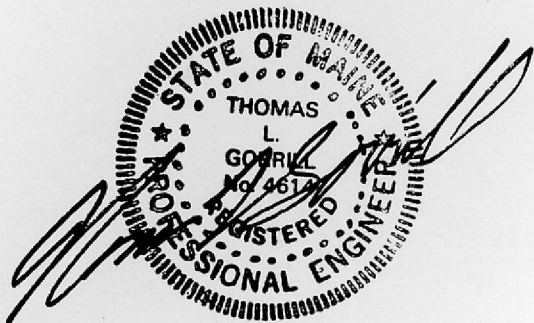


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September 1993



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DATA COLLECTED:

Initial Scope of Services:

The Portland Area Comprehensive Transportation Committee (PACTS) initiated this study in response to citizen concerns. A detailed scope of services was developed by DeLuca-Hoffman Associates, Inc., including the opportunity for scope revision based upon community input.

Scope Refinement

A public meeting was held by project staff on March 30, 1993 to provide the opportunity for interested parties to voice their concerns regarding Stevens Avenue corridor issues. The meeting was attended by approximately 20 residents and five staff members. A copy of the meeting notes are contained in Appendix B. Following is a brief summary of some concerns voiced by the community representatives.

- Stevens Avenue has a unique environment formed by this major roadway passing through a heavily developed residential neighborhood which includes a local business district (Deering Center), numerous public and private educational institutions (2500 ± students), an elderly housing complex, two churches and the armory.

INTRODUCTION:

DeLuca-Hoffman Associates, Inc. has performed data collection and analysis for a 1.2 mile section of Stevens Avenue (State Route 9) between Brighton Avenue (State Route 25) and south of Forest Avenue. Figure 1 of Appendix A shows the location of the study area. This study is Phase I of a two part study for Stevens Avenue.

The purpose of Phase I was to collect data and identify potential pedestrian operational and safety problems. Phase II will evaluate measures for mitigating any problems identified in Phase I. This study was initiated in response to a February 6, 1992 memo from Paula Craighead, neighborhood representative to George Flaherty (City of Portland Director of Parks and Public Works). That memo was prepared in response to a pedestrian incident in which a crossing guard was nearly struck in the crosswalk in front of Longfellow School. This event triggered the response of neighborhood residents whose fears for the safety of pedestrians had been steadily increasing. A copy of this memo is contained in Appendix B.

DATA COLLECTED:

Initial Scope of Services:

The Portland Area Comprehensive Transportation Committee (PACTS) initiated this study in response to citizen concerns. A detailed scope of services was developed by DeLuca-Hoffman Associates, Inc., including the opportunity for scope revision based upon community input.

Scope Refinement

A public meeting was held by project staff on March 30, 1993 to provide the opportunity for interested parties to voice their concerns regarding Stevens Avenue corridor issues. The meeting was attended by approximately 20 residents and five staff members. A copy of the meeting notes are contained in Appendix B. Following is a brief summary of some concerns voiced by the community representatives.

- Stevens Avenue has a unique environment formed by this major roadway passing through a heavily developed residential neighborhood which includes a local business district (Deering Center), numerous public and private educational institutions (2500 ± students), an elderly housing complex, two churches and the armory.

- Enforcement Issues:

- Vehicle Speeds are high.
- Drivers fail to yield to pedestrians.
- Drivers fail to obey right turn on red prohibitions.
- Pedestrian do not use crosswalks.
- Drivers pass stopped school buses.
- Parents drop-off/pickup students in "No Stopping" zones.
- Bicyclists do not observe rules of the road.
- Parking allowed too close to side streets/driveways (Obstructs view).

- Traffic Volumes

- How does Stevens Avenue compare to other City Streets?
- How much through traffic is on Stevens Avenue?
- Quantify the presence of truck traffic.

Based upon these concerns the scope was revised and a data collection program developed.

Data Collection Program

Once the data requirements for evaluating the operational environment on Stevens Avenue had been determined, a data collection program was developed. DeLuca-Hoffman Associates, Inc. prepared detailed data collection tabulation forms and instructions for use by count personnel. This information was then reviewed by the project staff and Ms. Craighead to ensure that all issues would be addressed. Data collection was completed in accordance with the Manual of Traffic Engineering Studies, 4th Edition, published by the Institute of Transportation Engineers. Additionally, conflict data was collected in the format specified by the Federal Highway Administration publication "Traffic Conflict Techniques for Safety and Operations - Engineers Guide." The resultant program was as follows:

1. Traffic Volumes

- a. Automatic data recorders would be used to establish 24 hour volumes with vehicle classifications along the corridor.

6. b. Conduct turning movement counts from 7:15 - 9:15, 11:15 - 12:45 and 1:45 - 3:30 at seven Stevens Avenue intersections:
 - a. Delay
 - b. • Brighton Avenue (Route 25)
 - c. • Woodfords Street
 - d. • Ludlow/Higgins Streets
 7. a. • Pleasant Avenue
 - b. • Brentwood Street
 - a. • Walton Street (Route 9)
 - b. • College/Waverly Streets
2. Pedestrian Volumes
 - a. Classify all pedestrians as Child, Adult, Elderly, or Handicapped
 - b. Crossing counts in conjunction with vehicular turning movement counts at the seven intersections listed above.
 - c. Complete pedestrian counts for all crossings of Stevens Avenue.
 - d. Count arrivals and departures on Stevens Avenue for pedestrians using intersecting streets.
3. Bicycle Volumes
 - a. Record bicycles with pedestrians if they ride on the sidewalk or use crosswalks or with vehicles if they ride on the road.
4. License Plate Study
 - a. Establish volume of through traffic on Stevens Avenue (7:15 - 9:15 & 1:45 - 3:30)
 - b. Record drop-offs/pick ups at schools along Stevens Avenue.
5. Speed Study
 - a. Out of school zone.
 - b. In school zones during school and non-school periods.

Physical Environment

Stevens Avenue runs through a heavily developed residential area which also includes 3 public schools, 2 private schools, Westbrook College, Westbrook College Children's Center, Park Danforth (Elderly Housing), an Armory and Deering Center (a local central business district). Additionally, a link of the

6. Pedestrian Studies

- a. Delay
- b. Gap
- c. Conflict

7. Accident Analysis

- a. Review data for most recent 5 years.
 1. Prepare collision diagrams for high accident locations.
 2. Classify accidents as school or non-school hours.
 3. Classify operators as City residents or non-residents.

8. Video Documentation

- a. Video arrival and discharge times at Longfellow, Lincoln and Deering Schools.

Data Collection:

The primary data collection effort was performed on Friday, May 7, 1993. The weather was overcast with occasional light rain throughout the day. Brief interviews conducted with parents picking up children and a crossing guard revealed that pedestrian and vehicular volumes appeared to be normal. The data was collected by approximately 40 persons consisting of community volunteers, temporary agency personnel, PACTS staff and DeLuca-Hoffman Associates, Inc. employees.

Data collected on May 7, 1993 included all vehicular and pedestrian turning movements as well as the license plate study and automatic traffic recorder counts. This provided overlapping data which allowed for checking and adjustment of volumes along the corridor.

DATA SUMMARY AND ANALYSIS:

Physical Environment

Stevens Avenue runs through a heavily developed residential area which also includes 3 public schools, 2 private schools, Westbrook College, Westbrook College Children's Center, Park Danforth (Elderly Housing), an Armory and Deering Center (a local central business district). Additionally, a link of the

Portland Trails system is expected to cross Stevens Avenue in the vicinity of Evergreen Cemetery. The pedestrian presence on Stevens Avenue is driven by the enrollment of approximately 2500 students at the various educational institutions indicated above. Pedestrian demand is noted to persist during non-school periods due to various recreational facilities offered on the school grounds.

Stevens Avenue from Brighton Avenue to south of Forest Avenue is approximately 1.2 miles in length and is classified as a minor arterial. Stevens Avenue is designated as State Route 9 from Congress Street to Walton Street. This two-lane roadway is 43.5 feet wide from Brighton Avenue to Pleasant Avenue and 48 feet wide from Pleasant Avenue to Forest Avenue and has sidewalks on both sides. The section varies with some areas having a grassed/treed esplanade between the sidewalk and curb while sidewalk abuts the curb in other areas. Stevens Avenue, known as the "County Road" early in the region's history, has a section between Morrill's Corner and Pleasant Avenue built on a site known as Stevens Plain. Thus, the horizontal alignment of Stevens Avenue is straight with the exception of a gentle curve through the Brentwood Street area. The vertical geometry is also fairly flat with no deficiencies noted. The posted speed limit is 30 mph with a reduction to 15 mph when school children are present. School Zones are marked by large overhead signs with flashers to indicate times of the speed reduction.

Unrestricted parking is generally allowed on both sides of the roadway except directly in front of Deering High School and Longfellow Elementary School where "No Stopping or Standing" signs have been posted. Parking restrictions are also in place near most intersecting streets; however, the sight lines afforded for exiting vehicles are marginal in some instances particularly where vans and trucks park in the corner spaces.

Traffic Volumes

Intersection vehicular and pedestrian turning movement counts and pedestrian mid block counts are summarized based upon the pedestrian peak hour for the morning and afternoon study periods. The peak hour volumes are shown in Figures 2-4 of Appendix A. Vehicles were classified as motorcycles, buses, single unit trucks, and trucks. Pedestrians were classified as child, adult, elderly (subjective) or handicapped (anyone who had difficulty crossing due to physical impairment). Annual Average Daily Traffic (AADT) volumes determined using mechanical counters are shown in Figure 6 of Appendix A (Raw data is contained in Appendix C). This figure also includes AADT information for other City roadways as a basis for comparison. The following is a brief summary of collected volume data:

- Unadjusted Vehicle Volumes

- Average Weekday Traffic 15,485 at Evergreen Cemetery
- Average Daily Traffic 14,414 at Evergreen Cemetery
- Percentage of Heavy Vehicles (Busses and Trucks)
 - 4.9% Southbound near Evergreen Cemetery
 - 5.0% northbound near Deering High School
- Recent annual growth on City streets in the vicinity of Stevens Avenue (not available for Stevens Avenue within study area).
 - Forest South of Allen Ave. (1981-1992): 2.7%
 - Allen Ave. east of Forest (1988-1992): -0.5%
 - Stevens Avenue south of Brighton (1981-1991): 2.8%

- Pedestrian Volumes

- Total crossings of Stevens Avenue in the 5 1/2 hour study: 2,521
 - 67% Children (High School or younger)
 - 28% Adults
 - 1.5% Elderly (Subjective evaluation 65+)
 - 0.2% Handicapped (Person with any physical impairment which caused difficulty in crossing)
 - 3.3% unclassified
 - 45% in crosswalks

Vehicle Speeds:

Speed data was collected for weekdays and weekend hours during the school year and also during summer vacations. Data was collected to allow comparison of speeds immediately prior to school zones and within school zones. Additionally, data was evaluated for the morning and afternoon periods when the reduced speed flashers were operational. The flashers function for the elementary and middle schools only. The City-wide periods for the flashers to operate are as follows:

The following table **HOURS OF FLASHER OPERATIONS** collected (See Appendix D or speed data).

- 7:45 am to 9:05 am
- 11:25 am to 11:45 am
- 12:20 pm to 12:40 pm
- 2:30 pm to 3:10 pm

Time/Location	N/O Lincoln	Lincoln	S/O Longfellow	Longfellow
<u>SCHOOL HOURS</u>				
Weekday	43		33	38
Weekend	--		33	38
School	<u>School</u>	<u>Classes Begin</u>		<u>Classes End</u>
(7:15-3:30)	43		33	
Deering High School	38	8:00 am	28	2:00 pm
Lincoln Middle School		8:30 am		2:30 pm
Longfellow Elementary	38	9:00 am	33	3:00 pm
Summertime	--	28	--	38
Summertime	--	28	--	43

Automatic speed recorders were placed to obtain data as follows:

LOCATION OF SPEED DATA COLLECTION

<u>Location</u>	<u>Description</u>	<u>Direction of Traffic Recorded</u>
N/O Lincoln	North of Lincoln Middle School	Southbound
Lincoln	Within Lincoln Middle School Zone	Southbound
S/O Longfellow	South of Longfellow Elementary School	Northbound
Longfellow	Within Longfellow School Zone	Northbound

The above data shows that the speed limit of 30 mph on Stevens Avenue and school zone speed limit of 20 mph are not observed. A 5 mph reduction in speed for traffic passing through the school zones except for morning traffic passing through the Longfellow school zone shows a 5 mph increase in speed. The speed limit in the Lincoln school zone is 20 mph. The speed limit in the Lincoln school zone is 20 mph.

The following table provides a brief summary of the speed data collected (See Appendix D or speed data).

85TH PERCENTILE SPEEDS*

Time/Location	Southbound Traffic		Northbound Traffic	
	N/O Lincoln	Lincoln	S/O Longfellow	Longfellow
Weekday	43	38	33	38
Weekend	--	--	33	38
School Day (7:15-3:30)	43	38	33	38
Flasher On AM	38	33	28	33
Flasher On PM	38	33	33	28
Summertime AM	--	28	--	38
Summertime PM	--	28	--	43

*85th percentile speed is the speed at which 85% of vehicles travel at or below.

The above data shows that the speed limit of 30 mph on Stevens Avenue and particularly school zone speed reductions are generally not observed. There is a 5 mph reduction in speed for traffic passing through the school zones except the northbound morning traffic passing through the Longfellow school zone which shows a 5 mph increase in speed. The summertime speed in the Lincoln school zone is below that of the school time speed. The reason for this is not apparent.

Accident Data:

Five years of accident data was obtained from the Maine Department of Transportation. A total of 341 accidents were recorded for the period of 1987 through 1991 within the corridor. There were four high accident locations (HAL) within the study area. An HAL is a location having at least 8 accidents in a three year period and having a higher than average rate of accidents in a three year

period when compared to similar locations statewide. A critical rate factor of 1.0 is considered to be average. This is a tool to identify locations which should be further evaluated to determine if there is a correctable pattern of accidents. The HAL data is based upon the most recent 3 years of data available. However, five years of accident data at these locations and throughout the corridor was evaluated to provide a larger data base. The following table summarizes the HAL's as determined for the most recent 3 years of data:

HIGH ACCIDENT LOCATIONS

<u>Location</u>	<u>Number of Accidents</u>	<u>Critical Rate Factor</u>
Ludlow @ Stevens	12	1.28
Brentwood @ Stevens	13	1.35
Walton @ Stevens	13	1.52
Stevens from Arbor Street to Forest Avenue	15	1.18

In addition to identifying the HAL's, each accident within the study area was categorized to develop the following data:

- 37% occurred while school was in session (7:15 am through 3:30 pm)
- 67% involved non-residents of Portland.
- 61% of the non-resident accidents were the fault of the non-resident.
- 5 pedestrian accidents (pedestrian at fault in one).
- 6 bicycle accidents (bicyclist at fault in four).

Collision diagrams as well as an evaluation of the HALs and overall accident patterns is provided in Appendix E.

Northbound north of Woodfords to north of Arbor 19% 22%
 Southbound south of Walton to north of Woodfords 34% 33%

The above data indicates that approximately one-third of the traffic on Stevens Avenue are through trips with 13-15% potentially attributable to Walton Street. This may be slightly high since accessing Stevens Avenue to proceed southbound is considerably easier than proceeding through Morrill's Corner northbound from Stevens Avenue. Therefore southbound through traffic could be expected to be slightly higher than northbound through traffic. The percentage of through traffic during the evening peak hour was not determined as part of this study and may experience heavier volumes of through traffic since school based trips would not be present and commuter trips would increase.

Student Drop-offs/Pickups:

License Plate Study:

The purpose of this study was to establish the percentage of through vehicles in the traffic stream. Additionally, vehicles stopping to drop-off or pick up students were noted. A license plate study was conducted to match plates entering one end of the study to those exiting the opposite end. Matches occurring out-of-sequence were not counted as that vehicle was considered to have had a destination within the Stevens Avenue corridor. Count stations were established from 7:15 am to 9:15 am and 1:45 pm to 3:30 pm at the following locations:

- Northbound:
 1. Between Woodfords and Higgins
 2. Between Arbor and Forest
- *Southbound only
- Southbound
 1. Between Woodfords and Higgins
 2. South of Walton Street

Pedestrian Crossing Studies:

The locations of the stations at the north end of the study area were varied for northbound and southbound traffic to estimate the amount of traffic attributable to Walton Street (State Route 9). Results of this study were as follows:

STEVENS AVENUE THROUGH TRAFFIC

Gap Study:	<u>AM</u>	<u>PM</u>
Northbound north of Woodfords to north of Arbor	19%	22%
Southbound south of Walton to north of Woodfords	34%	35%

The above data indicates that approximately one-third of the traffic on Stevens Avenue are through trips with 13-15% potentially attributable to Walton Street. This may be slightly high since accessing Stevens Avenue to proceed southbound is considerably easier than proceeding through Morrill's Corner northbound from Stevens Avenue. Therefore southbound through traffic could be expected to be slightly higher than northbound through traffic. The percentage of through traffic during the evening peak hour was not determined as part of this study and may experience heavier volumes of through traffic since school based trips would not be present and commuter trips would increase.

Student Drop-offs/Pickups:

Student drop-offs and pick ups were also noted for southbound traffic (the heaviest drop-off movement) at Deering, Longfellow and Lincoln Schools. Additionally, drop-offs/pickups on Concord Street were noted for use in the license plate survey. This data is summarized below

STUDENT DROP-OFFS/PICKUPS

<u>Location</u>	<u>AM</u>	<u>PM</u>
Stevens Avenue*	174	103
Concord Street	34	25
Total	208	128

*Southbound only

Those total drop-offs/pickups make up 20-30% of the morning peak hour traffic and 20% of the afternoon peak hour traffic flow.

Pedestrian Crossing Studies:

Three types of studies were performed to help quantify the pedestrian operational environment. The studies were conducted during arrival and discharge times at Deering High and Lincoln Middle Schools. The studies and results are described below:

Gap Study:

This is a determination of the number of acceptable gaps which exist in the two-way traffic stream that would allow a pedestrian to safely cross without vehicles yielding the right-of-way. All gaps greater than 5 seconds were recorded and "acceptable" gaps determined on the basis of pedestrian walking speeds and an effective crossing width of 30'. Healthy adults including middle and high school students were assumed to walk at 4 feet per second, while the elderly and young children were assumed to cross at 2.5 feet per second. This resulted in the following acceptable gaps as recorded in the vicinity of Deering High School and Lincoln Middle School:

TWO-WAY GAPS ON STEVENS AVENUE

<u>Walking Speed</u>	<u>Required Gap Length</u> <u>(seconds)</u>	<u>Number of Gaps per</u> <u>Hour</u>
4.0 fps	7.5	50
2.5 fps	12.0	20

This data would indicate that average delays of up to 3 minutes could occur if a child or elderly person were to wait for an adequate two-way gap prior to crossing. It is unlikely they would wait this long. Also, one criterion for installation of pedestrian signals presented in the "Manual on Uniform Traffic Control Devices" requires that fewer than 60 gaps per hour be available in the traffic stream. Therefore, although a pedestrian signal may not be justified by pedestrian volumes, the data does indicate that available gaps on Stevens Avenue are fewer than considered acceptable.

Delay Study:

This study involved timing the delay to pedestrians from the time that they initially begin looking to cross the street until the maneuver is actually performed. The collected data is summarized below:

- 58 crossings noted
- 6.5 seconds of average delay

This data seemingly contradicts the gap data previously presented. However, most of these crossings involved traffic yielding in at least one direction. All of the crossings were performed by "adult" pedestrians as defined in the gap study. Delay could be expected to be longer for pedestrians who do not exercise some aggressiveness in attempting to cross Stevens Avenue.

Conflict Evaluations:

The interaction between pedestrians and vehicles was evaluated on Stevens Avenue between Ludlow Street and Orkney Street as well as between Hartley and Percival Streets. Two 20 minute observations were conducted at each location with one during student arrival and one during student discharge. The total number of pedestrians crossings was noted as was the number crossings involving conflicts. A "conflict" was defined as a pedestrian stopping abruptly or running to cross, or a vehicle braking rapidly as opposed to simply yielding the right-of-way. Collected data is summarized below:

- 145 total crossings counted
- 25 one-direction conflicts noted
- 17% of crossings involved conflicts

Based upon this data, the conflict rate is likely in excess of 20% for two directions conflict. Although no comparative data is available for conflict rates in other locations, the fact that one in five crossings involves a conflict appears to be significant.

Right Turn-on-Red Violations:

Right turns on red where a turn prohibition was in place were noted as part of the turning movement counts at Brighton Avenue, Woodfords Street and Pleasant Avenue. This data is summarized as follows:

- 1108 total right turns at restricted locations.
- 73 right turns on red (6.6% violation rate)

Comparative data was obtained from a 1984 study published in the ITE Journal/August 1984 in an article titled "Violation Rate and Violation Probability: A Comparative Analysis." Right turn on red at prohibited locations were tallied for 85,000 turning vehicles in Washington, D.C. The violation rate was found to be 1.8% for daytime hours.

Parking Violations/Issues:

Observations in the field have shown that parking regulations in the vicinity of Deering High School and Longfellow Elementary School are largely ignored, particularly on the west side of Stevens Avenue adjacent to the schools. As noted in the "Student Drop-offs/Pickups" Section, there were 174 morning stops and 103 afternoon stops southbound in this area which is signed "No Stopping or Standing". These no parking zones were established to eliminate sight line obstructions for pedestrians and oncoming vehicles. Additionally, vehicles will park on street corners in no parking zones while waiting to pick up students.

Crossing Guards:

Crossing guards are provided by the Portland Department of Parks and Public Works Parking Division. Guards are used for elementary students at the crosswalk in front of Longfellow Elementary School, Woodfords Street and Brighton Avenue. The guards are provided with orange vests and stop signs. The guards are not formally trained but are taken to their assigned site and instructed. The guard at Woodfords Street has been instructed to cross children diagonally during the exclusive pedestrian phase. The City of Portland is currently in the process of developing a formal training program for crossing guards.

Motorists compliance with the guards direction generally appeared to be good. However, there has been one accident where a guard was struck by a vehicle. Additionally, during the study one vehicle was observed to accelerate rapidly to avoid stopping as the guard approached the centerline with a stop sign.

Pedestrian Laws/Behavior

Pedestrians have the right-of-way upon entering a roadway at a marked crosswalk and motorists are required by law to yield. For this right to be properly exercised, the pedestrian must first step off of the curb at a time when an approaching driver will have ample opportunity to react and yield as necessary. Furthermore, drivers in the far lane are not required to yield until such time as the pedestrian approaches the roadway centerline. The pedestrian should at all times ensure that approaching motorists have adequate time to yield prior to entering the vehicles path.

Observations while conducting the data collection effort and testing of motorist compliance by project staff indicated a general disregard on the part of motorists to yield to pedestrians. There was a definite mix of attitudes among motorists with some willing to stop once the pedestrian first steps from the curb while others waited for the pedestrian to approach more closely to the vehicle path. However, as noted, the most common attitude appeared to be that of stopping only if absolutely necessary.

Pedestrians also showed a lack of compliance with laws by crossing at mid block locations when marked crosswalks were readily available at each end of relatively short blocks. Pedestrians crossed Stevens Avenue from between parked cars and in the Deering Center area near Brentwood Street were observed crossing amongst cars stopped in traffic.

Discharge of the Elementary School was controlled by a crossing guard who channeled pedestrians to a single crosswalk.

Bicycles:

Bicycle volumes were recorded by both the pedestrian counters and the vehicle counters. Bicyclists were observed behaving as vehicles on the roadway proper as well as using the sidewalks and crosswalks. Bicycle volumes were light with the heaviest volumes occurring at the Pleasant Avenue intersection. During the 5½ hour count a total of 27 bicycles were recorded passing through that intersection. A summary of the bicycle counts is presented in Figure 5 of Appendix A.

Stevens Avenue does not offer a friendly environment to bicyclists given the presence of parked vehicles which creates a door-opening collision hazard as well as requiring bicyclists to weave around sporadically parked vehicles.

Bus Stops:

School bus stop locations varied for each of the schools along Stevens Avenue. The Elementary School bus stop is on Stevens Avenue just south of the main crosswalk in front of Longfellow Elementary. The loading/unloading process takes several minutes during which time traffic is stopped on Stevens Avenue. The middle school bus stop is on the back side of the school and does not impact Stevens Avenue traffic. The high school stop is on the north side of Ludlow Street just west of Stevens Avenue. This stop location caused some problems on Stevens Avenue as vehicles would turn onto Ludlow and have to stop without being completely clear of the Stevens Avenue roadway.

Motorists were in compliance with the requirement to stop for school buses with red flashers on during the field observations. However, one bus driver has indicated that motorists do not always stop as required.

Traffic Control Signals:

There are signals within the study area at Brighton Avenue, Woodfords Street and Pleasant Avenue. Resident concerns for these signals were primarily related to pedestrian phasing. The Woodfords signal is the only one of the three with an exclusive pedestrian phase where all vehicular approaches are red when pedestrians have a walk indication. This is considered by residents as the most desirable phasing particularly when contrasted with operations at Pleasant Avenue. The concurrent pedestrian phase (pedestrians cross when the parallel vehicular movement is green) at this location is generally ineffective to due high volumes of turning vehicles exiting Pleasant Avenue. Traffic turning into crosswalks when these walks are under a pedestrian "Walk" indication confuses the pedestrians who are not expecting conflicts. The heavy volumes of turning side street traffic at this intersection may warrant an exclusive pedestrian phase. However, field observations at this location and at other greater Portland locations have shown an unwillingness on the part of pedestrians to use push buttons. Both of these issues must be considered in addressing this location. The Brighton Avenue location did not seem to be of particular concern with the exception that the possible need for left-turn phasing should be evaluated.

Pent-up Demand:

This data collection effort provides a measure of actual demands placed upon Stevens Avenue. However, residents and community representatives have expressed concerns that the potentially hostile environment of Stevens Avenue has throttled potential demand to some extent. Examples of this phenomenon are as follows:

- Elementary school children are not allowed to ride bikes to school due to the perceived safety hazards on Stevens Avenue.
- There seems to be a high volume of student drop-offs/pick ups which may indicate parental unwillingness to allow their children to walk to school.
- Park Danforth officials have indicated that their elderly residents generally do not dare to cross Stevens Avenue and have given up on attempts to cross after waiting for excessive lengths of time.

SUMMARY:

Those factors should be considered when evaluating potential solutions to identified problems on Stevens Avenue.

Enforcement:

The City of Portland Police Department was represented at the public meetings which were conducted. The question of enforcement was raised with particular emphasis on speed and the school zone flashers. Two points were made by the police department representatives:

- There are two officers available for enforcement of speed laws within the entire City. These officers also have other duties which often take considerable amounts of their time.
- Ticketing for speeds less than 15 mph over the limit is not encouraged by the courts.

In addition to this information, field observations during the study showed that there were patrol cars on Stevens Avenue during times when vehicles were illegally stopped in front of Deering High School and Longfellow Elementary School.

Maintenance:

Winter maintenance of the roadway can cause sight distance obstructions due to high snow banks at streets and driveway intersection. Additionally, the City plows the sidewalk abutting the schools, however, the sidewalk on the east side is not plowed by the City. The City Ordinance requires that homeowners abutting a public right-of-way are responsible for clearing the public sidewalks. The City plows crosswalks in front of the school but not all designated crosswalks along the street. This practice and that of erratic private participation in clearing sidewalks contributes to pedestrians walking in the street.

SUMMARY:

Stevens Avenue within the study area (Brighton Avenue to south of Forest Avenue) passes through a densely developed residential neighborhood which includes numerous public and private schools, accommodating approximately 2,500 students, an elderly housing complex, churches, and a local central business district. These users place upon Stevens Avenue a considerable vehicular and pedestrian demand which is compounded by the presence of cross-town through traffic.

Stevens Avenue is classified as a minor arterial roadway and varies from 43.5 to 48 feet in width from Brighton Avenue to south of Forest Avenue. Stevens Avenue carries a designation as State Route 9 from Congress Street to Walton Street. The posted speed is 30 mph with a reduction to 15 mph in school zones marked by overhead signs with flashers.

This data collection and problem identification effort was undertaken as Phase I of a two-part study intended to evaluate alternatives for improving the pedestrian safety and operational environment. Neighborhood residents feel that the pedestrians are faced with a difficult and dangerous task in attempting to cross Stevens Avenue which was ultimately typified by a pedestrian in a crosswalk being struck by a vehicle which failed to yield.

A data collection program was developed in an attempt to quantify concerns expressed by community representatives. A comprehensive data base which included vehicular and pedestrian volumes was developed to establish the actual demands upon Stevens Avenue. Additional types of data were collected in response to expressed concerns. The following is a captioning of these concerns, a summary of the data collected to quantify those concerns and an evaluation of that data:

- Vehicle speeds are high:

Mechanical count data was obtained in pairs at two locations. Counters were placed for southbound traffic adjacent to Evergreen Cemetery and Lincoln Middle School. A second pair of counters was placed for northbound traffic between Woodfords Street and Higgins Street and adjacent to Longfellow Elementary School. Data was obtained for weekdays, weekends, school time

and summertime periods. This data indicated 85th percentile speeds (speed at which 85% of vehicles travel at or below) exceed the speed limit by 3 to 18 mph. A 5 mph speed reduction was noted for the Lincoln School Zone with flashers for the 15 mph reduction on, while there was a 5 mph speed increase in the Longfellow School Zone.

This data indicates that vehicle speeds are a problem, particularly within the school zones. The affect of the school zone flashers upon speed appears to be minimal, however there may be an unperceived benefit of heightened driver awareness when the flashers are on.

- Drivers fail to yield to pedestrians:

Pedestrian conflict evaluation and delay studies were performed and observations made during the data collection to evaluate driver behavior in the presence of pedestrians. The delay study showed very brief voluntary waits for pedestrians averaging 6.5 seconds. The majority of pedestrians evaluated were adults and older students who were fairly aggressive which resulted in at least one direction of traffic yielding in most cases. However, coupled with this study, a conflict evaluation was performed which revealed that 20% of the crossings involved a conflict which implies that drivers are not fully prepared to yield to pedestrians even in the school zones. In addition to the formal studies, observations and testing by staff showed a general unwillingness to yield to pedestrians unless the pedestrian was fairly assertive of his right-of-way.

- Drivers fail to obey right-turn-on-red prohibitions:

As part of the turning movement counts for the signalized intersections of Brighton Avenue, Woodfords Street and Pleasant Avenue, vehicles turning right on red where a prohibition is in place were tallied. A total of 1,108 right turns were tallied on approaches with prohibitions with 73 occurring on red. This was a 6.6% violation rate which was considerably higher than the 1.8% rate published for the Washington, D.C. area. This can be a significant problem in areas of high pedestrian activity such as Pleasant Avenue.

- Pedestrian do not use crosswalks:

This was evaluated by tallying crossings of Stevens Avenue separately for those occurring in sidewalks and those occurring mid block or across unmarked legs of intersections. Figures 2-4 of Appendix A show the peak hour counts including crosswalk locations. Data for these peak hours revealed that 55% of all crossings occurred in un-marked areas. This value is actually an understatement of the situation when considering that all elementary students are routed to a crosswalk controlled by a crossing guard.

- Drivers pass stopped school buses:

This was not observed during the course of the study, however, a bus driver for the Elementary School children has asserted that this is a problematic occurrence. The bus stop on Stevens Avenue for Longfellow Elementary is the most subject to this occurrence which may be partially due to the width of Stevens Avenue. The driver on the opposite side of the roadway may not see the bus flashers come on (the buses sit for several minutes prior to loading in the afternoon). Alternatively, a driver may not stop even though legally required to do so since the loading/unloading operation is clearly to the school curb-side.

- Parents drop-off/pick up students in "No Stopping" zones:

This was very evident in casual observation and was quantified as part of the license plate study where plate numbers for vehicles stopping in front of Deering High School, Longfellow Elementary School and Lincoln Middle School were noted. A total of 174 vehicles stopped for the morning drop-off period and 103 for the afternoon period. These were all southbound vehicles stopping in restricted areas. The need for a drop-off area is clearly indicated and a safe location should be provided where the stopped vehicles will not obstruct sightlines.

- Bicyclist do not observe rules-of-the-road:

Bicyclists were observed and tallied riding both within the roadway and in pedestrian areas (crosswalks and sidewalks). The environment on Stevens Avenue itself is not conducive to safe bicycling given the parking on both sides, the width of pavement and lack of pavement markings. Although riding on sidewalks introduces a hazard to pedestrians, this may be preferable to the risks presented by the roadway particularly for younger riders.

- Parking too close to side streets/driveways:

Field observations and comments from residents have indicated that parked vehicles create sight line obstructions for vehicles attempting to enter Stevens Avenue. This was apparent in the accident reports where several cited vision obstructions due to parked vehicles. A complete inventory of the parking regulations along Stevens Avenue would aid in evaluating the appropriateness of parking restrictions. Additionally, a standard should be developed for consistent parking set backs from cross streets, driveways and crosswalks.

- Through traffic volumes on Stevens Avenue are a major contribution to "problems":

A license plate study was conducted along the corridor to determine the percent through traffic during peak pedestrian times. The study conducted from 7:15 - 9:15 am and 1:45 - 3:30 pm showed through traffic northbound throughout the corridor was approximately 20%. Through traffic southbound between Walton and Woodfords averaged 35%. To assess the impact of "through" drivers on Stevens Avenue safety, five years of accident data was analyzed for driver residency. This review showed a potentially disproportionate representation of non-resident drivers involved and "at-fault" in accidents. 67% of all accidents involved non-residents of Portland and the non-resident was at fault in 61% of these accidents. No data is available to show what percentage of the nonresidents may have a destination on Stevens Avenue such as Westbrook College, day care centers or businesses.

- How do Stevens Avenue existing traffic volumes and growth compare with other city streets?

MDOT data was researched and counts were conducted to obtain comparative average annual daily traffic (AADT) volumes. Figure 5 of Appendix A shows these volumes for surrounding streets. The AADT for Stevens Avenue which is a circumferential City street are well below those of the City's radial arterials as would be expected. However, when compared to a similar roadway such as Ocean Avenue (Route 9) south of Washington Avenue, the volume is somewhat high. Historic volume data for Stevens Avenue is not available for providing growth rates.

• Pedestrians do not use crosswalks.

CONCLUSIONS:

Stevens Avenue and its surrounding land uses combined to create a unique environment within the City of Portland. The character of the street is heavily residential and "people" oriented while the roadway itself carries considerable volumes of vehicular traffic. This has resulted in the feeling of an unfriendly thoroughfare slicing through an otherwise cohesive neighborhood. This study has quantified and validated numerous problems which must be addressed so that a safer and friendlier environment may be developed.

Problems to be addressed include:

- Adequacy of the roadway width
 - Wider to provide safe bicycle lanes or
 - Narrower to reduce pedestrian exposure, vehicle speeds, and illegal parking?
- Adequacy of pavement markings and signage.
 - Provide more crosswalks or fewer in better locations?
 - Are existing parking prohibitions justified and do more restrictions need to be placed?
- Vehicle speeds are high.
 - Throughout the corridor
 - School zone flashers do not effectively reduce speeds.
- Motorists fail to yield to pedestrians.

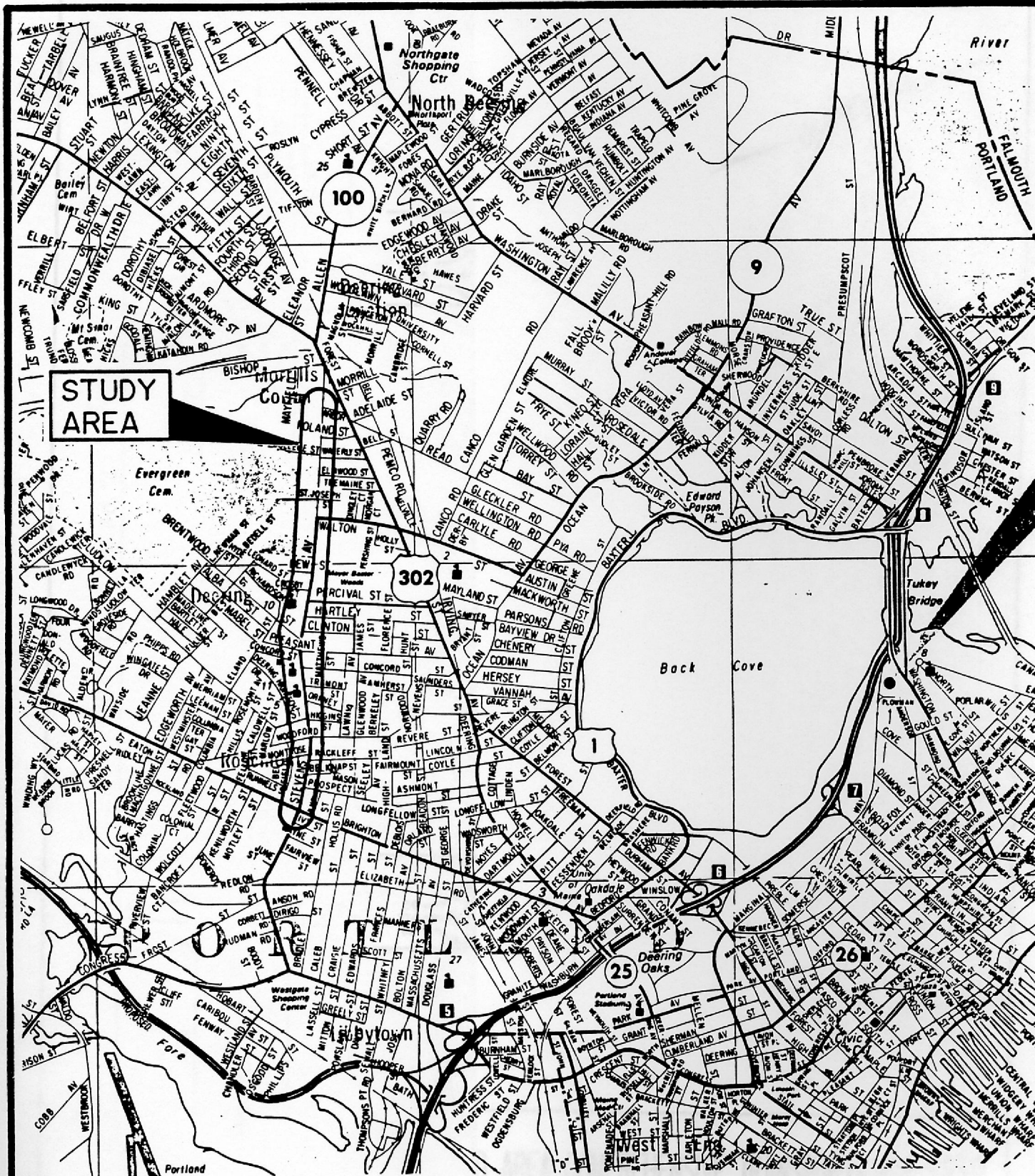
- Pedestrians do not use crosswalks.
- Pedestrian do not use the push buttons at signalized intersections and are confused/concerned with different types of pedestrian phasing used on Stevens Avenue.
- Bicyclists are not safely accommodated on Stevens Avenue.
- There is a high conflict/accident rate between through traffic and local traffic.
- Crossing guards would benefit through a formal training program.
- Sidewalks are not adequately cleared in the winter.
- Motor vehicles laws are not adequately enforced.

APPENDIX A

FIGURES

APPENDIX A

FIGURES



LOCATION MAP



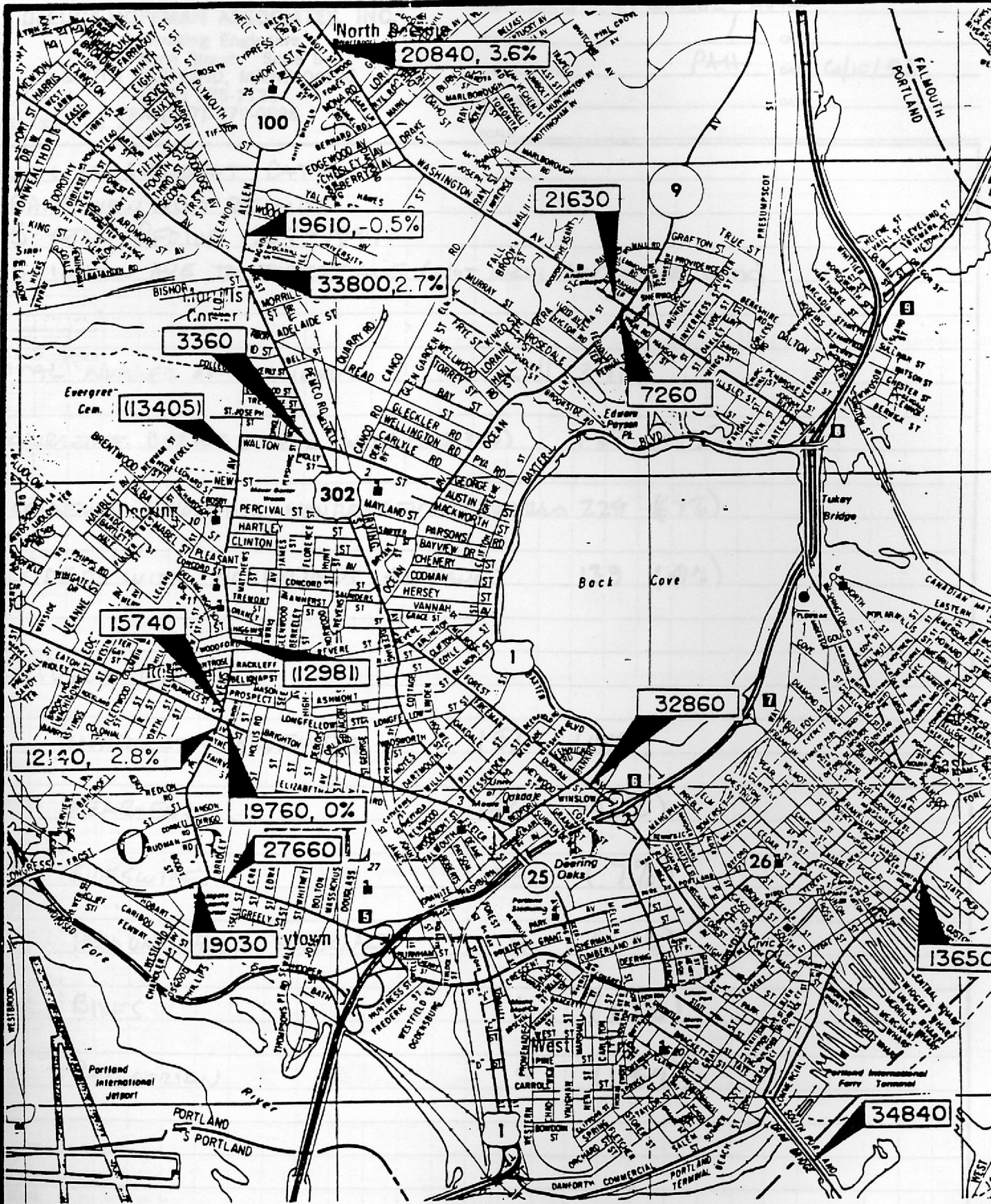
DeLuca-Hoffman Associates, Inc.

SCALE: 1" = 2840' DRAWN BY: HME

DATE: JULY 1993

JOB NO.: 716

FIGURE 1



AADT MAP

1990 AADT, GROWTH RATE
(1993 AADT)

DeLuca-Hoffman Associates, Inc.



SCALE: 1" = 2840' DRAWN BY: HME

DATE: AUGUST 1993

JOB NO.: 716

FIGURE 6

DeLUCA-HOFFMAN ASSOCIATES, INC.

Consulting Engineers
778 Main Street Suite 8
SOUTH PORTLAND, MAINE 04106
(207) 775-1121
FAX (207) 879-0896

JOB 716 STEUBENS AVE
SHEET NO. 1 OF _____
CALCULATED BY PAH DATE 6/10/93
CHECKED BY _____ DATE _____
SCALE _____

SUMMARY OF ACCIDENT DATA

- o BASED UPON MDOT RECORDS
- o 5 YEAR PERIOD 1987-1991
- o BRIGHTON AVE TO FOREST AVE (NOT INCL. FOREST AVE INTX)

TOTAL NUMBER OF ACCIDENTS 341

OCURRENCE DURING SCHOOL HOURS (7:15-3:30) 127 (37%)

ACCIDENTS INVOLVING NONRESIDENT OF PORTLAND 228 (67%)

ACCIDENTS WITH NONRESIDENT AT FAULT 139 (41%)

ACCIDENT TYPES

INTERSECTION MOVEMENT 153 (45%)

REAR-END 146 (43%)

SIDESWIDE 25 (7%)

HEAD ON, HEAD ON SIDESWIDE 6 (1.7%)

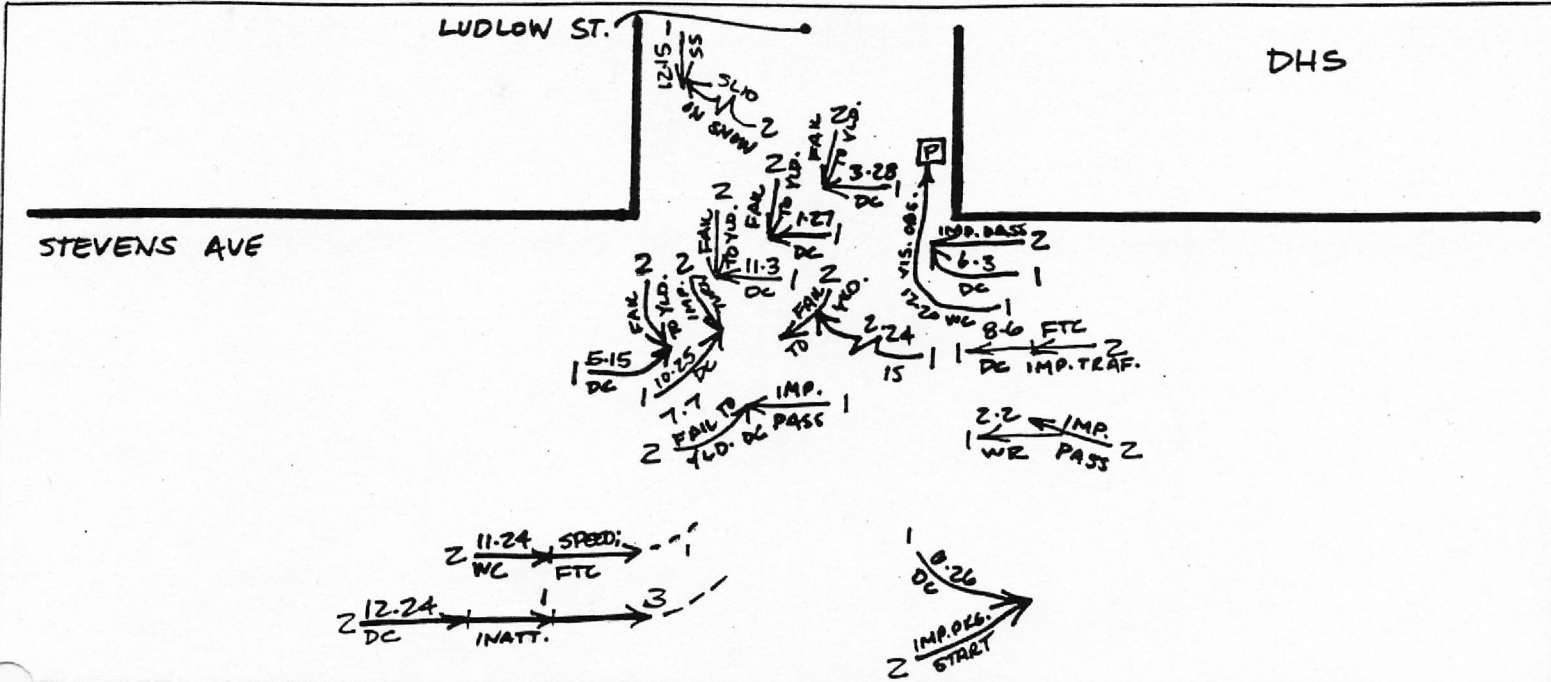
BIKES 6 (1.7%)

PEDESTRIAN 5 (1.5%)

LOCATION INTERSECTION STEVENS AVE. & LUDLOW ST.

TOWN PORTLAND, MAINE NODE NO(S) 334B

YEAR(S) REVIEWED 1987-1991 DATE PREPARED 4/7/93



CRITICAL RATE FACTOR _____ EQUIV. PROP. DAMAGE ACC/YEAR _____ ACC/MEV _____

- LIGHT**
 1. DAWN (MORNING) 2. DAYLIGHT 3. DUSK (EVENING)
 4. DARK (ST. LIGHTS ON) 5. DARK (NO ST. LIGHTS) 6. DARK (ST. LIGHTS OFF)
 7. OTHER
- ROAD SURFACE**
 1. DRY 2. WET 3. SNOW/SLUSH-SANDED
 4. ICE/PACKED SNOW-SANDED 5. MUDDY 6. DEBRIS
 7. OILY 8. SNOW/SLUSH-NOT SANDED 9. ICE/PKD. SNOW-NOT SANDED
- APPARENT CONTRIBUTING FACTORS - HUMAN**
 1. NO IMPROPER ACTION 2. FAIL TO YLD. RIGHT OF WAY 3. ILLEGAL UNSAFE SPEED
 4. FOLLOW TOO CLOSE 5. DISREGARD TRAFFIC CONTROL DEVICE
 6. DRIVING LEFT OF CENTER - NO PASSING 7. IMPROPER PASS-OVERTAKING
 8. IMP. UNSAFE LANE CHANGE 9. IMP. PARKING START/STOP 10. IMPROPER TURN
 11. UNSAFE BACKING 12. NO SIGNAL OR IMP. SIGNAL 13. IMPEDING TRAFFIC
 14. DRIVER INATTENTION - DISTRACTION 15. DRIVER INEXPERIENCE
 16. PEDEST. VIOLATION ERROR 17. PHYSICAL IMPAIRMENT 18. VISION OBSCURED - WINDSHIELD GLASS
 19. VISION OBSCURED - SUN/HEADLIGHTS
 20. OTHER VISION OBSCUREMENT 30. OTHER HUMAN VIOLATION FACTOR
 31. HIT AND RUN 51. UNKNOWN
- VEHICULAR**
 1. DEFECTIVE BRAKES 42. DEFECTIVE TIRE/FAILURE 43. DEFECTIVE LIGHTS
 4. DEFECTIVE SUSPENSION OR FACTOR 45. DEFECTIVE STEERING 50. OTHER VEHICLE DEFECT
 51. UNKNOWN

- SYMBOLS**
- ANGLE →
 BACKING ⇄
 FIXED OBJECT □
 HEAD ON →
 OVERTURN ○
 PARKED VEHICLE □
- PEDESTRIAN → P
 REAR END →
 SIDE SWIPE →
 TURNING MOVE →
 CHANGE LANE →
 OUT OF CONTROL →
- FATAL ACCIDENT ●
 VEHICLE (MOVING) →
 BICYCLE --- B
 ANIMAL --- A
 SLED --- S
- WEATHER**
 C = CLEAR F = FOG R = RAIN
 SL = SLEET S = SNOW CL = CLOUDY
 XW = CROSS WINDS
- INJURIES**
 K = FATAL B = NON-INCAPACITATING
 A = INCAPACITATING C = POSSIBLE INJURY

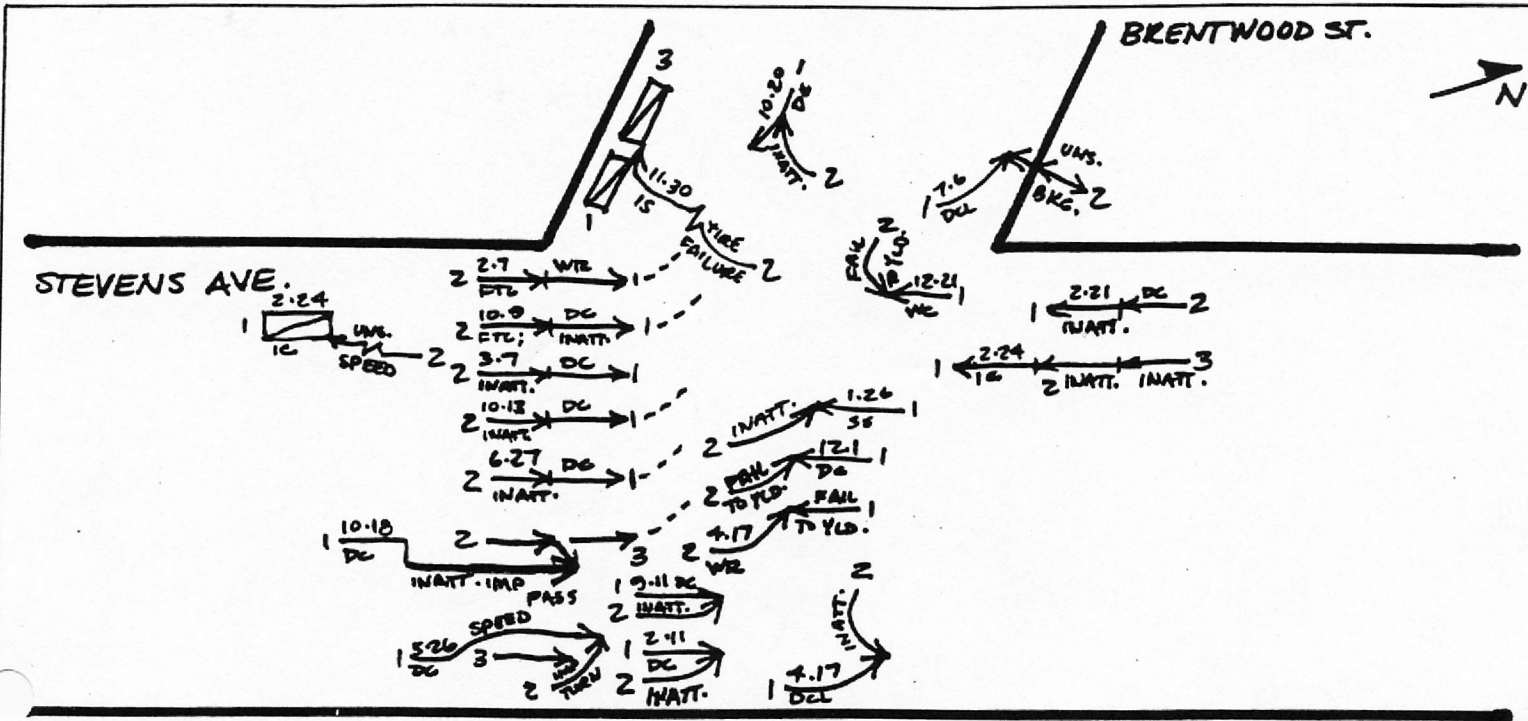
REPORT NO.	DATE	TIME	INJURIES				LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C				
27569	7.7.87	07:47				1	2	1	VEH.1 - 7 VEH.2 - 2	VEH. WAVED ON
32051	8.6.87	13:28				1	2	1	4, 13	VEH. CAME OUT LUDLOW QUICKLY
5556	2.2.88	14:22					2	2	7	TRAFFIC PLED UP FROM LIGHT
04645	1.27.88	14:40					2	1	2	VIS. BLKED BY TRUCK PARKED.
39585	11.3.88	18:39					4	1	2	
19573	5.15.89	08:52					2	1	2	
21602	6.3.89	11:15					2	1	7	VEH.2 - MC

LOCATION INTERSECTION STEVENS AVE. & BRENTWOOD ST.

TOWN PORTLAND, MAINE NODE NO(S) 3580

YEAR(S) REVIEWED 1987-1991

DATE PREPARED 4/14/93



CRITICAL RATE FACTOR _____ EQUIV. PROP. DAMAGE ACC/YEAR _____ ACC/MEV _____

- LIGHT**
1. DAWN (MORNING)
 2. DAYLIGHT
 3. DUSK (EVENING)
 4. DARK (ST. LIGHTS ON)
 5. DARK (NO ST. LIGHTS)
 6. DARK (ST. LIGHTS OFF)
 7. OTHER
- ROAD SURFACE**
1. DRY
 2. WET
 3. SNOW/SLUSH-SANDED
 4. ICE/PACKED SNOW-SANDED
 5. MUDDY
 6. DEBRIS
 7. OILY
 8. SNOW/SLUSH-NOT SANDED
 9. ICE/PKD. SNOW-NOT SANDED
 3. OTHER
- APPARENT CONTRIBUTING FACTORS - HUMAN**
1. NO IMPROPER ACTION
 2. FAIL TO YLD. RIGHT OF WAY
 3. ILLEGAL UNSAFE SPEED
 4. FOLLOW TOO CLOSE
 5. DISREGARD TRAFFIC CONTROL DEVICE
 6. DRIVING LEFT OF CENTER - NO PASSING
 7. IMPROPER PASS-OVERTAKING
 8. IMP. UNSAFE LANE CHANGE
 9. IMP. PARKING START/STOP
 10. IMPROPER TURN
 9. UNSAFE BACKING
 12. NO SIGNAL OR IMP. SIGNAL
 13. IMPEDING TRAFFIC
 4. DRIVER INATTENTION - DISTRACTION
 14. IMPROPER PASS-OVERTAKING
 15. DRIVER INEXPERIENCE
 6. PEDEST. VIOLATION ERROR
 17. PHYSICAL IMPAIRMENT
 18. VISION OBSCURED - WINDSHIELD GLASS
 19. VISION OBSCURED - SUN/HEADLIGHTS
 20. OTHER VISION OBSCUREMENT
 30. OTHER HUMAN VIOLATION FACTOR
 31. HIT AND RUN
 51. UNKNOWN
- VEHICULAR**
1. DEFECTIVE BRAKES
 42. DEFECTIVE TIRE/FAILURE
 43. DEFECTIVE LIGHTS
 4. DEFECTIVE SUSPENSION OR FACTOR
 45. DEFECTIVE STEERING
 50. OTHER VEHICLE DEFECT
 51. UNKNOWN

SYMBOLS

ANGLE: [Symbol] →

BACKING: [Symbol] ←

FIXED OBJECT: [Symbol]

HEAD ON: [Symbol] ↔

OVERTURN: [Symbol]

PARKED VEHICLE: [Symbol]

PEDESTRIAN: [Symbol]

REAR END: [Symbol]

SIDE SWIPE: [Symbol]

TURNING MOVE: [Symbol]

CHANGE LANE: [Symbol]

OUT OF CONTROL: [Symbol]

FATAL ACCIDENT: [Symbol]

VEHICLE (MOVING): [Symbol]

BICYCLE: [Symbol]

ANIMAL: [Symbol]

SLED: [Symbol]

WEATHER

C = CLEAR
SL = SLEET
F = FOG
S = SNOW
R = RAIN
CL = CLOUDY
XW = CROSS WINDS

INJURIES

K = FATAL
A = INCAPACITATING
B = NON-INCAPACITATING
C = POSSIBLE INJURY

REPORT NO.	DATE	TIME	INJURIES				LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C				
17480	4-17-87	17:35					2	2	2	VEH. EXTRACTED FROM PKD. POS.
41628	10-18-87	17:00		1			2	1	7,14	
52633	12-21-87	13:06					2	2	2,15	VIS. OBS. BY TRUCKED PKD.
14303	4-17-88	12:16					2	1	14	VEH. 1 EXTRACTED FROM PKD. POS.
22255	6-27-88	16:31					2	1	14	
39454	10-13-88	13:27					2	1	14	
37486	10-20-88	13:43					2	1	14	

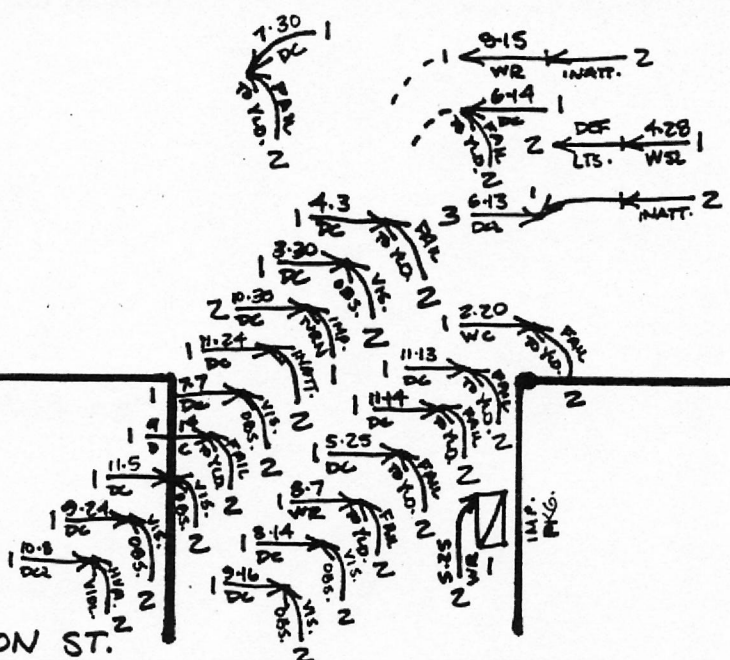
COLLISION DIAGRAM

LOCATION STEVENS AVE. & WALTON ST. INTERSECTION
 TOWN PORTLAND, MAINE NODE NO(S) 3604
 YEAR(S) REVIEWED 1987-1991 DATE PREPARED 4/9/93



STEVENS AVE.

WALTON ST.



CRITICAL RATE FACTOR _____ EQUIV. PROP. DAMAGE ACC/YEAR _____ ACC/MEV _____

- LIGHT**
 1. DAWN (MORNING)
 2. DAYLIGHT
 3. DUSK (EVENING)
 4. DARK (ST. LIGHTS ON)
 5. DARK (NO ST. LIGHTS)
 6. DARK (ST. LIGHTS OFF)
 OTHER
- ROAD SURFACE**
 1. DRY
 2. WET
 3. SNOW/SLUSH-SANDED
 4. ICE/PACKED SNOW-SANDED
 5. MUDDY
 6. DEBRIS
 7. OILY
 8. SNOW/SLUSH-NOT SANDED
 9. ICE/PKD. SNOW-NOT SANDED
 OTHER
- PARENT CONTRIBUTING FACTORS - HUMAN**
 10. IMPROPER ACTION
 11. FOLLOW TOO CLOSE
 12. DRIVING LEFT OF CENTER - NO PASSING
 13. IMP. UNSAFE LANE CHANGE
 14. UNSAFE BACKING
 15. DRIVER INATTENTION - DISTRACTION
 16. PEDEST. VIOLATION ERROR
 17. WINDSHIELD GLASS
 18. OTHER VISION OBSCUREMENT
 19. 3L HIT AND RUN
 20. OTHER
 21. DEFECTIVE BRAKES
 22. DEFECTIVE SUSPENSION
 23. DEFECTIVE TIRE/FAILURE
 24. DEFECTIVE STEERING
 25. UNKNOWN
 26. FAIL TO YLD. RIGHT OF WAY
 27. DISREGARD TRAFFIC CONTROL DEVICE
 28. IMP. PARKING START/STOP
 29. NO SIGNAL OR IMP. SIGNAL
 30. OTHER HUMAN VIOLATION FACTOR
 31. IMPROPER PASS-OVERTAKING
 32. IMPROPER TURN
 33. IMPEDING TRAFFIC
 34. DRIVER INEXPERIENCE
 35. VISION OBSCURED -
 36. VISION OBSCURED - SUN/HEADLIGHTS
 37. UNKNOWN
 38. ILLEGAL UNSAFE SPEED
 39. IMPROPER TRAFFIC CONTROL DEVICE
 40. IMPROPER TURN
 41. IMPEDING TRAFFIC
 42. DRIVER INEXPERIENCE
 43. VISION OBSCURED -
 44. VISION OBSCURED - SUN/HEADLIGHTS
 45. UNKNOWN
 46. DEFECTIVE LIGHTS
 47. OTHER VEHICLE DEFECT
 48. UNKNOWN

SYMBOLS

ANGLE →

BACKING ←→

FIXED OBJECT □

HEAD ON ↔

OVERTURN ↺

PARKED VEHICLE □

PEDESTRIAN → P

REAR END →

SIDE SWIPE →

TURNING MOVE ↻

CHANGE LANE →

OUT OF CONTROL ↻

FATAL ACCIDENT ●

VEHICLE (MOVING) BICYCLE →

ANIMAL →

SLED →

WEATHER
 C = CLEAR
 SL = SLEET
 F = FOG
 S = SNOW
 R = RAIN
 CL = CLOUDY
 XW = CROSS WINDS

INJURIES
 K = FATAL
 A = INCAPACITATING
 B = NON-INCAPACITATING
 C = POSSIBLE INJURY

REPORT NO.	DATE	TIME	INJURIES				LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C				
15311	3.30.87	14:19				1	2	1	14	VIS. OBS. BY VEH. TURNING INT
16049	4.3.87	11:20				1	2	1	2,20	"
8603	4.28.87	20:52				1	4	2	14,43	VEH. 2 DID NOT SIGNAL, EITHER
24273	6.13.87	08:47					2	1	14	
73137	10.30.87	14:49					2	1	10,15	VEH. 2 CHANGE MIND TO TAKE R
47591	11.24.87	15:00					2	1	14	VIS. OBS. BY VEH. TURNING ON
3050	6.14.88	16:00					2	1	2	VEH. 1 WAS WAITING TO TAKE A LEFT.

COLLISION DIAGRAM

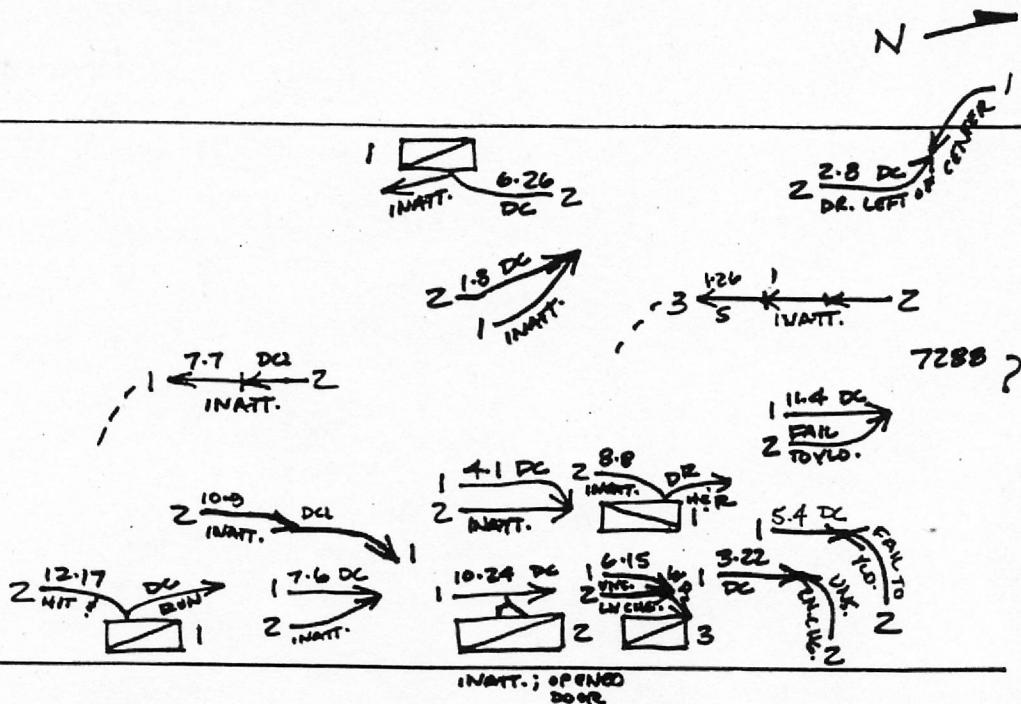
LOCATION STEVENS AVE. FROM ARBOR ST. TO FOREST AVE.

TOWN PORTLAND, MAINE NODE NO(S) LINK 3614-7288

YEAR(S) REVIEWED 1987-1991 DATE PREPARED 4/8/93

STEVENS AVE

3614



ARBOR ST.

FOREST AVE.

CRITICAL RATE FACTOR _____ EQUIV. PROP. DAMAGE ACC/YEAR _____ ACC/MEV _____

- LIGHT**
- 1. DAWN (MORNING)
 - 2. DAYLIGHT
 - 3. DUSK (EVENING)
 - 4. DARK (ST. LIGHTS ON)
 - 5. DARK (NO ST. LIGHTS)
 - 6. DARK (ST. LIGHTS OFF)
 - OTHER
- ROAD SURFACE**
- 1. DRY
 - 2. WET
 - 3. SNOW/SLUSH-SANDED
 - 4. ICE/PACKED SNOW-SANDED
 - 5. MUDDY
 - 6. DEBRIS
 - 7. OILY
 - 8. SNOW/SLUSH-NOT SANDED
 - 9. ICE/PYD. SNOW-NOT SANDED
 - OTHER
- PARENT CONTRIBUTING FACTORS - HUMAN**
- 1. NO IMPROPER ACTION
 - 2. FAIL TO YLD. RIGHT OF WAY
 - 3. ILLEGAL UNSAFE SPEED
 - 4. FOLLOW TOO CLOSE
 - 5. DISREGARD TRAFFIC CONTROL DEVICE
 - 6. DRIVING LEFT OF CENTER - NO PASSING
 - 7. IMPROPER PASS-OVERTAKING
 - 8. IMP. UNSAFE LANE CHANGE
 - 9. IMP. PARKING START/STOP
 - 10. IMPROPER TURN
 - UNSAFE BACKING
 - 11. NO SIGNAL OR IMP. SIGNAL
 - 12. IMPEDING TRAFFIC
 - 13. DRIVER INEXPERIENCE
 - 14. DRIVER INATTENTION - DISTRACTION
 - 15. VISION OBSCURED - SUN/HEADLIGHTS
 - 16. PEDEST. VIOLATION ERROR
 - 17. PHYSICAL IMPAIRMENT
 - 18. VISION OBSCURED - WINDSHIELD GLASS
 - 19. VISION OBSCURED - SUN/HEADLIGHTS
 - 20. OTHER VISION OBSCUREMENT
 - 30. OTHER HUMAN VIOLATION FACTOR
 - 31. HIT AND RUN
 - 51. UNKNOWN
- VEHICULAR**
- 1. DEFECTIVE BRAKES
 - 42. DEFECTIVE TIRE/FAILURE
 - 43. DEFECTIVE LIGHTS
 - 2. DEFECTIVE SUSPENSION
 - 44. DEFECTIVE STEERING
 - 50. OTHER VEHICLE DEFECT
 - OR FACTOR
 - 51. UNKNOWN

SYMBOLS

ANGLE →

BACKING ⇄

FIXED OBJECT □

HEAD ON ⇄

OVERTURN ○

PARKED VEHICLE □

PEDESTRIAN → P

REAR END →

SIDE SWIPE →

TURNING MOVE ↻

CHANGE LANE →

OUT OF CONTROL ↻

FATAL ACCIDENT ●

VEHICLE (MOVING) →

BICYCLE → B

ANIMAL → A

SLED → S

WEATHER

C = CLEAR
SL = SLEET
F = FOG
S = SNOW
R = RAIN
CL = CLOUDY
XW = CROSS WINDS

INJURIES

K = FATAL
A = INCAPACITATING
B = NON-INCAPACITATING
C = POSSIBLE INJURY

REPORT NO.	DATE	TIME	INJURIES					LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C					
42096	10-24-87	13:30					2	1	14	OPENED CAR DOOR	
51690	12-17-87	14:00					2	1	31		
74504	1-26-88	15:55					2	3	14		
11712	3-22-88	11:40					2	1	8	WAVED ON BY OTHER VEH	
12886	4-1-88	21:06					4	1	14		
23504	7-6-88	17:30					2	1	14		
40217	11-4-88	15:23					2	1	2		

ON ROUTE Stevens Ave OR NAME OF STREET OR HIGHWAY CITY OR TOWN Portland CODE NUMBER 019 COUNTY Cumberland HIT AND RUN
 AT BETWEEN NODE NUMBERS [] [] DISTANCE FROM SCENE TO NUMBER 3595 MILES AND TENTHS TO LANDMARK New St. W N E S E CIRCLE ONE

UNIT NO. 1 - VEHICLE 1 TOTAL UNITS INV 1 UNIT NO. 2 - VEH 2 PED BIKE

DRIVER'S LICENSE NUMBER 1 STATE Me.
 FIRST NAME MIDDLE LAST
 NUMBER AND STREET Christy Rd.
 CITY Portland STATE Me. CODE NUMBER 20
 DATE OF BIRTH 2/18/72 SEX M LICENSE STATUS A S P N REST/PERM CLASS 3

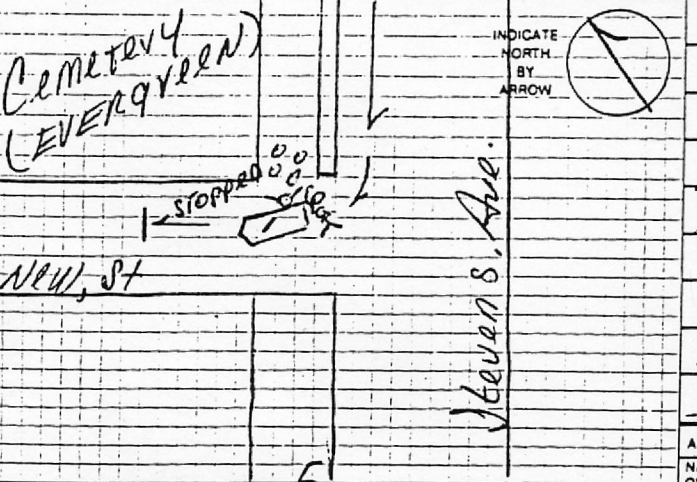
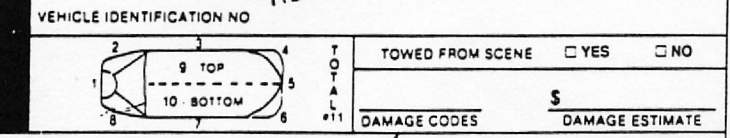
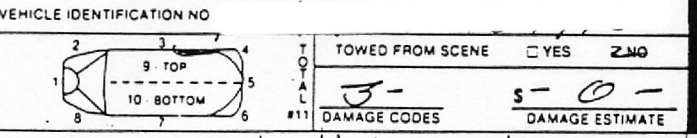
DRIVER'S LICENSE NUMBER 2 STATE Me.
 FIRST NAME MIDDLE LAST
 NUMBER AND STREET Forest Ave. APT #
 CITY Portland STATE Me. CODE NUMBER 20
 DATE OF BIRTH 11/6/73 SEX M LICENSE STATUS A S P N REST/PERM CLASS

FIRST NAME - OWNER 1 MIDDLE LAST
 NUMBER AND STREET
 CITY STATE

FIRST NAME - OWNER 2 MIDDLE LAST
 NUMBER AND STREET
 CITY STATE

VEHICLE TYPE SW 4 YEAR AND MAKE 84 VOLVO 224 COLOR Red
 LICENSE PLATE NUMBER YEAR ISSUE STATE NO OCCUP
87 Me. 3

VEHICLE TYPE FFR YEAR AND MAKE 1988 COLOR
 LICENSE PLATE NUMBER YEAR ISSUE STATE NO OCCUP
RECORDS RECEIVED



DESCRIPTION: pedestrian had started to enter onto New St when vehicle #1 made a right turn off of Stevens Ave onto New St and did brush, and pass over the top of one foot, knocking the pedestrian down. Vehicle stopped inquired of injury then leaving nothing done off.
 AMBULANCE CODES ped - was on X walk 90
 NAME AND ADDRESS OF OWNER OF DAMAGED PROPERTY (OTHER THAN VEH)

TOTAL NUMBER OF PERSONS INVOLVED: 5

NAMES OF ALL PERSONS INVOLVED (DRIVERS - PASSENGERS - WITNESSES - PEDESTRIANS)	25	26	27	28	29	30	31	32	33	34
			25	1	1	1	1	M	15	
	9	4/10	2	4		20		M	14	
			2	5	1	1	1	5	M	16
			2	5	1	1	1	3	M	15
			2	5		22			M	15

2
6
7
14
17
19
20
22
23
24
1
10
15
2

13 5
14 3
15 2
16 1
17 5
18
19 1
20 1
21
22
23
24
87-88672
LOCAL CODES

DATE OF ACCIDENT: MONTH 2 DAY 8 YEAR 90 DAY OF WEEK THURS TIME 1515 TIME REPORTED 1520 TIME ARRIVED 1522 **09172**

ON ROUTE STEVENS AVE CITY OR TOWN PORTLAND CODE NUMBER 019 COUNTY CUMBERLAND HIT AND RUN

AT BETWEEN NODE NUMBERS 3277 DISTANCE FROM SCENE TO NUMBER MILES TENTHS MILES AND TENTHS TO LANDMARK W N S E CIRCLE ONE

UNIT NO. 1 - VEHICLE 1 TOTAL UNITS INV 2 UNIT NO. 2 - VEH 2 PED BIKE

DRIVER'S LICENSE NUMBER 1 STATE ME DRIVER'S LICENSE NUMBER 2 STATE

FIRST NAME MIDDLE LAST DRIVER 1: DRIVER 2:

NUMBER AND STREET DRIVER 1: DRIVER 2:

DATE OF BIRTH SEX LICENSE STATUS REST/PERM CLASS DRIVER 1: DRIVER 2:

FIRST NAME - OWNER 1 MIDDLE LAST OWNER 1: JAME OWNER 2:

NUMBER AND STREET OWNER 1: OWNER 2:

CITY STATE OWNER 1: OWNER 2:

VEHICLE TYPE YEAR AND MAKE COLOR DRIVER 1: 2 DOOR 85 MERCURY SIL DRIVER 2:

LICENSE PLATE NUMBER YEAR ISSUE STATE NO OCCUP DRIVER 1: 90 MAWE 2 DRIVER 2:

VEHICLE IDENTIFICATION NO DRIVER 1: DRIVER 2:

TOWED FROM SCENE YES NO DAMAGE CODES S - 0 - DAMAGE ESTIMATE

VEHICLE IDENTIFICATION NO DRIVER 1: DRIVER 2:

STEVENS AVE WOODFORD

INDICATE NORTH BY ARROW

MAINE STATE POLICE TRAFFIC DIVISION

MAR 05 1990

ACCIDENT MEMORANDUM RECEIVED

DESCRIPTION: THE PEDESTRIAN WAS CROSSING SCHOOL CHILDREN FROM THE SOUTHWEST CORNER OF WOODFORD/STEVENS TO THE SOUTHEAST CORNER. VEHICLE #1 WAS TRAVELLING SOUTHERLY ON STEVENS AVE AND STRUCK THE (GUARD) PEDESTRIAN. VEHICLE #1 LEFT THE SCENE. THE PEDESTRIAN WAS NOT INJURED.

AMBULANCE CODES N/A NAME AND ADDRESS OF OWNER OF DAMAGED PROPERTY (OTHER THAN VEH)

TOTAL NUMBER OF PERSONS INVOLVED 5 NAMES OF ALL PERSONS INVOLVED (DRIVERS, PASSENGERS, WITNESSES, PEDESTRIANS)

	25	26	27	28	29	30	31	32	33	34
			1	5	6	1	1	1	M	19
			1	5	6	1	1	2	UNK	UNK
	9	8	3	5		20			F	65
						22			F	UNK
						22			F	22

INVESTIGATING OFFICER (SIGNATURE) OFFICER NUMBER TROOP OR DEPARTMENT APPROVED BY DATE

4
5
7
1
2
1
2
1
1
1

327
999
15
16
17
18
19
20
21
23
24
LOCAL CODES
VEN #1 PROSP

INVESTIGATING AGENCY
CODE NUMBER

00305

TRAFFIC ACCIDENT REPORT
STATE OF MAINE

FOR D.P.S. USE ONLY

40720

DATE OF ACCIDENT: MONTH 12, DAY 20, YEAR 91, DAY OF WEEK Fri, TIME 1740, TIME REPORTED 1746, TIME ARRIVED 1750

ON ROUTE OR NAME OF STREET OR HIGHWAY: Ludlow St, CITY OR TOWN: Portland, CODE NUMBER: 019, COUNTY: Cumberland, HIT AND RUN:

AT BETWEEN NODE NUMBERS: 3348, 3348, DISTANCE FROM SCENE: 0 MILES, TO NUMBER: 3348, MILES AND TENTHS TO LANDMARK: Stevens Ave, W N E S CIRCLE ONE

UNIT NO. 1 - VEHICLE 1, TOTAL UNITS INV: 2, UNIT NO. 2 - VEH 2, PED, BIKE

DRIVER'S LICENSE NUMBER: [redacted], STATE: ME

DRIVER'S LICENSE NUMBER 2: [redacted], STATE: [redacted]

LAST NAME, FIRST NAME, MIDDLE

LAST NAME, FIRST NAME, MIDDLE

NUMBER AND STREET

NUMBER AND STREET

CITY, STATE, CODE NUMBER: 20

CITY, STATE, CODE NUMBER: 20

DATE OF BIRTH: 8-5-41, SEX: M, LICENSE STATUS: A S P N, REST/PERM: A/I, CLASS: 3

DATE OF BIRTH: 5-8-72, SEX: M, LICENSE STATUS: A S P N, REST/PERM: [redacted], CLASS: [redacted]

FIRST NAME, OWNER 1, MIDDLE, LAST

FIRST NAME, OWNER 2, MIDDLE, LAST

NUMBER AND STREET

NUMBER AND STREET: MAINE STATE POLICE TRAFFIC DIVISION

CITY, STATE: ME

CITY, STATE: DEC 30 1991

VEHICLE TYPE: 88 Pontiac, YEAR AND MAKE, COLOR: wk

VEHICLE TYPE: ACCIDENT RECORDS, YEAR AND MAKE, COLOR

LICENSE PLATE NUMBER: 92, YEAR, ISSUE STATE: ME, NO OCCUP

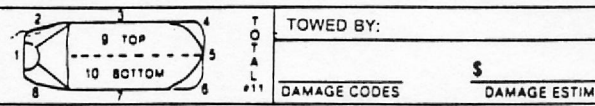
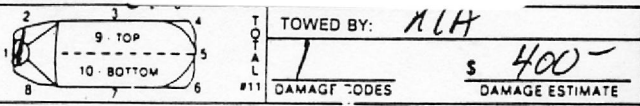
LICENSE PLATE NUMBER: R-CHEM, YEAR, ISSUE STATE, NO OCCUP

VEHICLE IDENTIFICATION NO

VEHICLE IDENTIFICATION NO

INSURANCE CO.

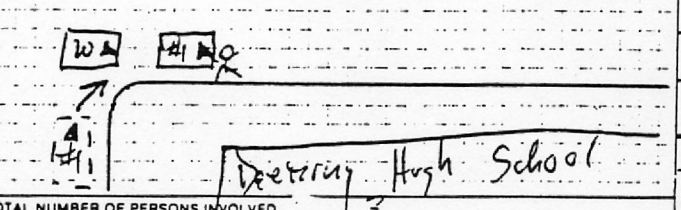
INSURANCE CO.



INDICATE NORTH BY ARROW: [downward arrow]

DESCRIPTION: Veh #1 turning right was poor visibility due to snow bank and pedestrian being on a lower grade. Pedestrian was dressed in black pants and black coat. Pedestrian saw he looked both ways before crossing street. Pedestrian went up onto hood.

Ludlow St



AMBULANCE CODES, NAME AND ADDRESS OF OWNER OF DAMAGED PROPERTY (OTHER THAN VEH)

Table with columns for names of persons involved and a grid for counts (25-34). Includes handwritten entries like 'NA', '5', '1', '1', '1', '1', 'M', '40', '9', '5', '2', '4', '1/A', '20', '1', '1/A', '14', '19', '19', '1/A', '1/A', '1/A', '5', 'NA', '22', '1/A', '1/A', 'F'.

Vertical handwritten numbers on the left margin: 13, 2, 10, 5, 4, 1, 2, 3, 7, 25, 41

Vertical handwritten numbers on the right margin: 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Vertical handwritten text on the right margin: 91-105A9

INVESTIGATING AGENCY CODE NUMBER 00305 TRAFFIC ACCIDENT REPORT STATE OF MAINE 82-47466 FOR D.P.S. USE ONLY 38505

DATE OF ACCIDENT MONTH 10 DAY 06 YEAR 89 DAY OF WEEK Friday TIME 1506 TIME REPORTED 1506 TIME ARRIVED 1508

ON ROUTE OR NAME OF STREET OR HIGHWAY 370 STEVENS AVE CITY OR TOWN Portland CODE NUMBER 019 COUNTY CUMBERLAND HIT AND RUN

AT BETWEEN NODE NUMBERS [] [] DISTANCE FROM SCENE TO NUMBER 3247 MILES AND TENTHS TO LANDMARK [] MILES [] TENTHS

UNIT NO. 1 - VEHICLE 1 TOTAL UNITS INV 2 UNIT NO. 2 - VEH 2 PED BIKE

DRIVER'S LICENSE NUMBER 1 6132152 STATE ME DRIVER'S LICENSE NUMBER 2 [] STATE []

FIRST NAME MIDDLE LAST DRIVER'S FIRST NAME MIDDLE LAST

NUMBER AND STREET DRIVER'S NUMBER AND STREET SEELEY ST

CITY STATE CODE NUMBER DRIVER'S CITY STATE CODE NUMBER Portland, ME 20

DATE OF BIRTH SEX LICENSE STATUS REST/PERM CLASS DRIVER'S DATE OF BIRTH SEX LICENSE STATUS REST/PERM CLASS 10-03-64 K A S P N A 3 01-27-81 A S P N A 3

FIRST NAME - OWNER 1 MIDDLE LAST OWNER'S FIRST NAME - OWNER 2 MIDDLE LAST

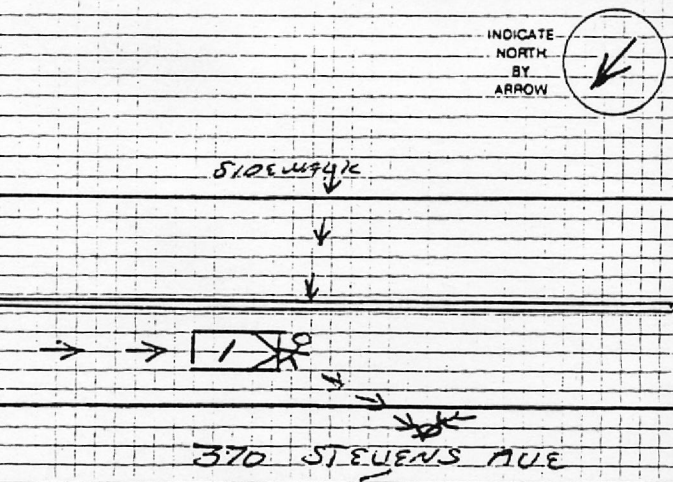
NUMBER AND STREET OWNER'S NUMBER AND STREET MAINE STATE POLICE TRAFFIC DIVISION

CITY STATE CODE NUMBER OWNER'S CITY STATE CODE NUMBER SAME U U Portland, ME 20

VEHICLE TYPE YEAR AND MAKE COLOR DRIVER'S VEHICLE TYPE YEAR AND MAKE COLOR 4DR 1987 TOYOTA BLUE ACCIDENT RECORDS RECEIVED

LICENSE PLATE NUMBER YEAR ISSUE STATE NO OCCUP DRIVER'S LICENSE PLATE NUMBER YEAR ISSUE STATE NO OCCUP 90 ME 1

VEHICLE IDENTIFICATION NO TOWED FROM SCENE YES NO DAMAGE CODES DAMAGE ESTIMATE



DESCRIPTION: UNIT #1 WAS HEADING WEST ON STEVENS AVE. UNIT #2, A PEDESTRIAN RAN ACROSS THE STREET FROM THE SOUTH SIDE HEADING NORTH IN FRONT OF UNIT #1. UNIT #1 WAS IN A SCHOOL ZONE GOING BETWEEN 15 AND 20 MPH WAS UNABLE TO STOP TO AVOID THE PEDESTRIAN. UNIT #1 STATE PARALLEL # S02-5012-00119 A AMBULANCE CODES 546

TOTAL NUMBER OF PERSONS INVOLVED 5 NAMES OF ALL PERSONS INVOLVED (DRIVERS - PASSENGERS - WITNESSES - PEDESTRIANS)

	25	26	27	28	29	30	31	32	33	34
			<u>2</u>	<u>5</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>F</u>	<u>25</u>
	<u>9</u>	<u>6</u>	<u>3</u>	<u>4</u>		<u>20</u>			<u>M</u>	<u>8</u>
						<u>22</u>			<u>M</u>	
						<u>22</u>			<u>M</u>	
						<u>22</u>			<u>F</u>	

INVESTIGATING OFFICER (SIGNATURE) OFFICER NUMBER TROOP OR DEPARTMENT APPROVED BY DATE

3217-3848-0-1
1
4
15
16
16
17
18
19
20
21
22
23
24
LOCAL CODES

SUPPLEMENTAL INVESTIGATION REPORT

370 STEVENS AVE.

MAINE STATE POLICE
TRAFFIC DIVISION

OFFENSE NO.
89-47466

COMPLAINANT
PEDESTRIAN

ADDRESS (CITY AND STATE IF NOT IN PORTLAND)

TYPE OF OFFENSE OR INVESTIGATION

PEDESTRIAN ACCIDENT

DATE OF OFFENSE OR INCIDENT

10-06-89 16 1989

ACCIDENT RECORDS
RECEIVED

DETAILS OF INVESTIGATION

ON 10-06-89 OFFICER B. GOLDEN, SGT OLSON AND I WERE DISPATCHED TO A PEDESTRIAN ACCIDENT AT 370 STEVENS AVE.

WHEN WE ARRIVED THERE WAS AN 8 YEAR OLD BOY, IDENTIFIED AS [REDACTED], LYING ON HIS BACK WEARING DRESSING HIGH SCHOOL.

THE DRIVER OF THE CAR INVOLVED, IDENTIFIED AS [REDACTED], SAID SHE WAS HEADING WEST ON STEVENS AVE BETWEEN 15 AND 20 MPH. THE YELLOW LIGHTS WERE FLASHING FOR THE SCHOOL ZONE, POSTED AT 15 MPH. [REDACTED] SAID SHE WAS FOLLOWING TRAFFIC WHEN A SMALL BOY RAN FROM THE SOUTH SIDE OF STEVENS AVE ACROSS THE STREET IN A NORTHEAST DIRECTION IN FRONT OF HER. [REDACTED] SAID SHE WAS ALMOST STOPPED WHEN SHE STRUCK THE BOY. THIS WAS ALSO CONFIRMED BY OTHER WITNESSES AT THE SCENE. THE BOY WAS REAPED UP OVER THE HOOD OF HER CAR AND ONTO THE GROUND.

I LEFT THE SCENE AND WENT TO THE

SIGNATURE

DATE AND TIME OF THIS REPORT

CLEARED BY ARREST
CLEARED OTHERWISE
CLEARED BY REASON OF

INACTIVE (NOT CLEARED)
UNFOUNDED

RECOVERY OF PROPERTY: ALL PARTIAL NONE
ARRESTED BY

MAINE STATE POLICE
THORNTON
OCT 1 1970

...MEDICAL CENTER, to CHECK ON [REDACTED]

[REDACTED] RECEIVED SWELLING BRUISES AND SCRAPES AND GREAT PAIN IN HIS RIGHT KNEE.

[REDACTED] SPOKE TO [REDACTED], WITH HIS MOTHER PRESENT.

[REDACTED] TOLD ME THAT HE WAS WALKING HOME FROM SCHOOL, WHEN HE NOTICED A BOY THAT LIVES IN HIS NEIGHBORHOOD, WHO WAS ALSO WALKING HOME. [REDACTED] SAID THAT HE HAD BEEN BATTERED BY HIS BOY IN THE PAST, AND THE BOY WAS IN THE 4TH OR 5TH GRADE. [REDACTED] IS IN THE 2ND GRADE.

[REDACTED] SAID THE BOY, ONLY KNOWN AS "[REDACTED]" DROPPED HIS KNIFE-SACK, ROLLED UP HIS SLEEVES TO THE ELBOW AND RAN TOWARD HIM. [REDACTED] FELT THAT THE BOY WAS GOING TO BEAT HIM UP SO HE RAN AWAY FROM HIM.

[REDACTED] SAID HE RAN ACROSS THE STREET TOWARD DEERING HIGH SCHOOL, LOOKING BACK AT THE BOY. [REDACTED] SAID HE DIDN'T LOOK TO SEE IF ANYTHING WAS COMING BECAUSE HE WAS AFRAID.

HIS INJURIES APPEAR TO BE MINOR AT THIS TIME

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

INVESTIGATING AGENCY
CODE NUMBER

00305

TRAFFIC ACCIDENT REPORT
STATE OF MAINE

90-9694

FOR D.P.S. USE ONLY

09464

DATE OF ACCIDENT: MONTH 2, DAY 24, YEAR 90, DAY OF WEEK SAT, TIME 1629, TIME REPORTED 1629, TIME ARRIVED 1640

ON ROUTE STEVENS AVE., CITY OR TOWN PORTLAND, CODE NUMBER B 019, COUNTY CUMBERLAND, HIT AND RUN

AT BETWEEN NODE NUMBERS 3580, DISTANCE FROM SCENE, TO NUMBER, MILES AND TENTHS TO LANDMARK, W N E S CIRCLE ONE

UNIT NO. 1 - VEHICLE 1, TOTAL UNITS INV 5, UNIT NO. 2 - VEH 2, PED, BIKE

DRIVER'S LICENSE NUMBER 1: EMERGENCY VEHICLE, STATE ME, DRIVER'S LICENSE NUMBER 2, STATE

FIRST NAME, MIDDLE, LAST, DRIVER, FIRST NAME, MIDDLE, LAST

NUMBER AND STREET: 109 MIDDLE ST, MOUNTFORT ST

CITY: PORTLAND, STATE ME, CODE NUMBER 20, CITY PORTLAND, STATE ME, CODE NUMBER 20

DATE OF BIRTH, SEX, LICENSE STATUS, REST/PERM, CLASS, DATE OF BIRTH, SEX, LICENSE STATUS, REST/PERM, CLASS

FIRST NAME - OWNER 1: CITY OF PORTLAND, FIRST NAME - OWNER 2

NUMBER AND STREET: 109 MIDDLE ST, NUMBER AND STREET

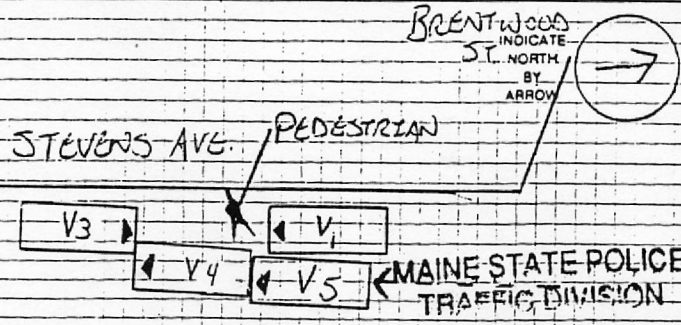
CITY: PORTLAND, STATE ME, CITY, STATE

VEHICLE TYPE, YEAR AND MAKE, COLOR, VEHICLE TYPE, YEAR AND MAKE, COLOR

LICENSE PLATE NUMBER, YEAR, ISSUE STATE, NO OCCUP, LICENSE PLATE NUMBER, YEAR, ISSUE STATE, NO OCCUP

VEHICLE IDENTIFICATION NO, TOWED FROM SCENE, DAMAGE CODES, VEHICLE IDENTIFICATION NO, TOWED FROM SCENE, DAMAGE CODES

Diagram of vehicle damage with labels: 1, 2, 3, 4, 5, 6, 7, 8, 9 - TOP, 10 - BOTTOM, DAMAGE CODES, DAMAGE ESTIMATE



DESCRIPTION: VEHICLE #1 AND #3 WERE PARKED ON THE SIDE OF THE ROAD ON STEVENS AT BRENTWOOD. VEHICLE #1 WAS PARKED WITH BLUE LIGHTS FLASHING. THE PEDESTRIAN WAS STANDING ON THE LEFT SIDE OF VEHICLE #1. VEHICLE #4 SOUTH ON STEVENS COLLIDED WITH VEHICLE #1, THE PEDESTRIAN AND VEHICLE #3. VEHICLE #5 SOUTH ON STEVENS COLLIDED WITH VEHICLE #1 AND VEHICLE #4.

AMBULANCE CODES 546, NAME AND ADDRESS OF OWNER OF DAMAGED PROPERTY (OTHER THAN VEH)

Table with columns for names of persons involved and counts for ages 25-34. Includes names like M23, F21, F66, F19, M8, F5.

3255-3580-01

13, 14, 16, 17, 18

15, 16, 17, 18

19, 20, 21, 22

23, 24

LOCAL CODES

INVESTIGATING AGENCY
CODE NUMBER

00305

TRAFFIC ACCIDENT REPORT
STATE OF MAINE

90-9694

FOR D.P.S. USE ONLY

09464

DATE OF ACCIDENT

MONTH 2

DAY 24

YEAR 90

DAY OF WEEK SAT

TIME 1629

TIME REPORTED 1629

TIME ARRIVED 1640

ON

ROUTE

OR NAME OF STREET OR HIGHWAY

STEVENS AVE.

CITY OR TOWN

PORTLAND

CODE NUMBER

019 U

COUNTY

CUMBERLAND

HIT AND RUN

AT

BETWEEN NODE NUMBERS

DISTANCE FROM SCENE

TO NUMBER

MILES AND TENTHS TO LANDMARK

N
W S E
CIRCLE ONE

UNIT NO. 1 - VEHICLE 3

TOTAL UNITS INV 5

UNIT NO. 2 - VEH 4 PED BIKE

DRIVER'S LICENSE NUMBER - 1

LAST-KNOWN

STATE

ME

DRIVER'S LICENSE NUMBER 2

STATE

ME

FIRST NAME MIDDLE INITIAL LAST

FIRST NAME MIDDLE LAST

NUMBER AND STREET

MOUNTFORT ST

NUMBER AND STREET

ST. JOSEPH ST

CITY STATE CODE NUMBER

PORTLAND ME 20

CITY STATE CODE NUMBER

PORTLAND ME 20

DATE OF BIRTH SEX LICENSE STATUS REST/PERM CLASS

F ASPN 3

DATE OF BIRTH SEX LICENSE STATUS REST/PERM CLASS

1 F ASPN A/ 3

FIRST NAME - OWNER 1 MIDDLE LAST

FIRST NAME - OWNER 2 MIDDLE LAST

SAME

NUMBER AND STREET

MOUNTFORT ST

NUMBER AND STREET

CITY STATE CODE NUMBER

PORTLAND ME 20

CITY STATE CODE NUMBER

PORTLAND ME 20

VEHICLE TYPE YEAR AND MAKE COLOR

TRUCK 86 NISSAN BL

VEHICLE TYPE YEAR AND MAKE COLOR

4 DOOR 84 CHRYSLER GRAY

LICENSE PLATE NUMBER YEAR ISSUE STATE NO OCCUP

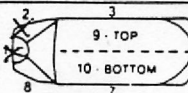
90 MAINE 0

LICENSE PLATE NUMBER YEAR ISSUE STATE NO OCCUP

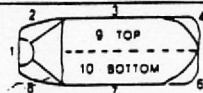
90 MAINE 1

VEHICLE IDENTIFICATION NO

VEHICLE IDENTIFICATION NO



TOWED FROM SCENE YES NO
DAMAGE CODES 1, 2 BtS 3000.00
DAMAGE ESTIMATE



TOWED FROM SCENE YES NO
DAMAGE CODES 4, 5, 6, 1, 2 \$1000.00
DAMAGE ESTIMATE

INDICATE NORTH BY ARROW



DESCRIPTION:

AMBULANCE CODES

NAME AND ADDRESS OF OWNER OF DAMAGED PROPERTY (OTHER THAN VEH)

TOTAL NUMBER OF PERSONS INVOLVED

NAMES OF ALL PERSONS INVOLVED (DRIVERS - PASSENGERS - WITNESSES - VESSEL CREW)

MAINE STATE POLICE

TRAFFIC DIVISION

MAR 05 1990

ACCIDENT RECORDS RECEIVED

OFFICER NUMBER | TROOP OR DEPARTMENT

APPROVED BY:

DATE

SCALE CODES

13
14
15
16
17
18
19
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22
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24

BRADISH - YOUNG

UJ sample
WNS
2

DATE OF ACCIDENT MONTH 2 DAY 24 YEAR 90 DAY OF WEEK SAT TIME 1629 TIME REPORTED 1629 TIME ARRIVED 1640

ON ROUTE STEVENS AVE OR NAME OF STREET OR HIGHWAY CITY OR TOWN PORTLAND CODE NUMBER 019 COUNTY CUMBERLAND HIT AND RUN

AT BETWEEN NODE NUMBERS [] [] [] DISTANCE FROM SCENE TO NUMBER [] [] [] MILES [] TENTHS [] MILES AND TENTHS TO LANDMARK W N E S E CIRCLE ONE

UNIT NO. 1 - VEHICLE 5 TOTAL UNITS INV 5 UNIT NO. 2 - VEH 2 PED BIKE

DRIVER'S LICENSE NUMBER - 1 5917195X STATE ME DRIVER'S LICENSE NUMBER 2 _____ STATE _____

FIRST NAME MIDDLE LAST DRIVER'S FIRST NAME MIDDLE LAST

NUMBER AND STREET DRIVER'S NUMBER AND STREET

CITY STATE CODE NUMBER DRIVER'S CITY STATE CODE NUMBER

DATE OF BIRTH SEX LICENSE STATUS REST/PERM CLASS DRIVER'S DATE OF BIRTH SEX LICENSE STATUS REST/PERM CLASS

FIRST NAME - OWNER 1 MIDDLE LAST OWNER'S FIRST NAME - OWNER 2 MIDDLE LAST

NUMBER AND STREET OWNER'S NUMBER AND STREET

CITY STATE CODE NUMBER OWNER'S CITY STATE CODE NUMBER

VEHICLE TYPE YEAR AND MAKE COLOR OWNER'S VEHICLE TYPE YEAR AND MAKE COLOR

LICENSE PLATE NUMBER YEAR ISSUE STATE NO OCCUP OWNER'S LICENSE PLATE NUMBER YEAR ISSUE STATE NO OCCUP

VEHICLE IDENTIFICATION NO OWNER'S VEHICLE IDENTIFICATION NO

TOWED FROM SCENE YES NO DAMAGE CODES 1,2,3 DAMAGE ESTIMATE \$ 1000.00

INDICATE NORTH BY ARROW

DESCRIPTION:

AMBULANCE CODES NAME AND ADDRESS OF OWNER OF DAMAGED PROPERTY (OTHER THAN VEH)

TOTAL NUMBER OF PERSONS INVOLVED

NAMES OF ALL PERSONS INVOLVED (DRIVERS - PASSENGERS - WITNESSES - PEDESTRIANS)	25	26	27	28	29	30	31	32	33	34
MAINE STATE POLICE TRAFFIC DIVISION										
MAR 05 1990										
ACCIDENT RECORDS RECEIVED										

1
10
3
13
4
8
7
1
10
30
20
HANOVER INV.

13
14
15
16
17
18
19
20
21
22
23
24
LOCAL CODES