

Bicycle and Pedestrian School Safety Review Study: Assessment & Implementation Report



Heritage Middle School

Deltona, FL

**Volusia County Transportation Planning Organization
Bicycle and Pedestrian School Safety Review Study**

**Assessment & Implementation Report
Heritage Middle
Deltona, FL**

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EXECUTIVE SUMMARY

Lassiter Transportation Group, Inc. (LTG) was contracted by the Volusia County Transportation Planning Organization (TPO) to prepare an Assessment Report for the Bicycle and Pedestrian School Safety Review Study for 17 Volusia County schools. The Assessment Report for the Bicycle and Pedestrian School Safety Review Study will aid the Volusia County TPO in making recommendations for projects that will improve conditions within the walk zones for these schools, and potentially make walking and biking to school a more attractive mode of transportation for students. The subject of this Assessment Report is Heritage Middle School. The recommendations which are being made as a result of the findings of these report are summarized as follows:

- Continued parent education with respect to school arrival and dismissal procedure
- Police presence, where possible, to discourage parent vehicle parking and standing habits which may prove hazardous
- Repair and continued maintenance of school flashing signals on Courtland Boulevard, north and south of Hathaway Street
- Installation of sidewalk on Parnell Court along with crossing striping across intersection with Hathaway Street

Purpose

The purpose of this study is to improve the environment for students to walk or bicycle to school. The goal for the assessment phase of the Bicycle and Pedestrian School Safety Review Study is to provide the Volusia County TPO with a comprehensive study that will delineate each of the listed school's concerns, document the observed pedestrian and bicycle circulation routes adjacent to the school sites, and then make recommendations for improvements. The assessment examines the walk zone surrounding the school to evaluate safety issues that may affect students walking or bicycling to school.

The U.S. Department of Health and Human Services Center for Disease Control (CDC) and Prevention has determined that students are not as active as they were 10 years ago when physical activity was incorporated into each student's schedule (KidsWalk-to-School, CDC). This has caused the percentage of overweight students from ages six to eleven years to double over the past 30 years. The CDC has determined that the following are benefits associated with students who walk or ride their bicycle to school.

- Increased practice of safe bicycle, pedestrian, and traffic skills
- Knowledge of their environment
- Improved childhood health
- Improved sense of self-image and autonomy
- Reduced childhood obesity
- Conducive to a healthy social and emotional development
- More alert students who do better in school
- Increased likelihood that students will grow up to lead a healthy lifestyle

The Safe Routes to School (SRTS) program and the CDC went on to say that not only does a safe walking and bicycling environment benefit students, but it also benefits the community in the following ways:

- Decline in the congestion on the roads
- Decreased opportunities for traffic accidents
- Improved air quality
- Improved community security
- Reduced fuel consumption
- Enhanced community accessibility
- Increased community involvement
- Improved partnerships among schools, parents, community groups, and the local government leaders

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INTRODUCTION

LTG has been retained to conduct an Assessment Report for Heritage Middle School as part of a Bicycle and Pedestrian School Safety Review Study for the Volusia County TPO. Heritage Middle School is located at 1001 Parnell Court, in the City of Deltona. A school location map, that also illustrates the walk zone of the school, is presented as Figure 1.

Background on Heritage Middle School

Heritage Middle School is currently in its 11th year of operation. The Principal of Heritage Middle is Mrs. Carolyn Carbonell.

The following general information on Heritage Middle has been provided by Principal Carbonell:

- **Number of Volusia County Buses in Use:** 14
- **Percentage of Walkers:** Approximately 25%
- **Student Population:** 1,223 Students
- **Location and Description of Access Points:**
 - One Driveway off of Parnell Court (east of Hathaway Street) which provides access to visitor parking and parent-loop. There is also a walker's gate adjacent to this driveway that accommodates another sidewalk which leads to the front of the school.



Illustration 1: Walker's Gate Access off Parnell Court

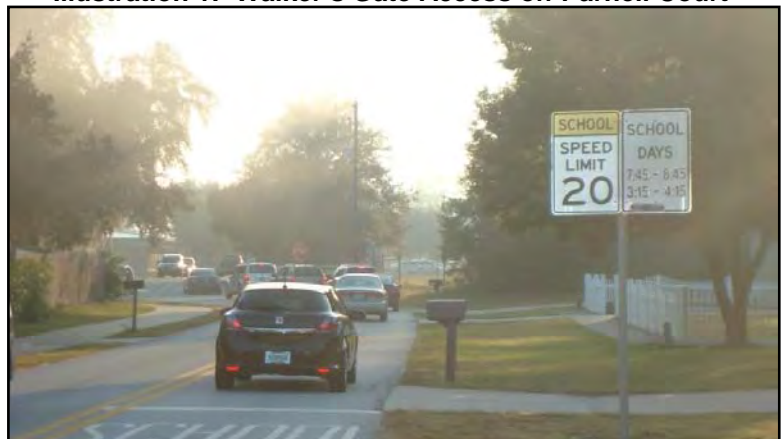
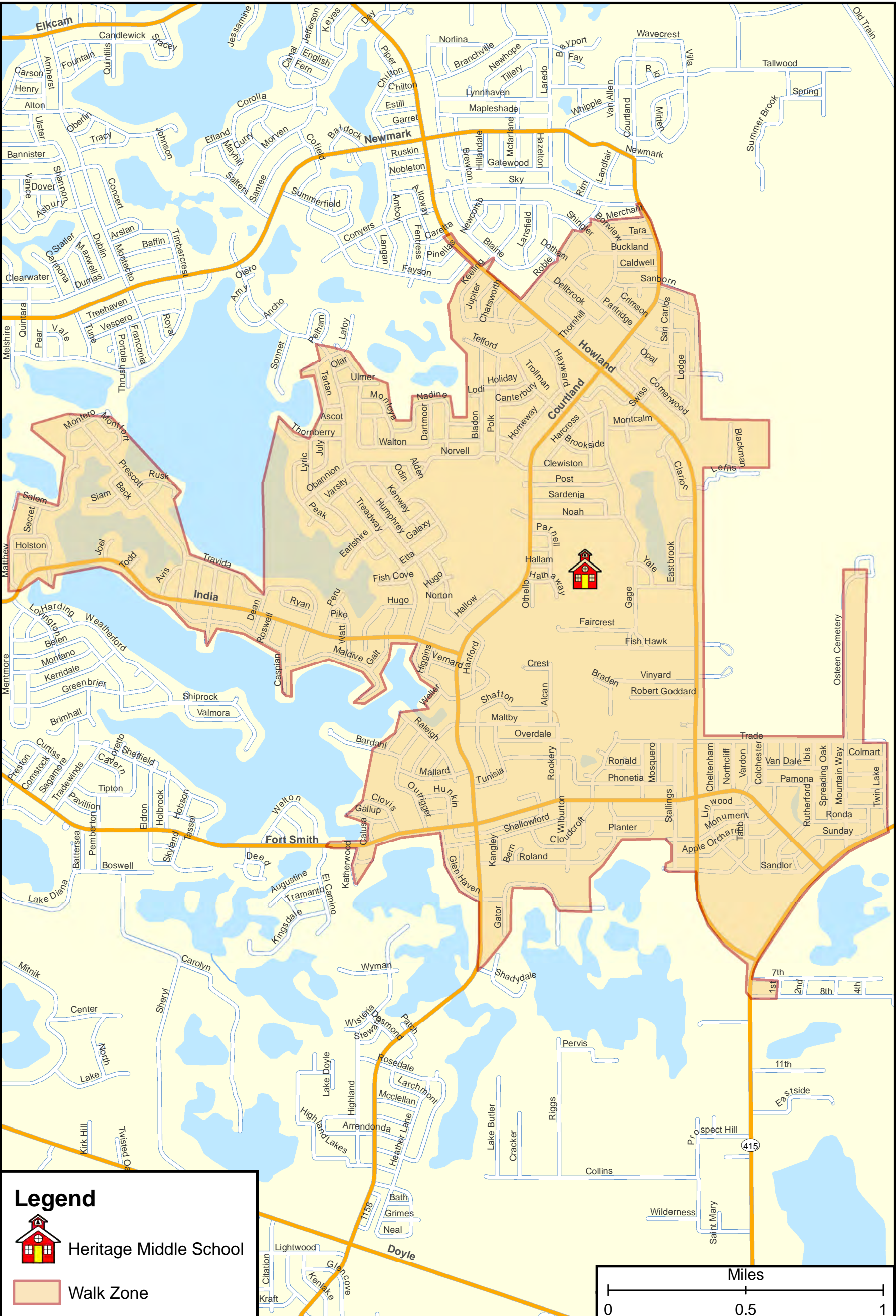




Illustration 2: Parnell Court driveway to parent-loop, visitor parking, and staff parking



Legend

 Heritage Middle School

 Walk Zone


Heritage Middle School
Bicycle and Pedestrian School Safety Review Study
Bicycle and Pedestrian School Safety Review Study


School Walk Zone

N
W E
S

Figure: 1

Miles
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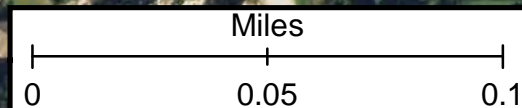
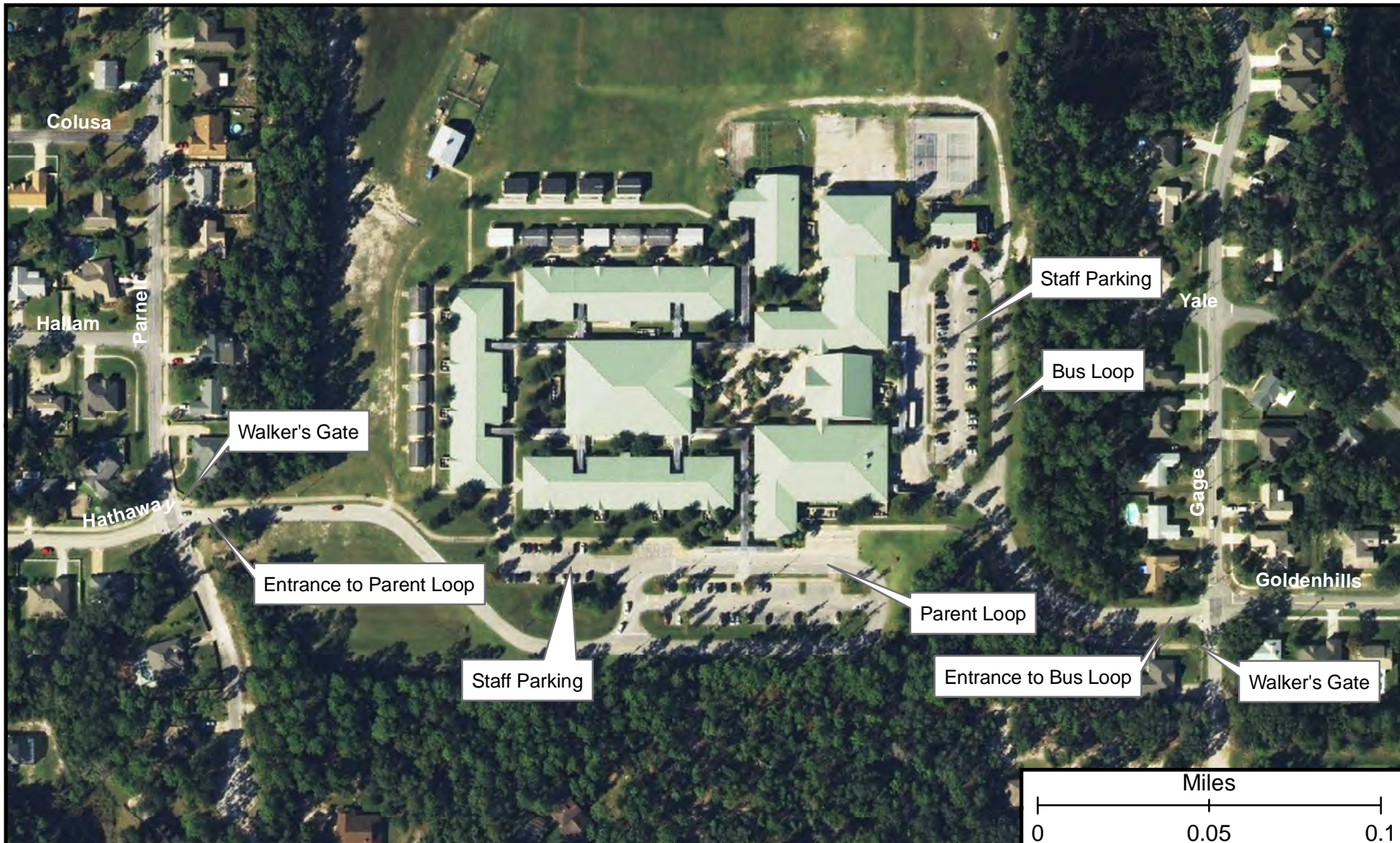

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- One driveway off of Gage Avenue (west of Golden Hills Street), which provides access to Staff parking lot and bus loop. There is also a walker's gate adjacent to this entrance that accommodates a sidewalk which leads to the front of the school. An aerial of the school and its driveways is attached as Figure 2.



Illustration 3: Driveway and walker's gate off of Gage Avenue



Heritage Middle School

Bicycle and Pedestrian School Safety Review Study

Bicycle and Pedestrian School Safety Review Study

Aerial

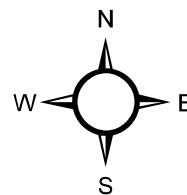


Figure: 2



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EXISTING CONDITIONS

Heritage Middle School is located at 1001 Parnell Court in the City of Deltona, Florida. The school has connection to Courtland Boulevard to the west, via Hathaway Street. Courtland Boulevard is a Volusia County urban arterial with a posted speed limit of 35 mph (except during the school arrival and dismissal time through the school zone, when the speed limit is 20 mph), throughout the Heritage Middle School walk zone. Parnell Court is a City (local) street which provides access to Courtland Boulevard for adjacent residences.

School Walk Zone

The Heritage Middle School walk zone is bound by Merchant Terrace to the north, Matthew Court to the west, Howland Boulevard to the east, and 8th Street at its southernmost point. The following Volusia County Schools are also located within these limits:

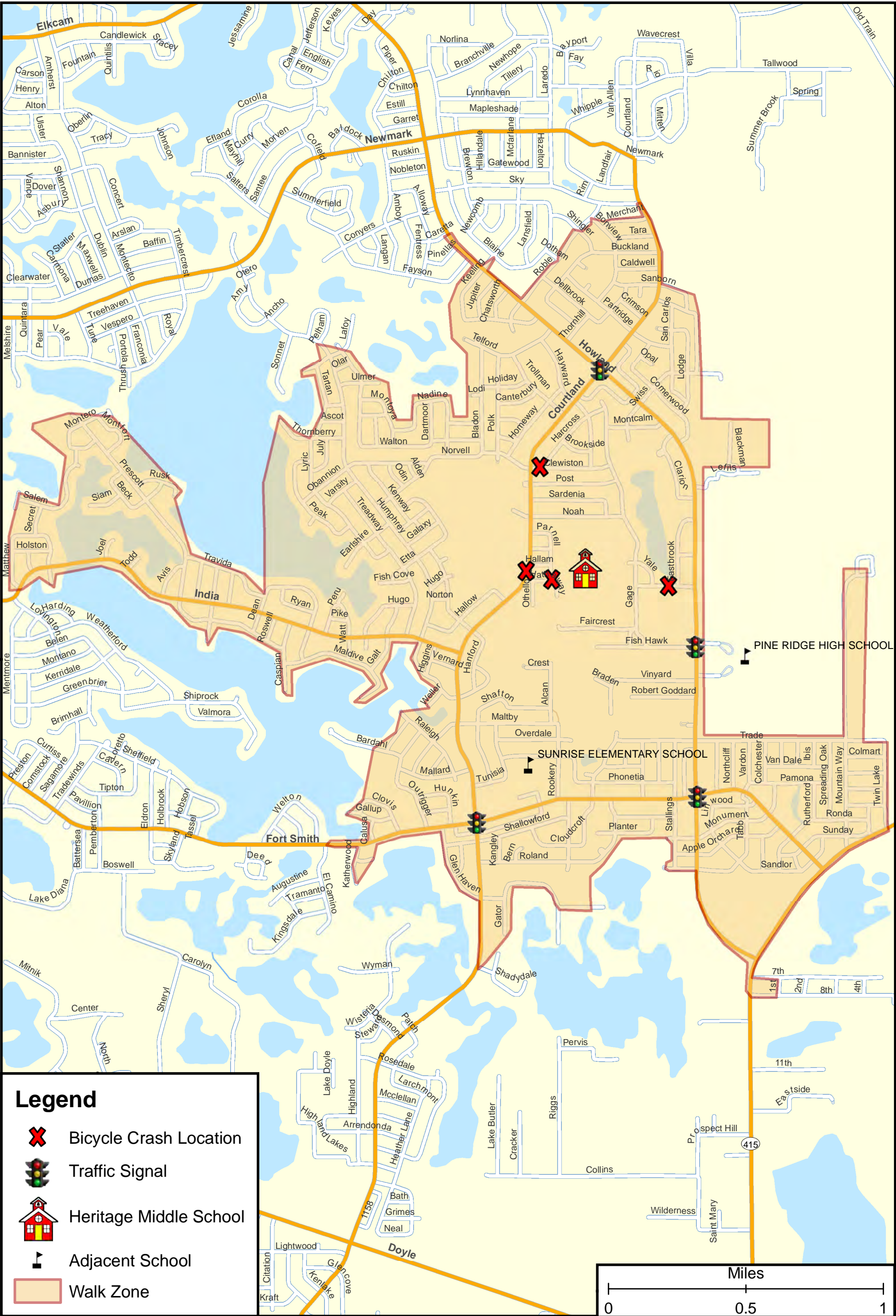
- Sunrise Elementary School
- Pine Ridge High School

The school is located within a residential area and the zone is served by a network of residential streets, which ultimately provide direct access to Courtland Boulevard to the west and Howland Boulevard to the east. Volusia County transit (Votran) has stops along Fort Smith Boulevard and Howland Boulevard within the walk zone. Figure 3 shows the approximate locations of the other schools, as well as the crash locations discussed below. The locations of traffic signals are also indicated.

Crash Data

Pedestrian and bicycle crash data for Heritage Middle School's walk zone was obtained from Volusia County and is presented in Table 2. The data in Table 2 was generated based on the following guidelines:

- Data was collected during the timeframes of 8:15 a.m.- 9:15 a.m. and 3:15 p.m.- 4:15 p.m. on Mondays, Tuesdays, Thursdays, and Fridays
- Data was collected during the timeframes of 8:15 a.m.- 9:15 a.m. and 2:15 p.m.- 3:15 p.m. on Wednesdays
- Data was collected within the walk zone of the school
- Crashes occurring within the last three years



Legend

- Bicycle Crash Location
- Traffic Signal
- Heritage Middle School
- Adjacent School
- Walk Zone

Heritage Middle School
Bicycle and Pedestrian School Safety Review Study
Bicycle and Pedestrian School Safety Review Study

Existing Conditions

Figure 3

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Table 1
Bicycle and Pedestrian Crash Data for Heritage Middle School
Heritage Middle School Assessment Study

DATE	ACCIDENT INTERSECTION	BICYCLE/PEDESTRIAN INVOLVMENT	DAY/NIGHT	AGE OF CYCLIST/PEDESTRIAN
11/8/2006	PARNELL CT @ HATHAWAY ST	COLL. W/ BICYCLE	DAYLIGHT	10
1/31/2007	CR 4153 COURTLAND BLVD @ CLEWISTON ST	COLL. W/ BICYCLE	DAYLIGHT	14
8/20/2007	CR 4153 COURTLAND BLVD @ HATHAWAY ST	COLL. W/ BICYCLE	DAYLIGHT	11
1/30/2008	GOLDENHILLS ST @ YALE DR	COLL. W/ BICYCLE	DAYLIGHT	16

Data collected for this table is shown in Appendix A. The crash data shows that within the walk zone, there were four bicycle related accidents. It should be noted that approximately three of the bicyclists listed above are within the age range of middle school students. A detailed review of the crash reports does not allow any conclusions to be drawn with respect to hazard trends within the walk zone. It should be noted that the 1/31/2007 crash listed above is one that might have been correctible by a flashing beacon in advance of Hathaway Street on Courtland Boulevard, which may not have been present at that time (but is under existing conditions).

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MEETINGS

A meeting was held at Heritage Middle School on September 27, 2010. In attendance were members of LTG Staff, Volusia TPO Staff, Heritage Middle School Principal Carolyn Carbonell, Assistant Principal Elizabeth Johnson, Assistant Principal Scott Lifvendahl, and City of Deltona Planning Staff. This meeting, along with a questionnaire which was produced by LTG and completed by the Principal, assisted in identifying matters of concern within the school walk zone (see completed questionnaires as well as initial letters sent to establish this meeting in Appendix B).

Meeting Summary

Items of concern to the teaching staff, and those brought to the attention of the Principal by concerned parents, were discussed within the meeting. According to the Principal, there are no known safety or maintenance issues with respect to sidewalks within the school walk zone. However, the number of parents parking and standing along the shoulders of Parnell Court or Golden Hills Road, at the back entrance of the school, as opposed to utilizing the parent-loop to drop off and pick up students was highlighted by the Principal as a safety concern.

Other concerns pointed out by Principal Head or CG Supervisor Leatherman are as follows:

- Parents park their vehicles on both the left and right sides of Hathaway Street in the morning while waiting for the school gates to open.
- Motorists seem to ignore the STOP signs at the Parnell Court/Hathaway Street intersection frequently.



Illustration 4: Cars parking along shoulder of Parnell Court

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FINDINGS AND RECOMMENDATIONS

This section of the report includes data collected during the on-site and off-site investigative observations of Heritage Middle School and its walk zone. Areas of interest identified in the meeting and completed questionnaires from Principal Carbonell were investigated, along with a thorough field review of conditions within the walk zone.

LTG evaluated the safety of sidewalk features based on conditions that are deemed hazardous in the *2009 Florida Statutes*, the *Americans with Disabilities Act (ADA) of 1990 Guidelines*, the *Manual on Uniform Traffic Control Devices (MUTCD)*, the *Florida Department of Transportation (FDOT)*, and the *Federal Highway Administration (FHWA)*. The relevant excerpts are included in Appendices C and D.

For a walkway that is parallel to the road, the *2009 Florida Statutes*, Chapter 1006.23 considers the following conditions to be hazardous:

- If there is not an area at least 4 feet wide adjacent to the road, having a surface upon which students may walk without being required to walk on the road surface
- The road along which students must walk is uncurbed and has a posted speed limit of 55 miles per hour

For walkways that are perpendicular to the road, the *2009 Florida Statutes*, Chapter 1006.23 considers the following conditions to be hazardous:

- If the traffic volume on the road exceeds the rate of 360 vehicles per hour, per direction (including all lanes), during the time students walk to and from school and if the crossing site is uncontrolled (an "uncontrolled crossing site" is an intersection or other designated crossing site where no crossing guard, traffic enforcement officer, or stop sign or other traffic control signal is present during the times students walk to and from school)
- If the total traffic volume on the road exceeds 4,000 vehicles per hour through an intersection or other crossing site controlled by a stop sign or other traffic control signal, unless crossing guards or other traffic enforcement officers are also present during the times students walk to and from school

On-Site Investigation - A.M. Observations

LTG visited Heritage Middle School on Tuesday October 5, 2010 during school arrival and dismissal time. Both periods were observed for an interval of 25 minutes before and after the bell, for a comprehensive view of all queuing, entering, and exiting patterns at different entry/exit points around the school as well as student walking and cycling practices at the crosswalk and along the adjacent roadways. The following general information was gathered (see Appendix E for checklist):

- The school has two bike racks, both observed to be in full use
- Few skateboards were noted
- Over half of bikes in rack were observed to have helmets attached
- Two school related flashing signals located to the north and south of the school were present, although not operational on the day of the observations



Illustration 5: Western bike rack

Observation: LTG began the investigation by observing vehicular traffic on Parnell Court. The observation began minutes before the school gates on Parnell Court were opened to students and parents by the member of school staff responsible for supervising the gate at arrival time. It was noted that a queue of parent vehicles was formed on both Hathaway Street and Parnell Court. The observed queue on Hathaway Street did not back up as far as Courtland Boulevard and there were no observed conflicts with traffic on Courtland Boulevard. Vehicles authorized to enter the school gates earlier than students and parents were seen to move around the stacked cars by using the oncoming traffic lane. No conflicts with these vehicles were observed, likely due to the fact that the traffic near the Hathaway Street/Parnell Court intersection at that time would have also been school traffic.

Recommendations: Continuation of school efforts in mailing materials to educate parents on campus arrival and dismissal procedure may help. With more knowledge of campus operations during the arrival period, parents may choose to drop their



Illustration 6: Eastern bike rack

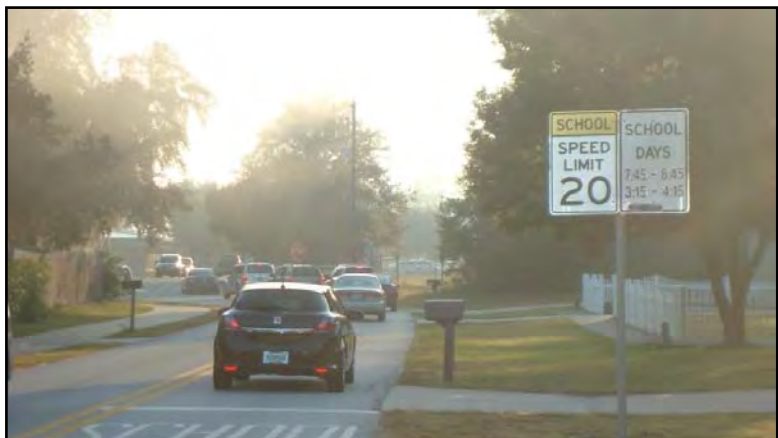


Illustration 7: Cars on Hathaway Street just after gate opening

kids off outside the school to wait for gates to open in the presence of the on-duty member of staff as opposed to stacking their vehicles to await the gate opening. The City of Deltona recommends that the school plan an on-site queuing area for parents, as a long range goal, when funding becomes available.

Observation: Parent-loop was observed to operate efficiently in getting parents in and students dropped off fairly quickly.

Recommendations: N/A

On-Site Investigations - P.M. Observations

Observation: Motorists parked along the eastern shoulder of Parnell Court as well as western side of Hathaway Street to wait for kids, as opposed to utilizing the parent-loop. This is a potentially hazardous situation because it causes students to cross Parnell Court along the segment where there are no sidewalks and no crossing markings.

Recommendation: Police presence, where possible, would discourage improper stacking and standing.

Observation: During the observation, motorists were seen to stop appropriately at the four-way STOP-controlled intersection of Parnell Court and Hathaway Street. It should be noted that a member of staff was present at the walker's gate overseeing the dismissal process on the observation day.

Recommendation: N/A.



Illustration 8: Drop-off point at parent-loop

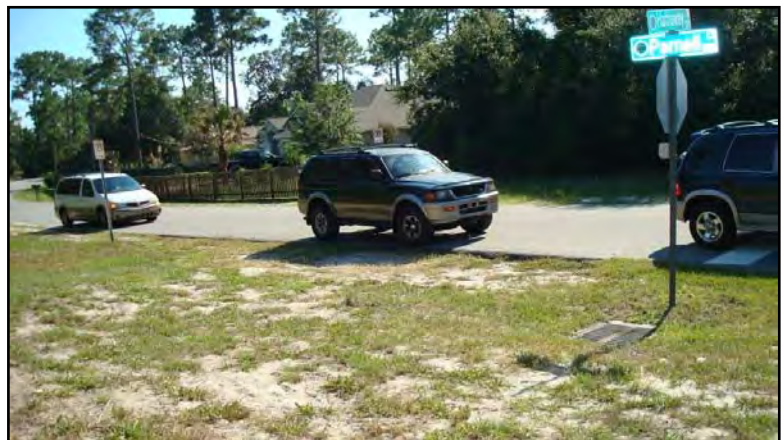


Illustration 9: Vehicles standing on Parnell Court



Illustration 10: Parnell Court/Hathaway Street intersection

Off-Site Investigation

Observations: The school related flashing signals located to the north and south of the school along Courtland Boulevard were not operational on the day of observation

Recommendations: Care should be taken by the responsible agency to maintain these signals in working order, as they play an important role in warning motorists of an increased pedestrian presence and the appropriate speed for travel along this segment of Courtland Boulevard.

Observation: Students walk within the travelled way of the southern segment of Parnell Court, which does not feature a sidewalk. Although there are few homes located on this segment of Parnell Court, students travelling from homes to the south use this road as a cut-through.

Recommendation: Due to the presence of the school, Parnell Court should feature a sidewalk on at least one side of the roadway. Therefore, sidewalk should be installed along this location, just as sidewalk is already in place on the eastern side of the northern segment of Parnell Court.



Illustration 11: Students walking in travel lane of Parnell

Observations/Note: Concerns have been raised by residents along Parnell Court about speeding vehicles and cut-through traffic in the area.

Recommendations: Speed tables along Parnell Court and traffic calming at the intersection of Hathaway Street and Parnell Court to restrict turning movements into the neighborhood is recommended and is included in long-range plans by City of Deltona.

Sidewalk Inventory

An inventory of sidewalk coverage within the walk zone was obtained from Volusia County. A field review of the area was taken to verify this data. The walk zone for Heritage Middle School is served by a road network featuring continuous sidewalk coverage on at least one side of the road at all times. Note that no maintenance issues with respect to sidewalks were noted within the school walk zone. This is consistent with information provided by the school Principal. The width and setback of these sidewalks meet, and often exceed, Volusia County minimum criteria. The exception to this sidewalk coverage is along the southern segment of Parnell Court. Although there are presently few homes located along this section of Parnell Court, students have been observed to use this road as a cut-through from the development southwest of the school. Therefore, it is recommended that a sidewalk be installed along the east side of Parnell Court along with striping across Hathaway Street (at the school entrance) to the north segment of Parnell Court, which already features a sidewalk.



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OTHER RECOMMENDATIONS

The number of walkers to Heritage Middle School, estimated by the Principal at approximately 25 percent, is average. Good and, seemingly, well-maintained sidewalk coverage is already in place serving the walk zone. Additionally, a review of crash history and discussions with the Principal and other members of the school staff have indicated that road safety within the walk zone has not been a concern. Therefore, other ideas to increase walking and bicycling to this school may be considered.

One such idea is the Walking School Bus program. A Walking School Bus is a group of children walking to school with one or more adults. The Florida Department of Health and Volusia TPO are currently working together to implement this program at certain elementary schools within Volusia County. Although no Middle Schools are currently being considered for this program by these agencies, Heritage Middle School may be a good school at which to implement such a program for the following reasons:

- There are already good quality sidewalks in place to easily facilitate this program
- Roadway and sidewalk connectivity within the walk zone is such that the majority of students ultimately access the major roadways of Courtland Boulevard, Howland Boulevard, or India Boulevard in order to travel to and from school, which would make the establishment of major routes for the walking bus relatively simple
- Larger groups of students walking together may increase comfort level of students and parents of students not currently walking to school due to safety concerns

LTG recommends that this program be considered for implementation at Heritage Middle School. Walking School Bus programs generally begin small, with view to expand as success is achieved. The recommended initial route should begin at the India Boulevard/Courtland Boulevard intersection, which may attract walkers living west and south of the school.

The demographic of the City of Deltona is reported to include an Hispanic population of approximately 20 percent. Therefore, it is also recommended that any bicycle and pedestrian safety literature mailed to parents be sent out in both English and Spanish.

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SUMMARY

Table 2 summarizes all recommendations that have been made within this report. The sidewalk recommendation is graphically illustrated on Figure 4. It should be noted that Volusia County has identified \$1,000,000 for the purpose of constructing sidewalks at not-yet determined locations in its 2010/2011-2014/2015 Transportation Improvement Program. Therefore, it is recommended that the City of Deltona and the County collaborate to implement the recommendations of highest priority.

Table 2
Summary of Recommended Improvements
Heritage Middle School Assessment Study

Location	Observations	Recommendations
On-Campus		
On Parnell Court and Hathaway Street	Stacking of motorists on Parnell Court and Hathaway Street to await gate opening at arrival time	Continued parent education of supervised arrival time and options; the City of Deltona has recommend that the school plan to establish an on-site queuing area as a long range goal, when funds become available
On Parnell Court and Hathaway Street	Parents stop and stand in their vehicles to drop off and pick up kids instead of using the parent-loop	Police presence, where possible; Continued parent education
Off-Campus		
Flashing signals on Courtland Boulevard north and south of Hathaway Street	Signals were non-operational	Regular maintenance by the responsible agency to keep these signals in working order
South segment of Parnell Court	Students walking in travelled way on Parnell Court	Sidewalk, along with crossing striping across intersection with Hathaway Street, is recommended for installation on the east side of Parnell court
Parnell Court	Concerns about speeding vehicles in the area have been reported by residents along Parnell Court	Speed tables are recommended and have been acknowledged by the City of Deltona Planning Staff as a long-range improvement

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EXECUTIVE SUMMARY – IMPLEMENTATION REPORT

Lassiter Transportation Group, Inc. (LTG) was retained by the Volusia Transportation Planning Organization (TPO) to prepare an Implementation Report for the Bicycle and Pedestrian School Safety Review Study for 17 Volusia County schools. The Implementation Report for the Pedestrian and Bicycle School Safety Review Study is based on observations and recommendations of the Assessment Report and includes cost data, ranking criterion for the recommended improvements, and the best practices to follow on old and new developments. The subject of this Implementation Report is Heritage Middle School. Recommendations for sidewalk improvements within this report have an associated total cost of \$10,326.12.

Assessment of Existing Conditions

Conditions within the walk zone of Heritage Middle School have been presented and assessed within the Assessment Report contained in the previous sections. Recommendations were also made within those sections to improve observed conditions. These recommendations are evaluated within the following sections, based on these factors:

- Safety severity
 - Distance from the school
 - Crashes
 - Traffic flow (how it affects walkers and bicyclists)
- Benefits associated with improvement
 - Walker and bicyclist traffic
 - Walking and bicycling network/connectivity
- Constructability
- Cost

Each safety issue was rated, ranked, and placed on a prioritized list. A preliminary cost estimate was completed using the FDOT's *2010 Basis of Estimates Manual*. Actual construction costs may vary based on detailed engineering. It is noted that an in-depth engineering constructability analysis of the project should be conducted to determine if the recommendation can be constructed at the suggested estimated cost since recommendations are based on field observations.

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BEST PRACTICES

This section of the report will address the best practices which make walking and bicycling a safer mode of transportation for students. These practices are not only applicable to the walk zone but to any new or old development that supports walking and bicycling. The data gathered for this section of the report comes from the Federal Highway Administration (FHWA), Americans with Disabilities Act of 1990 (ADA), and other documents that are supported by the FDOT.

Sidewalk Design for New Roadways and Developments

Findings

Sidewalk design for new roadways and developments are usually based on anticipated pedestrian demand, the type of development, whether residential, industrial, or commercial, and the jurisdiction. Developers may not want to construct sidewalks because the adjoining properties may not have sidewalks. In some cases, development requirements did not address sidewalk construction or connectivity. These conditions have led to developments that do not include sidewalk connectivity.

Best Practices

When planning a development which is located within the walk zone of a school, safe, connected networks of sidewalks that can be easily navigated by students should be required. If it is not possible to have safe sidewalks then multi-use trails should be considered.

All sidewalks should provide for disabled pedestrians and ought to be incorporated into the planning process for all new roadways and developments. The FHWA has established the following guidelines to assist local jurisdiction with determining when and where pedestrian facilities are needed.

- Develop sidewalks as integral parts of all city streets
- If land use plans anticipate pedestrian activity, then sidewalks should be constructed as part of the street development
- Sidewalks should connect nearby urban communities
- Provide sidewalks in rural and suburban areas at schools, local businesses, and industrial plants that result in pedestrian concentrations
- Provide sidewalks whenever the roadside and land development conditions are such that pedestrians regularly move along a main or high-speed highway
- Incorporate sidewalks in rural areas with higher traffic speeds and the general absence of lighting
- Construct sidewalks along any street or highway without shoulders, even if there is light pedestrian traffic

The FHWA went on to say that to initiate the sidewalk installation guidelines above and to promote accessible sidewalk facilities, municipalities should consider the following recommendations:

- Agencies should accept bids from contractors who understand and construct accessible facilities
- Require employees and contractors to demonstrate their knowledge of accessibility topics. If, at any stage of the development process (i.e., planning, design, or installation) accessibility is not addressed, hold the responsible party accountable and make improvements.

- Engineering, transportation, and public policy decision makers should partner with transit providers on projects and programs, and require that transit systems include accessible pedestrian facilities
- Consult with representatives from disability agencies and organizations during all phases of project development
- Include persons with disabilities in the first phases of programming, planning, designing, operating, and constructing pedestrian facilities
- Agencies should ensure that accessibility guidelines are followed throughout planning, project development, and construction of pedestrian facilities

Other local agencies, such as the school board within which the development falls, and the city or county planner, should make sure that the sidewalks are within the minimum set requirements, have good connectivity between residential and commercial developments, increase the allowable densities near major intersections (wider sidewalks), are near major shopping areas and transit lines, and ensure pedestrian friendly sidewalk designs. However, specific design principles must be in place before these options can be exercised. Planning for pedestrian sidewalk usage should be one of the primary goals for developers and should be an integral part of planning for walkable communities.

New developments should consider the following sidewalk safety features to plan for walkers and bicyclists:

- Sidewalks should be constructed on both sides of the road
- Wide pathways
- Acceptable lighting
- No obstacles within walkway
- Sidewalk connectivity
- Sidewalk network
- ADA compliant
- Pedestrian facilities (e.g., shaded benches)
- Changes in grade and slope should be moderate

Sidewalk Retrofit

Findings

Cities, counties, and states have codes and regulations that determine how wide a sidewalk must be and how much shoulder should exist between the sidewalk and pavement. The cities and counties must also follow regulations, set by the ADA, to aid disabled pedestrians. These codes have changed as a result of society working towards consuming less energy and promoting safety and healthier lifestyles. In some older neighborhoods, sidewalks are not up to standards since ADA guidelines were not developed and implemented until the 1990s. If the roadway is retrofitted in the future, then existing sidewalks must be brought into compliance with current ADA standards.

Issues with retrofitting sidewalks may include right-of-way costs, conflicting drainage features or swales in the right-of-way, and steep grades. Some sidewalks may have all the aforementioned issues but insufficient right-of-way for retrofitting.

Best Practices

It is best to create developments with school routes, pedestrian transit routes, and amenities within close walking distances. However, retrofitting sidewalks should be considered in older, noncompliant developments. Additional right-of-way may be required to implement retrofit recommendations.

Projects aimed at retrofitting older sidewalks should research data pertaining to what type of right-of-way exists, a cost analysis of the right-of-way purchase, cost of construction, the condition of existing sidewalks, and the benefits associated with the project. The right-of-way acquisitions process is detailed in *The Real Estate Acquisition Handbook* and is produced by the FDOT.

Existing Substandard Sidewalk

Findings

Older neighborhoods and developments that did not plan for pedestrians may have existing substandard sidewalks. Substandard sidewalk issues include the following (Pedestrian and Bicycle Information Center):

- Sidewalks are buckled, lifted, or cracked due to tree roots or other causes
- Sidewalks are blocked due to the placement of utility poles, sign posts, potholes, fire hydrants, bus benches, newspaper racks, parked cars, or other obstructions
- Sidewalks are blocked by bushes or low tree branches
- Sidewalks lack curb ramps at street corners, crosswalks, and driveways
- The driveway side slopes are steep and hard to cross
- Sidewalk shoulders and adjacent drop-offs are excessive

Any of these existing conditions may make walking and bicycling difficult. When sidewalks are obstructed or do not have curb ramps, it is difficult for walkers and bicyclists to get off the sidewalk and on to the pavement to walk around the obstruction. Driveways with steep side slopes may cause walkers to trip or bicyclists to lose balance.

Best Practices

It is important to determine what sidewalks are substandard and those sidewalks should be placed on a prioritized list to be repaired or brought up to current standards. Maintaining existing sidewalks is paramount to providing a safe walking and bicycling environment.

The restriction of heavy vehicles on the sidewalk, installing root barriers if trees are planted too close to a sidewalk, and removing obstacles will keep sidewalks safe for students who are walking or bicycling to school. Depending on the average width of tree root spread, there should be rules that determine what species, and how far, trees must be planted from the sidewalk to prevent cracks and buckling. Trees and bushes should be kept trimmed to avoid blocking the sidewalk and to maximize the mobility of pedestrians. For obstacles that cannot be moved, regulations should be developed that prevent future installations affecting the sidewalk.

Driveways that have steep slopes should be re-graded to conform to ADA approved practices. This will allow for an easy transition between the sidewalk and the driveway for all pedestrians and bicyclists.

Curb ramps should be installed at all crossings, wherever applicable, such as at an intersection or at a mid-block crossing. Sidewalks should end at a detectable warning strip or whenever the sidewalk changes, such as at a mid-block crossing, and should conform to standards approved by the ADA. Standards set by the ADA include the width, length, slope, and texture of curb ramps and the width and length of landings, if they are needed.

Sidewalk Maintenance

Findings

A sidewalk that clearly has maintenance issues may inhibit pedestrian and bicyclist usage. Existing sidewalks may be hazardous to pedestrians and bicyclists if the following issues exist (FHWA):

- Step separation - a vertical displacement of 13 mm (0.5 in) or greater that could cause pedestrians to trip or prevent the wheels of a wheelchair or stroller from rolling smoothly
- Badly cracked concrete - holes and rough spots ranging from hairline cracks to indentations wider than 13 mm (0.5 in)
- Spalled areas - fragments of concrete or other building material detached from larger structures
- Settled areas that trap water - sidewalk segments with depressions, reverse cross slopes, or other indentations that make the sidewalk path lower than the curb; these depressions trap silt and water on the sidewalk and reduce the slip resistant nature of the surface.
- Tree root damage - roots from trees growing in adjacent landscaping that cause the walkway surface to buckle and crack
- Vegetation overgrowth - ground cover, trees, or shrubs on properties or setbacks adjacent to the path that have not been pruned can encroach onto the path and create obstacles
- Obstacles - objects located on the sidewalk, in setbacks, or on properties adjacent to the sidewalk that obstruct the passage space or the visibility of sidewalk users; obstacles commonly include trash receptacles, utility poles, newspaper vending machines, and mailboxes
- Blocked or inadequately protected drainage inlets and inadequate flow planning
- Temporary construction interruptions
- Inadequate patching after utility installation

Sidewalks are typically in the public right-of-ways and are the sole responsibility of the city or county, depending on who has jurisdiction over that roadway. In some cases, sidewalks are provided along privately maintained roads and common spaces and are the responsibility of a Homeowners Association (HOA) or other property management entity.

Best Practices

- A division of the city or county should be solely dedicated to sidewalk maintenance or, if in the case of privately maintained sidewalks, should be addressed through code enforcement procedures.
- Sidewalk maintenance issues should be placed on a prioritized list of sidewalk projects to be completed.
- Maintenance issues should be solved by using strategies standard to road maintenance. This will minimize the risk of walkers and bicyclists on their way to and from school; and all maintenance issues should be handled consistently throughout the jurisdiction.

Improving Existing Roadway Conditions

Findings

Existing roadway conditions may not offer enough safety for walkers and bicyclists. Motorists may speed within school walk zones and not pay attention to their surroundings. Motorists pulling out of driveways may look for oncoming vehicles but may not look for walkers and bicyclists crossing the driveway.

Best Practices

Roadway conditions can be improved to maintain safety and accessibility for walkers and students who may want to ride their bicycles to school. The following are best practices that improve existing roadway conditions for walkers and students who choose to ride their bicycles to school.

- Signage and pavement markings should be highly visible and current
- Traffic calming devices should be considered to reduce speeds
- Speed studies should be conducted to lower speed limits year-round
- ADA standards should be adhered to
- Consider one-way streets if traffic is too congested during the arrival and dismissal times
- Strict police enforcement should be imposed to deter illegal and unsafe parking practices as well as moving violations within the school zone

Pavement Markings

Findings

Pavement markings are essential to the transportation system to communicate and enhance the messages of roadway operational conditions by augmenting other traffic control devices. SCHOOL pavement markings and CROSSWALK markings are especially important since they alert the motorist of walkers and bicyclists entering the pavement at crosswalks and intersections. Pavement markings can easily fade or become obliterated over time. It was observed that SCHOOL markings which warn motorists that they will soon enter into a school zone are often faded, cracked, or chipped.

Best Practices

The following best practices are recommended to improve the safety, life, and effectiveness of pavement markings.

- SCHOOL pavement markings and crosswalk markings should be clear and visible in order to warn motorists that they are entering a school zone and/or children are crossing.
- The FDOT's current standard (Index No. 17346) uses a special emphasis crosswalk that lengthens the life of the crosswalk marking.
- Thermoplastic paint should be used for all pavement and school markings to enhance the visibility of walkers and bicyclists. Thermoplastic paint should be used since it is durable, retro-reflective.
- The crosswalk should align with the sidewalk ramps.
- Crosswalks should be installed where walkers and bicyclists are in the pavement for the shortest distance and time possible.
- Pavement markings should be accompanied by the proper signage.
- Pedestrian median refuges should be installed for long crosswalks with interim medians.
- Walkers and bicyclists should be dissuaded from crossing at intersections or mid-block crossings where heavy traffic exists unless accompanied by crossing guards.

Traffic Signal Control

Findings

Traffic signalization has an important role in promoting safety for students who walk or bicycle to school. Drivers at busy intersections can easily overlook students trying to cross a street; consequently, signals allow students the necessary time to safely cross busy intersections.

SCHOOL flashing beacons (Illustration 12) also play an important role in safety. Flashing beacons alert drivers that they are entering a school zone and indicate that the displayed speed limit is in effect. It was observed that school flashing beacons can be operated

manually or can be pre-set to turn off/on during pre-programmed timeframes. Manually run school flashing beacons are usually operated by school crossing guards, who are primarily assigned to cross elementary school students. Unfortunately, this does not address the needs of middle school students.



Illustration 12: Flashing beacon traffic signal control

Best Practices

- Pedestrian signal heads should be considered at all intersections that utilize traffic control signals for motor vehicles within the school walk zones.
- Pedestrian signal buttons should be placed such that it is obvious to elementary and middle school students which buttons to press to access the desired sidewalk.
- Pedestrian signal heads should employ the countdown display which exhibits the symbols of the WALKING MAN beside the numerical countdown. This will help students to decide if they have enough time to cross or if they should wait for the next pedestrian signal phase.
- Students should be educated on the proper ways to cross an intersection when using a pedestrian signal head.
- For students who must cross more than two lanes of traffic, the assignment of crossing guards or overhead pedestrian bridges should be considered.
- U-turns and Right-on-Reds should be prohibited at intersections where students utilize pedestrian crossings.
- School attendance zones that have crossings at heavily congested intersections should have their walk zones re-evaluated so that students can either walk to another school or transportation could be provided.

Enforcement and Education

Findings

Walkers and bicyclists do not always follow proper crossing procedures. Students may dart through traffic to access the school in the mornings or access a vehicle parked across the road from the school in the afternoons. Students may also cross streets at mid-block without the aid of a crosswalk or an adult. When crosswalks do exist, students do not always follow proper crossing procedures.

Regulations are not always followed by adults dropping off/picking up students (Illustration 13). Motorists were observed to park in NO PARKING areas and make prohibited vehicular movements, including u-turns. Some motorists were observed to be speeding within the reduced-speed zone.

Students who choose to ride their bicycles to school do not always wear helmets.



Illustration 13: Parent Vehicle parked on shoulder of Hathaway Street

Best Practices

- Students and parents should be educated on proper crossing procedures. Parents, crossing guards, and School Resource Officers (SRO) should be the main resources for safety.
- Parents should receive flyers or recorded messages on a school-wide basis to inform them of the proper drop-off/pick-up procedures. Strict enforcement of these procedures should eventually deter parents from practicing unsafe drop-off/pick-up actions.
- Prohibited vehicular movements should be strictly handled and higher fines could be considered, where allowable by law, during the arrival and dismissal times of school.
- Helmets should always be worn by bicycling students. Parents, school staff, crossing guards, and school resource officers should encourage helmet usage. Non-compliant helmet users should be dealt with consistently and strictly.
- Encourage walking and bicycling by providing free helmets, stickers, reflective gear, or create an incentive program.
- Schools should provide a safe and secure bicycle storage facility for students who choose to ride their bicycles to school.
- Parents should be informed about the different walking and bicycling programs available and the school and its volunteers should assist in planning and implementing those programs.
- Students who are regular walkers and bicyclists should be paired with other walkers and bicyclists who live in the same area.
- Crossing guards should be involved in the re-zoning of walk zones since they have a better understanding of the distribution of the walker and bicyclist population.

School Board Considerations

Findings

School districts generally employ the two-mile walk route to determine the walk zone. This is not always the best option to promote safety. Students may have to cross congested intersections, too many intersections, and/or busy driveways.

Sidewalks are not always located on both sides of the road. This may encourage unsafe crossings where no crosswalks exist. Walk zones can also include sidewalks that end at an unsignalized intersection with no safe alternative to gain access to the sidewalk on the opposite side of the roadway.

It was noted that schools prefer to have one controlled point of entry that is monitored by school staff. In these cases, students who walk or ride their bicycles to school may have to cross busy driveways including drop-off/pick-up loops, bus loops, and even parent and teacher parking lots, to enter/exit the controlled point of entry.

Best Practices

- As defined in F.S. 1006.23, the School District staff collaborates with the Sheriff's crossing guards, City and County Public Works and Florida Department of Transportation to evaluate a school's walk zone and its hazardous walking conditions as defined.
- In effort to avoid the inter-mingling of elementary, middle, and high school traffic, school arrival and dismissal, Volusia County School District has a 3 tiered bell schedule. Further, each school separates bus traffic from parent pick-up/drop-off traffic.
- It is necessary to review all new development plans within the school walk zone to ensure that developers are providing sidewalks on either side of the road and maintaining sidewalk connectivity and networking to the school. Volusia County School District is a member of city and county development review teams and reviews new site plans and subdivisions to ensure adequate area is designated for school bus stops and sidewalks. City and County land development regulations require sidewalks.
- All new schools should be planned with good sidewalk connectivity/network to all neighborhoods and developments within its walk zone.
- As required by F.S. 1006.23, Volusia County School District provides bus service to students who do not have access to safe routes to school.
- There are certain programs which promote walking and bicycling to school. Volusia County School District currently participates in such programs (e.g. Walking School Bus, SAFE KIDS Walk This Way, and International Walk to School Day). Bicycle and pedestrian safety is part of the existing elementary physical education curriculum.
- A No Backpack policy should be considered to encourage walking and bicycling to school and consideration to the following is recommended:
 - All textbooks should be accessible on-line
 - A set of textbooks should be available at the local library
 - Provide students with a set of textbooks to keep at home
- Each school should enforce bicycle safety, helmet usage should be closely monitored for compliance, and PTA meetings to ensure parent support and compliance with these policies should be promoted.
- All teachers assisting during arrival/dismissal should wear safety vests when they are crossing students or interacting with vehicular traffic.

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MASTER IMPROVEMENT PLAN

Refer to Figure 4 of the Assessment Section for the recommendations. It highlights the locations of existing conditions as well as the proposed improvements. The following sections will provide more details on the recommendations shown in Figure 4.

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CONSTRUCTABILITY MATRIX

The matrix in Table 3 shows the estimated cost of sidewalk-related projects that are recommended for improvement. FDOT's *2010 Basis of Estimates* manual was used to develop the constructability matrix. The estimated construction costs for these recommendations are \$10,326.12. The costs shown in the constructability matrix includes material and labor fees. As mentioned before, these improvements are based on field observations and should be verified by a contractor prior to construction.

Table 3
Constructability Matrix
Heritage Middle School Implementation Report

PRIORITY #	PROJECT NAME	DESCRIPTION		PAY ITEM NUMBER	PAY ITEM DESCRIPTION	PLAN QTY	UNIT MEASURE	UNIT PRICE	CONTRACT AMOUNT
		LOCATION	RECOMMENDATION						
1A	Sidewalk Extension	East side of Parnell Court, South of Hathaway Street	395 feet of sidewalk should be installed	522-1	SIDEWALK CONC, 4" THICK	219.00	SY	\$45.22	\$9,903.18
1B	Crosswalk Refurbishment	Across East leg of Parnell Court/Hathaway Street intersection	24" crosswalk markings should be installed	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	133.00	LF	\$3.18	\$422.94
								TOTAL:	\$10,326.12

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RECOMMENDED PRIORITY PROJECTS

This section of the report provides additional information about each project in ranking order.

Background: The Volusia TPO is continuing in its capacity to improve the safety of the school walk zone for walkers and bicyclists who live within the school walk zone. The safety issues addressed within this report will be reviewed by the TPO for potential funding to implement the recommended changes and, thereby, improve the safety of the school walk zone, where possible.

Project No. 1A: Installation of sidewalk on the east side of Parnell Court

Submitting Agency: City of Deltona
Project Location: Parnell Court
School Served: Heritage Middle School
Project Description: Installation of Sidewalk
LAP Coordinator: Volusia County
Maintaining Agency: City of Deltona

Safety Issue: Students currently walk within the right of way when travelling to and from school. Although there are few homes on this segment of Parnell Court, students travelling to and from homes to the south use this road as a cut-through. Additionally, this facility should ideally feature a sidewalk on at least one side of the roadway.

Project Description: This project will include the installation of five-foot sidewalks on the eastern side of Parnell Court, south of its intersection with Hathaway Street.

Estimated Cost: The estimated cost for this project is \$9,903.18.

Project No. 1B: Installation of Crosswalk Markings

Submitting Agency: City of Deltona
Project Location: Parnell Court at intersection with Hathaway Street
School Served: Heritage Middle School
Project Description: Installation of Crosswalk Markings
LAP Coordinator: Volusia County
Maintaining Agency: City of Deltona

Safety Issue: Simultaneous with the installation of sidewalk being recommended above, crosswalk striping should also be installed across the eastern leg of the Parnell Court/Hathaway Street intersection to accommodate students travelling to and from Parnell Court to Hathaway Street, which leads to the walker's gate.

Project Description: This project will include the installation of 24", special emphasis crosswalk markings, consistent with FDOT Standard Index 17346.

Estimated Cost: The estimated cost for this project is \$422.94.

WORKS CITED

"2010 Basis of Estimates Manual." < <http://www.dot.state.fl.us/Specificationsoffice/Estimates/BasisofEstimates/BOEManual/BOEOnline.shtm>>.

"2010 FDOT Design Standards." <http://www.dot.state.fl.us/rddesign/rd/rtds/10/2010Standards.shtm>.

"Curb Ramps." ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). < <http://www.access-board.gov/adaag/html/adaag.htm>>.

"KidsWalk-to-School." U.S. Department of Health and Human Services Centers for Disease Control and Prevention. < <http://www.cdc.gov/nccdphp/dnpa/kidswalk/pdf/kidswalk.pdf>>.

"Manual on Uniform Traffic Control Devices." < http://mutcd.fhwa.dot.gov/htm/2009/part7/part7_toc.htm>.

"Safe Routes to School Guideline." < http://www.saferoutesinfo.org/guide/pdf/SRTS-Guide_full.pdf>.

"Southern Association of Colleges and Schools: Council on Accreditation and School Improvement." < <http://www.sacscasi.org/>>.

"An Investigation into Application and Bonding Strengths of Thermoplastic Pavement Markers in Concrete and Asphaltic Roadway Surfaces." < http://www.dot.state.fl.us/research-center/Completed_Proj/Summary_SMO/FDOT_BC052_rpt.pdf>.

"Pedestrian and Bicycle Information Center." < <http://www.walkinginfo.org/problems/problems-sidewalks.cfm>>.

"Right-of-Way Procedures Manual." < <http://www.dot.state.fl.us/rightofway/ProceduresManual.shtm>>.

"Safe Routes to School Guideline." < http://www.saferoutesinfo.org/guide/pdf/SRTS-Guide_full.pdf>.

Section 108 Loan Guarantee Program (Community Development Block Grant). < <http://www.hud.gov/offices/cpd/communitydevelopment/programs/108/>>.

"The Real Estate Acquisition Handbook. Florida Department of Transportation. <<http://www.dot.state.fl.us/rightofway/documents/AcquisitionHandbookEnglish.pdf>>.

"Volusia County Property Appraiser." < <http://webserver.vcgov.org/index.html>>.

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APPENDICES

APPENDICES

APPENDIX A: Crash Reports

FLORIDA TRAFFIC CRASH REPORT

LONG FORM

MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

FEB 08 2007

DO NOT WRITE IN THIS SPACE

Time & Location	DATE OF CRASH	TIME OF CRASH	TIME OFFICER NOTIFIED	TIME OFFICER ARRIVED	INVEST. AGENCY REPORT NUMBER	HSR/Crash Report Number
	01 31 07	3:10 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	3:18 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	3:21 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	07-3514	70886649
	COUNTY / CITY CODE	FEET or MILE(S)	N S E W	CITY OR TOWN	(Check if in City or Town)	COUNTY
	08/37	///	///	DELTONA	<input checked="" type="checkbox"/>	VOLUSIA
Time & Location	AT NODE NO.	FEET or MILE(S)	FROM NODE NO.	NEXT NODE NO.	NO. OF LANES	1. DIVIDED 2. UNDIVIDED
	///	///	///	///	2	2
AT THE INTERSECTION OF (street road or highway)			FEET	MILE(S)	N S E W	FROM INTERSECTION OF (street road or highway)
			15		<input checked="" type="checkbox"/>	COURTLAND BLVD.

Section 1	DRIVER ACTION	1. Phantom 2. Hit & Run 3. N/A	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER
	2	UK	UNKNOWN	03	01	UNKNOWN	FL	UNKNOWN	UNKNOWN
	TRAILER OR TOWED VEHICLE INFORMATION	///	///	TRAILER TYPE	///	///	///	///	///
	18. Undercarriage 19. Overturn 20. Windshield 21. Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)								
Section 2	VEHICLE TRAVELING	ON	AT	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE	1. Disabling 2. Functional 3. No Damage	EST. TRAILER DAMAGE	1. Tow Rotation List 2. Tow Owners Request 3. Driver 4. Other
	N S E W			5 MPH	30 MPH	\$250	2	N/A	3
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)	UNKNOWN		POLICY NUMBER	UNKNOWN		VEHICLE REMOVED BY:	DRIVER	
	NAME OF VEHICLE OWNER (Check Box If Same As Driver)	UNKNOWN		CURRENT ADDRESS (Number and Street)	UNKNOWN		CITY AND STATE	UNKNOWN	
Section 3	NAME OF OWNER (Trailer or Towed Vehicle)	UNKNOWN		CURRENT ADDRESS (Number and Street)	UNKNOWN		CITY AND STATE	UNKNOWN	
	NAME OF MOTOR CARRIER (Commercial Vehicle Only)	UNKNOWN		CURRENT ADDRESS (Number and Street)	UNKNOWN		CITY, STATE AND ZIP CODE	UNKNOWN	
	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN	UNKNOWN		CURRENT ADDRESS (Number and Street)	UNKNOWN		CITY, STATE & ZIP CODE	UNKNOWN	
	DRIVER LICENSE NUMBER	UNKNOWN		STATE	DL TYPE	RED. END.	ALC/DRUG TEST TYPE	RESULTS	ALC/DRUG
Section 4	HAZARDOUS MATERIALS BEING TRANSPORTED	PLACARDED	IF YES, INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND.	WAS HAZARDOUS MATERIAL SPILLED?	RECOMMEND DRIVER RE-EXAM. IF YES EXPLAIN IN NARRATIVE	DRIVER'S PHONE NO.			
	2	2	///	2	2	()			
	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No			
	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No			

Section 5	DRIVER ACTION	1. Phantom 2. Hit & Run 3. N/A	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER
	2	UK	UNKNOWN	03	01	UNKNOWN	FL	UNKNOWN	UNKNOWN
	TRAILER OR TOWED VEHICLE INFORMATION	///	///	TRAILER TYPE	///	///	///	///	///
	18. Undercarriage 19. Overturn 20. Windshield 21. Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)								
Section 6	VEHICLE TRAVELING	ON	AT	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE	1. Disabling 2. Functional 3. No Damage	EST. TRAILER DAMAGE	1. Tow Rotation List 2. Tow Owner's Request 3. Driver 4. Other
	N S E W			5 MPH	30 MPH	\$250	2	N/A	3
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)	UNKNOWN		POLICY NUMBER	UNKNOWN		VEHICLE REMOVED BY:	DRIVER	
	NAME OF VEHICLE OWNER (Check Box If Same As Driver)	UNKNOWN		CURRENT ADDRESS (Number and Street)	UNKNOWN		CITY AND STATE	UNKNOWN	
Section 7	NAME OF OWNER (Trailer or Towed Vehicle)	UNKNOWN		CURRENT ADDRESS (Number and Street)	UNKNOWN		CITY AND STATE	UNKNOWN	
	NAME OF MOTOR CARRIER (Commercial Vehicle Only)	UNKNOWN		CURRENT ADDRESS (Number and Street)	UNKNOWN		CITY, STATE AND ZIP CODE	UNKNOWN	
	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN	UNKNOWN		CURRENT ADDRESS (Number and Street)	UNKNOWN		CITY, STATE & ZIP CODE	UNKNOWN	
	DRIVER LICENSE NUMBER	UNKNOWN		STATE	DL TYPE	RED. END.	ALC/DRUG TEST TYPE	RESULTS	ALC/DRUG
Section 8	HAZARDOUS MATERIALS BEING TRANSPORTED	PLACARDED	IF YES, INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND.	WAS HAZARDOUS MATERIAL SPILLED?	RECOMMEND DRIVER RE-EXAM. IF YES EXPLAIN IN NARRATIVE	DRIVER'S PHONE NO.			
	2	2	///	2	2	()			
	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No			
	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No			

Code Information	VEHICLE TYPE	VEHICLE USE	TRAILER TYPE	RESIDENCE (Driver / Ped.)	PHYSICAL DEFECTS	ALCOHOL / DRUG USE	LOCATION IN VEHICLE
	01 Automobile 02 Van 03 Light Truck / P.U. - 2 or 4 rear fires 04 Medium Truck - 4 rear fires 05 Heavy Truck - 2 or more rear axles 06 Truck Tractor (Cab-Boat)	01 Private Transportation 02 Commercial Passengers 03 Commercial Cargo 04 Public Transportation 05 Public School Bus 06 Private School Bus 07 Ambulance 08 Law Enforcement 09 Fire/Rescue 10 Military 11 Other Government 12 Dump 13 Concrete Mixer 14 Garbage or Refuse 15 Cargo Van 77 Other	01 Single Semi Trailer 02 Tandem Semi Trailer 03 Tank Trailer 04 Saddle Mount / Flatbed 05 Boat Trailer 06 Utility Trailer 07 House Trailer 08 Pole Trailer 09 Towed Vehicle 10 Auto Transport 77 Other	1 County of Crash 2 Elsewhere in State 3 Non-Resident Out of State 4 Foreign 5 Unknown DL TYPE 1 A 2 B 3 C 4 D/ Chauffeur 5 E/ Operator 6 E/ Oper.-Rest. 7 None RACE 1 White 2 Black 3 Hispanic 4 Other REQUIRED ENDORSEMENTS 1 Yes 2 No 3 No Endorsement Required	1 No Defects Known 2 Eyesight Defect 3 Fatigue / Asleep 4 Hearing Defect 5 Illness 6 Seizure, Epilepsy, Blackout 7 Other Physical Defect INJURY SEVERITY 1 None 2 Possible 3 Non-Incapacitating 4 Incapacitating 5 Fatal (Within 30 Days) 6 Non-Traffic Fatality	1 Not Drinking or Using Drugs 2 Alcohol - Under Influence 3 Drugs - Under Influence 4 Alcohol & Drugs - Under Influence 5 Had Been Drinking 6 Pending ALC/DRUG Test Results SAFETY EQUIPMENT IN USE 1 Not in use 2 Seat Belt / Shoulder Harness 3 Child Restraint 4 Air Bag - Deployed 5 Air Bag - Not Deployed 6 Safety Helmet 7 Eye Protection	1 Front Left 2 Front Center 3 Front Right 4 Rear Left 5 Rear Center 6 Rear Right 7 In Body Of Truck 8 Bus Passenger 9 Other EJECTED 1 No 2 Yes 3 Partial
	07 Motor Home (RV) 08 Bus (driver + seats for 9-15) 09 Bus (driver + seats for over 15) 10 Bicycle 11 Motorcycle 12 Moped 13 AA Terrain Vehicle 14 Train 15 Low Speed Vehicle 77 Other						

07-3514

Section 3	DRIVER 1 Phantom 2 Hit & Run ACTION 3 IN A	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER			18 Undercarriage 19 Overturn 20 Windshield 21 Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)				
	TRAILER OR TOWED VEHICLE INFORMATION	TRAILER TYPE		EST. MPH		Posted Speed	EST. VEHICLE DAMAGE	1. Disabling 2. Functional 3. No Damage	EST. TRAILER DAMAGE	1. Tow Rotation List 2. Tow Owner's Request 3. Driver 4. Other					
	VEHICLE TRAVELING N S E W	ON AT		Est. MPH		Posted Speed	EST. VEHICLE DAMAGE	1. Disabling 2. Functional 3. No Damage	EST. TRAILER DAMAGE	1. Tow Rotation List 2. Tow Owner's Request 3. Driver 4. Other					
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)	POLICY NUMBER		VEHICLE REMOVED BY:		1. Tow Rotation List 2. Tow Owner's Request 3. Driver 4. Other									
Pedestrian	NAME OF VEHICLE OWNER (Check Box If Same As Driver)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE								
	NAME OF OWNER (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE								
	NAME OF MOTOR CARRIER (Commercial Vehicle Only)		CURRENT ADDRESS (Number and Street)		CITY, STATE AND ZIP CODE		US DOT or ICC MC IDENTIFICATION NUMBERS								
	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN		CURRENT ADDRESS (Number and Street)		CITY, STATE & ZIP CODE		DATE OF BIRTH								
	DONALD MARRISON		3331 CALDWELL STREET		DELTONA, FL. 32738		12/20/1993								
	DRIVER LICENSE NUMBER		STATE	DL TYPE	REQ. END	ALC/DRUG TEST TYPE	RESULTS	ALC/DRUG	PHYS. DEF	RES.	RACE	SEX	INJ.	S. EQUIP.	EJECT.
	NONE		///	7	///	1 Blood 3 Urine 5 None 2 Breath 4 Refused	5 N/A	1	1	1	1	1	3	1	1
	HAZARDOUS MATERIALS BEING TRANSPORTED		PLACARDED	IF YES INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND		WAS HAZARDOUS MATERIAL SPILLED	RECOMMEND DRIVER RE-EXAM. IF YES EXPLAIN IN NARRATIVE	DRIVER'S PHONE NO.							
	1 Yes 2 No		2	2		///	1 Yes 2 No	2	1 Yes 2 No						
	PROPERTY DAMAGED - OTHER THAN VEHICLES		EST. AMOUNT	OWNER'S NAME		ADDRESS	CITY	STATE	ZIP						
#1 BICYCLE (SER #HH0927315)		\$ 100.00	SULLIVAN		3300 Caldwell St.	Deltona	FL.	32738							
#2 PROPERTY DAMAGED - OTHER THAN VEHICLES		\$													
CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN															
VEHICLE DEFECT															
VEHICLE MOVEMENT															
VEHICLE SPECIAL FUNCTIONS															
PEDESTRIAN ACTION															
LOCATION TYPE															
FIRST / SUBSEQUENT HARMFUL EVENT(S)															
ROAD SYSTEM IDENTIFIER															
LIGHTING CONDITION															
ROAD SURFACE CONDITION															
WEATHER															
ROAD SURFACE TYPE															
ROAD CONDITIONS AT TIME OF CRASH															
VISION OBSTRUCTED															
TRAFFIC CONTROL															
SITE LOCATION															
TRAFFIC WAY CHARACTER															
TYPE SHOULDER															
Violator(s)	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER										
	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER										
	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER										
	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER										

FLORIDA TRAFFIC CRASH REPORT NARRATIVE/DIAGRAM

MAIL TO: DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS SECTION, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0500

DO NOT WRITE IN THIS SPACE

TIME EMS NOTIFIED (FATALITIES ONLY) <input type="checkbox"/> AM <input type="checkbox"/> PM	TIME EMS ARRIVED (FATALITIES ONLY) <input type="checkbox"/> AM <input type="checkbox"/> PM	DATE OF CRASH 01 31 07	COUNTY / CITY CODE 08/37	INVEST. AGENCY REPORT NUMBER 07 - 3514	HSMV CRASH REPORT NUMBER 70886649
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V1 WAS TRAVELING EASTBOUND ON CLEWISTON STREET APPROACHING THE INTERSECTION OF
COURTLAND BLVD. AND HAD COME TO A COMPLETE STOP (STOP SIGN PRESENT). P1 AND P2 (ON
BICYCLES) WERE CROSSING THE STREET IN A CROSSWALK (NORTHBOUND) AT THE INTERSECTION OF
COURTLAND BLVD. AND CLEWISTON STREET. AS P1 AND P2 ENTERED THE CROSSWALK, V1
PROCEEDED FORWARD AND STRUCK P1, CAUSING P1 TO LOSE CONTROL AND COLLIDE INTO P2 WHICH
FELL OFF HIS BICYCLE. P2 (BICYCLE) BECAME LODGED UNDER V1, WHICH STOPPED AND ASKED P1 AND
P2 (WHO SUFFERED INJURY) IF THEY WERE OK AND THEN LEFT WITHOUT LEAVING ANY PERSONAL
INFORMATION.

SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP.	EJECT.
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP.	EJECT.
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP.	EJECT.
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP.	EJECT.
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP.	EJECT.
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP.	EJECT.
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP.	EJECT.

Violator(s)	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

WITNESS NAME (1)		CURRENT ADDRESS	CITY & STATE	ZIP CODE	WITNESS NAME (2)		CURRENT ADDRESS	CITY & STATE	ZIP CODE
N/A		N/A	N/A	N/A	N/A		N/A	N/A	N/A
FIRST AID GIVEN BY - NAME		1. Physician or Nurse 2. Paramedic or EMT 3. Police Officer 4. Certified 1st Aider 5. Other			INJURED TAKEN TO:		BY - NAME		
DELTONA F.D		2			N/A		N/A		
WAS INVESTIGATION 1. YES <input type="checkbox"/> 2. NO <input checked="" type="checkbox"/>	IF NO, THEN WHERE?	Is INVESTIGATION 1 - YES <input type="checkbox"/> 2. NO <input checked="" type="checkbox"/>	IF NO, THEN WHY?	DATE OF REPORT	PHOTOS TAKEN	1. YES <input type="checkbox"/> 2. NO <input checked="" type="checkbox"/>	IF YES BY WHOM? 1. INVESTIGATING AGENCY 2. OTHER		
INVESTIGATOR - RANK & SIGNATURE		ID/BADGE NUMBER	DEPARTMENT		FHP <input type="checkbox"/> SO <input checked="" type="checkbox"/> PD <input type="checkbox"/> OTHER <input type="checkbox"/>				
DEP. S. DWAN		7110	VOLUSIA COUNTY SHERIFFS OFFICE						

DRAWING NOT TO SCALE

CASE #07-3514

DEPUTY S. DWAN #7110

01/31/2007

P1 & P2
POINT OF IMPACT



CLEWISTON ST.

CROSSWALK



COURTLAND BLVD.



TC

FEB - 4 2008

FLORIDA TRAFFIC CRASH REPORT

LONG FORM

MAIL TO DEPT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

DO NOT WRITE IN THIS SPACE

Time & Location	DATE OF CRASH 01 30 08	TIME OF CRASH 2:00 AM <input checked="" type="checkbox"/> PM	TIME OFFICER NOTIFIED 2:04 AM <input checked="" type="checkbox"/> PM	TIME OFFICER ARRIVED 2:09 AM <input checked="" type="checkbox"/> PM	INVEST AGENCY REPORT NUMBER 08 - 3391	HSMV CRASH REPORT NUMBER 72795364
	COUNTY / CITY CODE 08 / 37	FEET or MILE(S) N S E W	CITY OR TOWN DELTONA	(Check if in City or Town) <input checked="" type="checkbox"/>	COUNTY VOLUSIA	
	AT NODE NO or FEET or MILE(S)	FROM NODE NO	NEXT NODE NO	NO OF LANES 2	1. DIVIDED 2. UNDIVIDED 2	ON STREET, ROAD OR HIGHWAY 3399 GOLDENHILLS ST.
AT THE INTERSECTION OF (street, road or highway) or FEET MILE(S) N S E W FROM INTERSECTION OF (street, road or highway)						
Section 1 Vehicle	DRIVER 1. Phantom ACTION 2 H&R Run 3 N/A	YEAR 2	MAKE UNK	TYPE 01	USE 01	VEH LICENSE NUMBER UNK
	TRAILER OR TOWED VEHICLE INFORMATION					STATE UNK
	VEHICLE IDENTIFICATION NUMBER UNK			18 Undercarriage 19 Overturn 20 Windshield 21 Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S) 15		
Section 2 Vehicle	VEHICLE TRAVELING N S E W	ON AT	Est MPH 20	Posted Speed 25	EST. VEHICLE DAMAGE UNK	1 Disabling 2 Functional 3 No Damage 2
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) UNK			POLICY NUMBER UNK	VEHICLE REMOVED BY DRIVER	1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other 3
	NAME OF VEHICLE OWNER (Check Box if Same As Driver) <input type="checkbox"/>			CURRENT ADDRESS (Number and Street) UNKNOWN	CITY AND STATE	ZIP CODE
Section 3 Pedestrian	NAME OF OWNER (Trailer or Towed Vehicle)			CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE
	NAME OF MOTOR CARRIER (Commercial Vehicle Only)			CURRENT ADDRESS (Number and Street)	CITY, STATE AND ZIP CODE	US DOT or ICC MC IDENTIFICATION NUMBERS
	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN UNKNOWN			CURRENT ADDRESS (Number and Street)	CITY, STATE & ZIP CODE	DATE OF BIRTH
Section 4 Vehicle	DRIVER LICENSE NUMBER UNKNOWN	STATE FL	DL TYPE 1	RED END 1	ALCO/DRUG TEST TYPE 1 Blood 3 Urine 5 None 2 Breath 4 Refused	RESULTS 1 2 3 4 5 6 7 8 9 10 11 12 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
	WAS HAZARDOUS MATERIAL BEING TRANSPORTED 1 Yes 2 No			PLACARDED 1 Yes 2 No	IF YES INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND	WAS HAZARDOUS MATERIAL SPILLED? 1 Yes 2 No
	RECOMMEND DRIVER RE-EXAM IF YES EXPLAIN IN NARRATIVE			DRIVER'S PHONE NO ()		
Section 5 Vehicle	DRIVER 1. Phantom ACTION 2 H&R Run 3 N/A	YEAR 3	MAKE UNK	TYPE 01	USE 01	VEH LICENSE NUMBER UNK
	TRAILER OR TOWED VEHICLE INFORMATION					STATE UNK
	VEHICLE IDENTIFICATION NUMBER UNK			18 Undercarriage 19 Overturn 20 Windshield 21 Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S) 15		
Section 6 Vehicle	VEHICLE TRAVELING N S E W	ON AT	Est MPH	Posted Speed	EST. VEHICLE DAMAGE	1 Disabling 2 Functional 3 No Damage
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)			POLICY NUMBER	VEHICLE REMOVED BY	1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other
	NAME OF VEHICLE OWNER (Check Box if Same As Driver) <input type="checkbox"/>			CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE
Section 7 Pedestrian	NAME OF OWNER (Trailer or Towed Vehicle)			CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE
	NAME OF MOTOR CARRIER (Commercial Vehicle Only)			CURRENT ADDRESS (Number and Street)	CITY, STATE AND ZIP CODE	US DOT or ICC MC IDENTIFICATION NUMBERS
	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN CORBIN C. BONAFIDE			CURRENT ADDRESS (Number and Street) 2915 OBANNION TER	CITY, STATE & ZIP CODE DELTONA, FL 32725	DATE OF BIRTH 10-13-1992
Section 8 Vehicle	DRIVER LICENSE NUMBER NONE	STATE FL	DL TYPE 1	RED END 1	ALCO/DRUG TEST TYPE 1 Blood 3 Urine 5 None 2 Breath 4 Refused	RESULTS 1 2 3 4 5 6 7 8 9 10 11 12 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
	WAS HAZARDOUS MATERIAL BEING TRANSPORTED 1 Yes 2 No			PLACARDED 1 Yes 2 No	IF YES INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND	WAS HAZARDOUS MATERIAL SPILLED? 1 Yes 2 No
	RECOMMEND DRIVER RE-EXAM IF YES EXPLAIN IN NARRATIVE			DRIVER'S PHONE NO (386) 860-1912		
Code Information	VEHICLE TYPE	VEHICLE USE	TRAILER TYPE	RESIDENCE (Driver / Ped.)	PHYSICAL DEFECTS	ALCOHOL / DRUG USE
	01 Automobile 02 Van 03 Light Truck / P.U. - 2 or 4 rear tires 04 Medium Truck - 4 rear tires 05 Heavy Truck - 2 or more rear axles 06 Truck Tractor (Cab-Boat)	01 Private Transportation 02 Commercial Passengers 03 Commercial Cargo 04 Public Transportation 05 Public School Bus 06 Private School Bus 07 Ambulance 08 Law Enforcement 09 Fire/Rescue 10 Military 11 Other Government 12 Dump 13 Concrete Mixer 14 Garbage or Refuse 15 Cargo Van 77 Other	01 Single Semi Trailer 02 Tandem Semi Trailer 03 Tank Trailer 04 Saddle Mount / Flatbed 05 Boat Trailer 06 Utility Trailer 07 House Trailer 08 Pole Trailer 09 Towed Vehicle 10 Auto Transport 77 Other	1 County of Crash 2 Elsewhere in State 3 Non-Resident Out of State 4 Foreign 5 Unknown DL TYPE 1 A 2 B 3 C 4 D/ Chauffeur 5 E/ Operator 6 E/ Oper.-Rest. 7 None RACE 1 White 2 Black 3 Hispanic 4 Other REQUIRED ENDORSEMENTS 1 Yes 2 No 3 No Endorsement Required	1 No Defects Known 2 Eyesight Defect 3 Fatigue / Asleep 4 Hearing Defect 5 Illness 6 Seizure, Epilepsy, Blackout 7 Other Physical Defect INJURY SEVERITY 1 None 2 Possible 3 Non-Incapacitating 4 Incapacitating 5 Fatal (Within 30 Days) 6 Non-Traffic Fatality	1 Not Drinking or Using Drugs 2 Alcohol - Under Influence 3 Drugs - Under Influence 4 Alcohol & Drugs - Under Influence 5 Had Been Drinking 6 Pending ALCO/DRUG Test Results SAFETY EQUIPMENT IN USE 1 Not in use 2 Seat Belt / Shoulder Harness 3 Child Restraint 4 Air Bag - Deployed 5 Air Bag - Not Deployed 6 Safety Helmet 7 Eye Protection
	07 Motor Home (RV) 08 Bus (driver + seats for 9-15) 09 Bus (driver + seats for over 15) 10 Bicycle 11 Motorcycle 12 Moped 13 AA Terrain Vehicle 14 Train 15 Low Speed Vehicle 77 Other					

08-3391

DRIVER 1 Phantom ACTION 3 IN-A	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	2 3 4 5 6 7 15 16 17 14 13 12 11 10 9	18 Undercarriage 19 Overturn 20 Windshield 21 Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)
TRAILER OR TOWED VEHICLE INFORMATION			TRAILER TYPE						
VEHICLE TRAVELING N S E W	ON	AT	Est MPH	Posted Speed	EST. VEHICLE DAMAGE	1. Dabling 2. Functional 3. No Damage	EST TRAILER DAMAGE		
MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)		POLICY NUMBER		VEHICLE REMOVED BY	1. Tow Rotation List 2. Tow Owner's Request	3. Owner 4. Other			
NAME OF VEHICLE OWNER (Check Box If Same As Driver)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE			
NAME OF OWNER (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE			
NAME OF MOTOR CARRIER (Commercial Vehicle Only)		CURRENT ADDRESS (Number and Street)		CITY, STATE AND ZIP CODE		US DOT or ICC MC IDENTIFICATION NUMBERS			
NAME OF DRIVER (Take From Driver License) / PEDESTRIAN		CURRENT ADDRESS (Number and Street)		CITY, STATE & ZIP CODE		DATE OF BIRTH			
DRIVER LICENSE NUMBER	STATE	DL TYPE	REQ END.	ALCOHOL TEST TYPE 1 Blood 3 Urine 5 None 2 Breath 4 Refused	RESULTS	ALCOHOL/DRUG	PHYS DEF	RES	RACE
HAZARDOUS MATERIALS BEING TRANSPORTED	PLACARDED	IF YES INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND	WAS HAZARDOUS MATERIAL SPILLED	RECOMMEND DRIVER RE-EXAM IF YES EXPLAIN IN NARRATIVE	DRIVER'S PHONE NO				
1 Yes 2 No	1 Yes 2 No		1 Yes 2 No	1 Yes 2 No					

# 1	PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
	MONGOOSE BICYCLE	\$ \$100	CHRISTOPHER BONAFIDE	2915 OBANNION TER	DELTONA	FL	32725
# 2	PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP

CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN		VEHICLE DEFECT		VEHICLE MOVEMENT		VEHICLE SPECIAL FUNCTIONS	
01 No Improper Driving (Action)	1	01 No Defects	1	01 Straight Ahead	1	1 None	1
02 Careless Driving (Explain In Narrative)	2	02 Def Brakes	2	02 Slowing / Stopped / Stalled	2	2 Farm	2
03 Failed To Yield Right - of - Way	3	03 Worn/ Smooth Tires	3	03 Making Left Turn	3	3 Police Pursuit	3
04 Improper Backing	04	04 Defective Improper Lights	01	04 Backing	01	4 Recreational	01
05 Improper Lane Change	01	05 Puncture / Blowout	01	05 Making Right Turn	01	5 Emergency Operation	01
06 Improper Turn		06 Steering Mech.		06 Changing Lanes		6 Construction / Maintenance	
07 Alcohol - Under Influence		07 Windshield Wipers		07 Entering / Leaving / Parking Space		SOURCE OF CARRIER INFORMATION	
08 Drugs - Under Influence		08 Equipment / Vehicle Defect		08 Properly Parked		1 Not Applicable	1
09 Alcohol & Drugs - Under Influence		77 All Other (Explain In Narrative)		09 Improperly Parked		2 Shipping Papers	1
10 Followed Too Closely		POINT OF COLLISION		10 Making U-Turn		3 Vehicle Side	1
11 Disregarded Traffic Signal		01 On Road	1			4 Driver	1
12 Exceeded Safe Speed Limit		02 Not On Road	2			5 Other	
13 Disregarded Stop Sign		03 Shoulder	01	PEDESTRIAN ACTION			
14 Failed To Maintain Equip / Vehicle		04 Median	01	01 Crossing Not at Intersection	07 Working In Road	1	1 Primarily Business
15 Improper Passing		05 Turn Lane		02 Crossing at Mid-block Crosswalk	08 Standing/Playing In Road	2	2 Primarily Residential
16 Drove Left of Center		WORK AREA		03 Crossing at Intersection		3	3 Open Country
17 Exceeded Stated Speed Limit		01 None	1	04 Walking Along Road With Traffic			
18 Obstructing Traffic		02 Nearby	01	05 Walking Along Road Against Traffic	09 Standing In Pedestrian Island		
		03 Entered		06 Working on Vehicle In Road	77 All Other (Explain In Narrative)		
					88 Unknown		

FIRST / SUBSEQUENT HARMFUL EVENT(S)		ROAD SYSTEM IDENTIFIER		LIGHTING CONDITION	
01 Collision With MV in Transport (Rear End)	15 Collision With Animal	01 Interstate	07 Forest Road	01 Day Light	
02 Collision With MV in Transport (Head On)	16 MV Hit Sign / Sign Post	02 U.S.	08 Private Roadway	02 Dusk	01
03 Collision With MV in Transport (Angle)	17 MV Hit Utility Pole / Light Pole	03 State	77 All Other (Explain In Narrative)	03 Dawn	
04 Collision With MV in Transport (Left Turn)	18 MV Hit Guardrail	04 County		04 Dark (Street Light)	
05 Collision With MV in Transport (Right Turn)	19 MV Hit Fence	05 Local		05 Dark (No Street Light)	
06 Collision With MV in Transport (Sideswipe)	20 MV Hit Concrete Barrier Wall	06 Turnpike/ Toll		88 Unknown	
07 Collision With MV in Transport (Backed Into)	21 MV Hit Bridge/Pier/Abutment/Rail	ROAD SURFACE CONDITION		WEATHER	
08 Collision With Parked Car	22 MV Hit Tree / Shrubbery	01 Dry	01 Clear	ROAD SURFACE TYPE	
09 Collision With MV on Roadway	23 Collision With Construction Barricade Sign	02 Wet	02 Cloudy	01 Slag/Gravel/Stone	
10 Collision With Pedestrian	24 Collision With Traffic Gate	03 Slippery	03 Rain	02 Blacktop	
11 Collision With Bicycle	25 Collision With Crash Attenuators	04 Icy	04 Fog	03 Brick/Block	02
12 Collision With Bicycle (Bike Lane)	26 Collision With Fixed Object Above Road	05 All Other (Explain In Narrative)	77 All Other (Explain In Narrative)	04 Concrete	
13 Collision With Moped	27 MV Hit Other Fixed Object			05 Dirt	
14 Collision With Train	28 Collision With Movable Object On Road			77 All Other (Explain In Narrative)	

ROAD CONDITIONS AT TIME OF CRASH		VISION OBSTRUCTED		TRAFFIC CONTROL		SITE LOCATION		TRAFFIC WAY CHARACTER	
01 No Defects	01 Vision Not Obscured	01 No Control	01 Not At Intersection / RR X-ing / Bridge	01 Straight - Level					
02 Obstruction With Warning	02 Inclement Weather	02 Special Speed Zone	02 At Intersection	02 Straight - Upgrade / Downgrade					
03 Obstruction Without Warning	03 Parked / Stopped Vehicle	03 Speed Control Sign	03 Influenced By Intersection	03 Curve - Level					
04 Road Under Repair - Construction	04 Trees / Crops / Bushes	04 School Zone	04 Driveway Access	04 Curve - Upgrade / Downgrade					
05 Loose Surface Materials	05 Load On Vehicle	05 Traffic Signal	05 Railroad	05 Private Property					
06 Shoulders - Soft / Low / High	06 Building / Fixed Object	06 Stop Sign	06 Bridge	12 Toll Booth					
07 Holes / Ruts - Unsafe Paved Edge	07 Signs / Billboards	11 Posted No U-Turn	07 Enhance Ramp	13 Public Bus Stop Zone					
08 Standing Water	08 Fog	12 No Passing Zone	08 Exit Ramp	77 All Other (Explain In Narrative)					
09 Worn / Polished Road Surface	09 Smoke	77 All Other (Explain In Narrative)	09 Parking Lot - Public Narrative						
77 All Other (Explain In Narrative)	10 Glare	10 Officer / Guard / Flag person	10 Parking Lot - Private						

VIOLATOR(S)	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
	01	UNKNOWN	316.027(1)	LEAVING SCENE CRASH W/ INJURY	NONE
	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

FLORIDA TRAFFIC CRASH REPORT NARRATIVE/DIAGRAM

MAIL TO: DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS SECTION, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0500

DO NOT WRITE IN THIS SPACE

TIME EMS NOTIFIED (FATALITIES ONLY) <input type="checkbox"/> AM <input type="checkbox"/> PM	TIME EMS ARRIVED (FATALITIES ONLY) <input type="checkbox"/> AM <input type="checkbox"/> PM	DATE OF CRASH 01 30 08	COUNTY / CITY CODE 08/37	INVEST AGENCY REPORT NUMBER 08 - 3391	HSMV CRASH REPORT NUMBER 72795364
--	---	---------------------------	-----------------------------	--	--------------------------------------

V2 WAS OPERATING HIS BICYCLE ON THE FAR RIGHT HAND PORTION OF ROADWAY IN FRONT OF 3399 GOLDENHILLS ST. HEADING EASTBOUND WITH TRAFFIC. V1 WAS TRAVELING EASTBOUND ON GOLDENHILLS ST. V1 STRUCK V2 FROM BEHIND. V1 CONTINUED TRAVELING EASTBOUND ON GOLDENHILLS ST. AND WAS OBSERVED BY WITNESSES TURNING NORTHBOUND ON HOWLAND BLVD. V2 WAS TREATED ON SCENE BY DELTONA FIRE RESCUE AND WAS TRANSPORTED TO FLORIDA HOSPITAL-FISH MEMORIAL BY EVAC #97.

WHILE INTERVIEWING WITNESSES, DEPUTY PARDEE LOCATED A PASSENGER OF V1 WHO ADVISED HE DID NOT KNOW THE DRIVER OF THE VEHICLE. THE PASSENGER ADVISED AFTER V1 STUCK V2 HE DEMANDED THE DRIVER PULL OVER AND LET HIM OUT. THE PASSENGER THEN TELEPHONED THE SHERIFF'S OFFICE FOR ASSISTANCE AND PROVIDED A DESCRIPTION OF THE VEHICLE, BUT WAS UNABLE TO OBTAIN THE LICENSE PLATE NUMBER.

INVESTIGATION ONGOING IN AN ATTEMPT TO LOCATE DRIVER OF V1.

SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
1	1	JOHN A. MCGOWAN	1298 BRIARWOOD AVE.	DELTONA, FL	32725	06/05/88	1	1	4	1	2	1
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT

Violator(s)	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

WITNESS NAME (1) KYLEI MCFAIRLAIN		CURRENT ADDRESS 3399 GOLDENHILLS ST.	CITY & STATE DELTONA, FL	ZIP CODE 32725	WITNESS NAME (2) AARON HAMILTON		CURRENT ADDRESS 459 E. UNIVERSITY AVE.	CITY & STATE ORANGE CITY, FL	ZIP CODE 32673
FIRST AID GIVEN BY - NAME DELTONA FIRE RESCUE			1 Physician or Nurse 2 Paramedic or EMT 3 Police Officer 4 Certified 1st Aider 5 Other		INJURED TAKEN TO FLORIDA HOSP.-FISH MEMORIAL		BY - NAME EVAC #97		
WAS INVESTIGATION 1 YES MADE AT SCENE? 2 NO		IF NO, THEN WHERE? 1		IS INVESTIGATION 1 - YES COMPLETE? 2 NO		IF NO, THEN WHY? LOCATING DRIVER OF V1 2		DATE OF REPORT 01 30 08	
INVESTIGATOR - RANK & SIGNATURE DEP. C. PARDEE		ID/BADGE NUMBER 7081		DEPARTMENT VCSO		PHOTOS TAKEN 1 YES 2 NO		IF YES BY WHOM? 1 INVESTIGATING AGENCY 2 OTHER	
						FHP SO PD OTHER		<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	

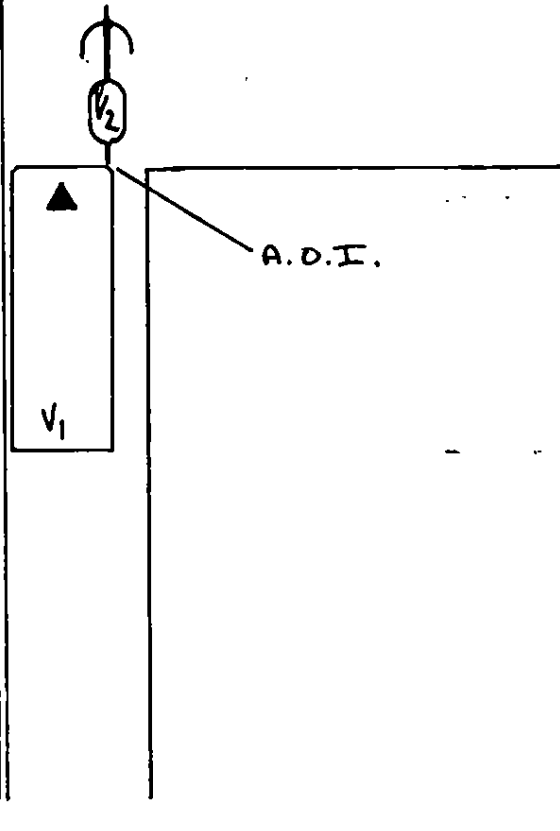
DIAGRAM

"NOT TO SCALE"

INDICATE NORTH
WITH ARROW

Goldenhills St.

Driveway to 3399 Goldenhills St.



FLORIDA TRAFFIC CRASH REPORT

LONG FORM

MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES TRAFFIC CRASH
RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

DO NOT WRITE IN THIS SPACE

Time & Location	DATE OF CRASH 08 / 20 / 07		TIME OF CRASH 347 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		TIME OFFICER NOTIFIED 349 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		TIME OFFICER ARRIVED 350 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		INVEST AGENCY REPORT NUMBER 07-28581		HSMV CRASH REPORT NUMBER 75238041			
	COUNTY / CITY CODE 08/37		FEET or MILE(S) \		N S E W \		CITY OR TOWN Deltona		(Check if in City or Town) <input checked="" type="checkbox"/>		COUNTY Volusia			
	AT NODE NO \		FEET or MILE(S) \		FROM NODE NO \		NEXT NODE NO \		NO OF LANES 2		ON STREET, ROAD OR HIGHWAY Courtland Blvd.			
	AT THE INTERSECTION OF (street road or highway) Hathaway St.		FEET \		MILE(S) \		N S E W \		FROM INTERSECTION OF (street road or highway) \					
Section 1	DRIVER 1 Phantom ACTION 2 Hit & Run 3 N/A		YEAR 3		MAKE \		TYPE 10		USE 01		VEH LICENSE NUMBER \			
	TRAILER OR TOWED VEHICLE INFORMATION		\		\		TRAILER TYPE \		\		\			
	VEHICLE TRAVELING N S E W <input checked="" type="checkbox"/>		ON AT Courtland Blvd.		Est MPH 5		Posted Speed 35		EST VEHICLE DAMAGE \$20		1 Disabling 2 Functional 3 No Damage <input checked="" type="checkbox"/>			
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) \		POLICY NUMBER \		VEHICLE REMOVED BY School Resource Deputy		1 Tow Rotation List 2 Tow Owner's Request		3 Driver 4 Other <input checked="" type="checkbox"/>		EST TRAILER DAMAGE \			
Section 2	NAME OF VEHICLE OWNER (Check Box If Same As Driver) <input type="checkbox"/>		CURRENT ADDRESS (Number and Street) Victoria A Scharf (PI MOTHER) 1310 Dartmore St.		CITY AND STATE Deltona, FL.		ZIP CODE 32738							
	NAME OF OWNER (Trailer or Towed Vehicle) \		CURRENT ADDRESS (Number and Street) \		CITY AND STATE \		ZIP CODE \							
	NAME OF MOTOR CARRIER (Commercial Vehicle Only) \		CURRENT ADDRESS (Number and Street) \		CITY, STATE AND ZIP CODE \		US DOT or ICC MC IDENTIFICATION NUMBERS \							
	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN Rusty D. Scharf		CURRENT ADDRESS (Number and Street) 1310 Dartmore St.		CITY, STATE & ZIP CODE Deltona, FL. 32783		DATE OF BIRTH 11-20-1995							
Section 3	DRIVER LICENSE NUMBER None Assigned		STATE \		DL TYPE 7		REQ END 3		ALC/DRUG TEST TYPE 1 Blood 3 Urine 5 None 2 Breath 4 Refused		RESULTS 5			
	HAZARDOUS MATERIALS BEING TRANSPORTED <input checked="" type="checkbox"/>		PLACARDED <input checked="" type="checkbox"/>		IF YES, INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND \		WAS HAZARDOUS MATERIAL SPILLED? <input checked="" type="checkbox"/>		RECOMMEND DRIVER RE-EXAM IF YES EXPLAIN IN NARRATIVE <input checked="" type="checkbox"/>		DRIVER'S PHONE NO (386) 456-7421			
	DRIVER 1 Phantom ACTION 2 Hit & Run 3 N/A		YEAR 95		MAKE Ford		TYPE 01		USE 01		VEH LICENSE NUMBER F676YE			
	TRAILER OR TOWED VEHICLE INFORMATION		\		\		TRAILER TYPE \		\		\			
Section 4	VEHICLE TRAVELING N S E W <input checked="" type="checkbox"/>		ON AT Courtland Blvd.		Est MPH 5		Posted Speed 35		EST VEHICLE DAMAGE \$100		1 Disabling 2 Functional 3 No Damage <input checked="" type="checkbox"/>			
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) Mercury Ins.		POLICY NUMBER 0901-05-005077012		VEHICLE REMOVED BY Driver		1 Tow Rotation List 2 Tow Owner's Request		3 Driver 4 Other <input checked="" type="checkbox"/>		EST TRAILER DAMAGE \			
	NAME OF VEHICLE OWNER (Check Box If Same As Driver) <input type="checkbox"/>		CURRENT ADDRESS (Number and Street) William Hays 3052 Vernard St.		CITY AND STATE Deltona, FL.		ZIP CODE 32738							
	NAME OF OWNER (Trailer or Towed Vehicle) \		CURRENT ADDRESS (Number and Street) \		CITY AND STATE \		ZIP CODE \							
Section 5	NAME OF MOTOR CARRIER (Commercial Vehicle Only) \		CURRENT ADDRESS (Number and Street) \		CITY, STATE AND ZIP CODE \		US DOT or ICC MC IDENTIFICATION NUMBERS \							
	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN Rachell Renee Hays		CURRENT ADDRESS (Number and Street) 3052 Vernard St.		CITY, STATE & ZIP CODE Deltona, FL. 32738		DATE OF BIRTH 03-20-1991							
	DRIVER LICENSE NUMBER H200736916000		STATE FL		DL TYPE 5		REQ END 3		ALC/DRUG TEST TYPE 1 Blood 3 Urine 5 None 2 Breath 4 Refused		RESULTS 5			
	WAS HAZARDOUS MATERIAL BEING TRANSPORTED <input checked="" type="checkbox"/>		PLACARDED <input checked="" type="checkbox"/>		IF YES, INDICATE NAME OR FOUR DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND \		WAS HAZARDOUS MATERIAL SPILLED? <input checked="" type="checkbox"/>		RECOMMEND DRIVER RE-EXAM IF YES EXPLAIN IN NARRATIVE <input checked="" type="checkbox"/>		DRIVER'S PHONE NO (386) 574-8413			
Code Information	VEHICLE TYPE 01 Automobile 02 Van 03 Light Truck / P U - 2 or 4 rear fires 04 Medium Truck - 4 rear fires 05 Heavy Truck - 2 or more rear axles 06 Truck Tractor (Cab-Boat) (RV) 07 Motor Home (RV) 08 Bus (driver + seats for 9-15) 09 Bus (driver + seats for over 15) 10 Bicycle 11 Motorcycle 12 Moped 13 AA Terrain Vehicle 14 Train 15 Low Speed Vehicle 77 Other		VEHICLE USE 01 Private Transportation 02 Commercial Passengers 03 Commercial Cargo 04 Public Transportation 05 Public School Bus 06 Private School Bus 07 Ambulance 08 Law Enforcement 09 Fire/Rescue 10 Military 11 Other Government 12 Dump 13 Concrete Mixer 14 Garbage or Refuse 15 Cargo Van 77 Other		TRAILER TYPE 01 Single Semi Trailer 02 Tandem Semi Trailer 03 Tank Trailer 04 Saddle Mount / Flatbed 05 Boat Trailer 06 Utility Trailer 07 House Trailer 08 Pole Trailer 09 Towed Vehicle 10 Auto Transport 77 Other		RESIDENCE (Driver / Ped.) 1 County of Crash 2 Elsewhere in State 3 Non-Resident Out of State 4 Foreign 5 Unknown DL TYPE 1 A 2 B 3 C 4 D/Chaufeur 5 E/Operator 6 E/Oper Rest 7 None RACE 1 White 2 Black 3 Hispanic 4 Other REQUIRED ENDORSEMENTS 1 Yes 2 No 3 No Endorsement Required		PHYSICAL DEFECTS 1 No Defects Known 2 Eyesight Defect 3 Fatigue / Asleep 4 Hearing Defect 5 Illness 6 Seizure, Epilepsy, Blackout 7 Other Physical Defect INJURY SEVERITY 1 None 2 Possible 3 Non Incapacitating 4 Incapacitating 5 Fatal (Within 30 Days) 6 Non-Traffic Fatality		ALCOHOL / DRUG USE 1 Not Drinking or Using Drugs 2 Alcohol - Under Influence 3 Drugs - Under Influence 4 Alcohol & Drugs - Under Influence 5 Had Been Drinking 6 Pending ALC/DRUG Test Results SAFETY EQUIPMENT IN USE 1 Not In Use 2 Seat Belt / Shoulder Harness 3 Child Restraint 4 Air Bag - Deployed 5 Air Bag - Not Deployed 6 Safety Helmet 7 Eye Protection		LOCATION IN VEHICLE 1 Front Left 2 Front Center 3 Front Right 4 Rear Left 5 Rear Center 6 Rear Right 7 In Body Of Truck 8 Bus Passenger 9 Other EJECTED 1 No 2 Yes 3 Partial	

07-28581

Section 3 Vehicle Pedestrian	DRIVER 1 Phantom	YEAR	MAKE	TYPE	USE	VEH LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER			18 Undercarriage 19 Overturn 20 Windshield 21 Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)													
	ACTION 3 N/A								1 Disabling 2 Functional 3 No Damage	EST TRAILER DAMAGE														
	TRAILER OR TOWED VEHICLE INFORMATION			TRAILER TYPE																				
	VEHICLE TRAVELING	DN	AT	Est MPH	Posted Speed	EST. VEHICLE DAMAGE																		
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)					POLICY NUMBER	VEHICLE REMOVED BY		1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other															
	NAME OF VEHICLE OWNER (Check Box if Same As Driver)					CURRENT ADDRESS (Number and Street)	CITY AND STATE		ZIP CODE															
	NAME OF OWNER (Trailer or Towed Vehicle)					CURRENT ADDRESS (Number and Street)	CITY AND STATE		ZIP CODE															
	NAME OF MOTOR CARRIER (Commercial Vehicle Only)					CURRENT ADDRESS (Number and Street)	CITY, STATE AND ZIP CODE		US DOT or ICC MC IDENTIFICATION NUMBERS															
	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN					CURRENT ADDRESS (Number and Street)	CITY, STATE & ZIP CODE		DATE OF BIRTH															
	DRIVER LICENSE NUMBER	STATE	DL TYPE	REQ. END.	ALCOHOL/DRUG TEST TYPE	RESULTS	ALCOHOL/DRUG	PHYS DEF	RES	RACE	SEX	INJ	S EQUIP	EJECT										
	HAZARDOUS MATERIALS BEING TRANSPORTED	PLACARDED	IF YES INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND			WAS HAZARDOUS MATERIAL SPILLED	RECOMMEND DRIVER RE EXAM IF YES EXPLAIN IN NARRATIVE	DRIVER'S PHONE NO																
	1 Yes 2 No	1 Yes 2 No				1 Yes 2 No	1 Yes 2 No																	
#1	PROPERTY DAMAGED - OTHER THAN VEHICLES					EST AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP													
#2	PROPERTY DAMAGED - OTHER THAN VEHICLES					EST AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP													
CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN					VEHICLE DEFECT					VEHICLE MOVEMENT					VEHICLE SPECIAL FUNCTIONS									
01 No Improper Driving / Action 02 Careless Driving (Explain in Narrative) 03 Failed To Yield Right - of - Way 04 Improper Backing 05 Improper Lane Change 06 Improper Turn 07 Alcohol - Under Influence 08 Drugs - Under Influence 09 Alcohol & Drugs - Under Influence 10 Followed Too Closely 11 Disregarded Traffic Signal 12 Exceeded Safe Speed Limit 13 Disregarded Stop Sign 14 Failed To Maintain Equip / Vehicle 15 Improper Passing 16 Drove Left of Center 17 Exceeded Stated Speed Limit 18 Obstructing Traffic					01 No Defects 02 Def Brakes 03 Worn / Smooth Tires 04 Defective / Improper Lights 05 Puncture / Blowout 06 Steering Mech 07 Windshield Wipers 08 Equipment / Vehicle Defect 77 All Other (Explain in Narrative)					01 Straight Ahead 02 Slowing / Stopped / Stalled 03 Making Left Turn 04 Backing 05 Making Right Turn 06 Changing Lanes 07 Entering / Leaving / Parking Space 08 Properly Parked 09 Improperly Parked 10 Making U-Turn					1 None 2 Farm 3 Police Pursuit 4 Recreational 5 Emergency Operation 6 Construction / Maintenance 77 All Other (Explain in Narrative)									
19 Improper Load 20 Disregarded Other Traffic Control 21 Driving Wrong Side - Way 22 Fleeting Police 23 Vehicle Modified 24 Driver Distraction (Explain in Narrative) 77 All Other (Explain in Narrative)					01 On Road 02 Not On Road 03 Shoulder 04 Median 05 Turn Lane 01 None 02 Nearby 03 Entered					11 Passing 12 Driverless or Runaway Vehicle 77 All Other (Explain in Narrative)					1 Not Applicable 2 Shipping Papers 3 Vehicle Side 4 Driver 5 Other									
01 None 02 Nearby 03 Entered					01 None 02 Nearby 03 Entered					01 Crossing Not at Intersection 02 Crossing at Mid-block Crosswalk 03 Crossing at Intersection 04 Walking Along Road With Traffic 05 Walking Along Road Against Traffic 06 Working on Vehicle In Road 07 Working In Road 08 Standing/Playing In Road 09 Standing In Pedestrian Island 77 All Other (Explain in Narrative) 88 Unknown					1 Primarily Business 2 Primarily Residential 3 Open Country									
01 Collision With MV in Transport (Rear End) 02 Collision With MV in Transport (Head On) 03 Collision With MV in Transport (Angle) 04 Collision With MV in Transport (Left Turn) 05 Collision With MV in Transport (Right Turn) 06 Collision With MV in Transport (Sideswipe) 07 Collision With MV in Transport (Backed Into) 08 Collision With Parked Car 09 Collision With MV on Roadway 10 Collision With Pedestrian 11 Collision With Bicycle 12 Collision With Bicycle (Bike Lane) 13 Collision With Moped 14 Collision With Train					15 Collision With Animal 16 MV Hit Sign / Sign Post 17 MV Hit Utility Pole / Light Pole 18 MV Hit Guardrail 19 MV Hit Fence 20 MV Hit Concrete Barrier Wall 21 MV Hit Bridge/Pier/Abutment/Rail 22 MV Hit Tree / Shrubbery 23 Collision With Construction Barncade Sign 24 Collision With Traffic Gate 25 Collision With Crash Attenuators 26 Collision With Fixed Object Above Road 27 MV Hit Other Fixed Object 28 Collision With Movable Object On Road					29 MV Ran Into Ditch/Culvert 30 Ran Off Road Into Water 31 Overturned 32 Occupant Fell From Vehicle 33 Tractor/Trailer Jackknifed 34 Fire 35 Explosion 36 Downhill Runaway 37 Cargo Loss or Shift 38 Separation of Units 39 Median Crossover 77 All Other (Explain in Narrative)					01 Interstate 02 U S 03 State 04 County 05 Local 06 Turnpike/ Toll 07 Forest Road 08 Private Roadway 77 All Other (Explain in Narrative)					01 Daylight 02 Dusk 03 Dawn 04 Dark (Street Light) 05 Dark (No Street Light) 88 Unknown				
01 Dry 02 Wet 03 Slippery 04 Icy 77 All Other (Explain in Narrative)					01 Clear 02 Cloudy 03 Rain 04 Fog 77 All Other (Explain in Narrative)					01 Slag/Gravel/Stone 02 Blacktop 03 Brick/Block 04 Concrete 05 Dirt 77 All Other (Explain in Narrative)														
01 No Defects 02 Obstruction With Warning 03 Obstruction Without Warning 04 Road Under Repair - Construction 05 Loose Surface Materials 06 Shoulders - Soft / Low / High 07 Holes / Ruts - Unsafe Paved Edge 08 Standing Water 09 Worn / Polished Road Surface 77 All Other (Explain in Narrative)					01 Vision Not Obscured 02 Inclement Weather 03 Parked / Stopped Vehicle 04 Trees / Crops / Bushes 05 Load On Vehicle 06 Building / Fixed Object 07 Signs / Billboards 08 Fog 09 Smoke 10 Glare 77 All Other (Explain in Narrative)					01 No Control 02 Special Speed Zone 03 Speed Control Sign 04 School Zone 05 Traffic Signal 06 Stop Sign 07 Yield Sign 08 Flashing Light 09 Railroad Signal 10 Officer / Guard / Flag person					01 Not At Intersection / RR Xing / Bridge 02 At Intersection 03 Influenced By Intersection 04 Driveway Access 05 Railroad 06 Bridge 07 Enhance Ramp 08 Exit Ramp 09 Parking Lot - Public Narrative 10 Parking Lot - Private					01 Straight - Level 02 Straight - Upgrade / Downgrade 03 Curve - Level 04 Curve - Upgrade / Downgrade TYPE SHOULDER 01 Paved 02 Unpaved 03 Curb				
Violator(s)	SECTION #	NAME OF VIOLATOR			FL STATUTE NUMBER	CHARGE	CITATION NUMBER																	
	SECTION #	NAME OF VIOLATOR			FL STATUTE NUMBER	CHARGE	CITATION NUMBER																	
	SECTION #	NAME OF VIOLATOR			FL STATUTE NUMBER	CHARGE	CITATION NUMBER																	
	SECTION #	NAME OF VIOLATOR			FL STATUTE NUMBER	CHARGE	CITATION NUMBER																	

FLORIDA TRAFFIC CRASH REPORT NARRATIVE/DIAGRAM

MAIL TO: DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS SECTION, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0500

DO NOT WRITE IN THIS SPACE

TIME EMS NOTIFIED (FATALITIES ONLY) \ <input type="checkbox"/> AM <input type="checkbox"/> PM	TIME EMS ARRIVED (FATALITIES ONLY) \ <input type="checkbox"/> AM <input type="checkbox"/> PM	DATE OF CRASH 08 20 07	COUNTY / CITY CODE 08/37	INVEST. AGENCY REPORT NUMBER 07 - 28581	HSMV CRASH REPORT NUMBER 75238041
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Vehicle 2 was traveling south on Courtland Blvd. passing through the Heritage Middle School zone, approaching Hathaway St. Witness 1 was located directly to the rear of vehicle 2 traveling in the same direction. Witness 2 was standing on the side of the road, located at the southeast corner of Courtland Blvd. and Hathaway St.

Several vehicle's were located within the turn lanes of Courtland Blvd. waiting to make their respective turns onto Hathaway St. in order to pick up their children from Heritage Middle School. The traffic was very heavy and slow due to school letting out at 330pm.

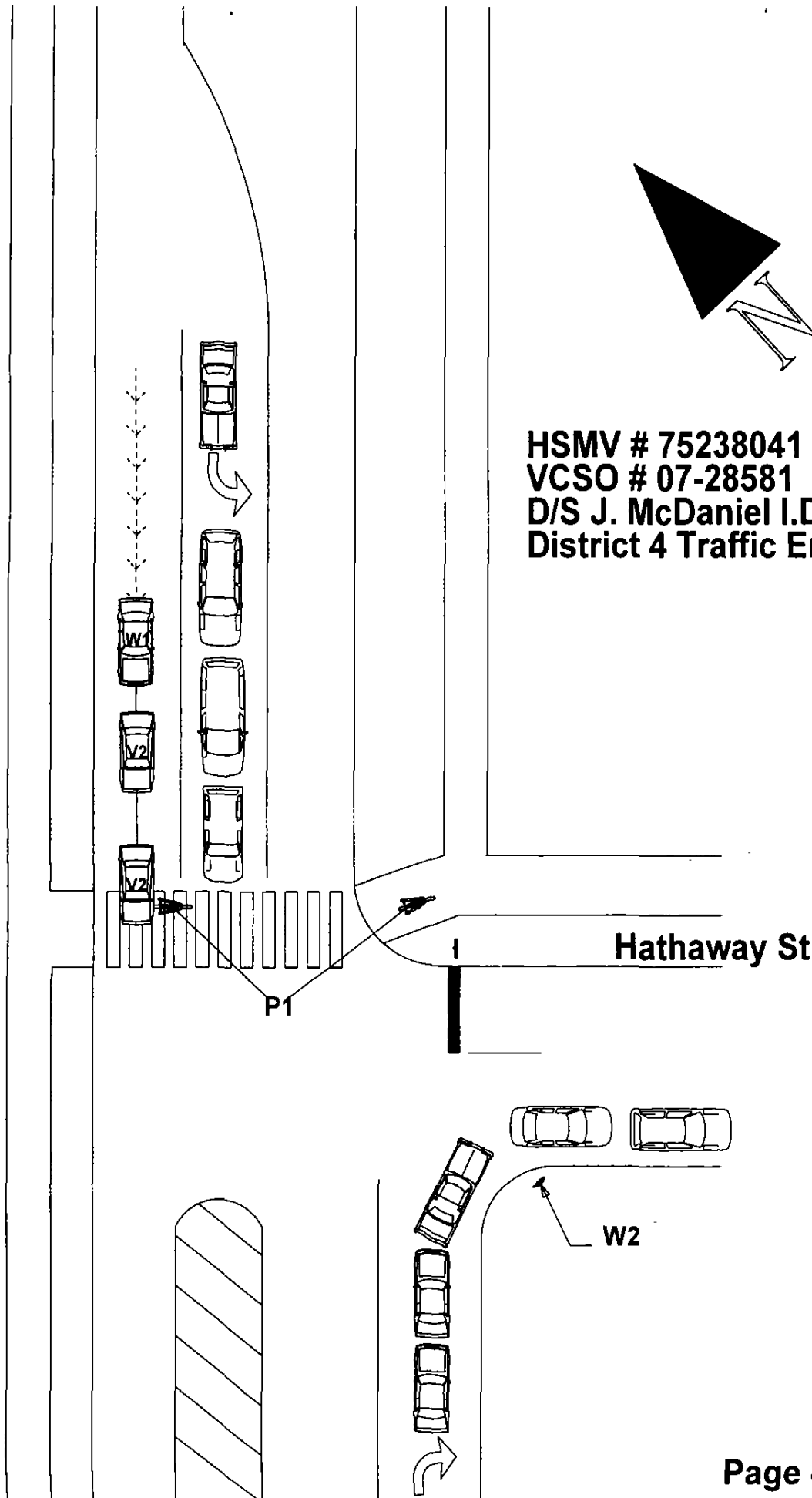
Pedestrian 1 was traveling on his pedal bike west bound along Hathaway St. leaving Heritage Middle School. Upon approaching Courtland Blvd. pedestrian 1 entered the cross walk located at the intersection by riding his pedal bike instead of walking it. At the point when pedestrian 1 decided to cross the road way both the north and south bound turn lanes of Courtland Blvd. where completely filled with uninvolved automobiles and all traffic was at a stand still. Pedestrian 1 was unable to see vehicle 1 traveling south on Courtland Blvd. As pedestrian 1 passed the stopped car in the south bound turn lane vehicle 1 was also passing the parked car. As vehicle 1 traveled over the cross walk, pedestrian 1 continued to pedal his bike through the cross walk, which caused him to crash into the front left side of vehicle 1. The operator of vehicle 1 would not have been able to see pedestrian 1 due to the low profile pedal bike he was operating.

SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT

Violator(s)	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
Violator(s)	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

WITNESS NAME (1) Thomas S Occimio		CURRENT ADDRESS 731 Maltby Dr		CITY & STATE Deltona, FL	ZIP CODE 32738	WITNESS NAME (2) Caron Sadowski		CURRENT ADDRESS 1051 E. Decarl Dr.		CITY & STATE Deltona, FL	ZIP CODE 32738
FIRST AID GIVEN BY - NAME Deltona Fire Rescue						INJURED TAKEN TO Florida Memorial Hospital		BY - NAME EVAC			
WAS INVESTIGATION 1 YES <input checked="" type="checkbox"/> 1 MADE AT SCENE? 2 NO <input type="checkbox"/>		IF NO, THEN WHERE? \		Is INVESTIGATION 1 YES <input checked="" type="checkbox"/> 1 COMPLETE? 2 NO <input type="checkbox"/>		IF NO, THEN WHY? \		DATE OF REPORT 08 20 07		PHOTOS TAKEN 1 YES <input checked="" type="checkbox"/> 2 NO <input type="checkbox"/>	
INVESTIGATOR - RANK & SIGNATURE DII McDaniel				ID/BADGE NUMBER 1590		DEPARTMENT Volusia County Sheriff's Office				FHP <input type="checkbox"/> SO <input checked="" type="checkbox"/> PD <input type="checkbox"/> OTHER <input type="checkbox"/>	

Courtland Blvd.



HSMV # 75238041
VCSO # 07-28581
D/S J. McDaniel I.D. # 1590
District 4 Traffic Enforcement

FLORIDA TRAFFIC CRASH REPORT

☐ UPDATE ☒ CONTINUATION

MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0500

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07.28581

DATE OF CRASH	COUNTY / CITY CODE	INVEST AGENCY REPORT NUMBER	HSMV CRASH REPORT NUMBER 75238041
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S e c t i o n	Vehicle	DRIVER ACTION 1 Phantom 2 Hit & Run 3 N/A	YEAR	MAKE	TYPE	USE	VEH LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER		18 Undercarriage 19 Overturn 20 Windshield 21 Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)			
		TRAILER OR TOWED VEHICLE INFORMATION		TRAILER TYPE		EST. MPH		Posted Speed	EST VEHICLE DAMAGE 1 Disabling 2 Functional 3 No Damage		EST TRAILER DAMAGE			
		MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)		POLICY NUMBER		VEHICLE REMOVED BY		1 Tow Rotation List 2 Tow Owners Request 4 Other						
		NAME OF VEHICLE OWNER (Check Box If Same As Driver)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE						
P e d e s t r i a n	Pedestrian	NAME OF OWNER (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE						
		NAME OF MOTOR CARRIER (Commercial Vehicle Only)		CURRENT ADDRESS (Number and Street)		CITY, STATE AND ZIP CODE		US DOT or ICC MC IDENTIFICATION NUMBERS						
		NAME OF DRIVER (Take From Driver License) / PEDESTRIAN		CURRENT ADDRESS (Number and Street)		CITY, STATE & ZIP CODE		DATE OF BIRTH						
		DRIVER LICENSE NUMBER		STATE	DL TYPE	REQ. END	ALC/DRUG TEST TYPE 1 Blood 3 Urine 5 None 2 Breath 4 Refused	RESULTS	ALC/DRUG	PHYS DEF	RES	RACE	SEX	INJ
HAZARDOUS MATERIALS BEING TRANSPORTED		PLACARDED	IF YES, INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND		WAS HAZARDOUS MATERIAL SPILLED?		RECOMMEND DRIVER RE EXAM IF YES EXPLAIN IN NARRATIVE		DRIVER'S PHONE NO.					

S e c t i o n	Vehicle	DRIVER ACTION 1 Phantom 2 Hit & Run 3 N/A	YEAR	MAKE	TYPE	USE	VEH LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER		18 Undercarriage 19 Overturn 20 Windshield 21 Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)			
		TRAILER OR TOWED VEHICLE INFORMATION		TRAILER TYPE		EST. MPH		Posted Speed	EST VEHICLE DAMAGE 1 Disabling 2 Functional 3 No Damage		EST TRAILER DAMAGE			
		MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)		POLICY NUMBER		VEHICLE REMOVED BY		1 Tow Rotation List 2 Tow Owners Request 4 Other						
		NAME OF VEHICLE OWNER (Check Box If Same As Driver)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE						
P e d e s t r i a n	Pedestrian	NAME OF OWNER (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE						
		NAME OF MOTOR CARRIER (Commercial Vehicle Only)		CURRENT ADDRESS (Number and Street)		CITY, STATE AND ZIP CODE		US DOT or ICC MC IDENTIFICATION NUMBERS						
		NAME OF DRIVER (Take From Driver License) / PEDESTRIAN		CURRENT ADDRESS (Number and Street)		CITY, STATE & ZIP CODE		DATE OF BIRTH						
		DRIVER LICENSE NUMBER		STATE	DL TYPE	REQ. END	ALC/DRUG TEST TYPE 1 Blood 3 Urine 5 None 2 Breath 4 Refused	RESULTS	ALC/DRUG	PHYS DEF	RES	RACE	SEX	INJ
HAZARDOUS MATERIALS BEING TRANSPORTED		PLACARDED	IF YES, INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND		WAS HAZARDOUS MATERIAL SPILLED?		RECOMMEND DRIVER RE EXAM IF YES EXPLAIN IN NARRATIVE		DRIVER'S PHONE NO.					

PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP

WITNESS NAME (1)	CURRENT ADDRESS	CITY & STATE	ZIP CODE	WITNESS NAME (2)	CURRENT ADDRESS	CITY & STATE	ZIP CODE
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WAS INVESTIGATION MADE AT SCENE? 1 YES 2 NO 1	IF NO, THEN WHERE?	IS INVESTIGATION COMPLETE? 1 YES 2 NO 1	IF NO, THEN WHY?	DATE OF REPORT 08 20 07	PHOTOS TAKEN 1 YES 2 NO 2	IF YES BY WHOM? 1 INVESTIGATING AGENCY 2 OTHER
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INVESTIGATOR - RANK & SIGNATURE DII McDaniel	ID/BADGE NUMBER 1590	DEPARTMENT Volusia County Sheriff's Office	FHP SO PD OTHER <input checked="" type="checkbox"/>
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0728581

CONTRIBUTING CAUSES - DRIVER / PEDESTRIAN		VEHICLE DEFECT		VEHICLE MOVEMENT		VEHICLE SPECIAL FUNCTIONS	
01 No Improper Driving / Action	<input type="checkbox"/>	01 No Defects	<input type="checkbox"/>	01 Straight Ahead	<input type="checkbox"/>	1 None	<input type="checkbox"/>
02 Careless Driving (Explain in Narrative)	<input type="checkbox"/>	02 Def Brakes	<input type="checkbox"/>	02 Slowing / Stopped / Stalled	<input type="checkbox"/>	2 Farm	<input type="checkbox"/>
03 Failed To Yield Right of Way	<input type="checkbox"/>	03 Worn / Smooth Tires	<input type="checkbox"/>	03 Making Left Turn	<input type="checkbox"/>	3 Police Pursuit	<input type="checkbox"/>
04 Improper Backing	<input type="checkbox"/>	04 Defective / Improper Lights	<input type="checkbox"/>	04 Backing	<input type="checkbox"/>	4 Recreational	<input type="checkbox"/>
05 Improper Lane Change	<input type="checkbox"/>	05 Puncture / Blowout	<input type="checkbox"/>	05 Making Right Turn	<input type="checkbox"/>	6 Emergency Operation	<input type="checkbox"/>
06 Improper Turn	<input type="checkbox"/>	06 Steering Mech	<input type="checkbox"/>	06 Changing Lanes	<input type="checkbox"/>	6 Construction / Maintenance	<input type="checkbox"/>
07 Alcohol - Under Influence	<input type="checkbox"/>	07 Windshield Wipers	<input type="checkbox"/>	07 Entering / Leaving / Parking Space	<input type="checkbox"/>	SOURCE OF CARRIER INFORMATION	
08 Drugs - Under Influence	<input type="checkbox"/>	08 Equipment / Vehicle 77 All Other (Explain in Narrative)	<input type="checkbox"/>	08 Properly Parked	<input type="checkbox"/>		
09 Alcohol & Drugs - Under Influence	<input type="checkbox"/>	POINT OF COLLISION		09 Improperly Parked	<input type="checkbox"/>	1 Not Applicable	<input type="checkbox"/>
10 Followed Too Closely	<input type="checkbox"/>	01 On Road	<input type="checkbox"/>	10 Making U-Turn	<input type="checkbox"/>	2 Shipping Papers	<input type="checkbox"/>
11 Disregarded Traffic Signal	<input type="checkbox"/>	02 Not On Road	<input type="checkbox"/>	PEDESTRIAN ACTION		3 Vehicle Side	<input type="checkbox"/>
12 Exceeded Safe Speed Limit	<input type="checkbox"/>	03 Shoulder	<input type="checkbox"/>	01 Crossing Not at Intersection	<input type="checkbox"/>	4 Driver	<input type="checkbox"/>
13 Disregarded Stop Sign	<input type="checkbox"/>	04 Median	<input type="checkbox"/>	02 Crossing at Mid-block Crosswalk	<input type="checkbox"/>	5 Other	<input type="checkbox"/>
14 Failed To Maintain Equip / Vehicle	<input type="checkbox"/>	05 Turn Lane	<input type="checkbox"/>	03 Crossing at Intersection	<input type="checkbox"/>		
15 Improper Passing	<input type="checkbox"/>	WORK AREA		04 Walking Along Road With Traffic	<input type="checkbox"/>		
16 Drove Left of Center	<input type="checkbox"/>	01 None	<input type="checkbox"/>	05 Walking Along Road Against Traffic	<input type="checkbox"/>		
17 Exceeded Stated Speed Limit	<input type="checkbox"/>	02 Nearby	<input type="checkbox"/>	06 Working on Vehicle in Road	<input type="checkbox"/>		
18 Obstructing Traffic	<input type="checkbox"/>	03 Entered	<input type="checkbox"/>	07 Working In Road	<input type="checkbox"/>		
				08 Standing/Playing In Road	<input type="checkbox"/>		
				09 Standing In Pedestrian Island	<input type="checkbox"/>		
				77 All Other (Explain in Narrative)	<input type="checkbox"/>		
				88 Unknown	<input type="checkbox"/>		

FIRST / SUBSEQUENT HARMFUL EVENT(S)

01 Collision With MV in Transport (Rear End)	15 Collision With Animal	29 MV Ran Into Ditch/Culvert	<input type="checkbox"/>
02 Collision With MV in Transport (Head On)	16 MV Hit Sign / Sign Post	30 Ran Off Road Into Water	<input type="checkbox"/>
03 Collision With MV in Transport (Angle)	17 MV Hit Utility Pole / Light Pole	31 Overturned	<input type="checkbox"/>
04 Collision With MV in Transport (Left Turn)	18 MV Hit Guardrail	32 Occupant Fell From Vehicle	<input type="checkbox"/>
05 Collision With MV in Transport (Right Turn)	19 MV Hit Fence	33 Tractor/Trailer Jackknifed	<input type="checkbox"/>
06 Collision With MV in Transport (Sideswipe)	20 MV Hit Concrete Barrier Wall	34 Fire	<input type="checkbox"/>
07 Collision With MV in Transport (Backed into)	21 MV Hit Bridge/Pier/Abutment/Rail	35 Explosion	<input type="checkbox"/>
08 Collision With Parked Car	22 MV Hit Tree / Shrubbery	36 Downhill Runaway	<input type="checkbox"/>
09 Collision With MV on Roadway	23 Collision With Construction Barricade Sign	37 Cargo Loss or Shift	<input type="checkbox"/>
10 Collision With Pedestrian	24 Collision With Traffic Gate	38 Separation of Units	<input type="checkbox"/>
11 Collision With Bicycle	25 Collision With Crash Attenuators	39 Median Crossover	<input type="checkbox"/>
12 Collision With Bicycle (Bike Lane)	26 Collision With Fixed Object Above Road	77 All Other (Explain in Narrative)	<input type="checkbox"/>
13 Collision With Moped	27 MV Hit Other Fixed Object		<input type="checkbox"/>
14 Collision With Train	28 Collision With Movable Object On Road		<input type="checkbox"/>

(ADDITIONAL NARRATIVE)

Pedestrian 1's impact with vehicle 1 caused him to fall off of his pedal bike and impact the pavement. Pedestrian 1 was wearing a safety helmet and only received minor scratches to his leg as observed by D/S McDaniel. Pedestrian 1's mother was notified in reference to this incident and at her request was transported to Florida Memorial Hospital in Orange City, Florida for further evaluation.

Witness's 1 and 2 both advised that vehicle 1 was traveling at around 5 mph due to the heavy vehicle and pedestrian traffic in the area. Witness's also advised that Pedestrian 1 was traveling to fast on his pedal bike for vehicle 1 operator to stop her vehicle.

Pedestrian 1's pedal bike was turned over to the Heritage Middle School S.R.D. The operator of vehicle 1 removed her vehicle from the scene.

ADDITIONAL PASSENGERS

SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT

Violator(s)	SECTION #	NAME OF VIOLATOR	FL. STATUTE NUMBER	CHARGE	CITATION NUMBER
	SECTION #	NAME OF VIOLATOR	FL. STATUTE NUMBER	CHARGE	CITATION NUMBER

**APPENDIX B: Letters to Principal
and Crossing Guard Supervisor and
completed Principal &
Crossing Guard Supervisor
Questionnaire**



VOLUSIA COUNTY
TRANSPORTATION PLANNING ORGANIZATION

PRINCIPAL
QUESTIONNAIRE

TO: Heritage Middle School
Principal Ms. Carolyn Carbonell
1001 Parnell Court
Deltona, FL 32738

FROM: Stephan Harris
Volusia County Transportation Planning Organization (VCTPO)
2570 W. International Speedway Blvd, Suite 120
Daytona Beach, FL 32114-8145

RE: MEETING DATE (TBD)
SCHOOL WALK ZONE SAFETY ANALYSIS

The Volusia County Transportation Planning Organization (VCTPO) is conducting assessments aimed at improving the safety conditions for students who bicycle or walk to and from school. Heritage Middle School has been chosen as one of the schools to be studied during this study phase. The following questionnaire will aid us in this effort. Your participation is key to the success of this analysis and is greatly appreciated.

You will be meeting with our traffic engineering consultants who will be conducting this study, Lassiter Transportation Group. Each staff member responsible for conducting the on-site analysis has gone through the appropriate back-ground check. Should you have any questions, please do not hesitate to contact them directly. Mr. Sans Lassiter or Ms. Crystal Mercedes PH: (386) 257-2571 or by E-mail: rlassiter@lassitertransportation.com or cmercedes@lassitertransportation.com.

1. Number of students currently enrolled: 1223

Comments: _____

2. Number of students (or approximate percentage) who walk/bicycle to/from school: Approx. 300

Comments: _____

3. Are you aware of any facility (sidewalk, crosswalk, etc.) maintenance issues? If yes, please explain.

No Issues

4. Are you aware of any parents who stop and/or park along the walk zone route to drop-off/pick-up their students to avoid the regular school pick-up lines? If yes, does this cause a safety issue with the students who walk/bicycle?

Yes, many do this and cause a major safety issue at both entrances. We have had at least 3 near crashes involving students this year. We have had community meetings and have tried to work with the Sheriff's department but to no avail. We need police presences each morning and afternoon for improvement.



5. Are you aware of any safety hazards or issues along the school's walk zone?

High school students repeatedly hang outside each gate and cause problems with middle school students.

6. Please list all known crash incidents within the walk zone. Did any of the crashes cause an issue for walkers/bikers? If yes, please explain.

Near crashes only.

7. What is your biggest concern relative to the conditions faced by the students who walk/bicycle to/from school?

Parents driving and parking in NO PARK zones. Speeding and blocking access gates.

8. What changes/improvements would you like to see relative to the conditions faced by the students who walk/bicycle to/from school?

Police presence works the best on city streets

COMMENTS:

We have addressed the schoolwide problem by allowing students on campus earlier, and we have posted signs to clarify unload and drop-off procedures. Personnel stand out front to help with directing traffic.

APPENDIX C: 2009 Florida Statutes Excerpts

The 2009 Florida Statutes

[Title XLVIII](#)

K-20 EDUCATION CODE

[Chapter 1006](#)

SUPPORT FOR LEARNING

[View Entire Chapter](#)

(1) DEFINITION.--As used in this section, "student" means any public elementary school student whose grade level does not exceed grade 6.

(2) TRANSPORTATION; CORRECTION OF HAZARDS.--

(a) It is intended that district school boards and other governmental entities work cooperatively to identify conditions that are hazardous along student walking routes to school and that district school boards provide transportation to students who would be subjected to such conditions. It is further intended that state or local governmental entities having jurisdiction correct such hazardous conditions within a reasonable period of time.

(b) Upon a determination pursuant to this section that a condition is hazardous to students, the district school board shall request a determination from the state or local governmental entity having jurisdiction regarding whether the hazard will be corrected and, if so, regarding a projected completion date. State funds shall be allocated for the transportation of students subjected to such hazards, provided that such funding shall cease upon correction of the hazard or upon the projected completion date, whichever occurs first.

(3) IDENTIFICATION OF HAZARDOUS CONDITIONS.--When a request for review is made to the district school superintendent or the district school superintendent's designee concerning a condition perceived to be hazardous to students in that district who live within the 2-mile limit and who walk to school, such condition shall be inspected by a representative of the school district and a representative of the state or local governmental entity that has jurisdiction over the perceived hazardous location. The district school superintendent or his or her designee and the state or local governmental entity or its representative shall then make a final determination that is mutually agreed upon regarding whether the hazardous condition meets the state criteria pursuant to this section. The district school superintendent or his or her designee shall report this final determination to the department.

(4) STATE CRITERIA FOR DETERMINING HAZARDOUS WALKING CONDITIONS.--

(a) *Walkways parallel to the road.*--

1. It shall be considered a hazardous walking condition with respect to any road along which students must walk in order to walk to and from school if there is not an area at least 4 feet wide adjacent to the road, having a surface upon which students may walk without being required to walk on the road surface. In addition, whenever the road along which students must walk is uncurbed and has a posted speed limit of 55 miles per hour, the area as described above for students to walk upon shall be set off the road by no less than 3 feet from the edge of the road.

2. The provisions of subparagraph 1. do not apply when the road along which students must walk:

a. Is in a residential area which has little or no transient traffic;

- b. Is a road on which the volume of traffic is less than 180 vehicles per hour, per direction, during the time students walk to and from school; or
- c. Is located in a residential area and has a posted speed limit of 30 miles per hour or less.

(b) *Walkways perpendicular to the road.*--It shall be considered a hazardous walking condition with respect to any road across which students must walk in order to walk to and from school:

1. If the traffic volume on the road exceeds the rate of 360 vehicles per hour, per direction (including all lanes), during the time students walk to and from school and if the crossing site is uncontrolled. For purposes of this subsection, an "uncontrolled crossing site" is an intersection or other designated crossing site where no crossing guard, traffic enforcement officer, or stop sign or other traffic control signal is present during the times students walk to and from school.
2. If the total traffic volume on the road exceeds 4,000 vehicles per hour through an intersection or other crossing site controlled by a stop sign or other traffic control signal, unless crossing guards or other traffic enforcement officers are also present during the times students walk to and from school.

Traffic volume shall be determined by the most current traffic engineering study conducted by a state or local governmental agency.

History.--s. 297, ch. 2002-387.

Title XXIII

Chapter 316

[View Entire Chapter](#)

MOTOR VEHICLES STATE UNIFORM TRAFFIC CONTROL

316.75 School crossing guards.--The Department of Transportation shall adopt uniform guidelines for the training of school crossing guards. Each local governmental entity administering a school crossing guard program shall provide a training program for school crossing guards according to the uniform guidelines. Successful completion of the training program shall be required of each school guard except:

- (1) A person who received equivalent training during employment as a law enforcement officer.
- (2) A person who receives less than \$5,000 in annual compensation in a county with a population of less than 75,000.
- (3) A student who serves in a school patrol.

School crossing guard training programs may be made available to nonpublic schools upon contract.

History.--s. 2, ch. 92-194; s. 42, ch. 97-190.

Note.--Former s. 234.302.

Title XXIII**Chapter 316****[View Entire Chapter](#)****MOTOR VEHICLES STATE UNIFORM TRAFFIC CONTROL****316.2065 Bicycle regulations.--**

(1) Every person propelling a vehicle by human power has all of the rights and all of the duties applicable to the driver of any other vehicle under this chapter, except as to special regulations in this chapter, and except as to provisions of this chapter which by their nature can have no application.

(2) A person operating a bicycle may not ride other than upon or astride a permanent and regular seat attached thereto.

(3)(a) A bicycle may not be used to carry more persons at one time than the number for which it is designed or equipped, except that an adult rider may carry a child securely attached to his or her person in a backpack or sling.

(b) Except as provided in paragraph (a), a bicycle rider must carry any passenger who is a child under 4 years of age, or who weighs 40 pounds or less, in a seat or carrier that is designed to carry a child of that age or size and that secures and protects the child from the moving parts of the bicycle.

(c) A bicycle rider may not allow a passenger to remain in a child seat or carrier on a bicycle when the rider is not in immediate control of the bicycle.

(d) A bicycle rider or passenger who is under 16 years of age must wear a bicycle helmet that is properly fitted and is fastened securely upon the passenger's head by a strap, and that meets the standards of the American National Standards Institute (ANSI Z 90.4 Bicycle Helmet Standards), the standards of the Snell Memorial Foundation (1984 Standard for Protective Headgear for Use in Bicycling), or any other nationally recognized standards for bicycle helmets adopted by the department. As used in this subsection, the term "passenger" includes a child who is riding in a trailer or semitrailer attached to a bicycle.

(e) Law enforcement officers and school crossing guards may issue a bicycle safety brochure and a verbal warning to a bicycle rider or passenger who violates this subsection. A bicycle rider or passenger who violates this subsection may be issued a citation by a law enforcement officer and assessed a fine for a pedestrian violation, as provided in s. 318.18. The court shall dismiss the charge against a bicycle rider or passenger for a first violation of paragraph (d) upon proof of purchase of a bicycle helmet that complies with this subsection.

(4) No person riding upon any bicycle, coaster, roller skates, sled, or toy vehicle may attach the same or himself or herself to any vehicle upon a roadway. This subsection does not prohibit attaching a bicycle trailer or bicycle semitrailer to a bicycle if that trailer or semitrailer is commercially available and has been designed for such attachment.

(5)(a) Any person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.
2. When preparing for a left turn at an intersection or into a private road or driveway.

3. When reasonably necessary to avoid any condition, including, but not limited to, a fixed or moving object, parked or moving vehicle, bicycle, pedestrian, animal, surface hazard, or substandard-width lane, that makes it unsafe to continue along the right-hand curb or edge. For the purposes of this subsection, a "substandard-width lane" is a lane that is too narrow for a bicycle and another vehicle to travel safely side by side within the lane.

(b) Any person operating a bicycle upon a one-way highway with two or more marked traffic lanes may ride as near the left-hand curb or edge of such roadway as practicable.

(6) Persons riding bicycles upon a roadway may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding two abreast may not impede traffic when traveling at less than the normal speed of traffic at the time and place and under the conditions then existing and shall ride within a single lane.

(7) Any person operating a bicycle shall keep at least one hand upon the handlebars.

(8) Every bicycle in use between sunset and sunrise shall be equipped with a lamp on the front exhibiting a white light visible from a distance of at least 500 feet to the front and a lamp and reflector on the rear each exhibiting a red light visible from a distance of 600 feet to the rear. A bicycle or its rider may be equipped with lights or reflectors in addition to those required by this section.

(9) No parent of any minor child and no guardian of any minor ward may authorize or knowingly permit any such minor child or ward to violate any of the provisions of this section.

(10) A person propelling a vehicle by human power upon and along a sidewalk, or across a roadway upon and along a crosswalk, has all the rights and duties applicable to a pedestrian under the same circumstances.

(11) A person propelling a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.

(12) No person upon roller skates, or riding in or by means of any coaster, toy vehicle, or similar device, may go upon any roadway except while crossing a street on a crosswalk; and, when so crossing, such person shall be granted all rights and shall be subject to all of the duties applicable to pedestrians.

(13) This section shall not apply upon any street while set aside as a play street authorized herein or as designated by state, county, or municipal authority.

(14) Every bicycle shall be equipped with a brake or brakes which will enable its rider to stop the bicycle within 25 feet from a speed of 10 miles per hour on dry, level, clean pavement.

(15) A person engaged in the business of selling bicycles at retail shall not sell any bicycle unless the bicycle has an identifying number permanently stamped or cast on its frame.

(16)(a) A person may not knowingly rent or lease any bicycle to be ridden by a child who is under the age of 16 years unless:

1. The child possesses a bicycle helmet; or

2. The lessor provides a bicycle helmet for the child to wear.

(b) A violation of this subsection is a nonmoving violation, punishable as provided in s. 318.18.

(17) The court may waive, reduce, or suspend payment of any fine imposed under subsection (3) or subsection (16) and may impose any other conditions on the waiver, reduction, or suspension. If the court finds that a person does not have sufficient funds to pay the fine, the court may require the performance of a specified number of hours of community service or attendance at a safety seminar.

(18) Notwithstanding s. 318.21, all proceeds collected pursuant to s. 318.18 for violations under paragraphs (3)(e) and (16)(b) shall be deposited into the State Transportation Trust Fund.

(19) The failure of a person to wear a bicycle helmet or the failure of a parent or guardian to prevent a child from riding a bicycle without a bicycle helmet may not be considered evidence of negligence or contributory negligence.

(20) Except as otherwise provided in this section, a violation of this section is a noncriminal traffic infraction, punishable as a pedestrian violation as provided in chapter 318. A law enforcement officer may issue traffic citations for a violation of subsection (3) or subsection (16) only if the violation occurs on a bicycle path or road, as defined in s. 334.03. However, they may not issue citations to persons on private property, except any part thereof which is open to the use of the public for purposes of vehicular traffic.

History.--s. 1, ch. 71-135; s. 1, ch. 76-31; s. 2, ch. 76-286; s. 1, ch. 78-353; s. 8, ch. 83-68; s. 5, ch. 85-309; s. 1, ch. 86-23; s. 7, ch. 87-161; s. 21, ch. 94-306; s. 899, ch. 95-148; s. 1, ch. 96-185; s. 2, ch. 97-300; s. 161, ch. 99-248.

Note.--Former s. 316.111.

APPENDIX D: Americans with Disabilities Accessibility Guidelines Excerpts

4.7 Curb Ramps.

4.7.1 Location. Curb ramps complying with 4.7 shall be provided wherever an accessible route crosses a curb.

4.7.2 Slope. Slopes of curb ramps shall comply with [4.8.2](#). The slope shall be measured as shown in [Fig. 11](#). Transitions from ramps to walks, gutters, or streets shall be flush and free of abrupt changes. Maximum slopes of adjoining gutters, road surface immediately adjacent to the curb ramp, or accessible route shall not exceed 1:20.

4.7.3 Width. The minimum width of a curb ramp shall be 36 in (915 mm), exclusive of flared sides.

4.7.4 Surface. Surfaces of curb ramps shall comply with [4.5](#).

4.7.5 Sides of Curb Ramps. If a curb ramp is located where pedestrians must walk across the ramp, or where it is not protected by handrails or guardrails, it shall have flared sides; the maximum slope of the flare shall be 1:10 (see [Fig. 12\(a\)](#)). Curb ramps with returned curbs may be used where pedestrians would not normally walk across the ramp (see [Fig. 12\(b\)](#)).

4.7.6 Built-up Curb Ramps. Built-up curb ramps shall be located so that they do not project into vehicular traffic lanes (see [Fig. 13](#)).

4.7.7 Detectable Warnings. A curb ramp shall have a detectable warning complying with [4.29.2](#). The detectable warning shall extend the full width and depth of the curb ramp.

4.7.8 Obstructions. Curb ramps shall be located or protected to prevent their obstruction by parked vehicles.

4.7.9 Location at Marked Crossings. Curb ramps at marked crossings shall be wholly contained within the markings, excluding any flared sides (see [Fig. 15](#)).

4.7.10 Diagonal Curb Ramps. If diagonal (or corner type) curb ramps have returned curbs or other well-defined edges, such edges shall be parallel to the direction of pedestrian flow. The bottom of diagonal curb ramps shall have 48 in (1220 mm) minimum clear space as shown in [Fig. 15\(c\)](#) and [\(d\)](#). If diagonal curb ramps are provided at marked crossings, the 48 in (1220 mm) clear space shall be within the markings (see [Fig. 15\(c\)](#) and [\(d\)](#)). If diagonal curb ramps have flared sides, they shall also have at least a 24 in (610 mm) long segment of straight curb located on each side of the curb ramp and within the marked crossing (see [Fig. 15\(c\)](#)).

4.7.11 Islands. Any raised islands in crossings shall be cut through level with the street or have curb ramps at both sides and a level area at least 48 in (1220 mm) long between the curb ramps in the part of the island intersected by the crossings (see [Fig. 15\(a\)](#) and [\(b\)](#)).

4.8 Ramps.

4.8.1* General. Any part of an accessible route with a slope greater than 1:20 shall be considered a ramp and shall comply with 4.8. [Appendix Note](#)

4.8.2* Slope and Rise. The least possible slope shall be used for any ramp. The maximum slope of a ramp in new construction shall be 1:12. The maximum rise for any run shall be 30 in (760 mm) (see [Fig. 16](#)). Curb ramps and ramps to be constructed on existing sites or in existing buildings or facilities may have slopes and rises as allowed in [4.1.6\(3\)\(a\)](#) if space limitations prohibit the use of a 1:12 slope or less. [Appendix Note](#)

4.8.3 Clear Width. The minimum clear width of a ramp shall be 36 in (915 mm).

4.8.4* Landings. Ramps shall have level landings at bottom and top of each ramp and each ramp run. Landings shall have the following features:

(1) The landing shall be at least as wide as the ramp run leading to it.

(2) The landing length shall be a minimum of 60 in (1525 mm) clear.

(3) If ramps change direction at landings, the minimum landing size shall be 60 in by 60 in (1525 mm by 1525 mm).

(4) If a doorway is located at a landing, then the area in front of the doorway shall comply with [4.13.6](#). [Appendix Note](#)

4.8.5* Handrails. If a ramp run has a rise greater than 6 in (150 mm) or a horizontal projection greater than 72 in (1830 mm), then it shall have handrails on both sides. Handrails are not required on curb ramps or adjacent to seating in assembly areas. Handrails shall comply with [4.26](#) and shall have the following features:

(1) Handrails shall be provided along both sides of ramp segments. The inside handrail on switchback or dogleg ramps shall always be continuous.

(2) If handrails are not continuous, they shall extend at least 12 in (305 mm) beyond the top and bottom of the ramp segment and shall be parallel with the floor or ground surface (see [Fig. 17](#)).

(3) The clear space between the handrail and the wall shall be 1 - 1/2 in (38 mm).

(4) Gripping surfaces shall be continuous.

(5) Top of handrail gripping surfaces shall be mounted between 34 in and 38 in (865 mm and 965 mm) above ramp surfaces.

(6) Ends of handrails shall be either rounded or returned smoothly to floor, wall, or post.

(7) Handrails shall not rotate within their fittings. [Appendix Note](#)

4.8.6 Cross Slope and Surfaces. The cross slope of ramp surfaces shall be no greater than 1:50. Ramp surfaces shall comply with [4.5](#).

APPENDIX E: Traffic Counts for Roadways in School Walk Zone

On-Site Observations: VCMPO Bike/Pedestrian Safety Study

Name of School: Heritage Middle School
Principal: Carolyn Caronell
Location: Deltona, FL

Job #: 3706-07
Date of Site Visit: 10/8/2010

☒ Observe Entry and Exit Pedestrians and Bicyclists

☒ Observe Traffic Patterns and the Impact to Bicycle Riders and Pedestrians

Photos of Study Area (Note Any Adverse Conditions)

☒ Entrance of School _____

☒ Entry Locations 2

☒ Exit Locations _____

☒ Obstacles _____

☐ Use of Bicycles

Number of Bicycles >28

☒ Check for Helmet Compliance good

Helmets: _____

Without Helmets: 0 observed

☒ Sidewalk Conditions (Take Pictures where Applicable)

☒ Transit Stops/Routes

☒ Traffic Flashing Signals

☒ School Related Signage

☒ School Related Flashing Signals

☒ Traffic Signals

☒ Pedestrian Signals

☒ Drainage Ditches/Bridges/Retention Ponds

☒ Conservation and Park Lands

☒ Trails

☒ Check for Opportunities to Make Improvements and Photograph

Description of Obstacles:

☒ Curb Ramp at All Crosswalk to Sidewalk

Existent ☒

Non-existent ☐

☒ Observance of Illegal ~~Drop-offs~~ *pick-ups*

☒ Observance of Illegal Right of Way Parking

Yes ☐

No ☐

Notes:

Principal Comment:
