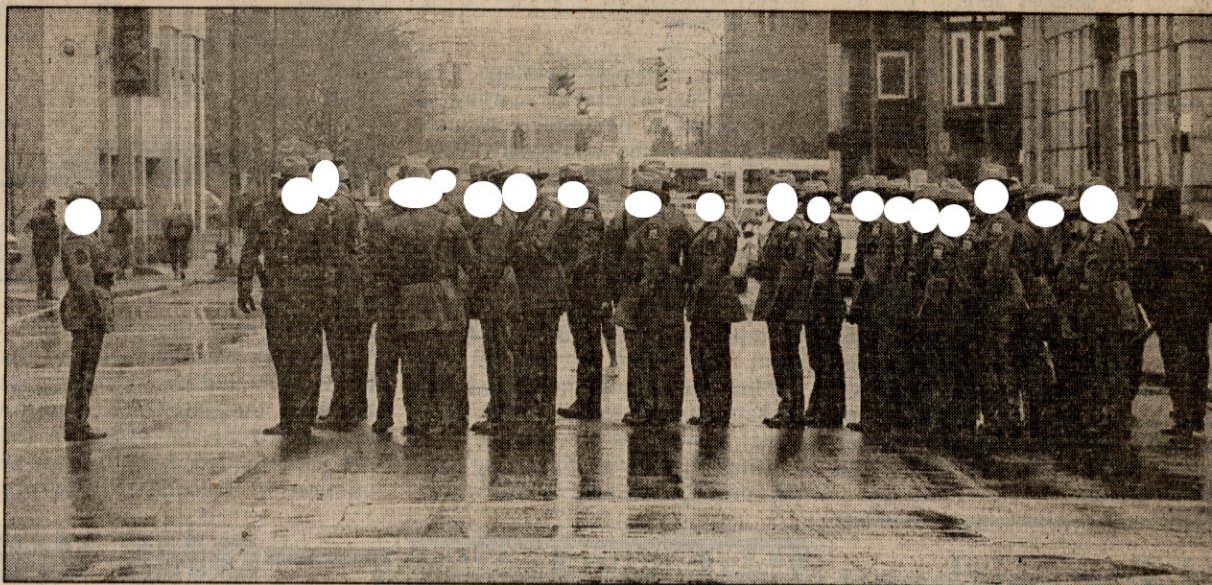
Bishop Mansell called it "a somber morning," commemorating the death of an officer "in pursuit of a suspect and in pursuit of a better city."

There were words of sympathy for McLellan's fiancée, Bonnie, and his children, Jennifer, Kayla, Robert and Brian.

McLellan's brother, Lt. Harold McLellan, also a Buffalo police officer, said the family was deeply moved by the outpouring of support that the community has shown.

"We're thankful to everyone," he said. "We can't be more thankful. We're very saddened, and it's going to take a long time for us to get over

"Actually, we'll probably never get over it."



State troopers line up outside the Convention Center this morning for Police Officer Robert's funeral.

Drawing on both the tragedy and on his own 18 years of police experience, brother called on state lawmakers to toughen punishments for those who flee from police or resist arrest.

"These actions in our state would send a message that this would no longer be tolerated or tolerable," Lt. said at the start of the service, asking that resisting a police officer be changed from a misdemeanor offense to a felony with mandatory prison time.

"All too common" high-speed car chases and foot pursuits put both police and the community at risk, he added, noting that more is needed than changes in police pursuit policies. The lieutenant also praised efforts to regulate bounty hunters, like the crew whose call brought his brother and officers to the scene.

State Attorney General, representing Gov., found a "silver lining" in the day's gloom in the fact that the community mourning today was also the community that produced and other dedicated officers.

"We are going to do everything within our power, everything within our reach, to make your job in protecting us as safe and efficient as possible," he said.

Officers from police agencies throughout and many regions of the United States took part in the services. Word of death was transmitted to police station houses throughout the country by Teletype shortly after the accident, letting fellow officers know they had lost one of their own.

Among the mourners were more than 600 police officers and 200 city firefighters. Hundreds of officers from departments as far west as were among about 3,000 people attending the Convention Center service, which also was broadcast on radio and television.

As the Metropolitan Police Honor Guard came to a sharp halt before the center, Officer of the department reflected on the funeral he had driven 12 hours to attend.

"It makes you think about what you're doing," said an officer for less than a year and the son of a detective.

"It could happen to you, any day of the year," he added, noting that he also had attended a funeral for an officer in his own department.

"It's an indescribable feeling," said Lt., head of the Robbery Squad. "We're still

stinging from the last one."

Onlookers also gathered outside the Convention Center, to show support and watch the start of the slow funeral procession down Avenue to the burial site in Forest Lawn.

"I'm a battered wife, and the police have been in my corner all these years," said one, who declined to reveal her name. "They stood by me."

"It brings out a lot of feelings," said the wife of Broadway Station Officer.

"It makes you worry about all the police out on the street, even though this was an accident."

A 24-hour hot line also was set up to provide information to whoever might want to attend, said.

It was a process that was all too familiar to police.

Last spring, the funeral of Officer also drew thousands of police and dignitaries to was gunned down by a man he had stopped to question on Street.

"It's overwhelming to me," said. "I've lost two out of my patrol area, and we were just starting to heal from the last one. One was gunned down in a shoot-out and one died accidentally, so to speak, but both officers gave their all."

said today's funeral was the seventh with full police honors he has attended in his 30 years on the force.

As if to emphasize the closeness of the police community, brother — Police Inspector — also said he found today's services stirring other memories.

"Whenever I go to these, it brings back memories of going to my first police funeral to see my friend, back in the 1970s," he said early today in a voice choked with emotion.

"He, too, was hit by a car. We were in Boy Scouts together, and I remember standing on when tans were played and we saluted funeral procession."

Capt., a former Genesee Station officer, said he could understand the pain being felt by and the closest colleagues at the station house.

"The disturbing thing for me is, having spent so many years in the Precinct, I can really empathize with the officers over there," he said.

An awards committee composed

of a captain, two lieutenants and four officers gave the Medal of Honor, the department's highest award for bravery. received the Medal of Valor, the department's second highest award for heroism.

In addition, the Municipal Housing Authority Department of Public Safety has retired badge. He served with the housing authority police for a decade before rejoining the city department in 1997.

A steady stream of mourners, including family, friends and fellow police officers, poured into the Argone Funeral Home, Ave., where the second day of calling hours was held.



OFFICER'S DEATH

Suspect in case calls charges unfair

By News Staff Reporter



says he is no cop killer. Although said he is extremely sympathetic and feels bad about what happened on the Expressway last week, he thinks that he is being unfairly prosecuted in the death of Officer lan. said he never dreamed that a police officer would be killed chasing him when he bolted from a Metro Bus and darted across the expressway in the early morning nine days ago. "It's not like I took the officer's hand and said, 'Follow me.' I didn't pull a trigger — bang, bang — and shoot him, or stab him," said during a jailhouse interview with The News. "My client did not know police were chasing him," said at-

torney, "He was running for his life from armed bounty hunters." Five bounty hunters in addition to police, were chasing Decosta, who had skipped out on a \$50,000 bond. Capt. chief of the Homicide Bureau, says the bounty hunters were unarmed. "There were no cars coming when I ran across the highway," said, 21. He said he heard brakes screeching when was hit, although he did not look back. "I fell on the pavement and injured my left collarbone," he said. "Look," he said, pointing to a swollen collarbone. "I need to see a doctor, and I've only been given aspirin. They're supposed to let me see a doctor. I can't sleep at night." who fled from the bus with two other companions, says he is upset and sorry that was killed. "Every night, I read my Bible and God will be my judge. He knows I'm innocent of this, but I seek forgiveness from everyone who was involved," said. On an County grand jury indicted him on a felony count, and he is expected to be arraigned in about a week in State Supreme Court. The grand jury had been considering charges of reckless manslaughter and criminally negligent homicide against but District Attorney insisted that he cannot disclose the charges in the indictment. Police charged with second-

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Police captain tells of suspect's gunpoint arrest

Continued from Page C1

degree manslaughter. says he remains in shock and feels sympathy for family as well as for the driver of the car that struck the officer. girl- friend and the mother of his toddler son, questioned ac- count of what happened. partner told us that the suspect was told to stop, and when a police officer says stop, you stop. A warning shot was fired, so it's not like he can sit there and be stupid, saying he didn't know police were chasing him," said. "He knew he was being chased. That's why he was running." But does not see himself as someone on the run from the law. And he objects to law enforcement's portrayal of him as a fugitive "thug" wanted on drug and auto theft charges in. "I wanted to get away from to start a new life. You can't start a new life when you have problems all around you," said in explaining why he recently returned to where his father and a brother live. "My father is a contractor. He does remodeling, and I wanted to work with him, father and son," he said, adding that he has a diploma from a high school in the and has completed one year of courses at a community college. "I was studying to be an engineer." Asked how he became involved

in the drug world, explained that it was the influences of street life. "I wanted to test that life, see what it was like," he said. authorities described him as a low-level drug dealer with connections to a network of dealers in. One of six brothers, said his first name, is in origin and means "prince." "I can read and write. If you gave me a test right now, I could score an 85 on it. I'm no thug," he said. When asked his reaction to the officer's death, he answered: "I was upset, crying when I heard the officer died. But when I learned I was being charged, that brought me back to reality," he said. Police apprehended him in a Street home after was struck and killed. Capt. arrested at gunpoint in the rear of the brick house where his girl- friend, lives. "I was providing cover for Police Inspector when I saw try to get by him," said. "Because there was a possibility of a weapon, I drew my gun." said police were led to the Street house when they noticed two women hurriedly packing a car at the residence. "Everyone else in the neighborhood was crowding toward the expressway watching the accident scene, and here were these people with no interest in what was going on, packing a car," said.

, 1998

## AREA BRIEFS

### Man indicted in officer's death

was indicted on a charge of second-degree manslaughter in the death of Police Officer , who was hit by a car as he chased across the Expressway, the district attorney's office said

of will be arraigned next week before State Supreme Court Justice

Police were helping five bounty hunters from chase , who was being sought for allegedly jumping bail in on drug charges. He is in the County Holding Center.

## EVERYBODY'S COLUMN



News

Police Officer \_\_\_\_\_ was struck and killed by a car on the Expressway in February as he helped bounty hunters pursue a suspect.

## It's time to crack down on bounty hunters

It is difficult to accept the fact that bounty hunters are guaranteed far greater constitutional rights than police officers in the apprehension of a bail-jumper. Sadly, this legal reality contributed to the recent tragic death of \_\_\_\_\_ Police Officer

An antiquated 1872 U.S. Supreme Court ruling gives bounty hunters free rein to pursue, catch and return bail-jumpers. The ruling states that bounty hunters are allowed to chase bail-jumpers into another state and, if necessary, break and enter into the person's house.

Even police officers do not possess this authority and must legally obtain a search warrant to enter a private home.

Numerous documented incidents illustrate the desperate need to enact laws that protect innocent individuals from unqualified and overly aggressive bounty hunters in pursuit of bail-jumpers — not to mention the hefty monetary rewards. There are too many cases across

the country where the reckless actions of bounty hunters acting like "Rambo" have led to property damage, injuries and even death.

What is even more frustrating is that there is very little, if any, law restricting the behavior and actions of bounty hunters.

\_\_\_\_\_ is the only state that requires bounty hunters to undergo screening, drug testing and training.

In \_\_\_\_\_ anyone can become a bounty hunter without any formal training, regardless of their background or competency.

There is even a meaningless home-study course advertised on the Internet that offers individuals a "course completion certificate," a laminated "photo ID" and a "free" baseball hat to get people started in the bounty hunter business.

Given the obvious dangers of this nomadic trade, I am sponsoring legislation that would regulate the activities of bounty hunters in \_\_\_\_\_ State. My bill would do the following to

make this occupation more professional and to enhance public safety:

Require bounty hunters to be qualified and licensed by the state.

Require bounty hunters to complete a minimum of 80 hours of training and 10 hours of continuing education.

Require bounty hunters to notify local law-enforcement agencies that a bail-jumper may be located within their respective jurisdiction before taking any action.

Hold bounty hunters liable for damages caused by their actions.

This would lessen the likelihood of people being mistakenly identified as a bail-jumper and of becoming the targets and victims of bounty hunters' actions.

In memory of Officer \_\_\_\_\_ and for the safety of every citizen, I hope to see this bill become a law.

\_\_\_\_\_ State Senator

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### **Ceremony dedicated to officer**

annual Police Appreciation Day ceremony will be dedicated to Police Officer , who died in the line of duty.

The ceremony is part of Police Week, which begins today and runs through

law enforcement officers and the families of fallen officers are expected to attend an ecumenical service at in

A wreath-placement ceremony will follow at the Police Memorial at the foot of Street.

, who was assigned to the Station, died after he was hit by a car on the Expressway while chasing a fugitive.

**LEGISLATIVE ACTION****Lawmakers should curb bounty hunters**

The manslaughter conviction of bail-jumper \_\_\_\_\_, who was involved in the death of a \_\_\_\_\_ police officer last winter, should spur the State Legislature and Congress to impose stronger legal restraints on bounty hunters.

In \_\_\_\_\_, though bounty hunters carry weapons, they are not licensed. They are not required to receive any special training. They're not responsible for the damage they may cause. Nor must they tell police in the communities they are entering of their presence as they pursue their prey.

Those deficiencies cry out for correction. Yet despite helpful proposals pushed by two \_\_\_\_\_

\_\_\_\_\_, and Attorney General \_\_\_\_\_, among others, the Legislature in \_\_\_\_\_ last session adjourned without plugging the loopholes.

That's a mistake, but even if legislation had passed, Congress would still have a responsibility to fulfill.

Incredibly, because of an 1872 Supreme Court ruling, bounty hunters are immune from the U.S. Constitution's Fourth Amendment mandates on search-and-seizure. Unlike trained police officers, untrained bounty hunters need no search warrant before entering a home where a suspect may be staying.

That indefensible hole in the Bill of Rights must be corrected — either through congressional legislation or, if necessary, a case that tests this archaic aberration in today's courts.

"The same constitutional restraints that govern the police," says \_\_\_\_\_ County District Attorney \_\_\_\_\_

\_\_\_\_\_, "should apply to bounty hunters." So far, they don't.

Recent incidents involving bounty hunters in \_\_\_\_\_ demonstrate the necessity for change.

Last \_\_\_\_\_ Police Officer \_\_\_\_\_ died after being hit by a car as he crossed the \_\_\_\_\_ Expressway. He was chasing \_\_\_\_\_, a \_\_\_\_\_ native who had skipped bail in Maryland and was being sought by five Maryland bounty hunters.

A few months earlier, bounty hunters without a warrant smashed their



A boot belonging to \_\_\_\_\_ Police Officer \_\_\_\_\_ marks the spot where he was killed after being hit by a car as he crossed the Kensington Expressway chasing Rastesfa M. Decosta, who had skipped bail in Maryland. The man was running from bounty hunters.

News

way into a \_\_\_\_\_ home, searching for a suspect who wasn't there. Such blunders trample the most basic civil liberties guaranteed to all Americans.

Members of Congress representing \_\_\_\_\_ ought not to wait for someone else to act. They should initiate changes that negate the exemption of bounty hunters from Fourth Amendment restraints and that restore full protection to Americans from search-and-seizure abuses.

In Albany, lawmakers should require that bounty hunters be licensed after receiving adequate training. They should be responsible for damage they do and for notifying police of their presence when entering a community in

search of those who skip bail.

The former Assembly sponsor of this legislation lost in a primary election earlier this year. But \_\_\_\_\_

\_\_\_\_\_, wants to become the prime sponsor of bounty-hunter reforms in the Assembly next year.

To succeed, he and \_\_\_\_\_ deserve and need strong public support. It is long past time to tame this whole bo tradition of bounty hunters, a tradition too permissive for them and too perilous for everyone else.

There's no mystery about what should be done. These improvements that affect everyone's fundamental civil liberties should be pushed to the top of the 1999 agendas in \_\_\_\_\_ and \_\_\_\_\_