

BICYCLE AND PEDESTRIAN SCHOOL SAFETY REVIEW STUDY

BUNNELL ELEMENTARY SCHOOL BUNNELL, FLAGLER COUNTY, FL

Assessment & Implementation Report | June 2017





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River to Sea Transportation Planning Organization Bicycle and Pedestrian School Safety Review Study

Bunnell Elementary School Bunnell, Flagler County, FL

Assessment and Implementation Report

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Executive Summary

Kittelson and Associates, Inc. (KAI) was contracted by the River to Sea Transportation Planning Organization (R2CTPO) to prepare Assessment and Implementation Report for the Bicycle and Pedestrian School Safety Review Study for seven Flagler County schools. The Assessment Report for the Bicycle and Pedestrian School Safety Review Study will enable the R2CTPO to make recommendations for projects that will improve the walkability and bikability of students living within the school walk zone. 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 report is Bunnell Elementary School located at 305 N Palmetto St, Bunnell, FL 32110.

Purpose

The purpose of the Bicycle and Pedestrian School Safety Review Study is to create a safe environment for students to walk or bicycle to school. The goal for the assessment phase of this study is to provide the R2CTPO 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 includes the walk zone surrounding the school and it will evaluate safety issues that may affect students walking or bicycling to school. Another goal of the assessment report is to continue the coordination among the stakeholders to implement the recommendations of these studies. The purpose of the Implementation Report for the Bicycle and Pedestrian School Safety Review Study is to conduct a constructibility review and develop a cost feasibility plan that is based upon the recommendations from Bunnell Elementary School's Assessment Report. Ultimately, the recommendations within the Implementation Report should create a safer environment for children who live within the walk zone that choose to walk or bicycle to and from the school.

To make walking and bicycling a chosen mode of transportation for students at Bunnell Elementary School, remedial measures have been recommended that should make the school walk zone safer. Many local, state, and federal laws require transportation agencies to focus on walking and bicycling infrastructure as part of the overall transportation network. The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) of 2005 established the Safe Routes to School program that explicitly focused on funding projects to enhance pedestrian and bicycling infrastructure around schools. Fixing America's Surface Transportation Act (FAST) of 2015 reinforces the Safe Routes to School program. The goal of this report is to create a safer environment along the streets adjacent to Bunnell Elementary School and recommend best practices for older and new developments. 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 bicycle to school.

- Increased practice of safe bicycling, walking, and navigating traffic
- Knowledge of their surrounding neighborhood environment
- Improved childhood health
- Improved sense of self-image and autonomy
- Reduce risk of childhood obesity
- Contributes 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 traffic congestion
- Reduce the number of 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 local government leaders

Table 1 summarizes safety concerns observed within Bunnell Elementary School's walk zone with recommendations documented in this report.

Location	Responsible Agency	Observation	Recommendation
Orange St (Howe St to Moody Blvd (SR 100))	City of Bunnell	Existing sidewalk on northeast side is a sub- standard, 4 feet wide sidewalk and is not well maintained. Overgrown trees and shrubs block major parts of the sidewalk.	Construct a new 5 feet wide sidewalk on northeast side with ADA compliant pedestrian ramps and marked crosswalks across intersections.
Lemon St (Howe St to Moody Blvd (SR 100))	City of Bunnell	Many students use Lemon street to walk to and from the school to reach Moody Blvd (SR 100).	Construct a new 5 feet wide sidewalk on southwest side with ADA compliant pedestrian ramps and marked crosswalks across intersections.
Moody Blvd (SR 100) and Chapel St	City of Bunnell, FDOT, Bunnell Elementary School	The flashing yellow light is on in AM drop off period between 7: 45 AM to 8:30 AM on Moody Boulevard. However, there are students who cross Moody Blvd after 8:30 AM.	Coordinate flashing yellow light timings with school arrival and dismissal periods.
	City of Bunnell Police Department	Few cars are driving higher than 20 MPH speed even when the flashing yellow lights are on.	Periodically place speed monitoring trailers to remind drivers that they are driving over the posted speed limit; law enforcement officers should periodically monitor the school walk zone to ensure that motorists are following the rules; if it is found that motorists are driving over the posted speed limit then the police Department should consider issuing fines during school arrival and dismissal times.

Table 1: Observations and Recommendations Summary

Location	Responsible Agency	Observation	Recommendation
Howe St Chapel St to State St (US 1)			
Palm Ave Chapel St to State St (US 1)		There is no sidewalk present on these streets	
Chapel Street Woodland Ave to Moody Blvd (SR 100)	City of Bunnell	that directly connect the school's entrance to State St (US 1) and Moody Blvd (SR 100) and are	Perform Pedestrian Accommodation Feasibility Studies for these streets*
Peach St Howe St to Moody Blvd (SR 100)		used by students to walk to and from the school.	
Fig St Howe St to Moody Blvd (SR 100)			
Howe St and Orange St Intersection	City of Bunnell, Bunnell Elementary School	Southwest corner of this intersection has a utility pole that is located in the middle of the sidewalk. The sidewalk does not have 4 feet clearance around the pole that is required for a wheelchair to pass. This is not in compliance with ADA standards.	Construct a 5 feet wide x 5 feet wide concrete pad on the school property side that will widen the sidewalk at this corner. This will allow persons in wheelchairs to navigate around the utility pole.

Table 1: Observations and recommendations summary

*Where Pedestrian Accommodation Feasibility Studies are recommended, the goal is to identify a feasible exclusive pedestrian facility. Preferably, the facility will provide physical separation in the form of a curb, landscaped strip, or other physical element between the roadway and an ADA compliant pedestrian facility. These studies should identify the costs, right of way, and takings implications of various approaches, and may also recommend spot improvements, crossing treatments, and traffic calming. Interim solutions can be implemented as long as these do not compromise the ultimate goal of providing an exclusive pedestrian facility.

Introduction

In the winter of 2016/2017, a comprehensive bicycle and pedestrian safety review was performed for Bunnell Elementary School in Bunnell, Flagler County. The purpose of this study is to evaluate the walk zone of Bunnell Elementary School for any safety issues that students might encounter if they choose to walk or ride their bicycles to school. This review included an information-gathering and coordination meeting with the School, Flagler County School Board representatives, City of Bunnell, Flagler County, and R2CTPO officials. The coordination meeting was followed by a field review by the consultants. The review also included analysis of mapped conditions including infrastructure mapping and crash reports. The results of this review have been synthesized into the following existing conditions and safety improvement recommendations report.

Background on Bunnell Elementary School

Bunnell Elementary School is located at 1305 N Palmetto St, Bunnell, FL. It is to the west of Moody Blvd (SR 100) and north of State St (US 1) in the northern corner of Bunnell downtown area. The School currently has 1240 enrolled students. The school campus spans approximately 20 acres and is situated amongst the urban neighborhoods in Downtown Bunnell. Figure 1 shows the school location.



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Assessment Report

This section of the report will document existing condition within the Bunnell Elementary School walk zone, summarize the coordination meeting, and observations from the field review. Each school, in co-ordination with the Flagler County School Board establishes a walk zone. The walk zone is the area around the school within which no school bus service is provided. County guidelines recommend a one mile radius walk zone around elementary schools, and two mile radius walk zone around middle schools. In both cases, the walk zone excludes pedestrian hazardous areas as per 2016 Florida State Statute Title XLVIII K-20 Education Code, Chapter 1006. More details about this statute are included in Appendix A. Hazardous areas are generally identified as areas that are separated from the school by major physical barriers such as Interstate Highways, even if they are within the designated radius.

The Assessment Report for the Bicycle and Pedestrian School Safety Review Study will enable the R2CTPO to make recommendations for projects that will improve the walkability and bikability of students living within the school walk zone.

Existing Conditions Analysis

The existing bicycle and pedestrian infrastructure, safety conditions, and surrounding land uses at each school were evaluated through map review, administrator and school safety officer inputs, and field visits. The field visits included observation of the drop off and pickup periods, and complete review of the presence, absence, and condition of bicycle and pedestrian infrastructure within the walk zone.

Figure 2 shows the walk zone for Bunnell Elementary School that covers most of the Downtown Bunnell area and is approximately bound by State St (US 1) to the southwest and extends up to the Flagler County Government Center to the northeast. Bunnell Elementary School and its walk zone primarily serves residential neighborhoods in Downtown Bunnell area.



Bunnell Elementary School building



Peach Street is typical of residential streets within the walk zone

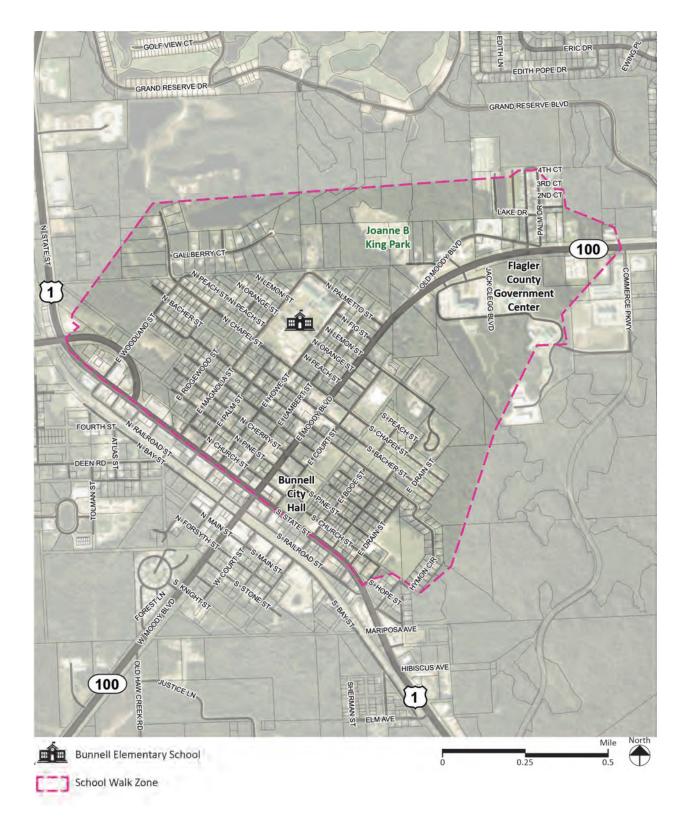


Figure 2: School walk zone

Existing Conditions Analysis

Pedestrian Infrastructure: Although Bunnell Elementary School is a neighborhood school situated in Downtown Bunnell area, most the streets within the walk zone do not have dedicated pedestrian facilities such as sidewalks and marked crosswalks. State St (US 1) and Moody Blvd (SR 100) are two major arterials within the walk zone. Both of these streets have 5 feet wide sidewalks on both sides. Apart from these two streets, following streets have 4 feet wide sidewalk on one side - Palm Ave (Chapel St to State St (US1), Orange St (Howe St to Moody Blvd (SR 100)), Chapel St (east of Moody Blvd (SR 100)), Bacher St (east of Moody Blvd (SR 100)), Anderson St (east of Moody Blvd (SR 100)). There are continuous six feet wide sidewalks around the school campus. Sidewalk on Orange St is not well maintained and is not used by students.

Most of the streets within the walk zone are two lane residential street with open drainage where students and other pedestrians generally walk in the street. However, it was observed during the field visit that students had to move on to the grass shoulder and open drainage areas whenever cars were passing them.

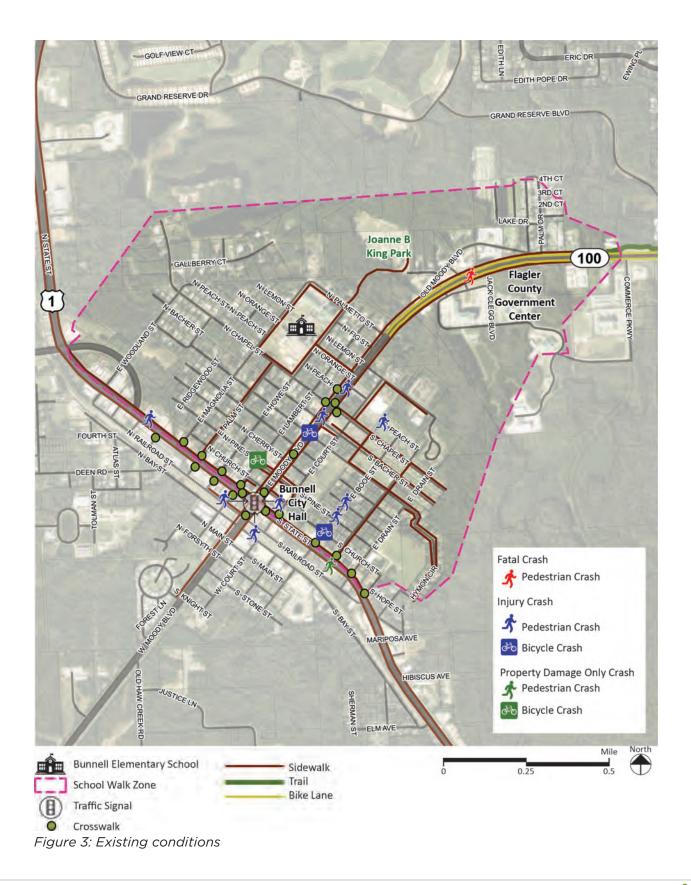
Most of the marked crosswalks are limited to Moody Blvd (SR 100) and State St (US 1). There are two marked crosswalks at un-signalized intersections across Moody Blvd (SR 100). One at the intersection of Chapel St and Moody Blvd (SR 100) is extremely well used by students and is guarded by a crossing guard during AM arrival and PM dismissal periods. State St (US 1) and Moody Blvd (SR 100) is the only signalized intersection within the walk zone and has marked crosswalks on all of its four legs. However, this intersection is not used by students as there are not any students who walk or bike to school living southwest of State Street (US 1).

Bicycle Infrastructure: Standard 5 feet wide bike lanes are present on the northeast segment of Moody Blvd (SR 100) till the intersection of Palmetto St and Moody Blvd (SR 100). There are no dedicated bike facilities apart from these bike lanes. A small segment of shared use path/trail connects the northeast corner of school's campus to Joanne B King Park to the north. However, as there are no residential areas that lie north of the school's campus, this trail is not used by students to walk or bike to school.

Crash Analysis: There were 14 reported pedestrian and bicycle crashes within the walk zone in last six years (2010 - 2015) including 1 fatal and 11 injury crashes. None of these were school related. These crashes are summarized in the tables below. Detailed crash reports of these crashes are also included in Appendix H.

			Property	Year	Pedestrian Crashes	Bicycle Crashes			
Pedestrian	Bicycle	Fatal			Injury	Damage Only	2010	1	1
Crashes	Crashes	Crashes	Crashes	Crashes	2011	3	0		
11	3	1	11	2	2012	4	0		
					2013	2	1		
					2014	0	0		
					2015	1	1		

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Crosswalk across Bunnell Elementary School's main entrance gate on Palmetto St.



Sidewalks were recently built all around the Bunnell Elementary School's campus.



Marked Crosswalk at Chapel St and Moody Blvd (SR 100) is heavily used by students and is guarded by a crossing guard during AM arrival and PM dismissal periods.



Orange Ave between Howe St and Moody Blvd (SR 100) has a 4 feet wide sidewalk on its north side. This sidewalk is not well maintained and rarely used.

Existing Land Use: Most of the existing land uses within the school's walk zone consists of single family detached residential houses. Some properties do have multifamily units in form of duplexes or twins. All commercial and Retail land uses are clustered around Moody Blvd (SR 100) and State St (US 1). Other large land uses within the walk zone include the Bunnell Elementary School, Joanne B. King Park, and the Flagler County Government Center. Figure 4 maps the existing land uses.

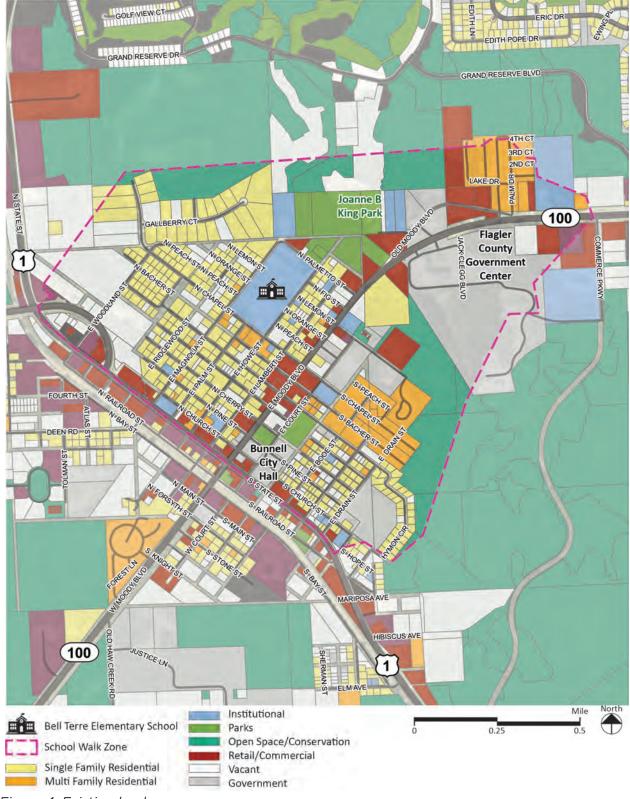


Figure 4: Existing land use

School Campus: The school campus has seven entrances along all four sides of its campus. The entrances on Magnolia St and Chapel Street are used only by maintenance and service staff.

The main entrance located on Palmetto St is used by parents to enter during drop off and pick up periods. It is also used by visitors and school staff to access the surface parking lot fronting the school building. The two lane wide drop-off/pick-up loop also forms the drive aisle that services two bays of staff and visitor surface car parking. Although the loop is two lanes wide, the school requires a single file drop-off and pick-up. The total length of the loop is approximately 1,000 feet and can fit 35 cars. During the field review, it was observed that PM pick up queue backs onto Palmetto St and Magnolia St till the intersection of Orange St and Magnolia St.

School buses use Palmetto St to enter the school campus and pull over into bus bays along Howe St between Lemon St and Fig St. School buses use Orange St to exit the school campus. The entrance gate on Howe St between Lemon St and Fig St is used by students to enter the school building after getting off the buses. This entrance is also used by students who walk and bike to school.

It was also observed during the field review that few parents stop on the surface parking lot at the intersection of Lemon St and Howe St as well as on grass shoulders on east side of Howe St to drop-off and pick-up students. This is mainly done to avoid waiting in queues inside th school pick-up and drop-off queues.

The school campus has a designated bicycle parking rack inside the school campus after the entrance gate at Howe St and Lemon St.

The school campus saw major renovations in 2007. During the field review, all the pedestrian infrastructure including sidewalks and crosswalks inside the school campus were observed to



PM pick-up queue



School bus bays on Howe St between Lemon St and Fig St



Figure 5: School campus

Coordination Meeting

The coordination meeting for Bunnell Elementary School was held at the Old Kings Elementary School's campus on February 1st, 2017. The meeting was attended by representatives from the Flagler County School Board, Bunnell Elementary School, City of Bunnell, Flagler County Sheriff's Office, River to Sea TPO, and Kittelson & Associates.

- Kristen Bates, City of Bunnell
- Bobby Bossardet, Flagler County School District
- Stephan Harris, River to Sea TPO
- Wendy Hickey, Flagler County Planning and Zoning
- Aditya Inamdar, Kittelson & Associates
- Deputy Ralph Lilavois, Sheriff's Office
- Chad Lingenfelter, Florida DOT District 5, Traffic Operations and Safety
- Like Liu, Kittelson & Associates
- Winnie Oden, Flagler County School District
- Marcus Sanfilippo, Principal, Bunnell Elementary School
- Alex Spiller, Flagler County Engineering

Stephan Harris and Aditya Inamdar introduced the purpose and explained the study background. This introduction was followed up a group discussion. Following were the main points of the follow up discussion:

- Bunnell Elementary School hours were confirmed to be from 8:50 AM 3:20 PM
- Site review periods for arrival/dismissal was decided as follows: Arrival field review period- 7:30 AM – 9:00 AM Dismissal field review period- 2:30 PM – 4:00 PM
- The school was started in 1972 and was the only elementary school in Flagler County at that time. School saw major renovations and additions in 2007.
- There are around 1240 students currently enrolled in Bunnell Elementary School.
- Around 56% or around 675 students are transported by 16 school buses.
- Around 30% or little over 370 students are dropped off and picked up by parents.
- Around 14% or over 170 students walk or bike to school.
- There is one crossing guard present at the intersection of Moody Boulevard (SR 100) and Chapel Street

- Parents queue along Palmetto Street and Magnolia Street for drop-off and pick-up.
- Parents use entrance gate located on Palmetto Street for drop-off and pick-up.
- The school enforces a single line drop-off and pick-up.
- Most of the students who walk or bike to school live in neighborhoods located southeast and southwest of the school campus.
- Very few students walk or bike to school from west of the school and no students walk from the north.
- Walkers and bikers entrance gate is located at the intersection of Howe Street and Lemon Street.
- There is only one signal located in the school's walk zone. It is at the intersection of Moody Boulevard (SR 100) and State Street (US 1).
- No students walk or bike to school from south if State Street (US 1)
- Buses drop-off and pick-up students on Howe Street. The bus pull over area is located between Lemon Street and Palmetto Street.
- A private school is located at the intersection of Church Street and Moody Boulevard (SR 100). The school hours for this private school are similar to Bunnell Elementary School's. There was a concern expressed that this leads to some traffic congestion along Moody Boulevard during the drop-off and pick-up period.
- City of Bunnell has a desire to make Moody Boulevard a main street with streetscape improvements to make it a pedestrian and bicycle friendly environment. There is no time line associated with this proposal.
- Most of the local residential streets have 50 feet ROW with 20-22 feet asphalt and open swale drainage on both sides.
- A trail connection exists from the intersection of Howe Street and Palmetto to Joanne B King Park, located north of the school campus.
- The school has a desire to see sidewalk on more streets in the immediate vicinity of the school's campus, especially along Lemon Street.
- There is a 20MPH school zone with flashing yellow signal on Moody Boulevard (SR 100).

Field Review Observations

The field review for Bunnell Elementary school was conducted on February 2nd, 2017 by Kittelson and Associates. The weather conditions on the day of the review were typical for the season in Bunnell, FL. The weather was dry and sunny with clear skies. The temperatures ranged from low 60s to mid 70s. The field review observed the drop-off activity from 7:30 to 9:00 AM and pick-up activity from 2:30 to 4:00 PM. The field review also included documenting conditions within the school's walk zone.

Following are the observations from the field review.

General Observations:

 There are seven entrance gates to the school campus. The main entrance gate is along Palmetto Street and is used by parents to drop-off and pick-up students as well as by school staff and visitors. Entrance along Howe Street at the intersection of Lemon Street is used by walkers and bikers as well as students transported by school buses. Two other entrances along Howe Street at the intersection of Orange street and Chapel Street are used by school staff. One entrance at the intersection of Chapel Street and Palm Street is used for maintenance activity. Two entrances along Magnolia Street are used for Kindergarten pick-up and drop-off and by school staff.

Drop-Off Observations:

Intersection of Moody Boulevard (SR 100) and Chapel Street

• This is the only location where crossing guard is present.



Main entrance gate on Palmetto St



School bus bays and entrance on Howe St used by students who walk and bike to school.

- The school zone is limited to one block either sides of the crosswalk across Moody Boulevard (SR 100). The crosswalk has refuge island.
- Flashing yellow school zone light is on between 7: 45 AM to 8:30 AM on Moody Boulevard.
- Around 60 students crossed this intersection between 8:05AM and 8: 35 AM.
- Most of the students come in groups of 5-15 students.
- There were few students who crossed after the flashing yellow light was turned off at 8:30 AM. The crossing guard mentioned that this was a major problem, as vehicles drive at the higher speed limit of 35 MPH once the flashing yellow is turned off.
- All students who cross Moody Boulevard cross at the designated crosswalk as per crossing guard's instructions, but students use different streets - Chapel Street, Peach Street, Orange Street, or Lemon Street on west side of Moody Boulevard (SR 100) to reach the school campus.
- Although there is sidewalk on northeast side along Chapel Street, east of Moody Boulevard, students do not walk on the sidewalk.
- Students also do not use sidewalk in Orange Street as it is not well maintained. Overgrown trees and shrubs block major parts of the sidewalk.

Entrance Gate at Howe Street and Lemon street

• This gate is used by all students who walk or bike to school as well as by students transported by buses.



Marked crosswalk at Chapel St and Moody Blvd (SR 100)



Magnolia st looking southwest. The wide sidewalk was recently constructed all around the school's campus

- A large bus pull over area fronts the school building along Howe St between Lemon street and Palmetto Street.
- Few parents drop their kids near the intersection of Lemon St and Howe St to avoid the long drop off queues.
- When school buses arrive, two physical barriers are put across Howe Street and Lemon Street at this intersection to stop traffic during the period when school buses are offloaded.

Entrance Gate on Palmetto Street

- Parents enter through this gate and loop around the internal drive aisle to drop off students.
- This gate opens at 8:30 AM for drop off. Around 50 cars are already in the queue when the gate opens.
- The longest drop off queue is observed between 8:15 AM to 8:30 AM when the queue backs along Palmetto Street and Magnolia Street till Orange Street.
- No west bound left turn is allowed into the school campus from Palmetto Street between8:00 9:30 AM and 2:00 to 4:00 PM.

Pick-Up Observations:

Intersection of Moody Boulevard (SR 100) and Chapel Street

- Crossing guard is present from 2:30 to 4:00 PM
- Around 50 students crossed this intersection during this period.
- Students use Lemon Street, Orange Street, and Peach Street to come till Moody Boulevard (SR 100) and cross Moody Boulevard at this intersection.

Entrance Gate at Howe Street and Lemon street

• Students are dismissed at 3:20PM and walkers and bikers start coming out of this gate.

- School buses arrive around 3:20 PM and two physical barriers are put across Howe Street and Lemon Street at this intersection to stop traffic during the period when students board school buses.
- Students walk in the street along Lemon Street, Orange Street, and Peach Street. Except for Orange Street, no other streets have sidewalk. Sidewalk on one side of Orange Street is substandard and not maintained.

Entrance Gate on Palmetto Street

- Long car queues are formed along Palmetto Street and Magnolia Street for pick-up.
- Cars are not allowed to queue inside the school campus before 3:05 PM.
- The longest queues are observed between 3:05 to 3:20 PM and reach till the intersection of Magnolia Street and Peach Street.

Walk Zone Observations:

- Moody Boulevard (SR 100) and State street (US 1) are two major arterials within the walk zone. All other streets are local 2 lane streets with open drainage swales. Only couple of these local streets have sidewalks.
- Sidewalks are present on both sides of Moody Boulevard (SR 100) and State Street (US 1). Only few other local streets have sidewalks, and that too only on one side.



Movable barriers are placed across Howe St and Orange Ave during PM dismissal period to stop vehicular traffic.



PM pick up queue backing on to Magnolia St.

Implementation Report

This section of the report will build on analysis and observations documented in the Assessment Report to make recommendations. Purpose of the Implementation Report for the Bicycle and Pedestrian School Safety Review Study is to conduct a constructibility review and develop a cost feasibility plan. While only a relatively small subset of the students living within the Bunnell Elementary School's walk zone, walk or bike to school, there are opportunities to improve their safety, and also to make walking and biking a more inviting option for more students. Location specific recommendations are listed below.

Walk Zone Related Recommendations:

Location: Orange St (Howe St to Moody Blvd (SR 100))

Observation: Existing sidewalk on northeast side is a sub-standard, 4 feet wide sidewalk and is not well maintained. Overgrown trees and shrubs block major parts of the sidewalk.

Recommendation: Construct a new 5 feet wide sidewalk on northeast side with ADA compliant pedestrian ramps and marked crosswalks across intersections.

Location: Lemon St (Howe St to Moody Blvd (SR 100))

Observation: Many students use Lemon street to walk to and from the school to reach Moody Blvd (SR 100).

Recommendation: Construct a new 5 feet wide sidewalk on southwest side with ADA compliant pedestrian ramps and marked crosswalks across intersections.

Location: Moody Blvd (SR 100) and Chapel St

Observation: Crossing guard mentioned during the field review that the flashing yellow light is on in AM drop off period between 7: 45 AM to 8:30 AM on Moody Boulevard. However, there are students who cross Moody Blvd after 8:30 AM.

Recommendation: Coordinate flashing yellow light timings with school arrival and dismissal periods.

Observation: Crossing guard mentioned during the field review that few cars are driving higher than 20 MPH speed even when the flashing yellow lights are on.

Recommendation: Periodically place speed monitoring trailers to remind drivers that they are driving over the posted speed limit; law enforcement officers should periodically monitor the school walk zone to ensure that motorists are following the rules; if it is found that motorists are driving over the posted speed limit then the Flagler County Sheriff's Office should consider issuing fines during school arrival and dismissal times.

Location: Howe St (Chapel St to State St (US 1) Palm Ave (Chapel St to State St (US 1) Chapel Street (Woodland Ave to Moody Blvd (SR 100)) Peach St (Howe St to Moody Blvd (SR 100)) Fig St (Howe St to Moody Blvd (SR 100))

Observation: There is no sidewalk present on these streets that directly connect the school's entrance to State St (US 1) and Moody Blvd (SR 100) and are used by students to walk to and from the school.

Recommendation: Perform Pedestrian Accommodation Feasibility Studies for these streets.

The goal for these studies is to identify a feasible exclusive pedestrian facility. Preferably, the facility will provide physical separation in the form of a curb, landscaped strip, or other physical element between the roadway and an ADA compliant pedestrian facility. These studies should identify the costs, right of way, and takings implications of various approaches, and may also recommend spot improvements, crossing treatments, and traffic calming. Interim solutions can be implemented as long as these do not compromise the ultimate goal of providing an exclusive pedestrian facility.

Based on the preliminary measurements taken during the field review, there seems to be enough width within the ROW from edge of pavement to property line to include 5 or 6 feet wide sidewalks. However, the existing open drainage pattern would have to be transformed into closed drainage with curb and gutter to accommodate new sidewalks.

If constructing a sidewalk is deemed infeasible, a low cost alternative option is to stripe advisory shoulders. Advisory shoulder is a new treatment type in the United States and FHWA has design guidance in its newly released report titled 'Small Town and Rural Multimodal Networks'. According to this report, advisory shoulders create usable shoulders for bicyclists and pedestrians on a roadway that is otherwise too narrow to accommodate one. These shoulders are generally delineated by a dashed skipped lane marking. Narrow two lane roads can be reduced to a two-way center travel lane with advisory shoulders on both sides. Motorists on the center lane may only enter the shoulder when no bicyclists or pedestrians are present to pass the oncoming traffic. The shoulder when no bicyclists or pedestrians are present to pass the oncoming traffic.



Peach Street looking southeast from the school's entrance towards Moody Blvd (SR 100)



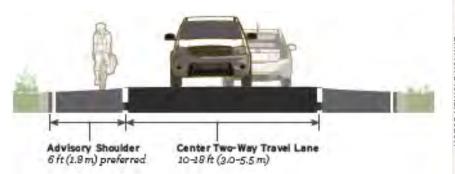
Fig Street looking southeast from the school's entrance towards Moody Blvd (SR 100)

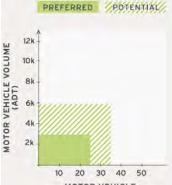
Based the FHWA's *Small Town and Rural Multi-modal Networks* report, roads with advisory shoulder accommodate low to moderate volumes of twoway motor vehicle traffic and provide a prioritized space for bicyclists and pedestrians with little or no widening of the paved roadway surface. It is recommended to use signs to warn road users of the special characteristics of the street.

Potential signs include:

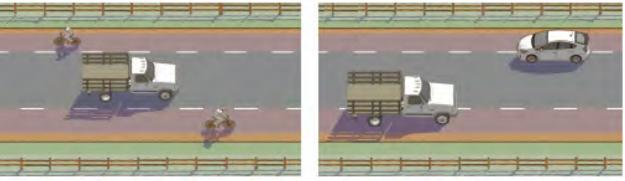
- A pedestrian (W11-2) warning sign with ON ROADWAY legend plaque.
- Use a Two-Way Traffic warning sign (W6-3) to clarify two-way operation of the road if any confusion exists.

In order to install advisory shoulders, an approved request to experiment is required as detailed in the MUTCD 2009, Sec. 1A.10. FHWA is also accepting





The advisory shoulder space is a visually distinct area on the edge of the roadway, offering a prioritized space for people to bicycle and walk. The preferred width of the advisory shoulder space is 6 feet. Absolute minimum width is 4 feet when no curb and gutter is present. MOTOR VEHICLE OPERATING SPEED (MI/H) Preferred and potential traffic volumes and speed limits for advisory shoulder treatment.



Unlike a conventional shoulder, an advisory shoulder is a part of the traveled way, and it is expected that vehicles will regularly encounter meeting or passing situations where driving in the advisory shoulder is necessary and safe. When vehicles traveling in opposite directions meet, motorists may need to enter the advisory shoulder for clear passage.





Yield to Bicyclists Motorists must yield to bicyclists and pedestrians if present when vehicles traveling in opposite directions meet.

> Advisory shoulders are a new treatment type in the United States and no performance data has yet been collected to compare to a substantial body of international experience. In order to install advisory shoulders, an approved Request to Experiment is required as detailed in Section 1A.10 of the MUTCD. FHWA is also accepting requests for experimentation with a similar treatment called "dashed bicycle lanes."

Advisory Shoulder

Advisory shoulders create usable shoulders for bicyclists on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Motorists may only enter the shoulder when no bicyclists are present and must overtake these users with caution due to potential oncoming traffic.

Advisory Sh Prioritizes shared space for bicyclists and occasional pedestrian travel

BENEFITS

· Provides a delineated but nonexclusive space available for biking on a roadway otherwise too narrow for dedicated shoulders.

Contrasting Paving Materials Visually differentiates the shoulder from the roadway and discourages unnecessary encroachment.

- May reduce some types of crashes due to reduced motor vehicle travel speeds.#
- · Minimizes potential impacts to visual or natural resources through
- efficient use of existing space. Functions well within a rural and small
- town traffic and land use context.
- · Increases predictability and clarifies desired lateral positioning between people bicycling or walking and people driving in a

Two-Way Center Travel Lane

to facilitate passing movements.

Motorists can travel in both directio and share a center lane, encroaching

into the advisory shoulders as needed

- May function as an interim measure where plans include
- Supports the natural environment through reduced paved surface
- narrow roadway.
- shoulder widening in the future.
- requirements.

Bicycle and Pedestrian Advisory Shoulders. Source: FHWA Small Town and Rural Multi-modal Networks, December 2016.



Utility pole blocks the sidewalk on the southwest corner of Howe St and Orange St.

requests for experimentation with a similar treatment called "dashed bicycle lanes." Location: Howe St and Orange St intersection

Observation: Southwest corner of this intersection has a utility pole that is located in the middle of the sidewalk. The sidewalk does not have 4 feet clearance around the pole that is required for a wheelchair to pass. This is not in compliance with ADA standards.

Recommendation: Construct a 5 feet wide x 5 feet wide concrete pad on the school property side that will widen the sidewalk at this corner. This will allow persons in wheelchairs to navigate around the utility pole.

School Campus Related Recommendations:

There were no significant issues identified on the school campus as part of the coordination meeting or as part of the field review. Overall school campus circulation system seemed to work well. All the pedestrian and parking facilities within the school campus were identified as ADA compliant. Therefore, there are no school campus related recommendations as part of this report.

Recommended Priority Projects:

This section lists all the recommended priority engineering and construction projects that address the observations and recommendations noted in the earlier section. However, it does not list educational, enforcement, and policy changes which are also recommended in the earlier section.

The following engineering and construction projects are recommended to be implemented as part of this Bunnell Elementary School Bicycle and Pedestrian school Safety Review study:

Orange St

• Construct a new 5 feet wide sidewalk on northeast side with ADA compliant pedestrian ramps and marked crosswalks across intersections.

Lemon St

• Construct a new 5 feet wide sidewalk on southwest side with ADA compliant pedestrian ramps and marked crosswalks across intersections.

Howe St and Orange St intersection

• Construct a 5 feet wide x 5 feet wide concrete pad on the school property side that will widen the sidewalk at this corner.

1. Construct a new five feet wide sidewalk on northeast side of Orange St between Howe St and Moody Blvd (SR 100) with ADA compliant pedestrian ramps and marked crosswalks across intersections.

2. Construct a new five feet wide sidewalk on southwest side of Lemon St between Howe St and Moody Blvd (SR 100) with ADA compliant pedestrian ramps and marked crosswalks across intersections.queues.

- 3. Moody Blvd (SR 100) and Chapel St Intersection
 - Coordinate flashing yellow light timings with school arrival and dismissal periods.

Enforce school zone speed limits during arrival and dismissal periods.

4. Conduct Pedestrian Accomodation Feasibility studies for Chapel St, Howe St, Peach St, and Fig St.

5. On southwest corner of Howe St and Orange St, construct a 5 feet wide x 5 feet wide concrete pad on the school property side that will widen the the sidewalk at this corner. This will allow persons in wheelchairs to navigate around the utility pole.

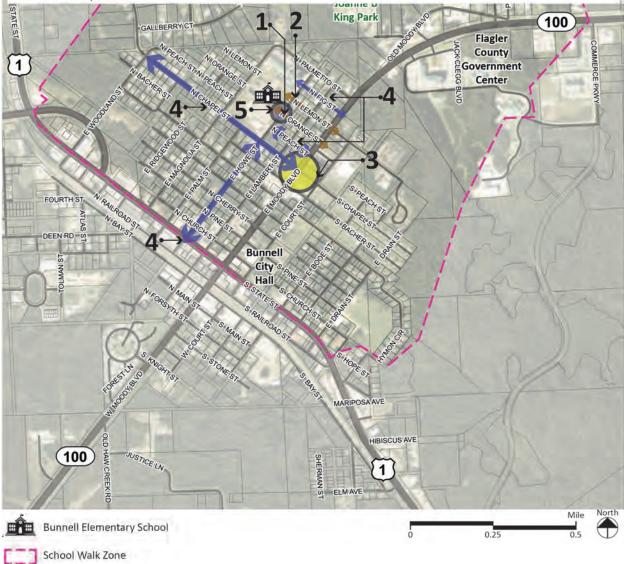


Figure 4: Improvements map

Constructibility Matrix of Priority Projects:

The matrix in Table 3 shows the estimated cost for recommended priority projects. FDOT item average unit costs from 1st December 2015 to 30th November 2016 for Area 7 that includes Flagler county were used to develop the constructibility matrix. The costs shown in the constructibility matrix include construction and labor fees. Grading costs are not included. These improvements are based on field observations and should be verified by a contractor prior to construction.

Location	Description of Project	Pay Item Number	Pay Item Description	Plan Qty	Unit	Unit Price	Contract Amount
	Construct a new 5 feet wide sidewalk	0110 4	Removal Of Existing Concrete Pavement	280	SY	\$27	\$7,620
	on northeast side with ADA	0110 1 1	Clearing & Grubbing	0.2	AC	\$7,029	\$1,410
	compliant pedestrian ramps and	057012	Performance Turf, Sod	700	SY	\$3	\$2,030
Orange Street	marked crosswalks across intersections.	337-7-41	Asph Conc Fc, Traffic B, Fc-12.5, Pg 76-22	168	ΤN	\$92	\$15,510
		0527 2	Detectable Warnings	40	SF	\$25	\$1,020
		0711 11123	Thermoplastic, Std, White, Solid, 12″	40	LF	\$2	\$70
Lemon Street	Construct a new 5 feet wide sidewalk on southwest side with ADA compliant pedestrian ramps and marked crosswalks across	0110 1 1	Clearing & Grubbing	0.2	AC	\$7,029	\$1,41C
		057012	Performance Turf, Sod	700	SY	\$3	\$2,03C
		337-7-41	Asph Conc Fc, Traffic B, Fc-12.5, Pg 76-22	168	ΤN	\$92	\$15,51C
		0527 2	Detectable Warnings	40	SF	\$25	\$1,O2C
	intersections.	0711 11123	Thermoplastic, Std, White, Solid, 12″	80	LF	\$2	\$140

	<u> </u>	777 7 41		1	-	*••	¢10.0
	Construct a	337-7-41	Asph Conc Fc, Traffic	1	ΤN	\$92	\$100
	5 feet wide x		B, Fc-12.5, Pg 76-22				
	5 feet wide						
	concrete pad						
	on the school						
	property side						
Howe St and Orange	that will widen						
St Intersection	the sidewalk						
	at this corner.						
	This will allow						
	persons in						
	wheelchairs to						
	navigate around						
	the utility pole.						
TOTAL							\$47,870
40% Contingency							\$19,150
GRAND TOTAL							\$67,020

Table 3: Constructibility matrix

Appendices

A. 2016 Florida Statutes Excerpts

The 2016 Florida Statutes

Title XLVIII K-20 EDUCATION CODE

Chapter 1006 SUPPORT FOR LEARNING

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

(2) 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, not including drainage ditches, sluiceways, swales, or channels, 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 50 miles per hour or greater, 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. Subparagraph 1. does not apply when the road along which students must walk:

a. 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

b. 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 if:

1. 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. 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.

(c) Crossings over the road.—It shall be considered a hazardous walking condition with respect to any road at any uncontrolled crossing site which students must walk in order to walk to and from school if:

- 1. The road has a posted speed limit of 50 miles per hour or greater; or
- 2. The road has six lanes or more, not including turn lanes, regardless of the speed limit.

(3) IDENTIFICATION OF HAZARDOUS CONDITIONS.-

(a) When a request for review is made by the district school superintendent with respect to a road over which a state or local governmental entity has jurisdiction 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 jointly by a representative of the school district, a representative of the state or local governmental entity with jurisdiction over the perceived hazardous location, and a representative of the municipal police department for a municipal road, a representative of the sheriff's office for a county road, or a representative of the Department of Transportation for a state road. If the jurisdiction is within an area for which there is a metropolitan planning organization, a representative of that organization shall also be included. The governmental representatives shall determine whether the condition constitutes a hazardous walking condition as provided in subsection (2). If the governmental representatives a hazardous walking condition shall network with jurisdiction shall report that determination in writing to the district school superintendent, who shall initiate a formal request for correction as provided in subsection (4).

(b) If the governmental representatives are unable to reach a consensus, the reasons for lack of consensus shall be reported to the district school superintendent, who shall provide a report and recommendation to the district school board. The district school board may initiate a proceeding under chapter 86 seeking a determination as to whether the condition constitutes a hazardous walking condition as provided in subsection (2) after providing at least 30 days' notice in writing to the state or local governmental entity having jurisdiction over the road of its intent to do so unless, within 30 days after such notice is provided, the state or local governmental entity concurs in writing that the condition is a hazardous walking condition as provides the position statement pursuant to subsection (4). If a proceeding is initiated under this paragraph, the district school board has the burden of proving such condition by the greater weight of evidence. If the district school board prevails, the district school superintendent shall report the outcome to the Department of Education and initiate a formal request for correction of the hazardous walking condition as provided in subsection (4).

(4) TRANSPORTATION; CORRECTION OF HAZARDS.-

(a) A district school board and other governmental entities shall work cooperatively to identify conditions that are hazardous along student walking routes to school, and a district school board shall provide transportation to students who would be subjected to such conditions. Additionally, state or local governmental entities with jurisdiction over a road along which a hazardous walking condition is determined to exist shall correct the condition within a reasonable period of time.

(b) Upon a determination pursuant to subsection (3) that a hazardous walking condition exists, the district school superintendent shall request a position statement with respect to correction of such condition from the state or local governmental entity with jurisdiction over the road. Within 90 days after receiving such request, the state or local governmental entity shall inform the district school superintendent whether the entity will include correction of the hazardous walking condition in its next annual 5-year transportation work program and, if so, when correction of the condition will be completed. If the hazardous walking condition will not be included in the state or local governmental entity's next annual 5-year transportation work program, the factors justifying such conclusion must be stated in writing to the district school superintendent of Education.

(c) State funds shall be allocated for the transportation of students subjected to a hazardous walking condition. However, such funding shall cease upon correction of the hazardous walking condition or upon the projected completion date, whichever occurs first.

(5) CIVIL ACTION.—In a civil action for damages brought against a governmental entity under s. 768.28, the designation of a hazardous walking condition under this section is not admissible in evidence.

(6) INTERLOCAL AGREEMENTS.—This section does not prohibit a district school board and other governmental entities from entering into an interlocal agreement pursuant to s. 163.31777 that addresses the identification and correction of hazardous walking conditions, if such agreement:

(a) Implements the Safe Paths to Schools Program as provided in s. 335.066; or

(b) Establishes standards for the safety of students walking to school and procedures for identifying and correcting hazardous walking conditions that meet or exceed the standards and procedures provided in subsections (2), (3), and (4).

History.—s. 297, ch. 2002-387; s. 2, ch. 2015-101.

B. 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 <u>4.8.2</u>. The slope shall be measured as shown in <u>Fig. 11</u>. 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 <u>4.5</u>.

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 <u>4.29.2</u>. 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. <u>Appendix Note</u>

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 <u>4.26</u> 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.

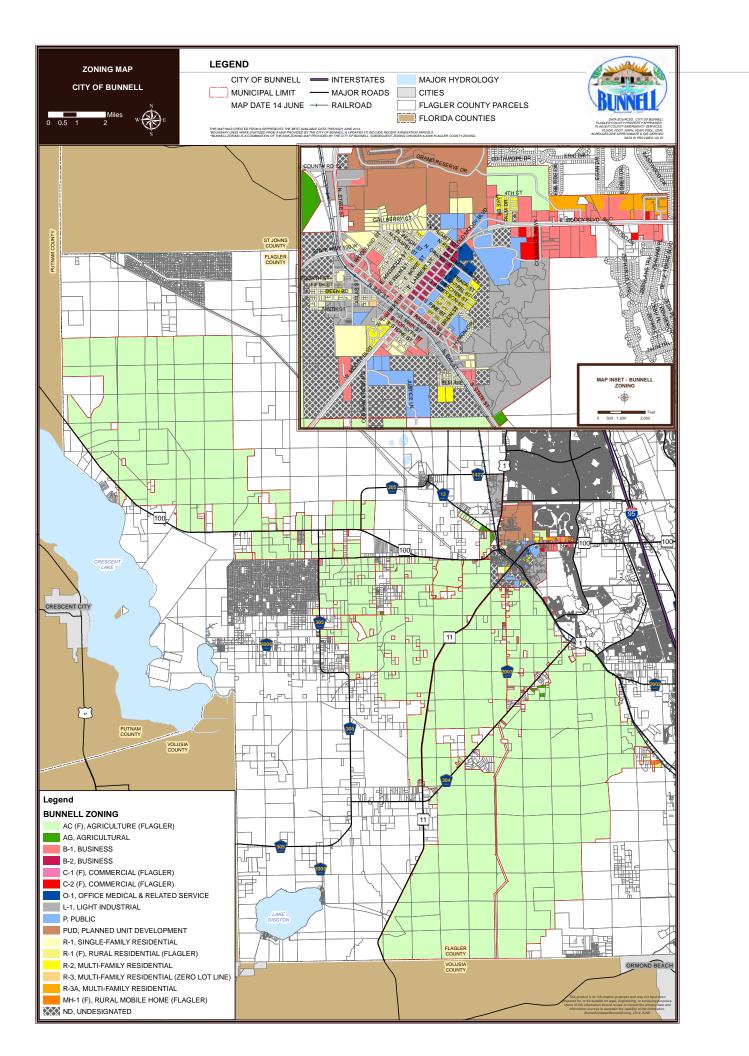
(5) Top of handrail gripping surfaces shall be mounted between 34 in and 38 in (865 mm and 965 mm) above ramp surfaces.

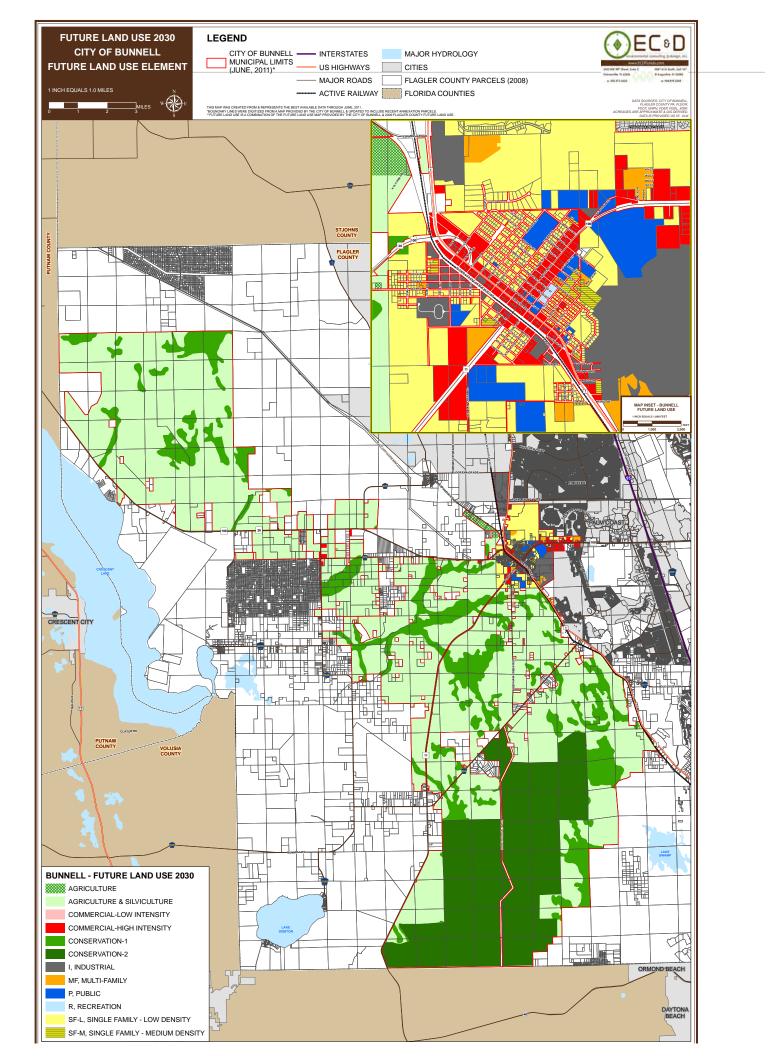
(6) Ends of handrails shall be either rounded or returned smoothly to floor, wall, or post.

(7) Handrails shall not rotate within their fittings. <u>Appendix Note</u>

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.

C. City of Bunnell Zoning Map and Future Land Use Map





D. FHWA Guidelines for New Sidewalk Installation

Bicycle and Pedestrian Program

Legislation

Funding

Designing Sidewalks and Trails for Access

Guidance

Resources

< Previous	Contents	Next >

Chapter 4 - Sidewalk Design Guidelines and Existing Practices

State Coordinator and **FHWA Division** Coordinator

Each State has a Bicycle and Pedestrian Coordinator, and each FHWA Division office has a point of contact.

FHWA Headquarters Contact

For more information, please contact Dan . <u>Goodman</u>, 202-366-9064.

Sidewalks form the backbone of the pedestrian transportation network. According to the Institute of Transportation Engineers, Technical Council Committee 5A-5 (1998), sidewalks "reduce the incidence of pedestrian collisions, injuries, and deaths in residential areas and along two-lane roadways." Without sidewalks, public rights-of-way are inaccessible to all pedestrians, including people with disabilities. When sidewalks are not available, pedestrians are forced to share the street with motorists, access to public transportation is restricted, and children might not have safe play areas. Because Federal regulations do not require agencies to build sidewalks, the decision is left to States and local agencies. Some agencies prioritize sidewalk installation, while others do not.

Accessible pedestrian facilities should be considered part of every new public right-of-way project where pedestrians are permitted. Sidewalk installation and the linking of pedestrian routes to transportation stops and major corridors should always be a priority. The decision to install sidewalks should not be optional. "Sidewalks should be built and maintained in all urban areas, along non-Interstate public highway rights-of-way, in commercial areas where the public is invited, and between all commercial transportation stops and public areas" (Institute of Transportation Engineers, Technical Council Committee 5A-5, 1998). This chapter examines the elements and characteristics of sidewalks that have the greatest impact on access. These characteristics include grade, cross-slope, and the design of specific elements such as curb ramps, driveway crossings, and intersections.

4.1 Location Research

The researchers visited a variety of sidewalk locations to determine what access provisions were being made for pedestrians. Eighteen jurisdictions across the United States were selected; some were chosen for their pedestrian-friendly reputations, while others were visited because the researchers had other business in the area. Measurements were taken during these visits to determine if the access needs of people with disabilities were being addressed and where improvements needed to be made.

During the site visits, local transportation officials responsible for sidewalk design and construction were interviewed about the ways their agencies were making sidewalks more accessible. Officials contacted included engineers responsible for implementing access improvements, ADA compliance officers, pedestrian/bicycle coordinators, and planners overseeing the construction of access features for new construction and renovations.

The interviews indicated that many sidewalk professionals have a desire to make sidewalks accessible. Designers and builders are beginning to realize that the standard pedestrian is a myth and that, in reality, sidewalk users are very diverse. However, there remains a need to provide information to designers and builders on ways to develop accessible facilities within the constraints of existing facilities, as well as in new construction.

During the visits, it became clear that techniques needed to be developed to accurately measure sidewalk elements such as curb ramps, driveway crossings, and medians. Techniques to quickly and accurately assess sidewalk environments were adapted from the Universal Trail Assessment Process (UTAP), originally developed to assess access conditions on recreational trails. The tools used to measure sidewalks were identical to those used in the UTAP, with the addition of a profile gauge to record small changes in level and raised tactile surfaces (see Section 5.1 for more information about the UTAP). The terminology and measurement process was standardized to ensure consistency among personnel.

General information about each sidewalk feature was recorded, including type, dimensions, and location with respect to other sidewalk elements. A data sheet was developed for quick recording of general access information. More detailed measurements of curb ramps, driveway crossings, and medians were recorded on a separate form. Up to 10 grade segments, 8 lengths, and 6 transition heights were recorded for these elements for full characterization of the dimensions and grades of each ramp, street, and gutter.

4.2 Design Guideline Comparisons

In addition to visiting a variety of sidewalk locations, the researchers identified existing guidelines that could be applied to public rights-of-way. The guidelines were collected from Federal, State, and city agencies, as well as private research and advocacy organizations. Guidelines for sidewalks were compiled in Tables 4-2.1 to 4-2.4. Guidelines for curb ramps were compiled in Tables 4-3.1 to 4-3.4. Both sets of tables are located at the end of this chapter.

The degree of accessibility provided by each guideline depends on the focus of the authorizing agency or organization. For example, the design guidelines produced by the American Association of State Highway and Transportation Officials (AASHTO) focus primarily on vehicle use, whereas ADAAG emphasizes accessible design for pedestrians. The AASHTO guidelines for public rights-of-way are titled A Policy on Geometric Design of Highways and Streets; however, the document is commonly referred to as the AASHTO Green Book. This terminology will be used throughout this report to avoid confusion with the AASHTO guidelines for bicycle and shared-use paths.

The Federal accessibility guidelines (the ADA Standards for Accessible Design and UFAS) were originally developed for accessible routes in buildings and on building sites. Many of the requirements for accessible routes can be extrapolated to public rights-of-way. In 1994, the U.S. Access Board developed draft accessibility guidelines, proposed by ADAAG (1994), that specifically applied to public rights-of-way. Even though proposed Section 14 (1994) is now reserved, some State DOTs have adopted it as their accessibility standard for public rights-of-way. Some State and local transportation agencies have also developed their own standards for sidewalk design because traditional guidelines, such as the AASHTO Green Book, do not include comprehensive sidewalk recommendations. Other organizations, such as the Institute of Transportation Engineers and the Federal Highway Administration, have also developed sidewalk and curb ramp design recommendations.

4.3 Access Characteristics

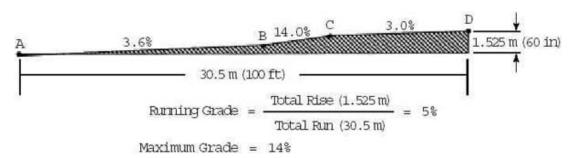
The design of a sidewalk can be described by a variety of characteristics. This report focuses on sidewalk characteristics that have the greatest impact on accessibility, such as grade and surface type. Other characteristics such as location, type of street, and climate also affect the pedestrian friendliness of a sidewalk but do not directly impact access. Access characteristics directly affect usability of a sidewalk. The amount of attention paid to these details will determine whether a facility is accessible or not. Even mildly difficult features in combination can add up to an inaccessible pathway.

4.3.1 Grade

Grade (slope) is defined as the slope parallel to the direction of travel and is calculated by dividing the vertical change in elevation by the horizontal distance covered. For example, a path that gains 2 m in elevation over 50 m of horizontal distance has a grade of 4 percent. Although some guidelines use the term "slope" instead of "grade," the term "grade" is used in this report to avoid confusion with cross-slope.

Running grade is defined as the average grade along a contiguous grade. Maximum grade is defined as a limited section of path that exceeds the typical running grade. In the pedestrian environment, maximum grade should be measured over 0.610 m (24 in) intervals (the approximate length of a wheelchair wheelbase, or a single walking pace). When measuring sidewalk grade, both running grade and maximum grade should be determined. Measuring running grade only does not give an accurate understanding of the sidewalk environment because small steep sections may not be detected. Figure 4-1 provides an example of a typical grade that is fairly negotiable, with a maximum grade between Points A and D is 5 percent, but the grade between Points B and C is 14 percent. A person who could negotiate a 5 percent grade might not be able to negotiate a 14 percent grade, even for short distances.

Figure 4-1: Maximum grades can make a sidewalk difficult to traverse, even if the overall running grade is moderate.



The rate of change of grade is defined as the change in grade over a given distance. The rate of grade change is determined by measuring the grade and the distance over which it occurs for each segment of the overall distance. For the purposes of this report, rate of change of grade is measured over 0.610 m (2 ft) intervals, which represent the approximate length of a single walking pace and a wheelchair wheelbase (Figure 4-2). In the sidewalk environment, rate of change of grade should not exceed 13 percent. An example of a 13 percent change in grade occurs at a curb ramp if the slope of the gutter is 5 percent and the slope of the curb ramp is 8 percent (Figure 4-2).

Figure 4-2: The gutter slopes counter to the slope of the curb ramp to promote drainage.



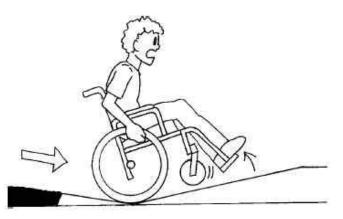
If the rate of change of grade exceeds 13 percent over a 0.610 m (2 ft) interval, the ground clearance of the footrests and or antitip wheels might be compromised. Antitip wheels are placed on the back of some wheelchairs to improve stability and prevent tipping. Even wheelchair users traveling slowly can get stuck if the footrest or antitip wheels get caught.

If the rate of change of grade exceeds 13 percent, the dynamic stability of the sidewalk user can also be significantly compromised, depending on the speed at which the wheelchair user goes through the curb ramp. Dynamic stability is compromised because the negative slope of the gutter causes the wheelchair to rotate forward. However, upon reaching the bottom of the transition, the wheelchair begins to pitch back rapidly as the wheelchair travels up onto the positive slope in front of the chair (Figure 4-3). Rapid changes in grade can also cause a wheelchair user traveling with speed to flip over backward, as illustrated in Figure 4-4. Any amount of height transition between the curb ramp and the gutter can intensify problems for wheelchair users.

Figure 4-3: Excessive slope differences between gutter and ramp can cause a wheelchair to tip forward.



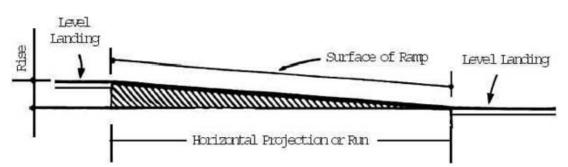
Figure 4-4: Excessive slope differences between a gutter and a ramp can cause wheelchairs to flip over backward.



Counter slope is defined as a grade that is opposite to the general running grade of a path. For example, at a curb ramp, the slope of the gutter is generally counter to the slope of the ramp (Figure 4-2). According to ADAAG, the counter slope to a curb ramp should not exceed 5 percent (ADAAG, U.S. Access Board, 1991). If the counter slope of a curb ramp exceeds 5 percent, the rate of change of grade is likely to exceed 13 percent, depending upon the grade of the ramp.

The guidelines and recommendations that were reviewed for running grade and maximum grade are included in Tables 4-2.1 through 4-2.4, located at the end of this chapter. ADAAG and UFAS specify that the maximum grade of an accessible route on a building site be no more than 8.33 percent with a maximum rise of 0.760 m (30 in). Grades greater than 5 percent require handrails and level landings at least 1.525 m (60 in) wide. If the ramp turns, the landing dimensions should be 1.525 m x 1.525 m (60 in x 60 in). A ramp with level landings at both ends is illustrated in Figure 4-5. The distance between level landings is dependent on the grade of the ramp. For example, if the ramp grade is 8.33 percent, a level landing is required at least every 9.1 m (30 ft). However, if the grade of the ramp is 6.5 percent, a level landing is required only every 12 m (40 ft). (ADAAG, U.S. Access Board, 1991; UFAS, U.S. DoD et al., 1984). Level landings provided at regular intervals allow wheelchair users and others a place to rest, turn around, and gain relief from prevailing grade demands. Level landings at storefronts and driveway crossings can also provide valuable resting spots for sidewalk users.





The AASHTO Green Book recommends that the running grade of sidewalks be consistent with the running grade of adjacent roadways. Section 14.2.1 (2a) in ADAAG proposed Section 14 (1994), now reserved, permits the running grade of the sidewalk to be consistent with the grade of adjacent roadways but recommends that the minimum feasible slope be used (U.S. Access Board, 1994b). State guidelines examined concur with the Federal accessibility standards, proposed Section 14 (1994), or the AASHTO Green Book.

4.3.2 Cross-Slope

Cross-slope is defined as the slope measured perpendicular to the direction of travel. Unlike grade, cross-slope can be measured only at specific points. Steep cross-slopes can make it difficult for wheelchair or crutch users to maintain lateral balance and can cause wheelchairs

to veer downhill or into the street. Cross-slope is determined by taking measurements at intervals throughout a section of sidewalk and then averaging the values.

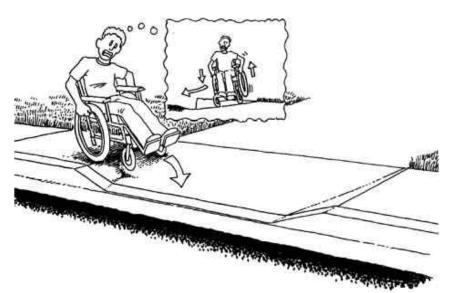
Running cross-slope is defined as the average cross-slope of a contiguous section of sidewalk. Often within the typical running cross-slope, there are inaccessible maximum cross-slopes that exceed the running cross-slope. The distance over which a maximum cross-slope occurs significantly influences how difficult a section of sidewalk is to negotiate.

Rate of change of cross-slope is defined as the change in cross-slope over a given distance. Rate of change of cross-slope can be measured by placing a digital level a specified distance before and after a maximum cross-slope. The specified distance should be about 0.610 m (2 ft) to represent the approximate stride of a pedestrian or the wheelbase of a wheelchair.

A cross-slope that changes so rapidly that there is no planar surface within 0.610 m (2 ft) could create a safety hazard. As the wheelchair moves over a surface that is severely warped, it will first balance on the two rear wheels and one front caster. As the wheelchair moves forward, it then tips onto both front casters and one rear wheel. This transition could cause the wheelchair user to lose control and tip over.

Proposed Section 14 (1994) specifies that sidewalks should lie in a continuous plane with a minimum of surface warping. Nonplanar surfaces are frequently found at driveway crossing flares and curb ramps without landings. Rapidly changing cross-slopes can cause one wheel of a wheelchair or one leg of a walker to lose contact with the ground (Figure 4-6) and also can cause walking pedestrians to stumble or fall.

Figure 4-6: When cross-slopes change rapidly over a short distance, wheelchair use becomes extremely unstable.



Most sidewalks are built with some degree of cross-slope, to allow water to drain into the street and to prevent water from collecting on the path. Water puddles pose a slipping hazard to sidewalk users and are even more difficult to negotiate when frozen into ice sheets in colder climates.

The guidelines and recommendations that were reviewed for running cross-slope are included in Tables 4-2.1 through 4-2.4 at the end of this chapter. ADAAG and the State pedestrian facility guidelines reviewed for this report do not permit cross-slopes to exceed 2 percent. The AASHTO Green Book requires the cross-slope of roads to be at least 1.5 percent to permit adequate drainage. The AASHTO Green Book does not provide cross-slope specifications for sidewalks.No guidelines or recommendations for maximum cross-slopes on sidewalks were identified.

4.3.3 Width

The widths of sidewalks not only affect pedestrian usability but also determine the types of access and other pedestrian elements that can be installed. For example, a 1.525-m (60-in)

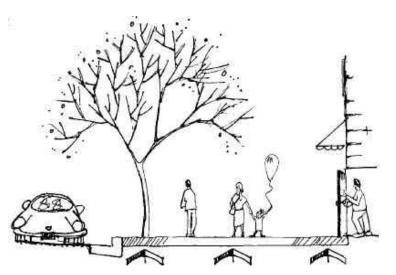
sidewalk is probably wide enough to accommodate pedestrian traffic in a residential area,but a much wider sidewalk would be necessary to include amenities such as street furniture or newspaper stands.Design width is defined as the width specification the sidewalk was intended to meet; it extends from the curb or planting strip to any buildings or landscaping that form the opposite borders of the sidewalk.Minimum clearance width is defined as the narrowest point on a sidewalk. An inaccessible minimum clearance width is created when obstacles such as utility poles protrude into the sidewalk and reduce the design width.A reduction in the design width could also create a minimum clearance width.

Although most guidelines require sidewalk design widths to be at least 1.525 m (60 in) wide, larger design widths can accommodate more pedestrians and improve ease of access. The AASHTO Green Book, the Oregon Department of Transportation guidebook, and other guidelines recommend wider design widths in areas with high volumes of pedestrians. The sidewalk width often depends on the type of street. In general, residential streets have narrower sidewalks than commercial streets.

The guidelines and recommendations that were reviewed for minimum clearance width are included in Tables 4-2.1 through 4-2.4 at the end of this chapter. Most of the guidelines reviewed concur with ADAAG, which specifies that the minimum passage width for wheelchairs should be 0.815 m (32 in) at a point and 0.915 m (36 in) continuously (ADAAG, U.S. Access Board, 1991). Additional width is necessary for turning and maneuvering.

The width of the sidewalk is also affected by pedestrian travel tendencies.Pedestrians tend to travel in the center of sidewalks to separate themselves from the rush of traffic and avoid street furniture, vertical obstructions, and other pedestrians entering and exiting buildings. Pedestrians avoid the edge of the sidewalk close to the street because it often contains utility poles, bus shelters, parking meters, sign poles, and other street furniture. Pedestrians also avoid traveling in the 0.610 m (24 in) of the sidewalk close to buildings to avoid retaining walls, street furniture, and fences (OR DOT, 1995). The sidewalk area that pedestrians tend to avoid is referred to as the shy distance. Taking into account the shy distance, only the center 1.830 m (6 ft) of a 3.050-m (10-ft) sidewalk is used by pedestrians for travel, as shown in Figure 4-7. Thus, the effective width of a sidewalk, not the design width, constitutes the sidewalk area needed to accommodate anticipated levels of pedestrian traffic.

Figure 4-7: Most pedestrians prefer to travel in the center of the sidewalk.



When right-of-way is acquired for sidewalk construction, it is important that adequate width be included to make the facility accessible. If sidewalks are not currently included, the agency responsible for sidewalk construction might consider purchasing additional right-of-way to anticipate future construction. When improving existing facilities, designers should consider purchasing additional right-of-way or narrowing the vehicle portion of the roadway.

4.3.4 Passing Space and Passing Space Interval

Passing space is defined as a section of path wide enough to allow two wheelchair users to pass one another or travel abreast (Figure 4-8). The passing space provided should also be designed to allow one wheelchair user to turn in a complete circle (Figure 4-9).

Figure 4-8: Passing spaces should be included at intervals on narrow sidewalks to allow wheelchair users to pass one another.

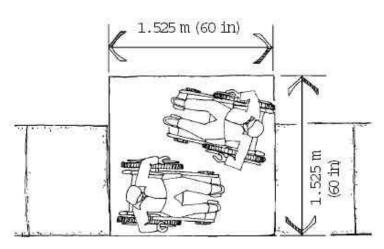
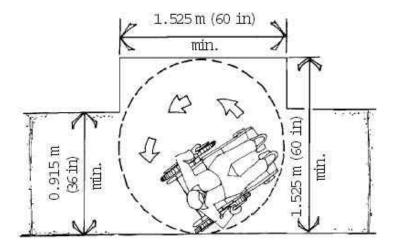


Figure 4-9: Wheelchair users require 1.525 m x 1.525 m (60 in x 60 in) to maneuver in a complete circle.



Passing space interval is defined as the distance between passing spaces. Passing spaces should be provided when the sidewalk width is narrow for a prolonged extent because of a narrow design width or continuous obstacles.

Many agencies and private organizations do not provide guidelines for passing space or passing space intervals. Those that do provide guidelines concur with ADAAG Section 4.3.4, which specifies that accessible routes with less than 1.525 m (60 in) of clear width must provide passing spaces at least 1.525 m (60 in) wide at reasonable intervals not exceeding 61 m (200 ft). If turning or maneuvering is necessary, a turning space of 1.525 m x 1.525 m (60 in x 60 in) should be provided (ADAAG, U.S. Access Board, 1991).

4.3.5 Vertical Clearance

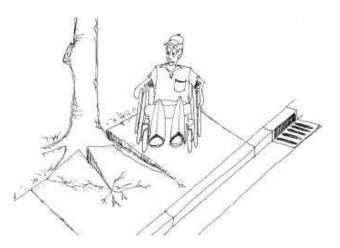
Vertical clearance is defined as the minimum unobstructed vertical passage space required along a sidewalk. Vertical clearance is often limited by obstacles such as building overhangs, tree branches, signs, and awnings.

The guidelines and recommendations that were reviewed for minimum allowable vertical clearance are included in Tables 4-2.1 through 4-2.4 at the end of this chapter. The majority of guidelines require a minimum of 2.030 m (80 in) of unobstructed vertical passage space. However, Oregon and Pennsylvania require 2.1 and 2.4 m (83 and 94 in) of vertical passage space, respectively (OR DOT, 1995; PA DOT, 1996). ADAAG states that circulation spaces, such as corridors, should have at least 2.030 m (80 in) of head room. ADAAG further specifies that if the vertical clearance of an area next to a circulation route is less than 2.030 m (80 in), elements that project into the circulation space must be protected by a barrier to warn people who are visually disabled or blind (ADAAG, U.S. Access Board, 1991).

4.3.6 Changes in Level

Changes in level are defined as vertical height transitions between adjacent surfaces or along the surface of a path. In the sidewalk environment, curbs without curb ramps, cracks (Figure 4-10), and dislocations in the surface material are common examples of changes in level. Changes in level also can result at expansion joints between elements such as curb ramps and gutters.

Figure 4-10: Changes in level are often caused by tree roots that break through the sidewalk surface.



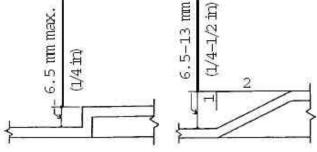
Changes in level can cause ambulatory pedestrians to trip or catch the casters of a manual wheelchair, causing the chair to come to an abrupt stop. People who are blind or who have low vision might not anticipate changes in level such as a buckling brick sidewalk.

The following conditions were observed to cause changes in level:

- Buckled bricks
- Cracks
- Curbs without ramps
- Drainage grates
- Grooves in concrete
- Heaving and settlement due to frost
- Lips at curb ramp frames
- Railroad tracks
- Roots
- · Small steps
- Tree grates
- Uneven transitions between streets, gutters, and ramps

The guidelines and recommendations that were reviewed for changes in level are included in Tables 4-2.1 through 4-2.4 at the end of this chapter. The Federal accessibility standards permit changes in level less than 6 mm (0.25 in) high to be vertical but require changes in level between 6 mm and 13 mm (0.25 in and 0.50 in) to have a maximum bevel of 50 percent, as shown in Figure 4-11. A ramp is required for changes in level that exceed 13 mm (0.50 in) (US DOJ, 1991; UFAS,U.S. DoD et al., 1984).

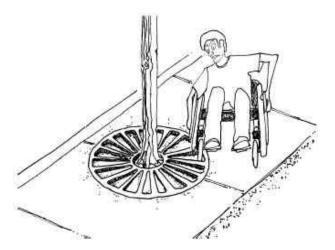
<u>Figure 4-11: Vertical and beveled changes in level [ADAAG, Figure 7 (c, d), U.S. Access</u> <u>Board, 1991].</u>



<u>4.3.7 Grates and Gaps</u>

A grate is a framework of latticed or parallel bars that prevents large objects from falling through a drainage inlet but permits water and some debris to fall through the slots (Figure 4-12). A gap is defined as a single channel embedded in the travel surface of a path.Gaps are often found at intersections where railroad tracks are embedded into the road surface.

Figure 4-12: Wheelchair casters and cane and crutch tips can easily get caught in wide grates.



Wheelchair casters and crutch tips can get caught in poorly aligned grate and gap openings. ADAAG specifies that grates located in walking surfaces should have spaces no greater than 13 mm (0.5 in) wide in one direction. It also states that gratings with elongated openings should be oriented so that the long dimension is perpendicular to the dominant direction of travel (ADAAG, U.S. Access Board, 1991). Although ADAAG does not directly address gaps, the similarity of a gap to a single grate slot suggests that ADAAG's grate specifications also apply to gaps.

4.3.8 Obstacles and Protruding Objects

Obstacles in the pedestrian environment are defined as objects that limit the vertical passage space, protrude into the circulation route, or reduce the clearance width of the sidewalk. Obstacles with large overhangs that protrude into the path of travel can be hazardous for people with visual impairments if they are difficult to detect. The full width of the circulation path should be free of protruding objects.Obstacles that reduce the minimum clearance width, such as decorative planters on a narrow sidewalk, can create significant barriers for wheelchair or walker users.

Most guidelines for accessibility concur with the ADAAG specifications for protruding objects. ADAAG states that objects projecting from walls that have leading edges between 0.685 m and 2.030 m (27 in and 80 in) should not protrude more than 100 mm (4 in) into walks and passageways. Freestanding objects mounted on posts or pylons may overhang a maximum of 0.305 m (12 in) from 0.685 m to 2.030 m (27 in to 80 in) above the ground (ADAAG, U.S. Access Board, 1991), as shown in Figure 4-13.

During the sidewalk assessments, potential obstacles and protruding objects were measured as they occurred along the sidewalk. Characteristics of obstacles measured in the sidewalk assessment include height, amount of overhang over the supporting structure (if any), and minimum clearance width around the obstacle.

The following objects can make a sidewalk difficult for some users to traverse if they protrude into the pathway or reduce the vertical or horizontal clear space:

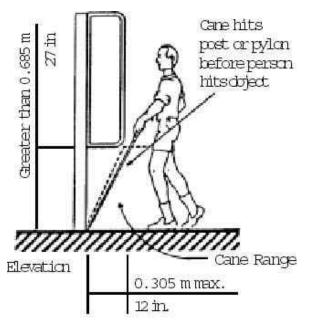
- Awnings
- Benches
- Bike racks
- Bollards
- Cafe tables and chairs
- Drinking fountains
- Fire hydrants
- Folding business signs
- Grates
- Guy wires
- Landscaping
- Mailboxes (public and private)
- Newspaper vending machines
- Parking meters
- Planters
- Public telephones (mounted)
- Puddles
- Signal control boxes
- Sign poles
- Snow
- Street vendors' carts
- Street light poles
- Street sculptures
- Telephone booths
- Telephone/utility poles and their stabilizing wires
- Traffic sign poles
- Transit shelters
- Trash bags and cans
- Tree, bush, and shrub branches
- · Utility boxes

4.3.9 Surface

Surface is defined as the material on which a person walks or wheels in the pedestrian environment. The type of surface often determines how difficult an area is to negotiate. For example,wood floors can be traversed without much difficulty by most people, while a gravel surface can be impossible for some people, especially wheelchair users, to cross. Surfaces in sidewalk environments are generally concrete or asphalt but commonly include tile, stone, and brick.

Most guidelines for accessibility adhere to ADAAG, which defines accessible surfaces as firm, stable, and slip-resistant.Firm and stable surfaces resist deformation, especially by indentation or the movement of objects. For example, a firm and stable surface, such as concrete, resists indentation from the forces applied by a walking person's feet and reduces the rolling resistance experienced by a wheelchair (U.S. Access Board, 1994a). When a pedestrian or wheelchair user crosses a surface that is not firm or stable, energy that would otherwise cause forward motion deforms or displaces the surface instead.

Figure 4-13: Obstacles mounted on posts should not protrude more than 0.305 m (12 in) into a circulation corridor [ADAAG, Figure 8(d), U.S. Access Board, 1991].



A slip-resistant surface provides enough frictional counterforce to the forces exerted in ambulation to permit effective travel (ibid.). For example, a slip-resistant surface prevents a person's shoes, crutch tips, or tires from sliding across the surface while bearing weight. A broom finish is used on many concrete sidewalks to provide sufficient slip resistance for pedestrians. The AASHTO Green Book requires sidewalks to have all-weather surfacing. The surface texture of curb ramps should be coarse enough to provide slip resistance when wet.

Although asphalt and concrete are the most common surfaces for sidewalks, many sidewalks are designed using brick or cobblestones. Although these surfaces are decorative, they increase the amount of work required for mobility. In addition, brick and cobblestone have inherent changes in level that are often tripping hazards. Alternatives to brick sidewalks include colored concrete stamped to look like brick, and asphalt or concrete paths with brick trim. Both alternatives preserve the decorative quality of brick but are easier for people with disabilities to negotiate.

4.4 Sidewalk Elements

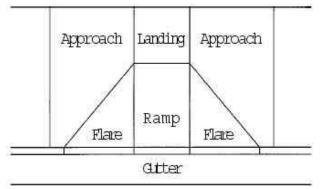
4.4.1 Curb Ramps

Curb ramps provide critical access between the sidewalk and the street for people with mobility impairments. Without curb ramps, people who use wheelchairs cannot access the sidewalk. Curb ramps are most commonly found at intersections but may also be used at midblock crossings and medians. The implementing regulations for Title II of the ADA require curb ramps to be included in all new construction of sidewalks. The regulations also require curb ramps to be installed where existing pedestrian walkways cross a curb or other barrier (US DOJ, 1994b). Although no city surveyed has installed curb ramps in all existing pedestrian walkways, some cities have initiated aggressive plans calling for up to 500 curb ramp installations per year.

4.4.1.1 Curb ramp components

Although there are a variety of curb ramp designs, each type of curb ramp comprises some or all of the following elements, which are illustrated in Figure 4-14:

Figure 4-14: Components of a curb ramp.



- Landing level area of sidewalk at the top of a curb ramp facing the ramp path.
- Approach section of the accessible route flanking the landing of a curb ramp. The
 approach may be slightly graded if the landing level is below the elevation of the
 adjoining sidewalk.
- Flare sloped transition between the curb ramp and the sidewalk. The path along the flare has a significant cross-slope and is not considered an accessible path of travel. When the sidewalk is set back from the street, returned curbs often replace flares (see Figure 4-20, p. 44).
- Ramp sloped transition between the street and the sidewalk where the grade is constant and the cross-slope is at a minimum (preferably less than 2 percent).
- Gutter trough or dip used for drainage purposes that runs along the edge of the street and the curb or curb ramp.

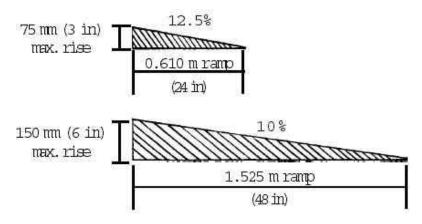
4.4.1.2 Curb ramp specifications

Curb ramps should be designed to minimize the grade, cross-slope, and changes in level experienced by users. Most agencies use standard drawings to design curb ramps. Some of these guidelines are compiled in Tables 4-3.1 to 4-3.4 at the end of this chapter. The majority of the guidelines reviewed agree with ADAAG Section 4.7 specifications for curb ramps.

4.4.1.2.1 Ramps

According to ADAAG, the slope of a curb ramp should not exceed 8.33 percent, and the crossslope should not exceed 2 percent. ADAAG also states that the least severe slope should be used in every situation. In retrofitting situations in which space prohibits the installation of an 8.33 percent ramp, ADAAG allows a slope between 8.33 percent and 10 percent for a maximum rise of 150 mm (6 in) or a slope between 10 percent and 12.5 percent for a maximum rise of 75 mm (3 in) (ADAAG,U.S. Access Board, 1991), as demonstrated in Figure 4-15.

Figure 4-15: Alternative slope profiles for alterations when an 8.33 percent slope is not achievable.



Curb ramp widths should depend on the volume of pedestrian traffic at the specified intersection. Although ramp widths are permitted to vary, they must always be wide enough for comfortable use by wheelchair users. For this reason, ADAAG specifies that curb ramps

should be at least 0.915 m (36 in) wide, not including the width of the flared sides (ADAAG, U.S. Access Board, 1991). The AASHTO Green Book states that curb ramps, a minimum of 1.0 m (39 in) wide or of the same width as the approach sidewalk, should be provided at crosswalks (AASHTO, 1995).

Curb ramps that are too wide and curb ramps with gradual slopes are difficult for pedestrians with visual impairments to detect. Adding a 0.610 m (2 ft) detectable warning at the bottom of these types of ramps will improve detectability. In many cities, grooves, which are intended to work as detectable warnings, are placed along the top of the ramp and/or on the ramp surface. However, grooves are difficult for people with visual impairments to detect. In addition, detectable warnings are most effective if placed at the location of the hazard. For sidewalks, the hazard occurs at the transition point between the sidewalk and the street. Section 4.4.2 contains additional information for pedestrians with visual impairments.

4.4.1.2.2 Gutters

The slopes of adjacent gutters and streets significantly affect the overall accessibility of curb ramps. When the rate of change of grade between the gutter and the ramp exceeds 13 percent over a 0.610-m (2-ft) interval, wheelchair users can lose their balance. Any amount of height transition between the curb ramp and the gutter can compound the difficulties caused by rapidly changing grades. According to ADAAG, the slope of the road or gutter surface immediately adjacent to the curb ramp should not exceed 5 percent, and the transition between the ramp and the gutter should be smooth (ADAAG, U.S. Access Board, 1991). Section 4.3.1 contains additional information on rate of change of grade.

4.4.1.2.3 Landings

Curb ramp landings allow people with mobility impairments to move completely off the curb ramp and onto the sidewalk, as shown in Figure 4-16. Curb ramps without landings force wheelchair users entering the ramp from the street, as well as people turning the corner, to travel on the ramp flares (Figures 4-17 and 4-18). According to ADAAG, the landing should be a level surface at least 0.915 m (36 in) wide to prevent pedestrians from having to cross the curb ramp flare. ADAAG Section 14 (1994) recommends a 1.220-m (48-in) landing for perpendicular curb ramps and a 1.525-m (60-in) landing for parallel curb ramps (U.S. Access Board, 1994b).

Figure 4-16: This wheelchair user is maneuvering successfully a curb ramp because a level landing is provided.

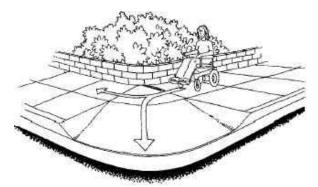


Figure 4-17: This wheelchair user will have difficulty entering the sidewalk because the curb ramp lacks a landing.

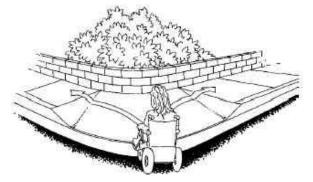
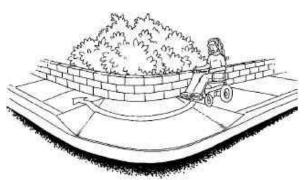


Figure 4-18: This wheelchair user will have difficulty traveling around the corner because the curb ramp lacks a landing.



4.4.1.2.4 Flares

The flared sides of curb ramps provide a graded transition between the ramp and the surrounding sidewalk (Figure 4-19).Flares are not considered an accessible path of travel because they are generally steeper than the ramp and often feature significant cross-slopes with excessive rate of change of cross-slope. According to ADAAG, if the landing width is less than 1.220 m (48 in), then the slope of the flares at the curb face should not exceed 8.33 percent. If the landing width is greater than 1.220 m (48 in), a 10 percent slope is acceptable (ADAAG, U.S. Access Board, 1991). If the curb ramp is located where a pedestrian might normally walk, flares are useful indicators to people with visual disabilities. Flares may be replaced with returned curbs if the curb ramp is located where a pedestrian does not have to walk across the ramp or if the sides are protected by guardrails or handrails (Figure 4-20).

Figure 4-19: Flares provide a sloped transition between the ramp and the surrounding sidewalk and are designed to prevent ambulatory pedestrians from tripping.

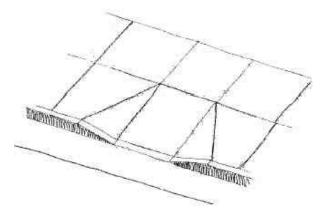
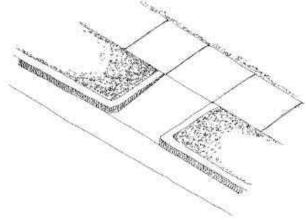


Figure 4-20: Returned curbs may be used when the curb ramp is located outside the pedestrian walkway, such as in a planting strip.



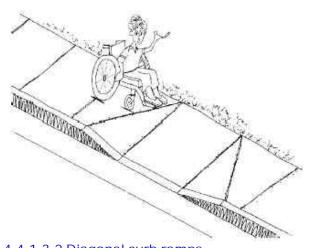
4.4.1.3 Curb ramp types

Curb ramps can be configured in a variety of patterns, depending on the location, type of street, and existing design constraints. Curb ramps are often categorized by their position relative to the curb line. The three most common and basic configurations are termed perpendicular, parallel, and diagonal.

4.4.1.3.1 Perpendicular curb ramps

The path of travel along a perpendicular curb ramp is oriented at a 90-degree angle to the curb face. Perpendicular curb ramps are difficult for wheelchair users to negotiate if they do not have a level landing (Figure 4-21). When the sidewalk is very narrow, it can be costly to purchase additional right-of-way to accommodate a landing for perpendicular curb ramps. An alternative to purchasing more land is to extend the corner into the parking lane with a curb extension (also known as a bulbout). In addition to providing space for a level landing, curb extensions calm traffic, reduce the crossing distance, and provide a larger refuge for pedestrians to congregate while waiting to cross the street (reference Section 4.4.9 for additional information on curb extensions). An additional option for providing landings is to increase the overall width of the sidewalk by adding right-of-way from the roadway.Perpendicular curb ramps are often installed in pairs at a corner (Figure 4-22).For new construction, Section 14 (1994) proposed that two perpendicular curb ramps with level landings should be provided at street crossings. This recommendation was included because two accessible perpendicular curb ramps are generally safer and more usable for pedestrians than a single curb ramp.

Figure 4-21: Without level landings, perpendicular curb ramps are problematic for wheelchair users and others to travel across.



4.4.1.3.2 Diagonal curb ramps

Diagonal curb ramps are single curb ramps installed at the apex of a corner (Figure 4-23). Diagonal curb ramps force pedestrians descending the ramp to proceed into the intersection before turning to the left or right to cross the street. This puts them in danger of being hit by turning cars. A marked clear space of 1.220 m (48 in) at the base of diagonal curb ramps is necessary to allow ramp users in wheelchairs enough room to maneuver into the crosswalk (Figure 4-23) (ADAAG, U.S. Access Board, 1991). A designer's ability to create a clear space

at a diagonal curb ramp might depend on the turning radius of the corner. For example, a tight turning radius requires the crosswalk line to extend too far into the intersection and exposes pedestrians to being hit by oncoming traffic. In many situations, diagonal curb ramps are less costly to install than two perpendicular curb ramps. Although diagonal curb ramps might save money, they create potential safety and mobility problems for pedestrians, including reduced maneuverability and increased interaction with turning vehicles, particularly in areas with high traffic volumes. Diagonal curb ramps are not

Figure 4-22: Two perpendicular curb ramps with level landings maximize access for pedestrians at intersections.

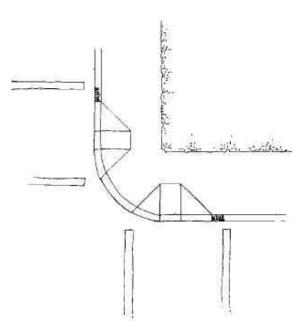
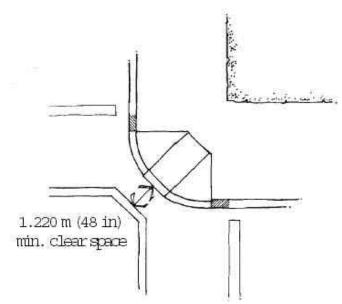


Figure 4-23: If diagonal curb ramps are installed, a 1.220-m (48-in) clear space should be provided to allow wheelchair users enough room to maneuver into the crosswalk.



4.4.1.3.3 Parallel curb ramps

The path of travel along a parallel curb ramp is a continuation of the sidewalk, as shown in Figure 4-24. Parallel curb ramps provide an accessible transition to the street on narrow sidewalks. However, if the landing on parallel curb ramps is not sloped toward the gutter (no more than 2 percent), water and debris can pool there and obstruct passage along the sidewalk.Parallel curb ramps also require those wishing to continue along the sidewalk to negotiate two ramp grades, unless a wide buffer zone permits the sidewalk to be set back behind the ramps.A combination perpendicular and parallel ramp will significantly reduce the ramp grades for people who wish to continue along the sidewalk (Figure 4-25).

Figure 4-24: Parallel curb ramps work well on narrow sidewalks but require users continuing on the pathway to negotiate two ramp grades.

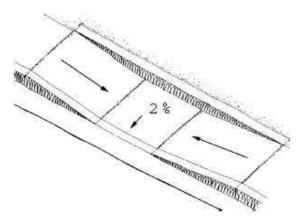
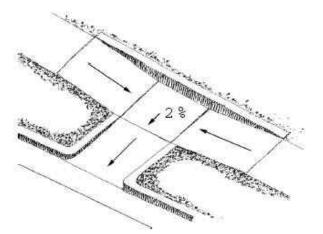


Figure 4-25: A combination curb ramp is a creative way to avoid steep curb ramps and still provide level landings.



4.4.1.3.4 Built-up curb ramps

Built-up curb ramps are oriented in the same direction as perpendicular curb ramps but project out from the curb.For this reason, built-up curb ramps can be installed on narrow sidewalks but are most often installed in parking lots. If an edge protection is not provided on built-up curb ramps between the ramp and the sidewalk, people with visual disabilities might not be able to distinguish between the sidewalk and the street.According to ADAAG, built-up curb ramps should not extend into a vehicular traffic lane (ADAAG,U.S. Access Board, 1991).Built-up curb ramps also should not extend into bicycle lanes because they might present a hazard for cyclists.

Built-up curb ramps have additional drainage requirements because they block the gutter. Possible solutions include providing drainage inlets or placing a drainage pipe under the curb ramp (Figures 4-26 and 4-27).

Figure 4-26: Built-up curb ramp with drainage inlets.

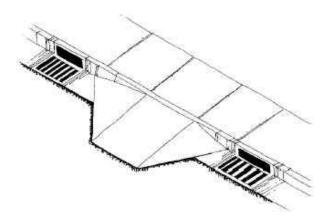
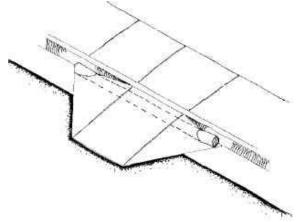


Figure 4-27: Built-up curb ramp with a drainage pipe.



4.4.1.4 Curb ramp placement

In addition to specifying curb ramp designs, most transportation agencies provide specifications for their placement.Curb ramp placement can be especially complicated in retrofit situations.

Relocating or redesigning the intersection and street furniture can be expensive.Many sidewalk characteristics, including width, elevation of buildings, and position of street furniture, can affect the curb ramp design chosen. In retrofit situations in which sidewalk width is limited, parallel curb ramps might provide more gradual slopes and landings.

Curb ramps that force users to cross storm drain inlets often present hidden risks to pedestrians. The grates covering such inlets can catch the casters of wheelchairs or the tips of canes and walkers, causing falls and injuries. Water at the base of curb ramps can obscure the transition from the ramp to the gutter and cause pedestrians to misjudge the terrain.Puddles at the base of curb ramps can also freeze and cause users to slip. Locating drain inlets uphill from curb ramps will reduce the amount of water that collects at the base.

Curb ramps ending in parking spaces are not usable when blocked by parked vehicles. This situation can be prevented through parking enforcement and warning signs but perhaps more effectively through the use of curb extensions (see Section 4.4.9 for additional information on curb extensions).

Perpendicular curb ramps should be built 90 degrees to the curb face. At a corner with a tight turning radius, a perpendicular curb ramp built 90 degrees to the curb face will be oriented toward the crosswalk. This is helpful to users because they can follow the ramp path directly across the street. Curb ramps aligned with the crosswalk also reduce the maneuvering that wheelchair users must perform to use the ramp.

At corners with larger turning radii, the curb ramp cannot always point in the direction of the crosswalk and be perpendicular to the curb face. In some cities, designers align curb ramps parallel to the crosswalk, causing the ramp face to be skewed. This design has some benefit to people with visual impairments because they can use the path of the curb ramp to direct them across the street. However, people with visual impairments tend not to rely on the direction of curb ramps because of the abundance of diagonal curb ramps that point into the center of the street.

In addition, if the curb ramp is not perpendicular to the curb, as illustrated in Figure 4-28, wheelchair users have to negotiate changing cross-slopes and changing grades simultaneously, or they have to turn while making the grade transition. Turning at the grade transition requires a wheelchair user traveling down a curb ramp to go down one edge of the ramp and try to turn while on a significant grade. Curb ramps that are perpendicular to the curb prevent wheelchair users from having to turn at the ramp to a gutter transition (Figure 4-29).

Figure 4-28: To avoid having to negotiate changing grades and changing cross-slope simultaneously, a wheelchair user has to turn at the grade transition.

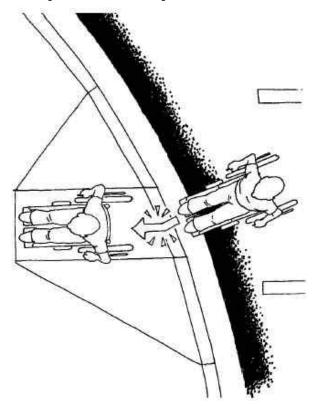
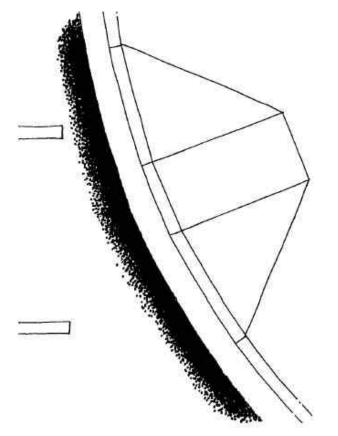


Figure 4-29: Curb ramps designed with the ramp perpendicular the curb eliminate rapidly changing grades and cross-slopes at the grade transition.



4.4.1.5 Curb ramps and people with visual impairments

People with visual impairments do not use curb ramps in the same manner as people with mobility impairments. Although people with visual impairments can obtain helpful navigational cues from perpendicular curb ramps, they can learn the same information from the edge of the curb.Curb ramps and flare slopes that are steep enough relative to the grade of the surrounding sidewalk are more detectable than gradually sloped curb ramps or

depressed corners (GA Institute of Technology, 1979). If people with visual impairments are unable to detect a curb ramp, they will not know that they are moving into the street. Installing detectable warnings on ramps can help people with visual impairments detect the upcoming intersection (see Section 4.4.2). Some States also require minimum curb ramp slopes to improve detectability for people with visual impairments.

It is commonly believed that the orientation of curb ramps helps people with visual impairments determine the direction of the crosswalk. However, this technique is generally not taught or used because many curb ramps are not aligned with the path of travel across the street. The skew of diagonal curb ramps can be a particular source of confusion to people with visual impairments if other sidewalk cues present conflicting information about the intersection. Some dog-guide users interviewed for this project said they were most wary of diagonal curb ramps because their dogs might follow the curb ramp path out into the middle of the intersection. However, most people with visual impairments interviewed said that while a diagonal slope to the sidewalk indicated the presence of an intersection, they used other cues, such as the sound of traffic, to orient for the crossing.

4.4.2 Conveying Information to Pedestrians with Visual Impairments

All pedestrians must obtain a certain amount of information from the environment to travel along sidewalks safely and efficiently. Most pedestrians obtain this essential information visually, by seeing such cues as intersections, traffic lights, street signs, and traffic movements. People with visual impairments also use cues in the environment to travel along sidewalks. For example, the sound of traffic, the slope of curb ramps, changes in surface texture, and a shadow from an overhead awning serve as primary indicators of an upcoming intersection for people with visual impairments. Blind pedestrians also use their ability to estimate distances and directions they have walked (dead reckoning) to determine their location relative to desired destinations (Long and Hill, in Blasch et al., 1997).

Good design in the form of regularly aligned streets, simple crossing patterns, and easy-tounderstand city layouts is generally the best method to provide good orientation cues for pedestrians with visual impairments. However, accessible information might be needed in some situations to supplement existing information. Locations where supplementary information is most beneficial include irregular intersections, open spaces such as plazas, raised intersections, and curb ramps with a slope less than 8.33 percent.

Some cues that people with visual impairments use are permanent, such as the edge of the curb; other cues, such as the sound of traffic, are intermittent. Although the sound of traffic is a very effective way for people with visual impairments to identify an intersection, it is unreliable because cars are not always present. Another issue that affects the usefulness of cues is a person's familiarity with the environment. For example, a person who lives near an intersection with a pedestrian-actuated control signal might be able to identify it easily because of repeated use and familiarity with its presence. However, a person who is unfamiliar with the intersection would be less likely to detect such a device. The most reliable cues for people with visual impairments are permanent and can be detected even in unfamiliar environments.

People with visual impairments should have access to the same information as sighted pedestrians when traveling in unfamiliar areas. To accommodate all pedestrians, it is important to provide information that can be assimilated using more than one sense. For example, an intersection that contains a raised tactile surface warning, a WALK signal light, and an audible pedestrian signal would be more accessible than an intersection that provides only a WALK signal light.Redundancy and multiplicity of formats increase the likelihood that people with impairments and others will be able to make informed traveling decisions.

The most effective accessible information is easy to locate and intuitive to understand, even for pedestrians who are unfamiliar with an area. People with visual impairments stress the importance of consistency in design because accessible information added to the environment is most useful "when used in consistent locations so that the traveler can rely on their existence" and find them reliably (Peck and Bentzen, 1987). Users would benefit if each type of accessible indicator were exclusively reserved to indicate a specific situation in the pedestrian environment and consistently installed to avoid conveying conflicting and confusing information. Studies in the United Kingdom have shown that pedestrians with visual impairments can reliably detect, distinguish, and remember a limited number of

different tactile paving surfaces and the distinct meanings assigned to them (Department of the Environment, Transport, and the Regions, Scottish Office, Notified Draft, 1997).

Visual, auditory, and tactile perceptual information is very useful in detecting cues and landmarks essential to wayfinding and is also important in detecting obstacles and hazards. Mobility is defined as "the act or ability to move from one's present position to one's desired position in another part of the environment safely, gracefully, and comfortably." Wayfinding is defined as "the process of navigating through an environment and traveling to places by relatively direct paths" (Long and Hill, in Blasch et al., 1997). The long cane is a primary example of an environmental probe that allows blind pedestrians to acquire perceptual information about their immediate environment systematically and efficiently. The long cane helps users establish and maintain orientation, as well as detect and avoid hazards.

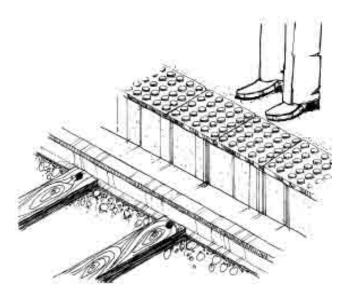
Because people with visual impairments obtain information about the environment in many ways, the most effective cues convey information in more than one format.For example, truncated domes can be detected not only by texture but by sound and color contrast as well. The greater number of sensory qualities (color, texture, resilience, and sound) the cue has, the more likely it will be detected and understood (Sanford and Steinfeld, 1985). The following are common types of accessible information added to sidewalk environments:

- Raised tactile surfaces used as detectable warnings
- · Raised tactile surfaces used for wayfinding
- · Materials with contrasting sound properties
- Grooves
- Contrasting colors for people with low vision
- Audible and vibrotactile pedestrian signals

4.4.2.1 Raised tactile surfaces used as detectable warnings

Raised tactile surfaces used as warnings employ textures detectable with the touch of a foot or sweep of a cane to indicate upcoming hazards or changes in the pedestrian environment. Many different types of raised tactile surfaces have been proven to be detectable by people with visual disabilities. However, tactile surfaces used as detectable warnings should meet the technical specifications in ADAAG (see Section 4.4.2.7) to avoid confusion with tactile surfaces used for wayfinding. Raised tactile surfaces include truncated domes, patterned panels, and other textured designs. Tactile surfaces used as detectable warnings must also provide color contrast with surrounding surface materials.

Figure 4-30: Truncated domes are an effective way of indicating a drop-off at transit platform.



Raised tactile surfaces have been shown to be very effective in actual application.BART in the San Francisco Bay Area and METRO DADE transit in Miami have used raised tactile

surfaces as systemwide warnings on platform edges since 1989 and have documented no instances of rider dissatisfaction with truncated dome surfaces (Figure 4-30). In contrast, the overall incidence of trips, slips, and falls at platform edges has been significantly reduced. In addition, BART riders exhibit an increased sense of drop-off awareness by tending to "stand farther from the platform edge than MUNI (San Francisco) riders standing at different tracks in the same stations but lacking detectable warnings" (Bentzen, Nolin, and Easton, 1994).

Domes with truncated tops are generally more comfortable than other dome designs for pedestrians to travel across (O'Leary, Lockwood, Taylor, and Lavely, 1995).Low truncated domes have been used to provide warning information in a number of countries, including the United Kingdom (Department of the Environment, Transport, and the Regions,Scottish Office, Notified Draft, 1997), and Japan (Sawai, Takato, and Tauchi, 1998).In the United States, truncated domes are required at transit platform drop-offs (US DOJ, 1991; US DOT, 1991).

The detectability of raised tactile surfaces can depend upon the degree of contrast between the surface and the surrounding surface materials. For example, raised detectable surfaces have been shown to be significantly less detectable when located adjacent to coarse aggregate concrete (Bentzen, Nolin, Easton, Desmarais, and Mitchell, 1994). Raised surfaces are thus much more effective when placed next to smooth paving materials such as brushed concrete.

Climate can determine what type of detectable surface is most appropriate for a region. For example, ice was found to obscure the textural contrast of some raised surface materials (U.S. Access Board, 1985). Surfaces that withstand scraping by snowplows, minimize the collection of precipitation such as snow and ice, and resist degradation by snowmelting additives such as salt are most effective in colder areas. Some cities in the United States have discontinued the use of truncated domes at curb ramps because the materials used wore down quickly and could not be plowed free of snow. However, New York and New Jersey, both areas that experience significant amounts of snow and ice, continue to use raised tactile surfaces (O'Leary, Lockwood, Taylor, and Lavely, 1995).

The length of raised tactile surfaces in the path of travel is most effective when "beyond the average stride in length" so that pedestrians with visual disabilities can "sense it physically, understand its meaning, and react appropriately" before the hazard is encountered (U.S. Access Board, 1995). However, there is a definite trade-off between the high detectability of raised tactile surfaces for people with visual disabilities and ease of movement for people with mobility disabilities (O'Leary, Lockwood, Taylor, and Lavely, 1995).

Several researchers suggested limiting the width of detectable warnings to no more than that required to provide effective warning for people with visual impairments "given the moderately increased level of difficulty and decrease in safety" that raised tactile surfaces on slopes pose for people with physical disabilities (Bentzen, Nolin, Easton, Desmarais, and Mitchell, 1994; Rabelle, Zabihaylo, and Gresset, 1998; Hughes, 1995). Truncated domes that are uneven or too high can cause navigation difficulties for certain sidewalk users, including some bicyclists and in-line skaters. People who use walking aids and pedestrians wearing high heels might lose some stability along ramps covered with raised tactile surfaces.Neither manual nor powered wheelchair users appear to be at significant risk of instability when traveling on ramps with raised warnings (Hughes, 1995).

4.4.2.2 Raised tactile surfaces used for wayfinding

Raised tactile surfaces also might provide wayfinding information to people with visual impairments, delineating paths across open plazas, crosswalks, and complex indoor environments such as transit stations. Wayfinding cues include raised tactile surfaces covered with bar patterns laid out in a path to indicate the appropriate walking direction, especially along routes where traditional cues such as property lines, curb edges, and building perimeters are unavailable. In Japan, bar tile has been used to direct pedestrians with visual impairments along transit stations and other heavily used pedestrian areas (Sawai, Takato, and Tauchi, 1998).

The city of Sacramento, California, uses a tactile guidestrip located in the center of some crosswalks to direct people with visual impairments across "irregular and complex" intersections. A San Francisco report recommended guidestrips at intersections with more than two streets, unusual crosswalks, right-turn lanes, diagonal crossings, exceptionally wide

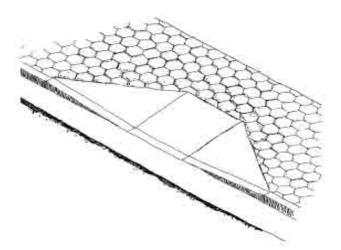
streets, and intersections with other unusual geometric designs (San Francisco Bureau of Engineering, 1996).

Hughes (1995) recommended that "mixed" patterns of both bar tiles and dome tiles be developed for use on curb ramps to provide orientation, as well as warning information, at intersections. However, research in Japan indicated that subjects who were blind had difficulty distinguishing between detectable surfaces with bars and dots or domes. In fact, confusion between warning and guiding tiles was suspected as the cause of several train platform accidents in Japan (Bentzen, Nolin, and Easton, 1994).

4.4.2.3 Materials with contrasting sound properties

Adjacent surfacing materials that make different sounds when tapped by a cane can also serve as navigation cues (U.S. Access Board, 1985). Examples of materials with contrasting sound properties include concrete sidewalks next to textured metal, or paving tiles next to rubberized raised tactile surfaces. Materials with contrasting sound properties are used along curb ramps, crosswalks, and transportation platforms. Contrasting materials can also be colored differently from the surrounding paving material (Figure 4-31) or textured to provide visual and tactile information as well.

Figure 4-31: Colored stone sidewalks with concrete curb ramps have a detectable color change.



Materials used to provide sound contrasts should be appropriate to the given setting. For example, materials that degrade in harsh weather conditions or become slippery or hazardous when icy should not be installed outdoors but might be appropriate for indoor environments such as transit stations. People who use dog guides have a reduced opportunity to use sound cues, as described in this section.

4.4.2.4 Grooves

Grooves are common and inexpensive to install, but there is little evidence that they can be detected or used by people with visual disabilities. One study indicated that concrete panels with various groove configurations had only a 9 to 40 percent detectability rate (Templer, Wineman, and Zimring, 1982).Cane users could confuse them with the grooves between sidewalk panels and cracks in the sidewalk.

Long-cane users typically travel using a "two-point touch" technique and only scrape the tip of the cane along the ground in the "constant contact" technique when more in-depth exploration of an area is warranted. However, in general, grooves can be detected only by a cane if the constant-contact technique is used to scan the environment. For this reason,grooves are generally ineffective to warn of a potentially hazardous situation such as an intersection. In addition, dirt, snow,ice, weeds, and other debris in the sidewalk environment are likely to collect in grooves and obscure any warning provided.

4.4.2.5 Contrasting colors for people with low vision

Contrasting colors such as yellow paint against black asphalt can indicate a change in environment for people with low vision. Texture differences may also be detected by people with low vision.For example, although sidewalk grooves do not provide a significant tactile contrast, some people with low vision can detect groove patterns visually. The color contrast of visual warnings helps both sighted and partially sighted pedestrians to identify potentially hazardous areas. Colorized warnings are particularly useful for all pedestrians at night, when visual acuity and contrast sensitivity are impaired. Variations in surface coloring between the crosswalk and the street can also be used to mark the best path across an intersection.Reflective paint and building materials of contrasting colors are common methods used to provide visual warnings.

ADAAG Section 4.29.2 specifies that detectable warnings "shall contrast visually with adjoining surfaces, either light-on-dark, or dark-on-light." ADAAG Section A4.29.2 further specifies that "the material used to provide contrast should contrast by at least 70%" (ADAAG, U.S. Access Board, 1991). The effectiveness of ADAAG's recommendations for color contrast was evaluated by Bentzen, Lolin, and Easton (1994). The study concluded that the ADAAG 70 percent contrast recommendation "appears adequate to provide high visual detectability" but cautioned that minimum reflectance values should also be specified for the lighter surface to limit the effects of glare. The study also reported that surfaces colored safety yellow (ISO 3864) were most frequently chosen by low vision subjects as "most visually detectable" (Bentzen, Nolin, and Easton, 1994).

During the sidewalk assessments, visual warnings used on sidewalks were observed to include painted curb edges, tinted curb ramps, colored sidewalks (Figure 4-31), colorized raised tactile warnings, and painted crosswalks.

4.4.2.6 Audible and vibrotactile pedestrian signals

Although people with visual impairments generally rely on traffic surges to determine when it is safe to cross an intersection, additional information about crossing conditions can be very useful when traffic sounds are sporadic or masked by ambient noise, the geometry of the intersection is irregular, or acoustics are poor. Accessible pedestrian signals can provide supplementary information, such as timing (when the signal cycle allows pedestrians to cross the street), wayfinding (which roads intersect at the junction), and orientation (the directional heading of each crosswalk). Accessible pedestrian signals are generally installed at complex intersections; intersections experiencing high volumes of turning traffic; major corridors leading to areas of fundamental importance such as post offices, courthouses, and hospitals; and places where people with visual impairments request them (Bentzen, 1998).

A number of different types of accessible pedestrian signals have been developed and were analyzed in a 1998 synthesis by B.L. Bentzen. These include audible broadcast, tactile, vibrotactile, and receiver-based systems, many of which may be integrated with each other to provide additional sources of information.

Audible traffic signals (ATSs) include devices that emit audible sounds when the signal permits pedestrians to cross.ATSs "comprise a warning system that alerts the pedestrian to the onset of a green light" (Hall, Rabelle, and Zabihaylo, 1994). Simple systems use a consistent sound to indicate when the signal has changed. More complex systems use one sound pattern to indicate north/south streets, and another sound to indicate east/west streets, providing both timing and orientation information. Others broadcast prerecorded speech messages telling the name of the street being crossed and the status of the signal cycle (Bentzen, 1998). Street crossings that can be negotiated easily by people with visual impairments are preferred to ATS systems. These systems should be installed only "as a last resort, and only when the installation will guarantee the safety of the visually impaired pedestrian" (Hall, Rabelle, and Zabihaylo, 1994).

Alternating ATS systems, in which speakers on either side of the street alternate indicator sounds, provide alignment assistance for pedestrians with visual impairments. "An alternating signal counters the masking effect of the nearby signal [and] promotes more accurate alignment before crossing and straight-line travel throughout the crossing" (Hall,Rabelle, and Zabihaylo, 1994). Alternating ATS systems result in a straighter line of travel because they allow people with visual disabilities "to align themselves more accurately before and during the crossing. . . ." (Hall, Rabelle, and Zabihaylo, 1994).

Audible information is also useful to identify pedestrian-actuated control signals. Audible pedestrian signals that alert pedestrians to the existence and location of the signal actuator include push-button devices that emit sounds.Tactile pedestrian signals include raised arrows on the signal actuator that indicate which street is controlled by the push button.Tactile pedestrian signals can also provide map information, using raised dot and line symbols to indicate details such as the number of lanes to be crossed, the direction of traffic in each lane, and whether there is a median (Bentzen, 1998).

Vibrotactile traffic devices also can provide information about the presence and location of a pedestrian-actuated signal. In vibrotactile systems, the push-button apparatus will vibrate while pedestrians are permitted to cross. Such systems allow deaf-blind pedestrians to identify the WALK interval and can be installed at medians to prevent signal overlap when audible broadcast signals are in effect (Bentzen, 1998).

Receiver-based systems provide audible or other accessible information only when triggered by a nearby pedestrian-carried receiver. The Talking Signs® system, for example, uses transmitters that emit infrared beams containing prerecorded speech information. The speech message can label streets, transit kiosks, and other areas. The transmitters can be mounted on traffic poles, buildings, and other significant locations. Pedestrians using the system carry a receiver that picks up the infrared signals and plays them back as audible messages. This system provides both orientation and wayfinding information. The user can hone in on the transmitter's location because the messages are played most clearly when the receiver is oriented directly toward the transmitter (Bentzen, 1997, in Blasch et al.)

4.4.2.7 ADAAG requirements for detectable warnings

When ADAAG was first approved in 1991, it contained requirements for detectable warnings at curb ramps, transit platforms, reflecting pools, and hazardous vehicular areas. ADAAG defined a detectable warning as "a standardized surface feature built in or applied to walking surfaces or other elements to warn visually impaired people of hazards on a circulation path." Detectable warnings on walking surfaces were required to be truncated domes with a diameter of 23 mm (0.9 in.), a height of 5 mm (0.2 in.) and a center-to-center spacing of 60 mm (2.35 in.). In addition, detectable warnings had to offer a strong visual contrast to adjacent pedestrian surfaces and had to be an integral part of the walking surface (ADAAG, U.S. Access Board, 1991).

On April 1, 1994, the ADAAG scoping provisions for detectable warnings at curb ramps, hazardous vehicular areas, and reflecting pools were initially suspended until July 1996, and were later extended until July 26, 1998, and 2001, while the requirements for detectable warnings at transit platforms remained in effect. The requirement was initially suspended to allow the U.S. Access Board, the US DOJ, and the US DOT to consider the results of additional research on the need for and safety effects of detectable warnings at vehicular–pedestrian intersections.

The study found that, although detectable warnings were not shown to be needed at all curb ramp locations, they did provide "the blind traveler with one potential additional cue that is especially useful in a low-cue environment." Many nonvisual cues used to detect streets are intermittent, such as the sound of traffic. Detectable warning surfaces provide a permanent cue that identifies the transition between the sidewalk and the street. The study concluded that "the effectiveness of detectable warning surfaces on curb ramps depends greatly on other aspects of the design of the intersection, as well as on such social factors as the density of traffic and the skills of the traveler." The study recommended the installation of a 2-foot-wide strip of detectable surface at the curb line as an alternative to covering the entire surface of the ramp (Hauger et al., 1996).

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E. Letter and Questionnaire to School



Dear Teachers:

All elementary and middle schools are participating in a Bicycle and Pedestrian School Safety Review Study, aimed at identifying procedures, programs and projects that will help improve safety for our students choosing to walk or bike to school. Additionally the study will review related factors such as: timing of traffic lights, sidewalk gaps, traffic patterns, and other factors that might affect car riders. We are working with the team of *Kittelson and Associates, Inc.* [Transportation Engineering/Planning] and *River To Sea* [Transportation, Planning, Organization]. The study will identify areas at each school and in the surrounding communities, that with some adjustments or additions, will improve safe routes for students. Gathering this information now, will help when we apply for grants to make those changes.

There are a number of parts to the study:

- The team meets with each school administration to discuss any concerns or suggestions as it relates to students' arrival and departure; followed by a field study at the school campus as well as the surrounding neighborhoods to note any impediments to safe routes for students.

- The information gathered will be presented to each school for review and discussion.

- We are asking parents/guardians to take a brief online survey. If they have students at more than one school, they will fill out the survey for the child with the birthday closest to the date on the parent letter that will be sent home. Responses will be kept confidential and no names will be associated with the responses.

- Classroom teachers will be asked to do a tally sheet two days in a row <u>[Wednesday and Thursday,</u> <u>11th and 12th]</u>. With a show of hands, students will answer how they arrived at school that day and how they plan on returning home. This will be done school-wide in the morning. We are asking principals to briefly meet with teachers to give more specific details.

Sincerely,

Winnie Oden Flagler Schools District Safety Consultant



January 9, 2017

Dear Parents/Guardians Students:

All elementary and middle schools are participating in a Bicycle and Pedestrian School Safety Review Study, aimed at identifying procedures, programs and projects that will help improve safety for our students choosing to walk or bike to school. Additionally the study will review related factors such as: sidewalk gaps, timing of traffic lights, traffic patterns and other issues that might affect car riders. We are working with the team of *Kittelson and Associates, Inc.* [Transportation Engineering/Planning] and *River To Sea* [Transportation, Planning Organization]. The study will identify areas at each school and in the surrounding communities, that with some adjustments or additions, will improve safe routes for students. Gathering this information now, will help when we apply for grants to make those changes.

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- We are asking parents/guardians to take a brief online survey. If you have students at more than one school, you will fill out the survey for the child with the closest birthday to the date listed above. Responses will be kept confidential and no names will be associated with the responses.

Your survey can be found at:

http://www.saferoutesdata.org/surveyformparent.cfm?key=5112310

Thanks in advance for your prompt attention to the survey. Please complete the survey by Tuesday, January 17th. Your school's administrators will be able to answer any questions.

Sincerely,

Winnie Oden Flagler Schools District Safety Consultant

F. 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 and the Flagler County School District.

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, increases 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.

Appendix D presents the FHWA's guidelines of best practices for the installation of new sidewalks. 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 11) 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



Illustration 11: Flashing beacon traffic signal control

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.

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 12). 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.



Illustration 12: Intersection of Ohio Avenue and Scholars Path at dismissal

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

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 FDOT 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, Flagler County School District has a three-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. Flagler 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, Flagler 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. Flagler 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.

G. Funding Sources

Florida Safe Routes to School Funding

Florida's SRTS Program is 100 percent federally funded, and is managed through the Florida Department of Transportation (FDOT) on a cost-reimbursement basis. Most of Florida's SRTS funds are distributed to the seven FDOT Districts based on the number of children in grades K-8 in the District compared to the state.

The federal SRTS Guidance directs that seventy to ninety percent of each state's SRTS funds go toward Infrastructure (Engineering or construction) projects, and the remaining ten to thirty percent toward Non-Infrastructure programs (Education, Encouragement, Enforcement, and Evaluation). Each state develops their SRTS Guidelines within the federal Guidance. In Florida, generally ninety percent of each District's SRTS funds will be dedicated to Infrastructure and the remaining ten percent will go toward Non-Infrastructure. However, each District Secretary can adjust the percentages within the federal limits. Projects will be awarded through a District-wide competitive process. See the Infrastructure and Non-Infrastructure sections below for more specifics on the application and selection processes.

SRTS funds may not be used to supplant or replace existing funds. Because federal SRTS funds are limited:

- Applicants must prioritize their requests for Infrastructure projects and Non-Infrastructure programs.
- Applicants are encouraged to be as cost effective as possible so that more SRTS projects and programs can be funded.
- Districts will do their best to select good proposals from around their District so their SRTS funds are implemented as equitably as possible.

Source: FDOT's Guidelines for Florida's Safe Routes to School Program

Additional Funding Information for Safe Routes to School Projects can be found here: http://www.saferoutesinfo.org/program-tools/funding

H. Pedestrian and Bicycle Crash Reports

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n		Other (Explain Ir	Narralive)		<u>L/</u>]1	9 Smoke 77 0 Glare	in Narra	itive) _/_	10 0	flicer / Guard /	Flagperson		10 Parking Lot-Private		Jnpaved ∩2		
ļ	ļ	SECTION #		NAME	OF VIOLATOR		FL STATUTE NUMBER					CHARGE					
	ŝ	SECTION #		NAME	OF VIOLATOR		1	FL STATUTE NUMBE	*	CHARGE					CITATION NUMBER		
	VIOIATOR(S)	SECTION #		NAME	OF VIOLATOR	FL STATUTE MUMBER						CHARGE					
	₹ŀ	SECTION #		NAM	OF VIOLATOR			L STATUTE NUMBER	MBER CHARGE CITATIO				CITATION NUMBER				
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FLORIDA TRAFFIC CRASH REPORT NARRATIVE/DIAGRAM

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DO NOT WRITE IN THIS SPACE

MAIL TO: DEPT. OF HIGHWAY RECORDS, NEIL KIR	KMAN BUILDING, TALLAHAS		L										
TIME EMS NOTIFIED (FATALITIES O			DATE OF CRASH	COUNTY / CITY CODE	INVEST. AGENCY R		۲ ۲			PORT NUM			
	PM		09/28/10	61/30	10-	-6 <u>8</u> 22			/08	21508	3		
Vehicle 1 was tr	aveling sout	hbound on	N. Pine St.	approching th	e intersec	tion of I	E. La	mbe	ert S	st. Ve	hicle		
2 was traveling	in the same	direction a	and moved to	o the left side	of the roa	dway p	rior t	o the	e st	op sig	<u>gn in</u>		
front of vehicle	1. The drive	r of vehic	le 2 claims	that his bicycl	e was clip	ped on	the	righ	t si	de as	s the		
trailer being pu	lled by vehi	cle 1 pass	sed him. Th	ie impact kno	cked over	vehicl	e 2	(bicy	ycle) caı	using		
damage to the r	rear brake m	lechanism	and left peo	al. The driver	of vehicle	2 state	ed th	at v	ehic	;le 1	went		
through the inte	rsection stop	ping just s	outh of E. L	ambert St. on	N. Pine S	t., waite	ed a	few	min	utes	then		
left the scene b	pefore any ta	ag identific	ation could	be made. The	e driver of	f vehicl	e 2	did r	not	have	any		
visable signs of	injury, claime	ed he was	uninjured, a	nd declined to	have a m	edical u	init re	espo	nd.	Vehil	ice 2		
did not have a front light installed and was driving on the wrong side of the road prior to point of impact.													
		• .•	C C	Sol									
			6		G								
	······································	-		New York									
· ····································				J.C.									
<u></u>			en e										
		6							<u> </u>				
SEC# PASS# PASSENGER'S NAME	<u></u>	CURRENT ADDRESS		CITY & STATE		ATE OF BIRTH	RACE SE		INJ	S. EQUIP.	TEJECT.		
SEC# PASS# PASSENGER'S NAME		CURRENT ADDRESS	40° C	CITY & STATE	ZIP CODE D	ATE OF BIRTH	RACE	LOC		S. EQUIP.	EJECT.		
SEC# PASS# PASSENGER'S NAME		CURRENT ADDRESS		CITY & STATE	ZIECODE	ATE OF BIRTH	RACE			S. EQUIP.	EJECT.		
		5											
SEC# PASS# PASSENGER'S NAME		CURRENT ADDRESS		CITY & STATE		ATE OF BIRTH	RACE SE			S. EQUIP.	J.EJEC1.		
SEC# PASS# PASSENGER'S NAME		CURRENT ADDRESS		CITY & STATE	ZIP CODE C	ATE OF BIRTH	RACE SED	K LOC	INJ _	S. EQUIP.	EJECT.		
SEC# PASS# PASSENGER'S NAME	8	CURRENT ADDRESS		CITY & STATE		ATE OF BIRTH	RACE SE		TNJ -	S. EQUIP.	EJECT.		
SECTION#	NAME OF VIOLATOR		FL STATUTE NUMBER		CHARGE					ITATION NU	MBER		
SECTION #	NAME OF VIOLATOR		FL GTATUTE NUMBER		CHARGE				- c	ITATION NU	MBER		
WITNESS NAME (1)	CURRENT ADDRESS	CITY & STAT	TE ZIP CODE	WITNESS NAME (2)	CURRENT	ADDRESS	CIT	Y & STAT	<u> </u>	ZIP CO	ŌDE		
FIRST AID GIVEN BY - NAME	1 Dhysinian o	r Nurse 2. Parametric or f	ENT 3 Police Officer IN.IL	RED TAKEN TO:	<u></u>								
	4. Certified 1st	Aider 5. Other			PHOTOS			IF YES, B	V WHON	42]		
WAS INVESTIGATION 1. YES MADE AT SCENE? 2. NO 1	c	WESTIGATION 1. YE COMPLETE? 2. N	٥ <u>[]</u>	09/28/	TA 10 CAL	1. YES 2. NO 2			IGATINO	G AGENCY			
INVESTIGATOR - RANK & SIGNATUR Cpl. F. Barbaga		1 U ID/BADO	SE NUMBER 5078	DEPARTMENT	Bunnell			[FHP				
HSMV-90005 (Rev. 1/02)	7 7 100	· · · · · · · · · · · · · · · · · · ·	Page 3 0	∑r 4									

Case Number to (222	Date: $9/28/$
	consent St.
Description:	
	Contraction of the second of t
 ✓—Z N. Pine St 	O WING WING BOT
Point of Impact	E. Lambert St
Retter	
ated using ScenePD. Licensed customer: BUNNELL POLICE D	EPT Page 4-0

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	티	FLORIDA TRAFFIC CRASH REPORT	10	>
		LONG FORM		
		MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537		
ſ		DATE OF CRASH TIME OF CRASH TIME OFFICER NOTIFIED TIME OFFICER ARRIVED	WEST. AGENCY REPORT NUMBER HSMY CRASH REPORT NUMBER	R
	ation	<u>5</u> 10/18/10 12:40 AM M AM AM AM AM AM M	10-7317 7082322	:7
	oca		COUNTY ell Science if in City or Town)	
	2 8		DIVIDED ON STREET, ROAD OR HIGHWAY	
	Φ		UNDIVIDED N. State St	
	Tim	E. MOODY BIVD or FEET MILE(S) N S E W FROM INTER	RSECTION OF (street, road or highway)	
1		DRIVER 1. Phantom YEAR MAKE TYPE USE VEH. LICENSE NUMBER STATE VEHICLE IDENTIFICAT	TION NUMBER 21314151617 18 Underci	
		ACTION 3. N/A 3 01 Ford 01 01 223WNK FL 1FAFP56	6S11A119138	т
S		INFORMATION I I I I I I I I I I I I I I I I I I	1 15 16 17 8 20 Windsh 14 13 12 11 10 9	
e		VEHICLE TRAVELING ON AT Ed MPH / Ported Speed / EST VEHICLE DA	MAGE 1 Disabling EST. TRAILER DAMAGE OF VEHICLE	TNIOS
с t	\boxtimes			-
i			HICLE REMOVED BY: 1. Tow Rotation List 3. Driver	
0	'ehicle	o <u>2</u> Travelers 9862822671011-02974	Driver 2. Tow Owner's Request 4. Other	3
n	Š		CITY AND STATE ZIP CODE	~ 4
1		1 Oscar Alvarado 41 White Dove Lane	Palm Coast, FL 321	64
•				_
	an	Contraction NAME OF MOTOR CARRIER (Commercial Vehicle Only) CURRENT ADDRESS (Number and Street) CITY	(, STATE AND ZIP CODE US DOT or ICC MC IDENTIFICATION NUMBER	RS
	edestrian			-
	ede	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN CURRENT ADDRESS (Number and Street)	CITY, STATE & ZIP CODE DATE OF BIRTH	
	۳	a valenya Popova 41 vvinte Dove Lane	Palm Coast, FL 32164	JECT.
				/≞UI.] 1
		FIT FOOD US20730 IL J J ZBreath A Refused J L IF IF State J L IF State J L IF State J L IF State State J L IF State State	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAN IN MARATIVE	
			2 1 Yes 2 No 2 (386) 569-4492	i
Ĩ		DRIVER 1. Phantom YEAR MAKE TYPE USE VEH. LICENSE NUMBER STATE VEHICLE IDENTIFICAT	2 3 4 5 6 7 10 010600	
c 1			19 Overturn 1 15 16 17 8 20 Windshi	
S e		INFORMATION	- 21 Trailer 14 13 12 11 10 9 SHOW FIRST PC	NINT.
c		C VEHICLE TRAVELING ON AT ESL MPH Posted Speed EST. VEHICLE DAA	MAGE 1. Disabiing EST. TRAILER DAMAGE OF VEHICLE	
t		t 🗆 🖞 Š N. State St – – N/A	2. Functional AND CIRCLE AND CIRCLE DAMAGED ARE] EA(S)
i	cle		HICLE REMOVED BY: 1. Tow Rotation List 3. Driver	
o n	ehi		N/A 2. Tow Owner's Request 4. Other CITY AND STATE ZIP CODE	
·''	>			-
2	\sum		CITY AND STATE ZIP CODE	
		/ 🖾 N/A –		-
	rian	CURRENT ADDRESS (Number and Street) CITY, TAME OF MOTOR CARRIER (Commercial Vehicle Only) CURRENT ADDRESS (Number and Street) CITY, TAME OF MOTOR CARRIER (Commercial Vehicle Only)	, STATE AND ZIP CODE US DOT OF ICC MC IDENTIFICATION NUMBER	RS
	estri	OF DRIVER (Take From Driver License) / PEDESTRIAN CURRENT ADDRESS (Number and Street)	CITY, STATE & ZIP CODE DATE OF BIRTH	긕
	Į	Gutowski, Lisa Marie 309 Elm Ave, Apt 206	Bunnell, FL 32110 12/29/79	
ľ	5	Y DRIVER LICENSE NUMBER STATE DL REU. ALC/DRUG TEST TYPE T		JECT.
		G-320-533-79-969-0 $FL 7 3$ bit		1
		HAZARDOUS MATERIALS PLACARDED IF YES, INDICATE NAME OR FOUR DIGIT NUMBER FROM DIAMOND OR BOX WAS HAZARDOUS BEING TRANSPORTED ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND. MATERIALS SPLLED?	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE	
		1 Yes 2No 2 1 Yes 2No 2 - 1 Yes 2No 2 VEHICLE TYPE VEHICLE USE TRAILER TYPE RESIDENCE (Driver / Ped.) PHI		
		01 Automobile 01 Private Transportation 01 Single Semi Trailer 1 County of Crash 1 No Defec		
	5	02 Van 02 Commercial Passengers 02 Tandem Semi Trailer 2 Elsewhere in State 2 Eyesight 03 Light Truck/P.U2 or 4 rear tires 03 Commercial Cargo 03 Tank Trailer 3 Non-Resident of State 3 Fatigue /	Asleep 3 Drugs - Under Influence 1 Front Left	
	rmation	Of Medium Truck - 4 rear tires O4 Public Transportation O4 Saddle Mount / Flatbed <u>4 Foreign</u> 5 Unknown 4 Hearing E 00 05 Heavy Truck - 2 or more rear axies 05 Public School Bus 05 Boat Trailer DL TYPE RACE 5 Illness	5 Had Been Drinking 3 Front Right	
			Epilepsy, Blackout 6 Pending ALC/DRUG Test Results 5 Rear Center ysical Defect 6 Rear Right	
	드		JURY SEVERITY SAFETY EQUIPMENT IN USE 7 In Body Of Tr 1 Not In Use 8 Bus Passeng	
	ode	U 10 Bicycle 10 Military 10 Auto Transport REQUIRED SEX 2 Possible 11 Molorcycle 11 Other Government 77 Other ENDORSEMENTS A Long 13 MonJonar	2 Seat Belt / Shoulder Harness 9 Other	,
	ပို	O 13 Ali Terrain Vehicle 13 Concrete Mixer 2 No 2 Female 14 Incapadua 5 Fatal With		-
		14 Garbage or Refuse 3 No Endorsement 6 Non-Traffix 15 Low Speed Vehicle 15 Cargo Van Required	ic Fatality 6 Safety Helmet 1 No	
Ĺ	_	77 Other 77 Other 77 Other	7 Eye Protection 2 Yes 3 Partial	

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Page <u>1</u> Of <u>4</u>

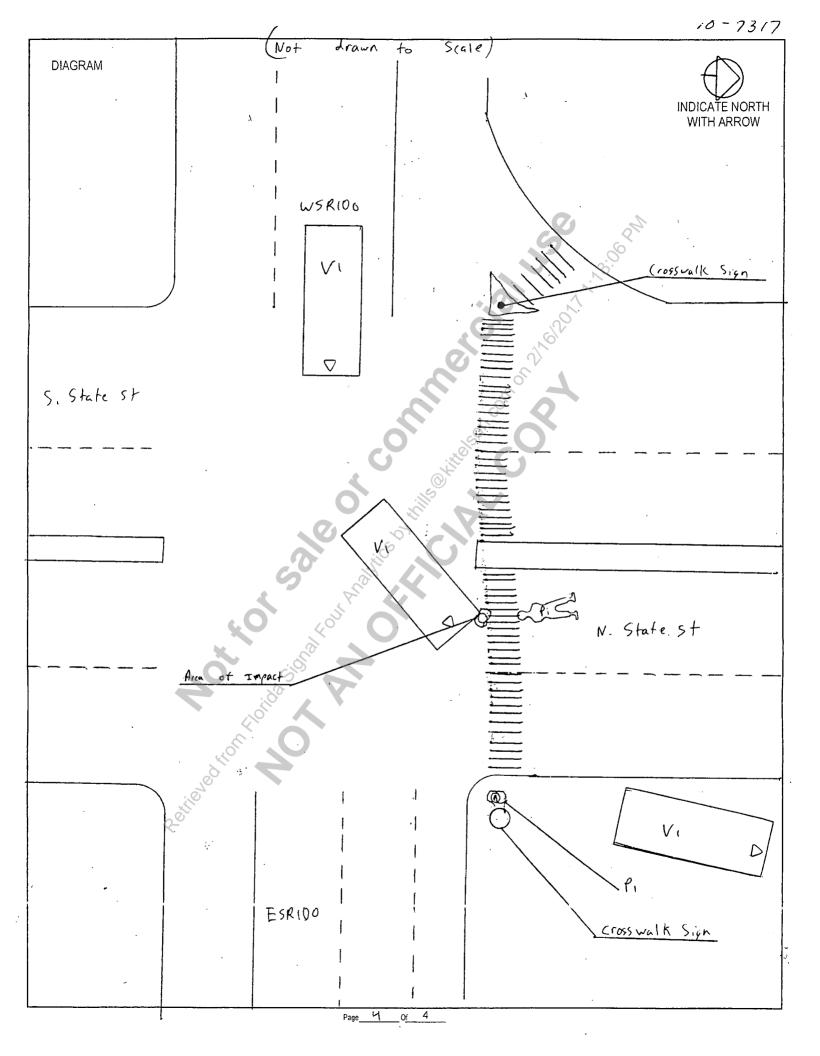
		VER 1. Phanlom NON 2. Hit & Run 3. N/A	_	YEAR	MAKE -	TYPE	USE -	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIF	ICATION N	IUMBER -		2 3 4 5	6 7 18 Undercarriage 19 Overturn 17 8 20 Windshield
S e		RAILER OR TOWED	VEHICLE	-	-	TRAILER	TYPE	_	_		-	•		4 13 12 11	21 Trailer
c t			— –	-	С. О	1	AT	Est MPH	Posted Spe	ed EST. VEHICLE	DAMAGE	1. Disabling 2. Functional 3. No Damage		ST. TRAILER DAM	
i o	icle	MOTOR VEHICLE I	NSURÂNCE	COMPAN	(Liability or PIP)				POLICY NI	MBER	VEHICLE	REMOVED BY:		1. Tow Rotation	
n	Vehicl	NAME OF VEHICLE	OWNER (Check Box 1	f Same As Driver)	CU	RRENT	ADDRESS (Number and St	reet)	<u> </u>		CITY AND STA	TE	2.100 Owners	ZIP CODE
3		- NAME OF OWNER	(Trailer or To	owed Vehicl	e)	cu	RRENT	ADDRESS (Number and St	reet)		· · · - · - · - · - · - · - · - · - · -	CITY AND STA	TE		ZIP CODE
							-		-						
	estrian	NAME OF MOTOR	LARRIER (L	Jommercia	venicie Only)	UL.	IRRENT	ADDRESS (Number and St	reeų		CITY, STAT	E AND ZIP CODE	IC-		VTIFICATION NUMBERS
	eq	NAME OF DRIVER	(Take From	Driver Licen	se) / PEDESTRIAN	CU	RRENT	ADDRESS (Number and St	reet)			CITY, STATE &	ZIP CO	DE	DATE OF BIRTH
	٩	DRIVER LICENSE N	IUMBER		S	TATE DL		ALC/DRUG TEST TYPE	1 11 7	ESULTS ALC			CE	SEX INJ.	S. EOUIP. EJECT.
		HAZARDOUS MATERIA BEING TRANSPORTED	- IS PL	ACARDED	IF YES, INDICATI	- -	-	1 Blood 3 Urine 5 None 2 Breath 4 Refused BER FROM DIAMOND OR BOX OM BOTTOM OF DIAMOND.		- WAS HAZARDOUS	- RE	COMMEND DRIVER RE-EXAM, YES EXPLAIN IN NARRATIVE	-		
		BEING TRANSPORTED		Yes 2 No	- ON PLACARD, A	ND 1 DIGIT NU -	MBER FR	OM BOTTOM OF DIAMOND.	-	MATERIALS SPILLE		YES EXPLAIN IN NARRATIVE	-	()	
	#	PROPERTY DAMAG	GED - OTHE	r than ve	HICLES			EST. AMOUNT OW	NER'S NAMI	3	ADDRE	SS	CITY	ST/	ATE ZIP
	1 #	PROPERTY DAMAG	GED - OTHE	R THAN VE	HICLES			EST. AMOUNT OW	NER'S NAME		ADDRE	SS	CITY	ST/	ATE ZIP
	2	-	· · · · ·							්		0		•	
Ī	01 No	RIBUTING CAUSES	ction	Г	AN 1 2 3	01 No De		ECT 1 2	3	VEHICLE MOVEN	AENT	1 2 3		EHICLE SPECIAL	FUNCTIONS
	03 Fa	areless Driving (Explain alled To Yield Right-of-		^{e)}	201 -	02 Def. E 03 Worn 04 Defec	/ Smooth	h Tires		02 Slowing/Stopped 03 Making Left Turn		03	2 Fa	arm olice Pursuit	
	05 im	proper Backing proper Lane Change		F		US Punct	i			14 Backing 15 Making Right Tur	n	11 Passing	- 5 E	ecreational mergency Operatio onstruction / Mainte	
	07 Aid	proper Turn cohol-Under Influence			13	06 Steer 07 Winds	ing Mech shield Wi			06 Changing Lanes 07 Entering/Leaving	Parking Sp		s	OURCE OF CARR	
1	09 Alc	rugs-Under Influence cohol & Drugs-Under i	nfluence		- - -	08 Equip Defec	t	(Explain In N	arrative)	8 Properly Parked 9 Improperly Parke	d	77 All Other (Explain In Narrative)	1 No 2 SI	ot Applicable hipping Papers	
-	11 Dis	blowed Too Closely sregarded Traffic Sign				POINT D		LE IMPACT ON ROADWA	Y IJ	0 Making U-Turn		,	3 Ve 4 Dr 5 O		1
	13 Dig	ceeded Sale Speed L sregarded Stop Sign	`2	9 Improper 0 Disregare	ded Other Traffic Control	02 Not C	in Road			PEDESTRIAN AC					LOCATION TYPE
	14 Fa 15 im	ailed to Maintain Equip proper Passing	Vehicle 2 . 2:	1 Driving V 2 Fleeing F	Vrong Side / Way Police	04 Media 05 Turn 1	an	01 01	1 <u>. </u>	1 Crossing Not at Ir 2 Crossing at Mid-b	lock Cross	07 Working walk in Road	г	12	3 1 Primarily Business
		ove Left of Center ceeded Stated Speed		3 Vehicle M 4 Driver Di	Aodified straction (Explain	WORK A				03 Crossing at Inters 04 Walking Along Ro	oad With Tra	08 Standing/Playir		- 03 -	– 2 Primarily 1 Residential
	18 OL	bstructing Traffic	7	In Narrat 77 All Other	ive) (Explain In Narrative)	01 None 02 Neart			J	6 Working on Vehic	ad Against se in Road	Traffic 09 Standing in Per 77 All Other (Expla 88 Unknown	ain in Na	isiano arrative)	3 Open Country
					.0	03 Enten						68 Unknown			
		ST / SUBSEQUENT H			5 Collision With Animal		2	29 MV Ran Into Ditch/Cu	lveri			ROAD SYSTEM IDENTIFIE			LIGHTING CONDITION
1	02 Co	ulision With MV in Tra Illision With MV in Tra	nsport (Head	i-on) 18	MV Hit Sign / Sign Pos MV Hit Utility Pole / Lid			30 Ran Off Road Into Wa 31 Overturned		12	3	02 U.S. 77 All (est Road Other (E	xplain 02	02 Dusk 03 Dawn 01
į.	04 Co	ollision With MV in Tra Mision With MV in Tra	nsport (Left 7	Tum) 18	B MV Hit Guardrail MV Hit Fence	5		32 Occupant Fell From V 33 Tractor/Trailer Jackkn	ehicle	10 -	-	03 State In N 04 County 05 Local	Varrative	;)	04 Dark (Street Light) 05 Dark (No Street Light)
	06 Co	lision With MV in Tra	nsport (Sides	swipe) 20	MV Hit Concrete Barrie MV Hit Bridge/Pier/Ab			34 Fire 35 Explosion				05 Turnpike / Toll			88 Unknown
		Dision With Parked Ca Mision With MV on Ro			MV Hit Tree /Shrubber Collision With Constru		te Sign	36 Downhill Runaway 37 Cargo Loss or Shift			U IF	ROAD SURFACE COND	ITION	WEATHER	ROAD SURFACE TYPE
		ollision With Pedestriar Illision With Bicycle	1		Collision With Traffic G Collision With Crash A			38 Separation of Units 39 Median Crossover				01 Dry 02 Wet 03 Slippery		01 Clear 02 Cloudy 03 Rain	01 Slag / Gravel / Stone 02 Blacktop 03 Brick / Block
		ollision With Bicycle (Bi Illision With Moped	ke Lane)		Collision With Fixed Ol MV Hit Other Fixed Ob		load	77 All Other (Explain In Narrative)			-	04 Icy 77 All Other	01	04 Fog U I 77 All Other	04 Concrete U∠ 1.05 Dirt
Ļ		lision With Train			Collision With Moveab							(Explain In Narralive)		(Explain In Narrative)	77 All Other (Explain In Narrative)
1	11 No	D CONDITIONS AT TI Defects		ASH	2.	ON OBSTRU		01 N	FFIC CONTE			SITE LOCATION 01 Not Al Intersection / RR	X'ing / B	ridge 01. St	FICWAY CHARACTER
1	33 Ob	ostruction With Warnin ostruction Without War and Under Repair / Co	nina	- del	102 In	clement Wea arked / Stopp ees / Crops /	ther		pecial Speed peed Control	Zone Sign		02 At Intersection 03 Influenced By Intersectio 04 Oriveway Access	เก	. ∩ 2 .D	traight-Upgrade / owngrade urve-Level
)5 Loc	ose Surface Materials		E	105 Lo	ees / Crops / ad On Vehicl uilding / Fixed	e	05 1	chool Zone raffic Signal top Sign	11 Posted No 12 No Passing	U-Turn 🛛	05 Railroad 11 Pr	ivate Pro N Booth	operty 04. Cu	urve-Upgrade /
1	J8 Sta	oulders - Soft / Low / I bles / Ruts / Unsafe Pa anding Water			07 Si 08 Fo	gns / Billboar	ds	07 Y	ield Sign Iashing Light	77 All Other Ex Narrative	plain In	07 Endrance Ramp 13 Pu 08 Exit Ramp 77 Al	Iblic Bus Other (Stop Zone	SHOULDER
	19 Wo 77 Ali	orn / Polished Road Se Other (Explain In Nan	inface rative)		- 09 Sr 10 Gl	nioke 77/	VI Other In Narrat		ailroad Signa Officer / Guard	l / Flagperson		09 Parking Lot-Public Nar 10 Parking Lot-Private	rative)	01. Pa 02. UI 03. Ci	aved npaved 03
ſ		SECTION #		NAMEC	OF VIOLATOR		FI	L STATUTE NUMBER	_			CHARGE			CITATION NUMBER
	(s)	SECTION#		NAME C	F VIOLATOR		FI	L STATUTE NUMBER				CHARGE			CITATION NUMBER
	ator	SECTION #		NAME	- F VIOLATOR		- FI	L STATUTE NUMBER				CHARGE			- CITATION NUMBER
	Violator(_		-		-						
	- [SECTION #		NAMEC	F VIOLATOR		- FI	L STATUTE NUMBER	-			CHARGE			CITATION NUMBER
L									_					1	

FLORIDA TRAFFIC CRASH REPORT NARRATIVE/DIAGRAM

DO NOT WRITE IN THIS SPACE

MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC (RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-4					
	ILY) DATE OF CRASH	социту / СПУ СОДЕ 61/30	INVEST. AGENCY REPORT NUMBE		CH REPORT NUMBER
Vehicle one was stopped on W. Mc	ody Blvd about	to turn north o	n N. State St (Tu	urning left).	Pedestrian
one was standing at the northeast	corner of the inte	ersection waiti	ng to cross N. St	ate St (He	ading west).
Pedestrian one began walking ac	ross the crossw	alk. Vehicle	one turned left	onto N. S	tate St and
collided with pedestrian one as she	crossed the cro	sswalk.	<u> </u>	\sim	
			, ¹ , ¹		
Driver one stated that she did no	ot see pedestri	an one. Pede	strian one could	d not reme	ember what
happened. This officer obtained	video from 100	E. Moody Bl	d. The video	shows peo	lestrian one
standing at the northeast corner of	the intersection,	appearing to	wait for the cros	swalk. Peo	destrian one
then began walking and wasstruck b	by the vehicle.				
	Ċ	Solution	0		
Witness one stated that she did not	t see the accide	nt but when sh	e came out to se	ee what ha	ppened she
saw the number countdown on the	pedestrian sign.				
	.0				
	A iles	G			
G					
SEC#TPASS# PASSENGER'S NAME CURRENT ADD	RESS	CITY & STATE Z	P CODE DATE OF BIRTH	RACE SEX LOC IN	J <u>S.EQUIP.</u> EJECT.
SEC# PASS# PASSENGER'S NAME CURRENT ADD	RESS	CITY & STATE 2	P CODE DATE OF BIRTH	RACE SEX LOC IN	J <u>S. EQUIP</u> EJECT.
SEC# PASS# PASSENGER'S NAME CURRENT ADD	PRESS	CITY & STATE 2	IP CODE DATE OF BIRTH	RACE SEX LOC IN	J <u>S. EQUIP</u> EJECT.
SEC# PASS# PASSENGER'S NAME CURRENT ADD	DRESS	CITY & STATE Z	P CODE DATE OF BIRTH	RACE SEX LOC IN	J <u>S.EQUIP.</u> EJECT.
SEC# PASS# PASSENGER'S NAME	RESS	CITY & STATE Z	P CODE DATE OF BIRTH	RACE SEX LOC IN	J <u>S.EQUIP.</u> EJECT.
SEC# PASS# PASSENGER'S NAME CURRENT ADD	RESS	CITY & STATE Z	P CODE DATE OF BIRTH	RACE SEX LOC IN	J <u>S. EQUIP.</u> EJECT.
SECTION# NAME OF VIOLATOR	FL STATUTE NUMBER		- CHARGE	<u> - - - -</u>	CITATION NUMBER
SECTION# NAME OF VIOLATOR Image: section # NAME OF VIOLATOR Image: section # NAME OF VIOLATOR Image: section # NAME OF VIOLATOR	-		CHARGE		- CITATION NUMBER
					_
WITNESS NAME (1) CURRENT ADDRESS CIT Schmidt, Lynn 309 Elm Ave, Apt 304, Bunn	ell, FL 32110	WITNESS NAME (2)	CURRENT ADDRESS	CITY & STATE	ZIP CODE
FIRST AUD GIVEN BY - NAME 1. Physician or Nurse 2. Para Zach Hoffman, Station 67 ^{4. Certilieo} isi Aveer 2. Cure		^{RED TAKEN TO:} Florida Hospita	al Flagler	Rescue	92
WAS INVESTIGATION 1. YES MADE AT SCENE? 2. NO 1 - COMPLETE?	IF NO, THEN W	HY? DATE OF REPORT 10/18/1	0 TAKEN 1. YES 1 2. NO 1	IF YES, BY V 1. INVESTIG 2. OTHER	NHOM? ATING AGENCY
INVESTIGATOR-RANK & SIGNATURE Cpl. Sergio Pina Cyle	ID/BADGE NUMBER	DEPARTMENT	Police Departmer	<u>_F</u> }	
HSMV-90005 (Rev. 1/02)	L	→ <u>4</u> .		<u>L_</u>	

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FLORIDA TRAFFIC CRASH REPORT

(Electronic Version)

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

Non-Motorist Location at Time of Crash

6 Bicycle Lane

Date of (27/Sep	Crash 5/ 2011 05	:55 AM	Time of Cr 27/Sep/2			ate of Report 10/Apr/2012 03:15	D3:15 PM Invest. Agency Report Number FHPG110FF038940					HSMV Crash Report Number 82076155				
CRASH	IDENTI	FIERS									I					
County (Gode 51	City Cod	e C 80	ounty o		GLER	Place or	City of Cra BU	sh NNELL		Within City I No		Fime Rep 27/Sej 06:24	p/2011	ime Dispatched 27/Sep/2011 06:24 AM	
Time on 27/Se 06:30	Scene p/2011 0 AM		eared Scene /2011 08:4 PM		pleted R Yes	eason (if Investigati	on NOT Cor	npleted)					Noti	fied By Law Enf	orcement	
ROADV	VAY INF	ORMAT	ΓΙΟΝ		I											
Crash O	ccured O	n Street,	Road, High	way SR	100			O At St	treet Addro	ess#		At Lattitude 9.47479999			ongitude 74349999999996	
At Feet 1	16	Or Miles	D	irection Ea:		From Intersection	With Street,		way JNTILITY :	ST	2	.0.		🗘 Or From	m Milepost #	
Road Sy	stem Ider		State			Type Of Should		Curb			Type Of Inters		at Inter	section		
CRASH			V (Check i	f Pictu	ires Take	n) X				A	Å					
light Cor				ier Con		Roadway Su	urface Condi 1 Dry	ition Scł	100l Bus F	elated 1 No	. Cl?	Manne	r Of Coll	ision 88 Unknov	vn	
First Har	rmful Ever	nt Type		First Ha	armful Even	it 10	First Harmf	ul Event Lo 3 Should		Withir	n Interchange No	First Har		ent Relatior Ion.Juncti	n to Junction i on	
Contribu	ting Circu		s:Road INone			Contributing Cir	cumstances	: Road		0	Contributing C	ircumstanc	es: Roa	d		
Contribu	ting Circu		s: Environm I None	ent		Contributing Cir	cumstances	: Environm	ent	-0	Contributing C	Circumstanc	ronment			
1	ne Relate 1 No		sh In Work	Zone		Туре	Of Work Zor	ne	5	S Wo	orkers in Work	Zone L	rcement In	Work Zone		
VEHICL	.E (Cheo	k if Co	mmercial							- (1					
Vehicle 1	Motor Ve 1 Vehi	hicle Typ cle in Tra		it and F 2 Y		eh License Number	s	State	Reg. Exp	pires Pe	ermanent Reg. No	VIN				
Year	Make	Model	Style		Color	Extent of Dama Unknow		Damage 1	Towed	Due To Da	mage Vehic	le Removed	i By	Rot	ation	
Insuranc	e Compa	ny							ce Policy 1	Number						
Name of	f Vehicle (Owner (C	heck Box If	Busine	ss)	Current A	ddress (Nu	mber and S	itreet)		С	ity and Stat	е		Zip Code	
Trailer One:	License I	Number	State	Re	g. Expires	Permanent Reg.	VIN				Year	Make)	Length	Axles	
Trailer Two:	License I	Number	State	Re	g. Expires	Permanent Reg.	VIN				Year	Make)	Length	Axles	
Vehicle Travelinç		ction st	On Street,	Road, I	lighway	all a	SR 100				Δ	t Est. Spee 50	d Post	ted Speed 45	Total Lanes 4	
CMV Co	nfiguratio	n			Ci	argo Body Type				Area o	of Initial Impact		Mos	st Damage	d Area	
Comm G	WWR/GC	WR		5	Traile	r Type (trailer one)	Trailer	Type (trailer	r two)	2 3 3	18. Ur 17 8 19. O	verturn	2 3 4 1 1 15 1 1		18. Undercarriage 19. Overturn	
Haz. Ma	t. Release	e Haz	Mat. Placar	a N	umber		Class			14 13 12 1		/indshield railer	14 13 12	2 11 10 8	20. Windshield 21. Treiler	
Motor Ca	arrier Nan	1e			40th	US	DOT Numb	ber								
		Moto	or Carrier A	dress				С	ity and Sta	ate		Z	ip Code	Pł	one Number	
Comm/N	lon-Comn	nercial	Vehicle Bo	dy Type	9	Vehicle Defects (one)	Vehicl	e Defects	(two)	Emerg	ency Vehic 1 No	e Use	•	unction of MV	
	Maneuver raight Ah		Trafficway 4 Two Positive	-Way, I Media	Divided, n Barrier	Roadway Grade 1 Level	R	badway Alig 3 Cur y	onment ve Left		armful Évent Ilision with N Object	on-Fixed	Most H	larmful Eve 10 Ped e		
Traffic C		vice For Controls			Collision v Ob	ce of Events vith Non-Fixed oject destrian	Second (2) S	Sequence o	of Events	Third (3)	Sequence of E	vents	r Fourth (4) Sequen	ce of Events	
PERSON RECORD										1						
	Descripti			Name	A	LEX RETTAN TAY	LOR		Date of B 07/Se	irth p/1957	Sex 1 Male	Injury Seve 5 Fatal (within 3		e Number	
Address		HAZELN	UT ST		City	BUNNELL		State FL				Zip Code 32110				

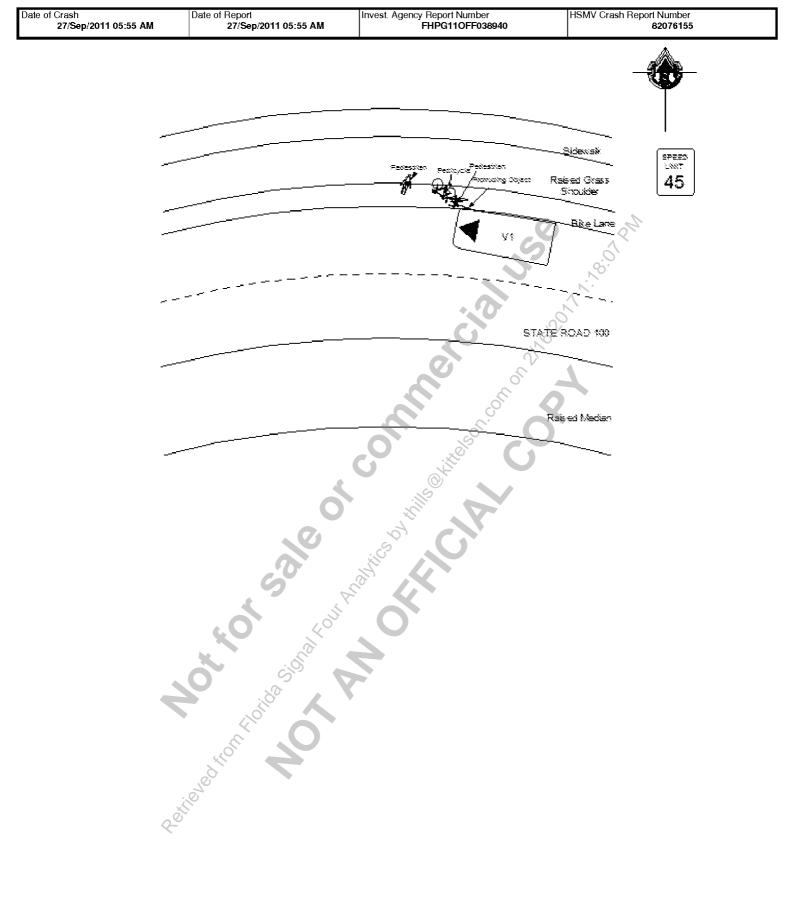
Non-Motorist Description Detail

1 Pedestrian

7 Adjacent to Roadway (e.g., shoulder, median)

Non-Motorist Action Prior to Crash

Date of Crash 27/Sep/2	011 05:55 AM	Date of Report 27/Sep/2011 05:5		vest. Ageno		t Number 10FF038940		HSMV Crash Report Number 82076155			
1 No In	ons/Circumstance (Fining Proper Action	rst) Non-Motorist Actions/(Circumstance (Se	,		orist Safety Equipn 1 None	nent (One) Noi	n-Motorist Safety	y Equipment (Two)	
Suspected Alcoho 88 Unknow			Alcohol Test Re 2 Complete		C Sus	pected Drug Use 88 Unknown	Drug Tes 3 Tes	sted t Given	Drug Test Type 1 Blood	e Drug Test Result 2 Negative	
	ort to Medical Facility 3 Unknown	EMS Agency Name or	· ID	EMS	S Run Nu	ımber	Med		y Transported T E OFFICE ST. A		
NARRATIVE				I							
ID Number Rai 2073 TROO	nk Name PER S. HOWARD	Troop / Post Officer Agen G FLORIDA Hit	icy Phon GHWAY PATRO	ne Number DL	Date C Sep :	Created 30, 2011					
approximately 12	feet westward and	nd on State Road 100 in the e marker causing an unkno struck the roadway, the rais pushing came to final rest	sed curb and th	e arass sh	oulder.	P1 came to final	rest facir	na northea	ast in the bicvcl	le lane and on the	
*Traffic Homicide *Photographs Tal Pierre Tristam I *Deceased Alex F *Pronounced Dec	⊭#FHP-711-61-014 ken By: Cpl. P. You Editor FlaglerLive N Rettan Taylor, Born (ceased By:J. Cosorc	ucted By: Cpl. P. Young #4 ng Florida Highway Patrol aws 99/07/1957 Died 09/27/11 ve EMT/Paramedic @ 06:33 pleted By: Cpl.Young		way Patrol		5	2		191		
0838 CORP The initial report	nk Name ORAL P.G. YOUNG completed by Troop	er Steven Howard.			Apr	Created 10, 2012	2/6/2			6.11	
On Tuesday, Sep "Multiple Bl	tember 27, 2011, at lunt Force Injuries.8	10:00 a.m., Dr. Predrag Buli quot; Manner of Death: &c	ic, M.D., perform uot;Accident.&	ned an auto quot; Alex	opsy on x Taylor8	Alex Taylor and o Sapos;s toxicolog	determine gy results	d his cau for alcoh	se of death as t ol and drug we	follows: ere none detected.	
	is no longer under i Investigation Numb	nvestigation and will be re-	-open if new evi	idence is fo	ound.	off	0				
		Corporal Peter G. Young		6		.01.	\mathbf{O}				
	FFICER			0		õ C					
ID/Badge # 0838	Rank and Name	CORPORAL P.G.	YOUNG		O,	Department FLOR	RIDA HIGH			pe of Department FHP	
	R ^č	ot to go go	S to have a start of the start	HIGS DAY							



FLORIDA TRAFFIC CRASH REPORT

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

> Ejection 1 Not Ejected

Injury Severity 1 None

			(Elec	etronic	Version	1)											
Date of C 18/Apr	Crash 7 2012 08	3:41 PM	Time of Cra 18/Apr/20			Date of Report 18/Apr/2012 11:05			Report Numl HPG12OFF		04	HSMV	Crash F		lumber 076495		
CRASH	IDENT	IFIERS															
County C 6	Code 1	City Cod	e Co KO	ounty of		LAGLER	Place of	or City of Cr Bl	ash JNNELL		Within	City Limit No	ts T	ime Rep 18/Ap 09:58	oorted r/2012 3 PM	Time 18/ 10	Dispatched Apr/2012 I:07 PM
Time on 18/Ap 10:23	r/2012		ared Scene /2012 11:40 PM		pleted /es	Reason (if Investigation	on NOT G	ompleted)			L. L.		·	Notif	fied By Law En	nforce	ment
ROADW	AY INF	ORMAT	ION														
Crash O	ccured O	n Street,	Road, Highw EAS		E STREE	ET		O At S	Street Addre	ss#	.0		_attitude 5491833	333330-	and 1 -81.2		ude 333333299
At Feet 2	0	Or Miles	Dii	rection Eas		OFrom Intersection V	With Stree	-	hway TH PINE ST	REE	т	C			🗘 Or Fro	om Mil	epost #
Road Sy	stem Ide		Local			Type Of Should		Unpaved			Type Of	Intersecti		at Inters	ection		
CRASH	INFOR		(Check if	Pictu	res Tak	ken) X		onpurcu				$\overline{\mathbf{A}}$					
light Con			•	er Cond		Roadway Su	irface Con 1 Dry	ndition So	:hool Bus Re		1 1 No			Of Colli ' Other,	ision Explain	in Nai	rrative
First Har	mful Eve	nt Type	F	irst Ha	rmful Ev	ent 10	First Harn	nful Event L 1 On Roa			Within Intercha	nge F	irst Harn		ent Relation section.		
Contribut	ting Circu		s: Road I None			Contributing Cire	cumstance	es: Road			Contribu	ting Circu	Imstance	es: Road	t		
Contribut	ting Circu	umstance	s: Environme	ent		Contributing Cire	cumstance	es: Environn	nent	-0	Contribu	ting Circu	Imstance	es: Envir	ronment		
Work Zoi	ne Relate 1 No		i None sh In Work Z	lone		Туре	Of Work Z	Cone	Č.	5	Workers In V	Work Zon	e La	w Enfor	rcement li	n Worl	k Zone
VEHICL	E (Che	ck if Co	mmercial))									
	Motor V	ehicle Typ cle in Tra	be Hit	t and Ru 1 N		Veh License Number AGBOX		State FL	Reg. Expi 31/Jul/		Permanent No	Reg. VI	N	1FTCR	10A1VT#	46983	6
Year 1997	Make FORD	Model RANG	iER Style	к	Color BL	U Extent of Dama	ige Es	t. Damage 950	Towed		To Damage ' No	Vehicle R SAX	lemoved XON'S T			itation Ro t	tation
Insuranc	e Compa	iny	PROGE	RESSIV	E AUTO			Insura	nce Policy N	lumbe		2053524	89-1		I		
Name of	Vehicle LE	Owner (C ROY EN	heck Box If I IANUEL J	Busines	is)	Current A	ddress (N PO BO	lumber and X 2001	Street)				nd State			Ĩ	Zip Code 32110
Trailer One:	License		State		g. Expire		VIN					ear	Make		Length		xles
Trailer Two:	License	Number	State	Reç	g. Expire	es Permanent Reg.	VIN	$\mathbf{O}^{\mathbf{v}}$			Ye	Make		Length	A	xles	
Vehicle Traveling	j: We		On Street, F	Road, H	lighway	EAST	BOOE ST	REET				At Es	st. Speed 15	d Post	ed Speec 25	T t	otal Lanes 2
CMV Co	nfiguratio	n				Cargo Body Type				1	Area of Initial In	npact		Mos	st Damage	ed Are	a
Comm G	WR/G	CWR		5	Trai	iler Type (trailer one)	Traile	r Type (traile	· · · · ·	2 2	4 5 6 7 (16 17 B	18. Underci 19. Overtu	m d	2 3 4	1 5 8 7 8 17 8	19.	Undercarriage Overturn
Haz. Mat	t. Releas	e Hazl	Mat. Placard	Nu	Imber		Class			14 13	12 11 10 8	20. Winds 21. Trailer		14 13 12	11 10 0		Windshield Treiler
Motor Ca	arrier Nar	ne			40	US	DOT Nun	nber									
		Moto	or Carrier Ad	dress	>			(City and Stat	te			Zi	p Code	Ρ	hone	Number
Comm/N	on-Com	nercial	Vehicle Boc	ly Type Pickup		Vehicle Defects (o 1 No		Vehi	cle Defects (1 N	(two) I one	E	mergenc	y Vehicle 1 No		1 No S	pecial	ion of MV Function
Vehicle N 1 Sti	Maneuve raight Al		Trafficway 1 Two-W	ay, Not	t Divideo	d Roadway Grade 1 Level	Roadway Al 1 St	ignment raight	М	ost Harmful Ev 2 Collision w Obj		Fixed	Most H	armful Ev 10 Peo			
		vice For plain in N	This Vehicle I arrative		Collision (ence of Events f with Non-Fixed Object Pedestrian	Econd (2) Sequence	of Events	Thir	d (3) Sequence	e of Even	ts	Eourth (+	4) Sequei	nce of	Events
PERSO		חפר			10 F	Sacorian											
Person#			er	Vehic	cle # 1	Name RAFIEI		EMANUE)ate of Birth	Sex 1 M		hone Ni 3862		R	le-Exam No
Address	40 ROC				City	PALM COAST	L RAMON EMANUEL State				06/Feb/1991 1 Male						

Driver License Number E554736910480 State

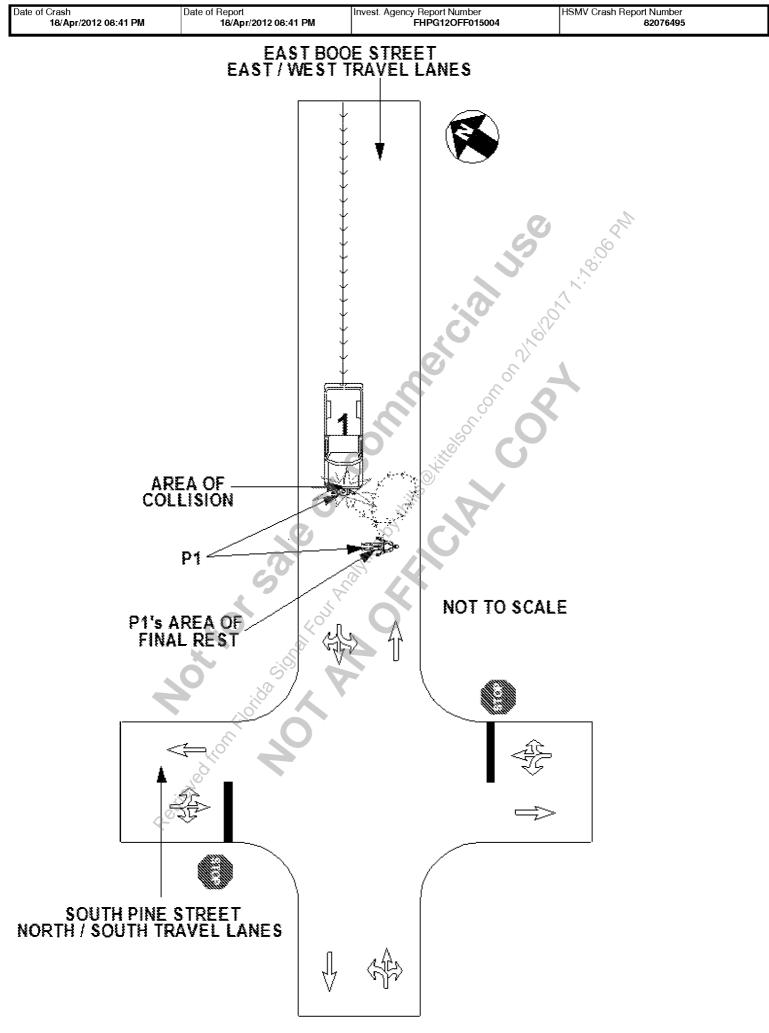
FL

DL Type 5 E/Operator Req. End.

Expires 08/Feb/2014

Date of C	rash 18/Apr/2012 -	08:41	PM	Date o	of Repor 18/Ap		2 08:41 PM	М	Invest.		leport Num IPG12OFF			HSMV Cra	ash Re		mber 76495		
Restraint 3 Should	System ler and Lap I Used		Air Bag Deplo 2 Not D			Helme	t Use		Eye Protecti 3 Not App		Seating L	ocation Sea 1 Left	t Sea	ting Locatio 1 Fro		w S			on Other Ilicable
Drivers A	ctions at Tim 1 No		rash (first) ri buting Act i	on			Drivers Act	tions a	at Time of Ci	ash (sec	ond)			stracted By ot Distract			on Obst Vision		n)bscured
Drivers A	ctions at Tim	e of C	rash (third)				Drivers Act	tions a	at Time of Ci	ash (fou	th)		Drivers C	ondition at 1		of Crash rently N			
Suspecte	d Alcohol Us 1 No	e,	Alcohol Teste 1 Test No Given		Icohol T	est Ty	pe Alc	ohol T	est Result	BAC		d Drug Use No	Drug Te: 1 Test I	sted Not Given	Drug	Test Ty	pe	Drug T	est Result
Source of	f Transport to 1 Not Tra			E	MS Age	ncy N	ame or ID			EMS R	un Number		Med	lical Facility	y Tran	sported	То		
PERSON	N RECORD																		
Person# 2	Description 3 Pa	ssen	ger	Vehic	le # 1	Name	ANT	onio	DESHAWN	WATSO	N	Date of 29/J t	Birth 1 /1990	Sex 1 Male		Injury Seve 1 No		E	jection 1 Not Ejected
Address			28 ROXTON	LN	ľ			City			PALMO	COAST		.00.	Sta	ate FL		Zip C 32	ode 164-8919
	ler and Lap I Used	3elt	Air Bag Deplo 2 Not D			Helme	t Use		Eye Protecti 3 Not App		Seating L	ocation Sea	0	ting Locatio 1			0	Locatio 1	on Other
Source of	f Transport to 1 Not Tra			E	MS Age	gency Name or ID EMS Run Nu					un Number		Méc	lical Facility	y Tran	sported	То		
PERSO	N RECORD									•	05		V						
Person#	Description 2 Non-	Moto		ame	F						Date of Birth Sex 26/Jun/1954 1 Male			le Injury Severity 4 Incapacitatin			Pho	ne Nu	mber
Address	1024 B	DOE	ST	C	lity		BUNNELL					FL	X	Zip C	ode	:	32110		
Non-Moto	orist Descripti		etail destrian	•		Non-Motorist Action Prior to Crash 1 Crossing Roadway							Non-Moto	orist Locatio 5 Trav		Time of C ne - Othe		ition	
Non-Moto	orist Actions/0 88 Unl			t) N	lon-Moto	orist Ad	ctions/Circu	umsta	nce (Second	1			nent (One				ety Equi	pment	(Two)
	d Alcohol Us 2 Yes		Alcohol Teste 1 Test No Given	t	Icohol T			ohol T	est Result	BAC Suspected Drug Use B8 Unknown 1 Test Not G			Not Given				est Result		
Source of	f Transport to 2 E		ical Facility	E			ame or ID LER COUN	NTY E	MS	EMS R	un Number 363		Mec	lical Facility HA		sported (MEDIC		NTER	
VIOLATI	IONS							-	, C										
Person# 1	Name	F	AFIEL RAM	ON EN	MANUEL	C	F lo	3	Statute Num 22.34(2)(a)		Irge PERATING	G WHILE DI 1ST	SUSP/C		D/REV	/oked/	Citati)-SYX
NARRA	TIVE						1	5											
 ID Numbe 2540		Nar L R.	ne D. NAUGHE	Troop R	/ Post C G	Office FLC	r Agency RIDA HIG	HWA	Phone Nu Y PATROL	nber D	ate Create Apr 19,								
V1 was tr Street jus	aveling wes at east of So	tbour uth P	nd on East B ine Street. \	ooe St /1&apo	treet ap os;s fro	proac nt stri	hing the ir Jck P1. V1	nterse was	ection of So moved prio	uth Pine r to my a	Street. P1 rrival. P18	l for unknov apos;s fina	vn reasor I rest was	ns was sta s in the mi	nding ddle o	in the c of East E	center o Booe Si	of Eas treet.	t Booe
arrival.	f crash colli nents and P					í,	<u>,</u>			ccurred	on P1. P1 v	was already	stabilize	d and rem	oved f	from the	e scene	prior	to my
REPORT		FD	· ·																
ID/Badge	# Ran		Name	CORPORAL R.D. NAUGHER					3			Department FLOF	ent LORIDA HIGHWAY PATROL				ype of	Depart FHF	

Police Po



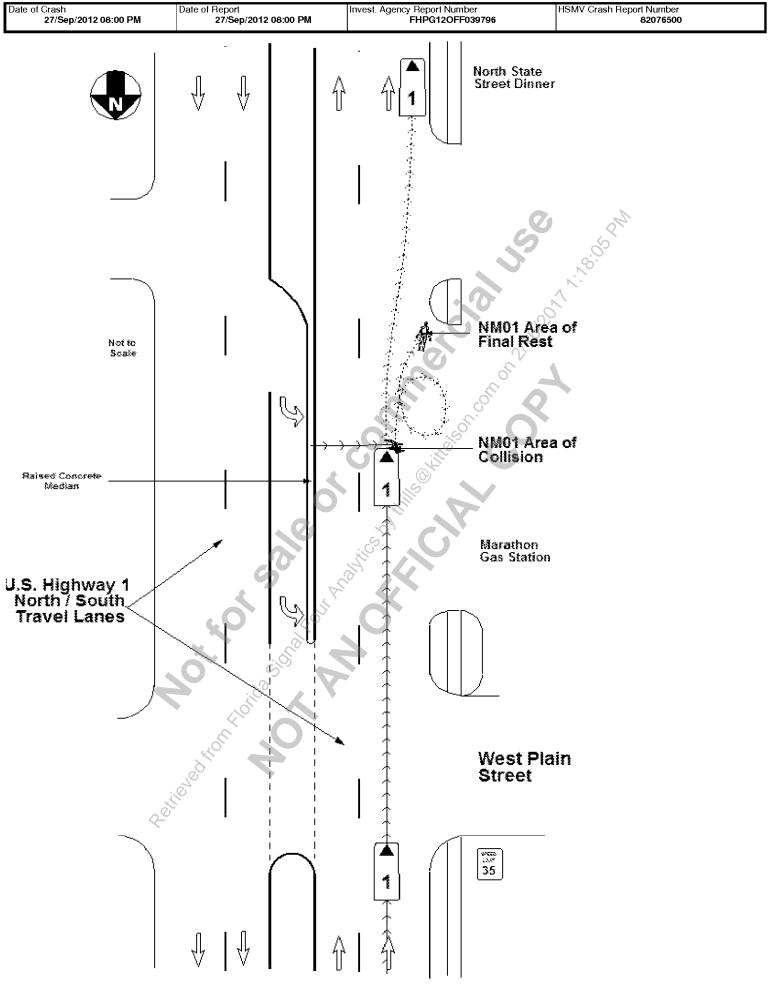
FLORIDA TRAFFIC CRASH REPORT

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

		(Elec	tronic Versior	ר)												
Date of Crash 27/Sep/2012 08	3:00 PM	Time of Cra 27/Sep/20	sh 12 08:00 PM	Date of Report 06/Dec/2012 07:22		vest. Agency Repor FHPG1	t Number 1 20FF039796		HSMV Cras	sh Report N 82	lumber 076500					
CRASH IDENT	IFIERS															
County Code 61	City Cod 3	e Co O	unty of Crash F	LAGLER	Place	or City of Crash BUNNE	LL	Within Cit	y Limits (es	Time Re 27/Se 08:10	ported T p/2012 5 PM	ime Dispatched 27/Sep/2012 08:17 PM				
Time on Scene 27/Sep/2012 08:54 PM		ared Scene /2012 10:40 PM	Completed Yes	Reason (if Investigati	on NOT (Completed)				Noti	fied By Law Enf	orcement				
ROADWAY INF	ORMAT	ION		•						•		,				
Crash Occured O	n Street, I		ay VAY 1 (SOUTH	IBOUND)		• At Street	Address#	7	At Lattitu 29.46912	ude 090294059		ongitude 2640096247196				
At Feet 65	Or Miles	Dir	ection South	OFrom Intersection V	With Stre		AIN STREET	5	.0.		Or From	n Milepost #				
Road System Ide		2 U.S.		Type Of Should	er	1 Paved		Type Of Int		lot at Inter	section					
CRASH INFOR	MATION	l (Check if	Pictures Tal	ken) X					K.							
light Condition 4 Dark-Li	ghted	Weathe	er Condition 2 Cloudy	Roadway Su	irface Co 1 Dry	ondition School	Bus Related 1 No	20	Mar	ner Of Coll 77 Other		n Narrative				
First Harmful Eve	nt Type	F	First Harmful Ev	10		rmful Event Locatio 1 On Roadway		in Interchang No		1 M	lon.Juncti	n to Junction on				
Contributing Circu		s: Road None		Contributing Cir	cumstanc	ces: Road		Contributine	ontributing Circumstances: Road							
Contributing Circu		: Environme None	ent	Contributing Cir	cumstanc	ces: Environment	2	Contributing) Circumsta	ances: Envi	ronment					
Work Zone Relate 1 No		sh In Work Z	one	Туре	Of Work	Zone		l /orkers In Wo	rk Zone	Law Enfo	rcement In	Work Zone				
VEHICLE (Che	ck if Cor	nmercial)		I		0	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	\mathbf{O}^{-}								
Vehicle Motor Vehicle 1 Vehicle	ehicle Typ cle in Tra		and Run 1 No	Veh License Number Z7EDJ	C		g. Expires 29/Jul/2013	Permanent Re No	g. VIN	1FAHP	2EW2BG1	37089				
Year Make 2011 FORD	Model TAUR	US Style 4	D Color	Extent of Dama	ige E	Est. Damage	owed Due To Da No	amage Vel	nicle Remo SAXON	ved By ' S TOWING		ation Rotation				
Insurance Compa	iny	ALLS	ATE INSURA	NCE		Insurance Po	olicy Number	9(61681907							
Name of Vehicle GER#	Owner (Cl	heck Box If E SZOSTAK	Business)		•	Number and Street)	0	City and S RMOND B			Zip Code 32174				
Trailer License One:	Number	State	Reg. Expire	es Permanent Reg.				Year	M	ake	Length	Axles				
Trailer License Two:		State	Reg. Expire	es Permanent Reg.	VIN			Year		ake	Length	Axles				
	ction uth	Un Street, F	toad, Highway	U.S. HIGHWA	AY 1 (SO	UTHBOUND)			At Est. Sp 12		ted Speed 35	Total Lanes 4				
CMV Configuration	'n			Cargo Body Type				of Initial Impa	act	Mos	st Damage	d Area				
Comm GVWR/G0	CWR		Tra	l ailer Type (trailer one)	Trail	er Type (trailer two) 2 3 4	17 8 19	Undercarriage . Overturn . Windshield	• <u>0 3 4</u> 1 ((15((1		18. Undercarriage 19. Overturn 20. Windshield				
Haz. Mat. Releas	e Hazl	vlat. Placard	Number	in the second se	Class		14 13 12		. Trailer	14 13 12	2 11 10 0	20. Windshield 21. Trailer				
Motor Carrier Nar	ne		\ 	US	DOT Nu	ımber										
		r Carrier Ad	dress	~		City ar	nd State			Zip Code	Ph	ione Number				
Comm/Non-Comr			y Type senger Car	Vehicle Defects (o 1 No			efects (two)		ergency Vel 1 No)	1 No Sp	unction of MV ecial Function				
Vehicle Maneuve 1 Straight Al		Trafficway 3 Two- Unprotec fee	Way, Divided, ted (painted > t) Median	4 Roadway Grade 1 Level		Roadway Alignme 1 Straigh		larmful Event ollision with Objec	Non-Fixed		larmful Eve 10 Pede					
Traffic Control De 77 Other, Exp			2 Collision	ence of Events n with Non-Fixed Object Pedestrian	Second (;	2) Sequence of Ev	ents Third (3)) Sequence of	f Events	Fourth (4) Sequen	ce of Events				
PERSON RECO	ORD															
Person# Descript		ər	Vehicle # 1	Name GERA	LD PAUI	L SZOSTAK		of Birth /Jul/1944	Sex 1 Male	Phone N 386	umber 6730162	Re-Exam No				
Address 510 SAI	NDY OAK	S BLVD	City	ORMOND BCH	FL Zip Code 3217			32174	174							
Driver License Nu S23229	ımber 5 442690	Sta	ate FL	Expires 29/Jul/2017	DLType Req.		Req. End. 2 No	Injury	Severity 1 None	Ð	Ejection 1 No	ot Ejected				

Date of Crash Date of Report 27/Sep/2012 08:00 PM 27/Sep/20				2 08:00 PM Invest. Agency Report Number FHPG120FF039796			H	HSMV Crash Report Number 82076500							
Restraint System Air Bag Deployed Helme 3 Shoulder and Lap Belt 2 Not Deployed Helme			Helme	t Use	Eye Protection			Seating Location Seat 1 Left		Seati	Seating Location Row 1 Front			Location Other	
Drivers Actions at Time of Crash (first) 1 No Contributing Action					Drivers Actions at Time of Crash (second)			[Driver Distracted By 1 Not Distracted Vision Obstruction 1 Vision Not Obscured						
Drivers Actions at Time of Crash (third)									ivers Condition at Time of Crash 9 Under the Influence of Medications/Drugs/Alcohol						
Suspected Alc 2 Ye		Alcohol Test 3 Test Give		hol Test Ty 1 Blood		ol Test Compl		BAC 0.11	Suspected Drug U 1 No	Jse	Drug Test 3 Test		Drug Test 1 Blo		Drug Test Result 2 Negative
Source of Trai 1	nsport to Mee Not Transpe		EMS	S Agency Name or ID				EMS Run Number Medi			cal Facilit	y Transporte	ed To	<u> </u>	
PERSON RE	ECORD														
Person# Desc 1	ription 2 Non-Mote		ame	FREDERIC	K WILLIAM	WORD	DEN		Date of Birth 15/Nov/1952	Se	x 1 Male		Severity ncapacitatir		one Number
Address 307 N	IORTH PINE	STREET	City		BUNNELL			State	FL		5	Zip C	ode	32110	
Non-Motorist		etail edestrian	1	I	Non-Motorist		Prior to C Crossin		vay	ſ	Non-Motorist Location at Time of Crash 9 Median/Crossing Island				
Non-Motorist #	Actions/Circu 2 Dart/Das		t) Non-	Motorist Ac	tions/Circum:	istance	(Second)	Non	-Motorist Safety Eq 1 Non	uipm ie	ent (One)	No	n-Motorist S	afety Equ	uipment (Two)
Suspected Alc 2 Ye		Alcohol Test 1 Test No Given		hol Test Ty	pe Alcoh	ol Test	Result	BAC	Suspected Drug U	Jse	Drug Test 1 Test N		Drug Test	Гуре	Drug Test Result
Source of Tra	nsport to Mee 2 EMS	dical Facility	EMS	Agency Na FLAGI	ame or ID L ER COUNT	Y EMS		EMS RI	In Number 12-9006	0	Media	cal Facilit	y Transporte HALIFAX		4L
WITNESSES	3		I							5					
Name CHRISTIN	NA ELANE B	ALSAM	Address	3919 T A		NUE		City	BUNNE	LL	0	i i	State FL		Zip Code 32110
VIOLATION	s								S.						
Person# 2	Name	GERALD PA	UL SZOS	TAK	Flori		ute Numb	er Cha	rge D.U.I DRIVI	NG L	JNDER TH		JENCE	Cite	ation 2687-WIV
Person# 1	Name FR	EDERICK W		ORDEN	Flori		ute Numb 130(8)		rge EDESTRIAN LEAN	(Ę Pl		SAFETY	AND ENTE		ation 2688-WIV
NARRATIVE					(\mathbf{O}			F	410		/LC			
					r Agency RIDA HIGHV edian of U.S		6	2 '	ate Created Sep 28, 2012 aveling southbour	nd in	the outsi	de lane o	on U.S.Hiah	wav 1 a	pproaching West
Plain Street. front corner s	NM01 cross truck NM01	ed into an u 's righ	nprotected tside.V0	d, unmarke 1's	ed (crosswa area of fina	lk) ărea I rest w	across t as in fro	the sout nt of the	hbound travel land North State Stree	es of t din	U.S. High er. NM01	way 1 a: was mo	s V01 appro ved prior to	ached. my arri	pproaching West V01's right ival.
Traffic Homic Photos and M	ide Investig leasurement	ator: Master is taken by: N	Corporal F laster Co	P. Young # rporal P. Y	487 oung #487	J. P.									
ID Number 2540 CC		me R.D. NAUGHE		ost Officer FLO	Agency RIDA HIGH		ione Nuπ ATROL	nber D	ate Created Dec 06, 2012						
It was further of V01. Mr. W	was further concluded that NM01, Frederick W. Worden, (NM01) suddenly left the safety of the center roadway raised concrete median and traveled into the travel path f V01. Mr. Worden actions were the causation of his injuries and personal property damage to V01.														
Photos and M Witness and I Interviews by	leasurement D01 Interviev : Master Cor	s were taker ws taken by: poral P. You	by: Maste Master Co ng #487	er Corpora orporal P.	l P. Young # Young #487	¥487									
				1.0											
ID/Badge #	Rank an	d Name		<u>×</u>		,			Departm	ent				Type of	Department

ID/Badge # 2540	Rank and Name CORPORAL R.D. NAUGHER	Deparlment FLORIDA HIGHWAY PATROL	Type of Department FHP



FLORIDA TRAFF	IC CRASH RI	EPORT			
LONG FORM SHORT FORM			TOTAL # OF V	EHICLE SECTION(S)	
MAIL TO: DEPARTMENT OF HIGH	IWAY SAFETY & M	OTOR VEHICLES	TOTAL # OF P	ERSON SECTION(S)	_2
TRAFFIC CRASH RECORDS	, NEIL KIRKMAN BU , FL 32399-0537	JILDING	TOTAL # OF N	ARRATIVE SECTION	(s) <u>1</u>
CRASH DATE TIME OF CRASH	DATE OF REPORT	REPORTING AGENCY CASE	NUMBER HSM	V CRASH REPORT NUMBER	100
05/04/11 838 PM	05/04/11	11	-3510	V CRASH REPORT NUMBER	28
CRASH IDENTIFIERS		PLACE OR CITY OF CRASH	CHECK		RTED TIME DISPATCHED
61 30 F	lagler	Bunne			1
TIME ON SCENE TIME CLEARED SCENE 839 PM 904 PM		ASON (If Investigation NOT Compl	ete)	QUAN	Notified By: 1 Motorist 2 Law Enforcement
ROADWAY INFORMATION (CHOOSE	ONLY 1 OF 4 OPTION	NS)		.O.	
CRASH OCCURRED ON STREET, ROAD, HIGHWA	Υ		at street address #	ATLATITUDE	AND LONGITUDE
Street	W AT/FROM INT	ERSECTION WITH STREET, ROAD,			OR FROM MILEPOST #
	📋 ³ S. Peach	St		4	
Road System Identifier	7 Forest Road 8 Private Roadway	Type of Should		oe of Intersection 5 Trai	fic Circle ndabout
5 2 U.S. 5 Local 3 State 6 Turnpike/Toll	9 Parking Lot 77 Other, Explain in Narrative	2 2 3 2 3 2 0 1 Paved 2 0 1 Paved 2 0 0 2 0 0 2 0 1 0 1 0 2 0 0 2 0 0 2 0 0 1 0 0 0 0	1 2 Four-V 3 T-Inter 4 Y-Inter	Vay Intersection 7 Five section 77 Ot	-Point, or More her, Explain in Narrative
CRASH INFORMATION (CHECK IF PIC					
Light Condition	Weather Cond		1 No		f Collision/Impact
5 2 Dusk 6 Dark-Unknown 3 Dawn Lighting	1 S Sleet/Hail/ Freezing Rain	7 Sand	Dirt, Gravel 2 Yes, Scho Directly Inv 3 Yes, Scho	olved D 5	Sideswipe, Same Direction Sideswipe, Opposite Direction Rear to Side
4 Dark-Lighted 77 Other, Explain i Narrative 88 Unknown	1 Clear 2 Cloudy 3 Rain 7 Severe Cros	sswinds 2 Wet 77 Other blain in 4 loo (Front in Narrat	, Explain	volved 1 Front to Rear 77	Rear to Rear Other, Explain in Narrative Unknown
First Harmful Event Non-Colli	Natrative	88 UIIKI	own Collision with Fixed Object		rmful Event
1 Overturn/R 2 Fire/Explosi	ollover 10 Pedestria ion 11 Pedalcyc	an 19 Impact . Ie Cushion	Attenuator/Crash 30 Concrete Tra 31 Other Traffic	ffic Barrier Barrier Location	1 On Roadway 2 Off Roadway
4 Jackknife 5 Cargo/Equi	pment engine) 13 Animal	21 Bridge F 22 Bridge F	Dverhead Structure 32 Tree (standir Pier or Support 33 Utility Pole/L Rail 34 Traffic Sign S	ight Support	3 Shoulder 4 Median
First Harmful Event within Interchange G Fell/Jumper Motor Vehicl	d From 1S Parked N	ehicle in Transport 23 Culvert Notor Vehicle 24 Curb ne/Maintenance 25 Ditch	3S Traffic Signal 36 Other Post, F 37 Fence	Pole or Support	6 Gore 7 Separator 8 In Parking Lane or Zone
1 No 2 Yes 88 Unknown 9 Other Non-	Falling Equipment 17 Struck By ater/Canal Cargo	26 Embank 7 Falling, Shifting 27 Guardra 28 Guardra 29 Cable B	iment 38 Mailbox iil Face 39 Other Fixed (iil End building, tunnel		9 Outside Right-of-way 10 Roadside 88 Unknown
First Harmful Event Relation		Contributing Circums	tances: Road	Contributing Ci	
4 Junction 5 Railway Grade 14 Entrance/Exit	Crossing		9 Worn, Travel-Polished Surface 10 Road Surface Condition (wet, icy, snow, slush, etc.)	Enviror	
1 Scrossover - Re 1 Non-Junction 16 Shared-Use Pa	elated ath or Trail 1 No		11 Obstruction in Roadway 12 Debris		
2 Intersection 17 Acceleration/ 3 Intersection-Related 18 Through Road 4 Driveway/Alley Access 77 Other, Explain	way mai	ork Zone (construction/ ntenance/utility) oulders (none, low, soft, high)	13 Traffic Control Device Inoperative, Missing or Obscured 14 Non-Highway Work	1 None 2 Weather Conditions 3 Physical Obstruction(s)	5 Animal(s) in Roadway 77 Other, Explain in
Related 88 Unknown	7 Ri	it, Holes, Bumps	77 Other, Explain in Narrative 88 Unknown Workers in W	4 Glare	Narrative 88 Unknown Enforcement in
1 No	in Work Zone Before the First Work Zone Varning Sign	Type of Work Zone	1 No		Work Zone
	Varning Sign Advance Warning Area Transition Area	3 Work on Should 4 Intermittent or	er or Median 88 Un Moving Work 88 Un		1 No 2 Officer Present 3 Law Enforcement Vehicle
S	Activity Area Termination Area	77 Other, Explain	in Narrative		Only Present
WITNESSES NAME	ADE	DRESS	CITY & STATE		ZIP CODE
in the second se					
NAME	ADE	DRESS	CITY & STATE		ZIP CODE
NAME	ADD	DRESS	CITY & STATE		ZIP CODE
			(Check if Business) ADDRESS	CITV	& STATE ZIP CODE
VEHICLE # PERSON # PROPERTY DAMAGE - O			(Check is publicess) ADDRESS		
VEHICLE # PERSON # PROPERTY DAMAGE – O	THER THAN VEHICLE EST.		(Check if Business) ADDRESS	. CITI	& STATE ZIP CODE

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				REPORTING	AGENCY CASE NUM		REPORT NUMBER	
VEHICLE #	1	Check if Commerc	ial		11-3510	82	524228	
1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle		CENSE NUMBER AJXS42	STATE I	TEGISTRATION EXPIRES	Check if Permaner Registration		5212G242969	
Hit and Run 1 No	YEAR		MODEL		COLOR	DAMAGE: 1 Disabling 4 2 Functional 8	Minor B8 Unknown 3	л
2 Yes 88 Unknown INSURANCE COMPANY	2001	FORD				RED 2 Functional 8 3 None	11 Potation	
			50312	to Dami	age: 🖌 🖌 📗		2 Owner Request 3 Driver 4 Other, Explain in Narrai	3
NAME OF VEHICLE OWN				CURRENT ADDRESS		CITY & STATE	ZIP CODE	live
QUANEASH,						PALM COAST, F		
TRAILER # LICENSE NUI	ABER STATE		heck if Perma egistration	anent VIN		YEAR	MAKE LENGTH AXLE	з
TRAILER # LICENSE NUI	ABER STATE F	REGISTRATION EXPIRES C	heck if Perma	anent VIN		YEAR	MAKE LENGTH AXLE	s
		R	egistration			V 96 ⁻		
VEHICLE N S	E W Off-Ro			ON STREET, ROAD, HIG	ihway		SPEED POSTED SPEED TOTAL LA	
HAZ. MAT. RELEASED	HAZ. MAT PLACA		ABER H	AZ. MAT. CLASS	Area of In	itial Impact	Most Damaged Ar	
1 No 2 Yes 1	1 No 2 Yes 88 Unknown	1				18 Underca	rriage 18 2 3 4 8 8	~
88 Unknown			US DOT NU	MBER	1 15 1	20 Windsh	nield 20	•
			CITY &	STATE	14 13 12	ZIP CODE		8
MOTOR CARRIER ADDR	:55		CIITO		DAST, FD			
Vehicle Body 1			Traf	ficway		Commercial Moto	or Vehicle Configuration	
1	15 Low Speed 16 (Sport) Utili 17 Cargo Van (2 Two-Way Continuous	, Not Divided , Not Divided, with a Left Turn Lane	for b	Jazardous Materials	9 Truck more than 10,000 lbs (4.	,536
1 Passenger Car	(4,536 kg) or le 18 Motor Coac 19 Other Light	10,000 lbs ess) h Trucks (10,000 lbs	3 Two-Way (painted >4	, Divided, Unprotected feet) Median , Divided, Positive Medi	an 4 Tr	ngle-Unit Truck (2-axle and GVV e than 10,000 lbs (4,536 kg)) ngle-Unit Truck (3 or more axles uck Pulling Trailer(s)	 Bus/Large Van (seats for 9-15) occupants, including driver) 11 Bus (seats for more than 1S) 	,
2 Passenger Van 3 Pickup 7 Motor Home	(4.536 kg) or le	ess) eavy Trucks (more than 36 kg))	Barrier 5 One-Way 88 Unknow	Trafficway	ングI 5.Tr	uck Pulling Trailer(s) uck Tractor (bobtail) uck Tractor/Semi-Trailer uck Tractor/Double Truck	occupants, including driver) 77 Other, Explain in Narrative 88 Unknown	
8 Bus 11 Motorcycle	21 Farm Labor 77 Other Expla	Vehicle	AILER 1 TRA	ILER 2 1 Single Semi 2 Tandem Sei	Trailer ni Trailer 8 Pole Tr	Cara	o Body Type an/Enclosed Box Container Chassis	
13 All Terrain Vehicle (ATV) 88 Unknown	nercial		/ 3 Tank Trailer 4 Saddle Mou S Boat Trailer	nt/Trailer 10 Auto	Transport / 4 H	ole-Trailer 14 Vehicle Towing	; B
	Interstate Carrier Intrastate Carrier			6 Utility Traik 7 House Trail	er 💧 👘 Narrațive		argo Tank 15 Not Applicable atbed (vehicle 10,000 lb	15
4	Not in Commerce/Go Not in Commerce/O	ther Truck	Comm		0,000 lbs (4,536 kg) 0,001-26,000 lbs (4,	or less 9 Co 536-11,793 kg) 107	Auto Transport Carbase / Jackson (4,550kg) of less displaying HM pla 77 Other, Explain	acard)
Most Harmful Ev	ent Non-Collis 1 Overturn/Ro 2 Fire/Explosi	ollover	GVWR/GC		ore than 26,000 lbs ot Applicable	; (11,793 kg) 11 12	Log 88 Unknown	
9	3 Immersion 4 Jackknife	oment Loss or Shift	Collision wi 10 Pedestri 11 Pedalcyd	th Non-Fixed Object an		nuntor/Crach Cuchion 30 Cond	e Barrier crete Traffic Barrier er Traffic Barrier Vehicle	
Sequence of Eve	6 Fell/Jumped	d From Motor Vehicle Falling Object	12 Railway	Vehicle (train, engine)	20 Bridge Over 21 Bridge Pier (22 Bridge Rail	33 Utilit	(standing) ty Pole/Light Support	7
	9 Other Non-G		14 Motor V 15 Parked M 16 Work Zo	ehicle in Transport Motor Vehicle me/Maintenance	23 Culvert 24 Curb 25 Ditch	35 Traff	ic Sign Support ic Signal Support er Post, Pole, or Support	
IU 3rd 4th	40 Equipment	t Failure (blown tire,	Equipment 17 Struck B		or 26 Embankmer 27 Guardrail Fa	nt 37 Fenc ice 38 Mail	e 2 Vec	וסאט
	41 Separation 42 Ran Off Ro 43 Ran Off Ro	n of Units badway, Right badway, Left	Vehicle	on-Fixed Object	28 Guardrail Er		, tunnei, etc.)	
	44 Cross Med 45 Cross Cent	terline	traight Ahead	uver Action 13 Stopped in Tra		Control Device For This Vehicle	Vehicle Defects	
Roadway Grade	Roadway Al	lignment 4	urning Left Jacking urning Right		Lane	8 Flashing Signal	1 12 Suspension	
1 2 Hillcrest 3 Uphill 4 Downhill			Changing Lane Parked Making U-Tu	17 Entering Traffi 77 Other, Explain	in 1 No Contro		1 None 13 Wheels 2 Brakes 14 Windows/ 3 Tires Windshield	
5 Sag (bott	om) [3	11 Pa	Overtaking/ ssing	88 Unknown	4 School Zo Device 5 Traffic Co	Guard, etc.)	4 Lights (head, 15 Mirrors signal, tail) 16 Truck Coupl	ling/
	Function 2 Far	Special Function 9 Ambuli m Vehicle 10 Fire T ice 11 Farm	ance ruck Labor Transp	14 Intercity Bus 15 Charter/Tour ort 16 Shuttle Bus	Signal Bus 6 Stop 5ign 7 Yield Sign	77 Other, Explain in Narrative	6 Šteering Trailer Hitch/ 7 Wipers Safety Chains 9 Exhaust System 77 Other, Expla	ain in
	7 Tax 8 Mil	i 12 Schoo	Bus	17 Farm Labor Bus Bus 88 Unknown	IS / Tielu Sign	88 Unknown	10 Body, Doors Narrative 11 Power Train 88 Unknown	
VIOLATIONS			E1 4			CHARGE	CITATION NUMBER	
PERSON #	NAME OF VIO	ULATUK	PL:	STATUTE NUMBER		CHANGE		
PERSON #	NAME OF VIO	OLATOR	FLS	STATUTE NUMBER		CHARGE	CITATION NUMBER	
			ļ			CUARCE		
PERSON #	NAME OF VIO	OLATOR	FL:	STATUTE NUMBER		CHARGE	CITATION NUMBER	•
			1				l	

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PERSON # 1		
	11-3510	82524228
2 Non-Motorist	ONIQUE GALVIN	N/A Recommend Driver Re-exam
18 ROUND TABLE LN	PALM COAS	
DATE OF BIRTH SEX: 1 Male DRIVER LICENSE NUMBER	STATE EXPIRES INJU	RY SEVERITY (INJ) ne 4 Incapacitating 1
04/04/90 ^{1 Male} ^{2 Female} ^{88 Unknown} 2 G415-713-90-62	24-0 FL 04/04/19 2 PO	ssible 5 Fatal (within 30 days) n-incapacitating 6 Non-Traffic Fatality
5 4 Dr Chaldheding 1 2 No 2 No 2 Ope 5 5 E/Operator 3 No Req. Endorsement 4 Imp 7 None 3 No Req. Endorsement 4 Imp 1 1 Not Distracted 2 Electronic Communication 5 External Distraction 0 Periver Vision Obstructions 6 Imp 6 Texting 1 Ratentive 1 7 Inattentive 6 Texting 7 Tattentive 1 7 Inattentive 6 Texting 7 Textentive 1 88 Unknown 22 We 2 No	Driver's Actions at Time of Crash Contributing Action rated MV in Careless or gent Manner to Yield Right-of- Way roper Backing roper Turn In Red Light ove too Fast for Conditions n Stop Sign proper Passing ceeded Posted Speed rong Side of Wrong Way led to Keep in Proper Lane	oad 1 Apparently Normal 1 3 Asleep or Fatigued 3 1 2 Asleep or Fatigued 5 11 2 Der 4th 6 Seizure, Epilepsy, Blackout 2 Der 4th 7 Physically impaired 8 Emotional (depression, angry, disturbed, etc.) 9 Under the Influence of tic, Medications/Drugs/Alcohol 77 Vanner 77 Other, Explain in Narrative ktion 88 Unknown
1 2 inclement Weather 3 Parked/Stopped Vehicle 4 Trees/Crops/Bushes 6 Building/Fixed Object 7 Signs/Billboards 8 Fog 10 Glare 77 All Other, Explain in Narrative DRIVER OR PASSENGER Motor Vehicle Seating Position: 1 Left 1 Left 2 Middle 2 Second 3 Right 3 Third 3 Right 3 Third 3 Right 3 Third 3 Right 3 Third 3	Helmet Use (HU) Eye Protect 1 DOT-Compliant Motorcycle Helmet 2 Other Helmet 1 Yes 2 No 3 No 3 No 3 No 3 No 3 No 3 No 3 No 3	Applicable Applicable 1 Not Applicable 2 None Used - Motor Vehicle Occupant 3 Shoulder and Lap Belt Used 4 Shoulder and Lap Belt Used 4 Shoulder Belt Only Used 5 Lap Beit Only Used 6 Restraint Used - Type Unknown 7 Child Restraint System - Forward Facing 8 Child Restraint System - Rear Facing
Image: Additional system of the system of	I Crosswalk 8 Sidewalk Crosswalk 9 Median/Crossing Island 10 Driveway Access walk 11 Shared Use Path or Trail I Non-Trafficway Area 77 Other, Explain in Narrative 88 Unknown /Circumstances per Action Yield Right-of-Way Obev Traffic Signs,	ting, etc) 11 Improper Passing 12 Wrong-Way Riding or Walking
SUSPECTED ALCOHOL USE: ALCOHOL TESTED: ALCOHOL TEST TYPE: ALCOHOL TEST RESULT: 1 No 2 Yes 88 Unknown 1 1 1 1 88 Unknown 1 1 1 2	HOL/DRUG/EMS BAC DRUG USE: 1 No 2 Yes 88 Unknown	d 1 Blood JUrine 77 Other, 1 Positive 3 Pending 1
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 1	EMS RUN NUMBER	MEDICAL FACILITY TRANSPORTED TO
77 Other, Explain in Narrative 88 Unknown ADDITI	DNAL PASSENGERS DATE OF BIRTH INJ (SE)	LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE	ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement	EMS RUN NUMBER	MEDICAL FACILITY TRANSPORTED TO
PERSON # VEHICLE # NAME	DATE OF BIRTH INJ SE	LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE	ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS RUN NUMBER	MEDICAL FACILITY TRANSPORTED TO

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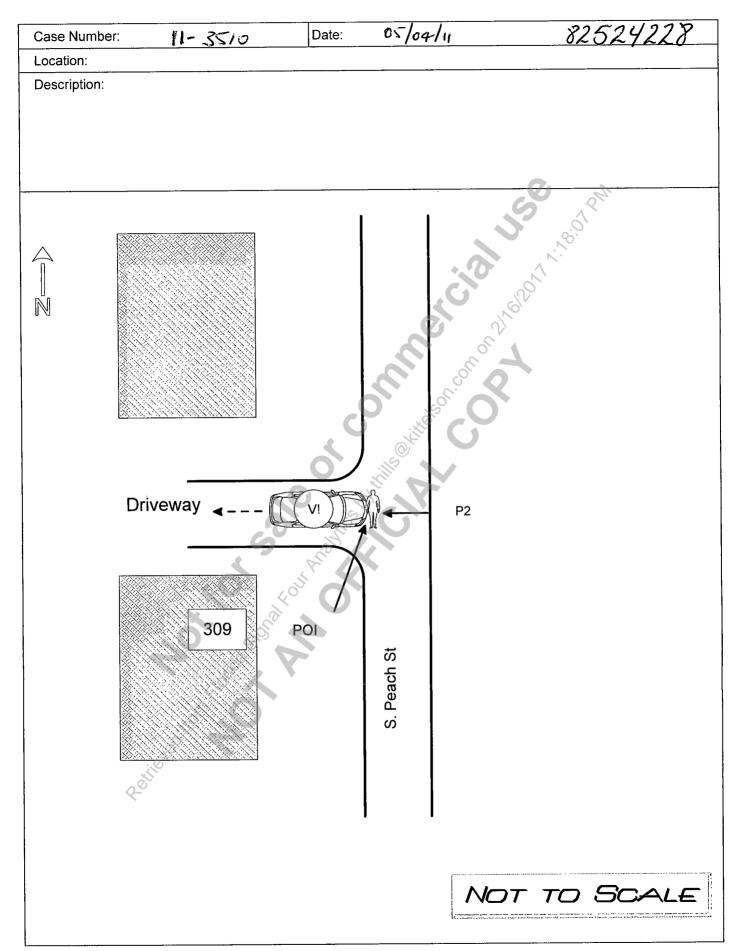
	REPO	RTING AGENCY CASE NUMBER	HSMV CRASH REPO	
PERSON # 2		11-3510	82.	24228
1 Driver 2 Non-Motorist 3 Passenger 2 VEHICLE # NAME	BRITTANY L G			Check if Recommend Driver Re-exam
CURRENT ADDRESS (Number and 304 S. PEACH		CITY & STATE	IELL, FL	32110
DATE OF BIRTH SEX: DRIVER LIC	ENSE NUMBER	STATE EXPIRES	INJURY SEVERITY (INJ)	
	G415-072-88-908-0	FL 11/08/	177 I None 4 2 Possible 5 3 Non-incapacitating 6	Incapacitating Fatal (within 30 days) Non-Traffic Fatality
DL Type Required Endorse	DRIV Dri	ER ver's Actions at Time of (Crash	
1 A 2 B 3 C 4 D/Chauffeur 5 E/Operator 6 E/Oper - Rest 7 None 1 Yes 2 No 3 No Req. Endors 3 No Req. Endors 4 Other Inside (explain in na Driver Distracted By 4 Other Inside (explain in na	sement t the Vehicle rrative) t t t No Contribu 2 Operated M Negligent Ma 3 Failed to Yie 2 nd 1 No Contribu 2 Operated M Negligent Ma 4 Improper Ba 6 Improper Ti To Followed t	ting Action 26 Ran off Ro 27 Disregard Vin Careless or Sign nner 28 Disregard Hd Right-of- Way 28 Disregard Karking 29 Over-Corr rn Steering 00 Closely 30 Suapard	padway 3rd led other Traffic led Other Road recting/Over- ot Avoided : Due	Condition At Time of Crash 1 Apparently Normal 3 Asleep or Fatigued 5 III (sick) or Fainted 6 Seizure, Epilepsy, Blackout 7 Physically Impaired 8 Emotional (depression,
1 2 Electronic Communication 5 External Dis	/ehicle, explain / 12 Drove too 13 Ran Stop S 15 Improper 17 Exceeded 21 Wrong Sid	Passing Sing Sing Sing Sing Sing Sing Sing S	Motorist in Motorist in MV in Erratic, Aggressive Manner htributing Action	angry, disturbed, etc.) 9 Under the Influence of Medications/Drugs/Alcohol 77 Other, Explain in Narrative 88 Unknown
1 Vision Not Obscured 2 Inclement Weather 5 Load on Vehicle 6 Building/Fixed C	9 Smoke		DRIVER OR PASSENGER	
1 3 Parked/Stopped Vehicle 7 Signs/Billboards 4 Trees/Crops/Bushes 8 Fog DRIVER OR PASSENGE	in Narrative	1 DOT-Compliant Motorcycle Helmet	e Protection (EP) 1 Yes 2 No	Restraint Systems (RS)
Motor Vehicle Seating Position: LOCATIO Seat Row Other (LOC)		2 Other Helmet 3 No Helmet	2 None 3 Shou	Applicable e Used - Motor Vehicle Occupant Ilder and Lap Belt Used
1 Left 1 Front 1 Not Applicable 2 Middle 2 Second 2 Sleeper Section of Truck	Cab Fighting (ELEC	Air Bag Deployed (ABD)	(knee, air belt, etc.) 5 Lap I 6 Deployed	Ilder Belt Only Used Belt Only Used raint Used - Type Unknown
3 Right 3 Third 3 Other Enclosed Cargo Ai 77 Other 4 Fourth 4 Unenclosed Cargo Area (explain in 77 Other Row 5 Trailing Unit	1 Not Ejected 2 Ejected, Tota	1 Not Applicable	Combination 7 Child 7 Deployed-Curtain 8 Child	I Restraint System - Forward Facing Restraint System - Rear Facing Ster Seat
narrative) 88 Unknown 6 Riding on Motor Vehicle 88 Unknown trailing unit) 88 Unknown	Exterior (non- 4 Not Applicab 88 Unknown	le 4 Deployed-Side	Unknown 10 Chi	ld Restraint Type Unknown her, Explain in Narrative
	NON MO Non-Motorist Location At Ti		Action Pri	or to Crash
Non-Motorist Description 1 Pedestrian 2 Other Pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.) 3 Bicyclist 4 Other Cyclist 5 Occupant of Motor Vehicle Not in Transport	1 Intersection - Marked Crosswalk 2 Intersection - Unmarked Crosswalk 3 Intersection - Other 4 Midblock - Marked Crosswalk 5 Travel Lane - Other Location 6 Bicycle Lane	8 Sidowalk	2 1 Crossing Roadway 2 Waiting to Cross Roadway	5 Walking/Cycling on Sidewalk 6 In Roadway - Other (working, playing, etc.) 7 Adjacent to Roadway (e.g., shoulder, median) 8 Going to or from School (K-12)
6 Occupant of a Non-Motor Vehicle Transport of a Non-Motor Vehicle 7 Unknown Type of Non-Motorist Safety Equipment	7 Shoulder/Roadside Non-Motorist Actions/Circu 1 No Improper Acti 2 Dart/Dash	on	3 Walking/Cycling Along Roadway with Traffic (in or adjacent to travel lane) 4 Walking/Cycling Along Roadway Against Traffic (in o adjacent to travel lane)	9 Working in Trafficway (incident response) 10 None 77 Other, Explain in Narrative r 88 Unknown
1 None S Lighting 2 Helmet 6 Not Applicable 3 Protective Pads Used 77 Other, Explain (elbows, knees, shins, etc.) in Narrative 4 Reflective Clothing (jacket, 88 Unknown backpack, etc.) 1	1st 3 Failure to Yield Ri 4 Failure to Obey T Signals, or Officer 2nd 5 In Roadway Impr 2nd 5 Disabled Vehicle on, pushing, leaving	7 Entering/Ex operly (standing, Vehicle ing) 8 Inattentive Related (working 9 Not Visible g/approaching) lighting, etc.)	xiting Parked/Standing 10 Ir 11 Ir (talking, eating, etc) 12 W (dark clothing, no 77 C	nproper Turn/Merge nproper Passing /rong-Way Riding or Walking ther, Explain in Narrative nknown
ALCOHOL USE: 1 Test Not Given 1 Blood 1 No 2 Test Refused 1 Breat	h TEST RESULT:	AC SUSPECTED DI DRUG USE: 1	Test Not Given Test Refused 1 3 Urine	2 Negative /
2 Yes 88 Unknown 1 3 Test Given 3 Urine 88 Unknown, if Tested 77 Other Narratio	er, Explain in 🛛 88 Unknown 🛛 🖳 🗕	2 Yes 3 88 Unknown 88		in Narrative 88 Unknown
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS AGENCY NAME OR ID MED UNIT 92	EMS RUN NUMBER	MEDICAL FACILITY	PITAL FLAGLER
PERSON # VEHICLE # NAME	ADDITIONAL	DATE OF BIRTH	INJ SEX LOC: S R O	EJECT HU EP ABD RS
CURRENT ADDRESS (Number and	d Street)	CITY & STATE		ZIP CODE
	EMS AGENCY NAME OR ID	EMS RUN NUMBER	MEDICAL FACILITY	TRANSPORTED TO
1 Not Transported 2 EMS 3 Law Enforcement				
77 Other, Explain in Narrative 88 Unknown	1 · · · · · · · · · · · · · · · ·	DATE OF BIRTH	INJ SEX LOC: S R C	EJECT HU EP ABD RS
CURRENT ADDRESS (Number an	d Street)	CITY & STATE		ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY	TEMS AGENCY NAME OR ID	EMS RUN NUMBER	MEDICAL FACILITY	TRANSPORTED TO
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown				

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NARRATIVE	REPORTING AGENCY CASE NUMBER	HSMV CRASH REPORT	NUMBER 4228
V1 was backing into driveway at 309 S. Peach St., the driver in front of the V1 to cross the street. The passenger side fro Florida Hospital Flagler by Flagler County EMS Med Unit #92	ont tire of V1 rolled over	P2's left foot. P2 was tra	-
	on the son como	5011, 18:01 PM	
ot	on the son on on		
GO STATE			
ADDITIONAL PASSENGERS PERSON # VEHICLE # NAME	DATE OF BIRTH	INJ SEX LOC: S R O EJ	ECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE		ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 17 Other. Explain in Narrative 88 Unknown	EMS RUN NUMBER	MEDICAL FACILITY	Y TRANSPORTED TO
PERSON # VEHICLE # NAME	DATE OF BIRTH	INJ SEX LOC: S R O EJ	ECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE		ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS RUN NUMBER	MEDICAL FACILITY	TRANSPORTED TO
ADDITIONAL VIOLATIONS		CHARGE	CITATION NUMBER
PERSON # NAME OF VIOLATOR FL STAT	UTE NUMBER	CHARGE	CITATION NUMBER
REPORTING OFFICER	DEPARTMENT		

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Created using ScenePD. Licensed customer: BUNNELL POLICE DEPT

FLORI	DA TRAFFIC (CRASH REF	PORT		012001. V.M
MAIL TO: DEPARTI TRAFFIC CR	SHORT FORM (Shaded Areas) WENT OF HIGHWAY ASH RECORDS, NEI TALLAHASSEE, FL 3	L KIRKMAN BUIL		TOTAL # OF VEHICLE SECT TOTAL # OF PERSON SECT TOTAL # OF NARRATIVE S	rion(s)
11/23/11	TIME OF CRASH D. 8:38PM	ATE OF REPORT 11/23/11	REPORTING AGENCY CASE NUMBER 11-11279	HSMV CRASH REPOR	
CRASH IDENTIFIERS	FLAGL	ER	ACE OR CITY OF CRASH BUNNELL DN (If Investigation NOT Complete)		TIME REPORTED TIME DISPATCHE 8:38PM 8:40PN Notified By: 1 Motorist
08:41PM ROADWAY INFORMA	10:40PM ^{co}			5	2 Law Enforcement
CRASH OCCURRED ON STRE EAST BOO	EET, ROAD, HIGHWAY		AT STR	EET ADDRESS # AT LAT	ITUDE AND LONGITUDE
FEET MILES			SECTION WITH STREET, ROAD, HIGHWAY		OR FROM MILEPOST
Road System 1 Interstate 2 U.S. 3 State	4 County 8 Priv 5 Local 9 Parl	est Road ate Roadway sing Lot her, Explain in tive	Type of Shoulder 2 ^{1 Paved} ^{2 Unpaved} ^{3 Curb}	1 Not at Intersection 2 Four-Way Intersection 3 T-Intersection 4 Y-Intersection	ction 5 Traffic Circle 6 Roundabout 7 Five-Point, or More 77 Other, Explain in Narrative
CRASH INFORMATIO	N (CHECK IF PICTURE				
Light Condit 1 Daylight 2 Dusk 3 Dawn 4 Dark-Lighted	5 Dark-Not Lighted 6 Dark-Unknown Lighting 77 Other, Explain in Narrative 88 Unknown 3 Raibert 3	oudy 77 Other, Explain ain Narrative	oke Soil, 1 1 Dry 75 Oil 6 Mud, Dirt, Gravel 7 Sand 8 Water (standing/ moving) 77 Other, Explain in Narrative 88 Unknown	1 No 2 Yes, School Bus Directly Involved 3 Yes, School Bus Indirectly Involved 1 Front 2 Front 3 Angle	Manner of Collision/Impact 4 Sideswipe, Same Directi 5 Sideswipe, Opposite Dir 6 Rear to Side 7 Rear to Rear 77 Other, Explain in Narra 88 Unknown
First Harmful Eve 10 First Harmful Eve within Interchang 1 No 2 Yes 88 Unknown	1 Overturn/Rollover 2 Fire/Explosion 3 Immersion 4 Jackknife 5 Cargo/Equipment Loss or Shift		19 Impact Attenuator/C Cushion 20 Bridge Overhead Stru 21 Bridge Pier or Suppor 22 Bridge Rail 22 Bridge Rail 23 Culvert 24 Curb Maintenance 25 Ditch 26 Embankment 27 Guardrail End 28 Guardrail End	th Fixed Object rash 30 Concrete Traffic Barrier 31 Other Traffic Barrier 32 Tree (standing) t 33 Utility Pole/Light Support 34 Traffic Sign Support 35 Traffic Signal Support 35 Other Post, Pole or Support 37 Fence 38 Mailbox 39 Other Fixed Object (wall, building, tunnel, etc.)	First Harmful Event Location 1 On Roadway 2 Off Roadway 3 Shoulder 4 Median 6 Gore 7 Separator 8 In Parking Lane or Z 9 Outside Right-of-wa 10 Roadside 88 Unknown
	LI Event Relation to Junction 5 Railway Grade Crossing 14 Entrance/Exit Ramp 15 Crossover - Related 16 Shared-Use Path or Th 17 Acceleration/Deceler 18 Through Roadway 77 Other, Explain in Narr 88 Unknown	rail 1 None ation Lane 4 Work mainter ative 6 Shoul	10 Road Surricy, snow, sin 11 Obstruction/ 11 Obstruction/ 13 Traffic Concertive, down contentive, down contentive, down contentive, how soft high)	vel-Polished Surface face Condition (wet, ush, etc.) on in Roadway pontrol Device Missing or Obscured way Work plain in Narrative	5 Animal(s) in Roadw proditions 77 Other, Explain in
Work Zone Rela	1 Before Warning 2 Advano 3 Transit 4 Activit	the First Work Zone Sign e Warning Area ion Area	Type of Work Zone 1 Lane Closure 2 Lane Shift/Crossover 3 Work on Shoulder or Median 4 Intermittent or Moving Work 77 Other, Explain in Narrative		Law Enforcement in Work Zone 1 No 2 Officer Present 3 Law Enforcement Veh Only Present
WITNESSES NAME	100	ADDRES		CITY & STATE	ZIP CODE
	J. EDEN	50 AUD		LAGLER BEACH, CITY & STATE	FL 32136
	CLENDON		ION CIRCLE	BUNNELL, FL	32110 ZIP CODE
NON VEHICLE PROPE		IAN VEHICLE EST. AM	IOUNT OWNER'S NAME C (Check if Busi	ness) ADDRESS	CITY & STATE ZIP CO
			1		

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		NCY CASE NUMBER HSMV CRASH	REPORT NUMBER
VEHICLE # 1 Check if Comme	2		2-1264
1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle			KNOWN
Hit and Run 1 No 2 Yes 88 Unknown INSURANCE COMPANY INSURANCE COMPANY INSURANCE COMPANY	ANCE POLICY NUMBER Towed due	15 None	
UNKNOWN	JNKNOWN To Damage:	1 DRIVER	2 Owner Request 3 Driver 4 Other, Explain in Narrative
	CURRENT ADDRESS	CITY & STATE	ZIP CODE
TRAILER # LICENSE NUMBER STATE REGISTRATION EXPIRES / / / /	Check if Permanent VIN Registration	1 6 1	AKE LENGTH AXLES
TRAILER # LICENSE NUMBER STATE REGISTRATION EXPIRES / / / /	Check if Permanent VIN Registration	YEAR N	AAKE LENGTH AXLES
VEHICLE N S E W Off-Road Unknown	ON STREET, ROAD, HIGHW	AT EST.	SPEED POSTED SPEED TOTAL LANES
HAZ: MAT. RELEASED 1 No 2 Yes 88 Unknown HAZ: MAT PLACARD 1 No 2 Yes 88 Unknown HAZ. MAT. N	UMBER HAZ. MAT. CLASS	Area of Initial Impact	Most Damaged Area
88 Unknown [88 Unknown [98] MOTOR CARRIER NAME /	US DOT NUMBER	1 15 15 17 8 19 Overtur 20 Windshi 14 13 12 11 10 9 21 Trailer	eld 20
MOTOR CARRIER ADDRESS	CITY & STATE	ZIP CODE	PHONE NUMBER
Vehicle Body Type	Trafficway 1 Two-Way, Not Divided	Commercial Motor 1 Vehicle 10,000 lbs or less Placarded	r Vehicle Configuration
1 16 (Sport) Utility Vehicle 17 Cargo Van (10,000 lbs) 1 Passenger Car 2 Passenger Van 3 Pickup 7 Motor Home 8 But 1000 lbs (4,536 kg) or less) 1000 lbs (4,536 kg) or less) 1000 lbs (4,536 kg) or less)	2 Two-Way, Not Divided, with a Continuous Left Turn Lane 3 Two-Way, Divided, Unprotected (painted >4 feet) Median 4 Two-Way, Divided, Positive Median Barrier 5 One-Way Trafficway 88 Unknown Trailer Ty	for Hazardou's Materials 2 Single-Unit Truck (2-axle and GVWI more than 10,000 lbs (4,536 kg)) 3 Single-Unit Truck (3 or more axles) 4 Truck Pulling Trailer(s) 5 Truck Tractor (bobtail) 6 Truck Tractor (bobtail) 6 Truck Tractor (Semi-Trailer	9 Truck more than 10,000 lbs (4,536 R kg), Cannot Classify 10 Bus/Large Van (seats for 9-15
12 Moped 77 Other, Explain in Narauve 13 All Terrain Vehicle (ATV) 88 Unknown Comm/Non-Commercial 1 Interstate Carrier 2 Intrastate Carrier 3 Not in Commerce/Government 4 Not in Commerce/Other Truck Most Harmful Event Non-Collision 1 Overturn/Rollover	Image: State of the state o	railer 8 Pole Trailer 9 Towed Vehicle Trailer 10 Auto Transport 77 Other, Explain in Narrative 88 Unknown 0 Ibs (4,536 kg) or less 1 No Cargo 7 Fla 2 Bus 9 Con 0 Oth 90 3 Var 4 Ho 5 Pol 6 Car 2 Bus 9 Con 9 Con 1 No Cargo 7 Fla 2 Bus 9 Con 1 O Auto 1 Cargo 7 Fla 2 Bus 9 Con	fe-Trailer 14 Venicle Howing rgo Tank 15 Not Applicable tbed (vehicle 10,000 lbs mp (4,536kg) or less not displaying HM placard) arbage/Refuse Narrative
10 2 Fire/Explosion 3 Immersion 4 Jackknife 5 Cargo/Equipment Loss or Shift 6 Fell/Jumped From Motor Vehicle 7 Thrown or Falling Object 8 Ran into Water/ Canal 0 Other Non-Collision 110 / 3rd 4th 3rd 4th / / 3rd 4th	Collision with Non-Fixed Object 10 Pedestrian 11 Pedalcycle 12 Railway Vehicle (train, engine) 13 Animal 14 Motor Vehicle in Transport 15 Parked Motor Vehicle 16 Work Zone/Maintenance Equipment 17 Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle 18 Other Non-Fixed Object	23 Bridge Pier or Support 32 Tree (r) 23 Bridge Pier or Support 32 Tree (r) 23 Culvert 34 Traffic 24 Curb 35 Traffic 25 Ditch 36 Other 26 Embankment 37 Fence 27 Guardrail Face 38 Mailb 28 Guardrail Face 39 Other	tet Traffic Barrier Traffic Barrier Signal Support Signal Support Pole/Light Support Signal Support Post, Pole, or Support
Roadway Grade 44 Cross Median 1 Level 45 Cross Centerline 2 Hillcrest 40 Downhill 3 Uphill 1 Straight 4 Downhill 2 Curve Right 3 Sag (bottom) 3 Curve Left	ehicle Maneuver Action 1 Straight Ahead 3 Turning Left 4 Backing 5 Turning Right 6 Changing Lanes 8 Parked 10 Making U-Turn 11 Overtaking/ Passing 10 Jance 14 Slowing 15 Negotiating a Curv 16 Leaving Traffic Lan 77 Other, Explain in Narrative 88 Unknown 14 Slowing 88 Unknown 15 Negotiating a Surv 16 Leaving Traffic Lan 77 Other, Explain in Narrative 88 Unknown 14 Slowing 16 Leaving Traffic Lan 17 Entering Traffic Lan 18 Unknown 10 Making U-Turn 10 Making 11 Otertaking 10 Making 10 Making 11 Otertaking 11 Otertaking 11 Otertaking 12 Intering Traffic Lan 13 Stopped in Traffic 14 Slowing 15 Negotiating a Curv 16 Leaving Traffic Lan 17 Other, Explain in 10 Intering Traffic Lan 10 Making U-Turn 11 Otertaking 14 Intercity Bus	e 9 Railway Crossing Part Part Part Part Part Part Part Part	Vehicle Defects 1 None 2 Brakes 3 Tires 4 Lights (head, signal, tail) 5 Steering 12 Suspension 12 Suspension 13 Wheels 14 Windows/ Windshield 15 Mirrors 16 Truck Coupling/ 6 Steering 16 Truck Coupling/
of Motor Vehicle 2 Farm Vehicle 10 Firm 7 Taxi 12 Sci	E Truck 15 Charter/Tour Bus m Labor Transport 16 Shuttle Bus 100 Bus 17 Farm Labor Bus nsit/Commuter Bus 88 Unknown	6 Stop Sign Narrative 7 Yield Sign 88 Unknown	7 Wipers 9 Exhaust System 10 Body, Doors 11 Power Train 88 Unknown
VIOLATIONS			
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

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PERSON #	1			REPOI	RTING AGENCY CASE		HSMV CRASH REPORT NUMBER 82524264
1 Driver 2 Non-Motorist 3 Passenger	1	VEHICLE # NA	ME	UNKNOW	· · · ·		PHONE NUMBER Check if Recommend
<u></u>			(Number and Street)		CITY & STATE		ZIP CODE
DATE OF BIRTH		SEX: 1 Male	DRIVER LICENSE NUMBER		i i	1 N	URY SEVERITY (INJ) Ione 4 Incapacitating
UNK		2 Female 88 Unknown					one 4 Incapacitating ossible 5 Fatal (within 30 days) Ion-incapacitating 6 Non-Traffic Fatality
88 1 Not D 2 Electr Devices 3 Other (naviga)	ver Di ver Di ve	d mmunication inc. petc.) inc Device ice, DVD player) bstructions scured 5 Lo	o o Req. Endorsement	1st 1 No Contribut 2 Operated MN Negligent Man 3 Failed to Yiel 4 improper Ba- 10 Followed to 10 Followed to 11 Ran Red Lig 12 Drove too Fi 13 Ran Stop Sij 15 Improper Pi 17 Exceeded P 21 Wrong Side	rer's Actions at ing Action / in Careless or ner d Right-of- Way cking o Closely ht ast for Conditions assing osted Speed	Time of Crash 26 Ran off Roadway 27 Disregarded other ign 28 Disregarded Other Markings 29 Over-Correcting/Ou Steering 30 Swerved or Avoided o Wind, Slippery Surfa Diject, Non-Motorist i Soadway, etc. 31 Operated MV in Err Reckless or Aggressive 77 Other Contributing	Road / Apparently Normal 1 3 Asperently Normal 3 3 Asleep or Fatigued 5 Ill (sick) or Fainted 6 Seizure, Epilepsy, Blackout 7 Physically Impaired 8 Emotional (depression, angry, disturbed, etc.) 9 Under the Influence of Medications/Drugs/Alcohol 77 Other, Explain in Narrative
4 Trees/ Motor Vehicl Seat 1 Left 1 2 Middle 22 3 Right 3 77 Other 4 (explain in 77	Crops/B le Sea Row Front Second Third Fourth	Ushes 8 Fo DRIVER OF ting Position: 0 Other 1 Not Applic: 2 Sleeper Set 3 Other Enci- 4 Unenclose: 80 5 Trailing Ib	LOCATION: SEAT ROW C (LOC) / / / (LOC) / / / / able / / / / / stion of Truck Cab /	Ejection (EJEC Ejection (EJEC 1 Not Ejected 2 Ejected, Partia 3 Ejected, Partia 88 Unknown	liy / 1 Not 2 Not 3 Dep 4 Dep	t 2 No 3 No 2 No 3 No 5 Deploy	Applicable 1 Not Applicable (RS) 1 Not Applicable 2 None Used - Motor Vehicle Occupant 3 Shoulder and Lap Belt Used 4 Shoulder Belt Only Used 6 Restraint Used - Type Unknown 7 Child Restraint System - Rear Facing 9 Booster Seat
1 Pedest 2 Other building, 3 Bicyclis 6 Other 5 Occup: (parked, 6 Occup: Transpor 7 Unkno Safety 1 None	rian Pedestri skater, st Cyclist ant of M etc.) ant of a rtation E wn Type	of Non-Motorist pment 5 Lighting	rson in a ance, etc.) Transport Non-Motor Ist	oadside ist Actions/Circur 1 No Improper Actio 2 Dart/Dash 3 Failure to Yield Rig 4 Failure to Obey Tra	ne of Crash 8 Sidewalk 9 Median/Crossir 10 Driveway Acce 11 Shared Use Pa 12 Non-Trafficwa 77 Other, Explain 88 Unknown nstances n t-of-Way ffic Signs,	th or Trail y Area 1 Cross in Narrative 2 Waiti 3 Walki Roadw adjacer 4 Walki Roadw adjacer	Action Prior to Crash S Walking/Cycling on Sidewalk 6 In Roadway Other (working, playing, etc.) 7 Adjacent to Roadway (e.g., shoulder, median) 9 Working in Traffic (in or nt to travel lane) 9 Korking in School (K-12) 9 Working in Trafficway 10 None 77 Other, Explain in Narrative 88 Unknown
2 Helmet 3 Protective Pads (elbows, knees, sh 4 Reflective Clothi backpack, etc.)	ins, etc.			Signals, or Officer 5 In Roadway Improg lying, working, playir 6 Disabled Vehicle Ro on, pushing, leaving/ ALCOHOL/DR	perly (standing, V lg) 8 elated (working 9 approaching) lig	Entering/Exiting Park ehicle Inattentive (talking, e Not Visible (dark cloth ghting, etc.)	11 Improper Passing
SUSPECTED ALCOHOL USE: 1 No 2 Yes 88 Unknown SOURCE OF TRANSI 1 Not Transported 2 EMS 3 Law Enfo 77 Other, Explain in	PORT TC	t	2 Breath 3 Urine 77 Other, Explain in Narrative	HOL RESULT: / Inpleted known		BRUG TESTI 1 Test Not G 2 Test Refus 3 Test Given 88 Unknown	iven / 1 Blood ad / 3 Urine / 2 Negative 77 Other, / 3 Pending /
PERSON # VEHICLE	# NAM			ADDITIONAL PA	DATE OF BIRTH	INJ SE	X LOC: S R O EJECT HU EP ABD RS
		URRENT ADDRESS	UNKNOWN (Number and Street)		UNK CITY & STATE		ZIP CODE
SOURCE OF TRANS	PORT TO	MEDICAL FACILIT	EMS AGENCY NAME		OWN EM5 RUN NUMBER		MEDICAL FACILITY TRANSPORTED TO
2 EMS 3 Law Enfo 77 Other, Explain in PERSON # VEHICLE) Narrati	ve 88 Unknown		1	DATE OF BIRTH		LOC: S R O EJECT HU EP ABD RS
			(Number and Street)		CITY & STATE		ZIP CODE
				/			
SOURCE OF TRANS 1 Not Transported 2 EMS 3 Law Enfo 77 Other, Explain in	rcemen	t			EMS RUN NUMBER	/	MEDICAL FACILITY TRANSPORTED TO
						· · · · · · · · · · · · · · · · · · ·	

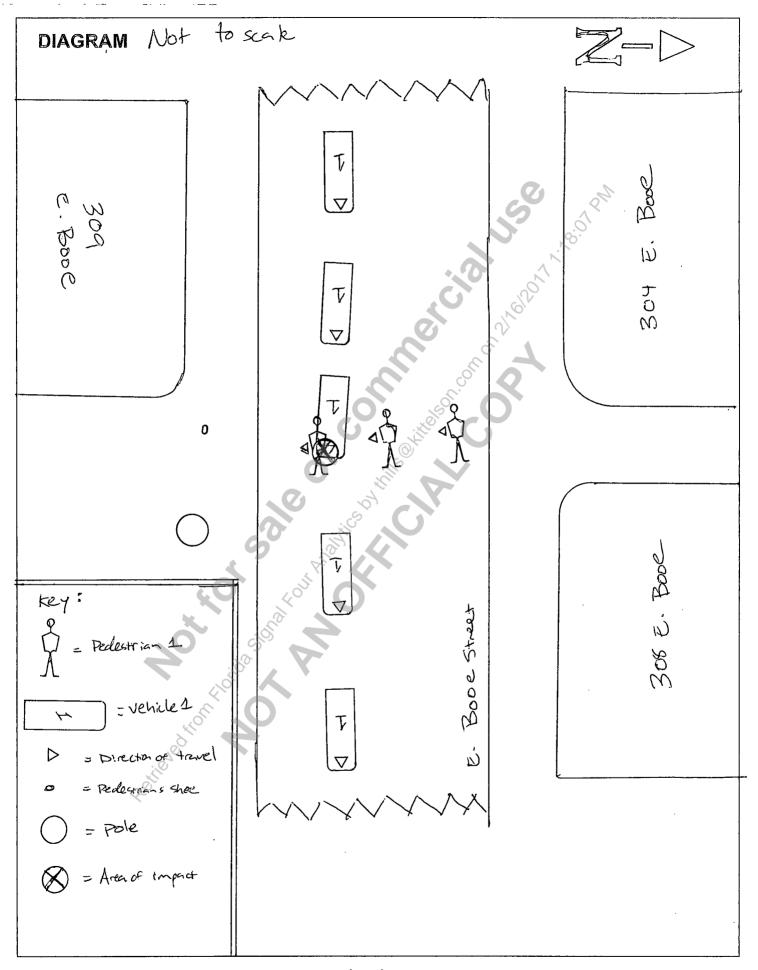
		REPORTING AGENCY CASE NUMBER	HSMV CRASH REP	ORT NUMBER
PERSON # 2		11-11279	82 52	24264
1 Driver 2 Non-Motorist 3 Passenger 2 . NAME	BRENNA KATHL		PHONE NUMBER (386) 338-	-2832 Check if Recommend Driver Re-exam
CURRENT ADDRESS (Numb	,		COAST, FL	ZIP CODE 32137
DATE OF BIRTH	VER LICENSE NUMBER	STATE EXPIRES	INJURY SEVERITY (INJ)	
10/18/1992	C655-071-92-87	8-0 FL 201	2 Possible 5	Incapacitating Fatal (within 30 days) Non-Traffic Fatality
Oriver Distracted By 4 Other (explain Sexterna Communication Sexterna	Iorsements 1st 1 No Con Endorsement / 2 Operat r Inside the Vehicle n in narrative) nal Distraction e the vehicle, explain ative) 2nd 1 No Con 2 Operat Negligen 3 Failed 10 Follow 10 Follow 10 Follow 11 Ran R 1 Or Follow 13 Ran Si 12 Drove 13 Ran Si 15 Impro ng 15 Timpro 15 Impro ng 17 Excee 21 Wron 25 Failed 25 Failed	Driver's Actions at Time of 6 tributing Action ed MV in Careless or t Manner o Yield Right-of- Way er Backing er Jurn do Closely do Gast for Conditions op Sign per Passing ded Posted Speed g Side of Wrong Way to Keep in Proper Lane	oadway 3rd led other Traffic led Other Road recting/Over- or Avoided : Due opery Surface, MV, / Motorist in c. MV in Erratic, Aggressive Manner ntributing Action	Condition At Time of Crash 1 Apparently Normal 3 Asleep or Fatigued 5 III (sick) or Fainted 6 Seizure, Epilepsy, Blackout 7 Physically Impaired 8 Emotional (depression, angry, disturbed, etc.) 9 Under the Influence of Medications/Drugs/Alcohol 77 Other, Explain in Narrative 88 Unknown
A Trees/Crops/Bushes A Trees/Crops/Bushes B Fog DRIVER OR PASS Motor Vehicle Seating Position: Left 1 Front 1 Not Applicable 2 Middle 2 Second 2 Sleeper Section of 3 Right 3 Third 3 Other Closed Car 77 Other 4 Fourth 4 Unenclosed Car	Fixed Object 10 Glare phoards 77 All Other, Explain in Narrative ENGER DOCATION: SEAT ROW OTHER (LOC) / / / /	Helmet Use (HU) 1 DOT-Compliant Motorcycle Helmet 2 Other Helmet 3 No Helmet JECT) Air Bag Deployed (ABD) 1 Not Applicable	S Deployed-Other (knee, air belt, etc.) 6 Deployed- Combination 7 Child	Restraint Systems (RS) Applicable e Used - Motor Vehicle Occupant JIder and Lap Belt Used JIder Belt Only Used Belt Only Used raint Used - Type Unknown Aestraint System - Forward Facing
(explain in 77 Other Row 5 Trailing Unit narrative) 88 Unknown 6 Riding on Motor V 88 Unknown trailing unit) 88 Unknown	/ehicle Exterior (non- 4)2 Ejected, 3 Ejected, 4 Not Appl 88 Unknov	Partially 3 Deployed-Front icable 4 Deployed-Side	88 Deployment 9 Boos Unknown 10 Chi	d Restraint System - Rear Facing ster Seat Id Restraint Type Unknown ner, Explain in Narrative
Non-Motorist Description Dedestrian Other Pedestrian (wheelchair, person in building, skater, pedestrian conveyance, e 3 Bicyclist 5 Occupant of Motor Vehicle Not in Transp (parked, etc.) 6 Occupant of a Non-Motor Vehicle Transportation Device 7 Unknown Type of Non-Motorist Safety Equipment 1 None 2 Helmet 6 Not Applicable 77 Other, Explain (elbows, knees, shins, etc.) in Narrative 4 Reflective Clothing (jacket, 88 Unknown	ttc.) port 3 Intersection – Other 4 Midblock – Marked Crosswall 5 Travel Lane – Other Location 6 Bicycle Lane 7 Shoulder/Roadside Non-Motorist Actions/Ci 1 st 1 No Improper 1 st 1 No Improper 2 Dart/Dash 3 Failure to Yie 4 Failure to Yie 5 In Roadway Ii ying, working,	ralk 8 Sidewalk swalk 9 Median/Crossing Island 10 Driveway Access 11 Shared-Use Path or Trail 12 Non-Trafficway Area 77 Other, Explain in Narrative 88 Unknown rcumstances Action Id Right-of-Way ay Traffic Signs, Fer 7 Entering/Ex Paring 8 Inattentive 8 Inattentive	1 Crossing Roadway 2 Waiting to Cross Roadway 3 Walking/Cycling Along Roadway with Traffic (in or adjacent to travel lane) 4 Walking/Cycling Along Roadway Against Traffic (in or adjacent to travel lane) iting Parked/Standing (talking, eating, etc) 12 W	9 Working in Trafficway (incident response) 10 None 77 Other, Explain in Narrative
backpack, etc.)	on, pushing, lea	L/DRUG/EMS	88 U	nknown
ALCOHOL USE: 1 No 2 Yes 88 Unknown 1 Test Not Given 2 Test Refused 3 Test Given 88 Unknown, if Tested 77	LCOHOL TEST TYPE: ALCOHOL Blood TEST RESULT: Breath I Pending 2 Completed 88 Unknown arrative	BAC SUSPECTED DRUG USE: 1 No 2 Yes 1 DRUG USE: 1 1 3 T	Test Not Given Test Refused Test Given	2 Negative /
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown		EM5 RUN NUMBER	MEDICAL FACILITY 1	IRANSPORTED TO FHF
PERSON # VEHICLE # NAME	T	DATE OF BIRTH	INJ SEX LOC: S R O	
CURRENT ADDRESS (Numb	er and Street}	CITY & STATE		ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS AGENCY NAME OR ID	EMS RUN NUMBER	MEDICAL FACILITY T	RANSPORTED TO
PERSON # VEHICLE # NAME	/	DATE OF BIRTH	INJ SEX LOC: S R O	EJECT HU EP ABD RS
CURRENT ADDRESS (Numb	er and Street)	CITY & STATE	<u> </u>	ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY	EMS AGENCY NAME OR ID	EMS RUN NUMBER	MEDICAL FACILITY T	RANSPORTED TO
2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown		/		<u> </u>

REPORTING AGENCY CASE NUMBER	HSMV CRASH REPORT NUMBER
11-11279	82524264

On the above date/time, this officer, Ofc. Hristakopoulos, was dispatched to the 300 block of East Booe Street. regarding a hit and run. Upon arrival, this officer observed a white adult female laying in the roadway on her right side (see diagram). The female was later identified as Brenna Cronin. Ms. Cronin was surrounded by people upon this officers arrival. This officer spoke to Ms. Cronin, who was disoriented, but conscious. Ms. Cronin stated that she was unable to move her arms or legs, and stated she was in a lot of pain. This officer spoke to Ms. Cronin in an attemot to keep her conscious until med. rescue could arrive on scene. While this officer spoke to Ms. Cronin, this officer could overhear people in the crowd stating things such as, "she got hit hard", and "she went flying up in the air." This officer advised Ofc. Chewning to gather names of any witnesses. Ofc. Chewning advised that a woman who did not identify herself, stated that the vehicle was possibly a green Ford Escort. Ofc. Chewning also spoke with Capers McClendon, who initially stated he had observed the crash, but immediately after, recanted, saving he did not know what happened. By the time that the ambulance arrived on scene and transported Ms. Cronin to FHF. the crowd had left, and there were no cooperative witnesses. This officer did speak to a friend of Ms. Cronin's, Mr. Jarrod Eden. Mr. Eden stated that he was in his vehicle, at the intersection of E. Booe and S. Pine, and observed a small blue vehicle heading East from US1, strike Ms. Cronin, and continue Eastbound. Mr. Eden advised he did not get a good look at the vehicle, and was unable to identify the driver, or the make/model of the vehicle. This officer made contact with Ms. Cronin at FHF, where she appeared to be more well oriented. Ms. Cronin stated that she was walking across Booe Street, from North to South, in front of 306 E. Booe Street, when a vehicle came "out of nowhere", striking the right side of her body, and throwing her into the air. Ms. Cronin advised that she landed on her right side, facing South, which is the position this officer located her in. Ms. Cronin advised she could not recall what type of vehicle had struck her. There was no debris in the roadway where Ms. Cronin was struck. This officer was unable to determine if the suspect vehicle had attempted to brake prior to striking Ms. Cronin. FHF staff GOR ANICOVINIE advised Ms. Cronin that she had not suffered any fractures in the crash. This officer was unable to locate the suspect vehicle. No further information at this time.

ADDITIONAL PA	SSENGERS												
PERSON # VEHICLE	# NAME		DA	TE OF BIRTH	INI	SEX	LOC: S	RO	EJECT	HU	EP .	ABD	RS
				/	' /	/ /	/	11	/	/	/	/	/
	CURRENT ADDRESS (Number	and Street)		CITY & STATE					ZIP	CODE			
		S											
SOURCE OF TRANSP 1 Not Transported 2 EMS 3 Law Enfor	ORT TO MEDICAL FACILITY	EMS AGENCY NAME OR ID	E	MS RUN NUM	IBER		MEC	ICAL FACI	LITY TRA	NSPOR'	TED TO	1	
77 Other, Explain in	Narrative 88 Unknown												
PERSON # VEHICLE	# NAME		D	ATE OF BIRTH	INJ	SEX	LOC: S	RO	EJECT	HU	EP .	ABD	RS
	6			1	/ /	' /	//	/ / /	/	/	/	/	/
	CURRENT ADDRESS (Number	and Street)		CITY & STATE					ZIP	CODE			
	NO NO												
1 Not Transported 2 EMS 3 Law Enfor 77 Other, Explain in	Narrative 88 Unknown	EMS AGENCY NAME OR ID	EI /	MS RUN NUM	IBER		MED	ICAL FACI	LITY TRA	NSPOR	TED TO		
ADDITIONAL V													
PERSON #	NAME OF VIOLA	TOR	FL STATUTE NUMB	BER		CHARG				CIT.	ATION	NUMB	ER
PERSON #	NAME OF VIOLA	TOR	FL STATUTE NUMB	BER		CHARG				CIT	ATION	NUMB	ER
REPORTING OF													
ID/BADGE NUMBER					DEPARTMENT					FHP	SO F	TO OT	HER
5059		Ofc. Hristakopoulo)S		Bunnell I	Polic	e Dep	artme			Ĩ	X][<u> </u>

HSMV 90010 S (N/D) (rev 10/10)



Page 6 of 6

FLORID/	A TRAFFIC	CRASH F	REPOR	Т					
	ORT FORM					TOTAL # OF V	EHICLE SEC	TION(S)	1
MAIL TO: DEPARTME		AY SAFETY & I	MOTOR V	EHICLES		TOTAL # OF PI	ERSON SEC	TION(S) 2	2
		EIL KIRKMAN	BUILDING			TOTAL # OF N	ARRATIVE	SECTION(S)	1
	LLAHASSEE, F								
CRASH DATE TIM 08/15/12	e of crash 6:50PM	DATE OF REPORT 08/15/1		ORTING AGENCY C	ASE NUMBER 2-10459			4315	
CRASH IDENTIFIERS	0.001		- <u> </u>		- 10100		24 79	4313	
COUNTY CODE CITY CODE CO			PLACE OR C	CITY OF CRASH					TIME DISPATCHED
61 30			PEASON /If Inv	Bun estigation NOT Com				6:55PM	6:56 PM
7:01PM				catigation not con	piece)	6			d By: 1 Motorist Inforcement
ROADWAY INFORMATI		NLY 1 OF 4 OPTIC	ONS)						
CRASH OCCURRED ON STREET,	ROAD, HIGHWAY				AT STREE	T ADDRESS #		TITUDE AND	LONGITUDE
FEET MILES	NSEW	AT / FROM 1	NTERSECTION	WITH STREET, ROA			<u></u>	OPE	ROM MILEPOST #
				E. Moody Bi		1	2	4	NOW WILLY UST #
Road System		orest Road Private Roadway		Type of Shou			e of Interse	ction 5 Traffic Circle	2
2 2 U.S. 5	Local 9 F Turnpike/Toll 77	Parking Lot Other, Explain in	1	1 Paved 2 Unpaved		2 1 Not at 2 Four-W 3 T-Inter	Intersection /ay Intersection section	6 Roundabout 7 Five-Point, c	t or More
CRASH INFORMATION (Na	rrative		3 Curb		4 Y-Inter		// Uther, Exp	lain in Narrative
Light Condition		Weather Cor	dition R	oadway Surfac	e Condition	School Bus Rel	atod	Manner of Colli	cion/Impost
	Dark-Not Lighted	4 Fog, Smo 5 Sleet/Hai	g, Smoke		, Dirt, Gravel	1 No 2 Yes, Schoo		<u> </u>	
J 3 Dawn Lig 4 Dark-Lighted 77	hting Other, Explain in	Example 2 Freezing Rates 6 Blowing Street	in and, Soil,	Z 7 Sand 8 Wat	er (standing/	1 Directly Invo	olved 🔿	6 Rear to S	
	Unknown	Clear 7 Severe Cr Cloudy 77 Other, E	volain in	4 YV CL in Mar	ier, Explain	Indirectly In	volved 1 Front 2 Front	to Rear to Front 77 Other, 88 Unknow	Rear Explain in Narrative vn
First Hormful Fuent		Narrative		4 ice/ Prost 88 Un	known		3 Angle		
First Harmful Event	Non-Collision 1 Overturn/Rollov 2 Fire/Explosion	er 10 Pedest	lon-Fixed O rian	19 impac	Collision with at Attenuator/Cras	h 30 Concrete Traf	fic Barrier	First Harmful E	
10	3 Immersion 4 Jackknife	11 Pedalo 12 Railway engine)	ycle y Vehicle (traii	Cushion 1, 20 Bridge 21 Bridge	e Overhead Struct	31 Other Traffic ure 32 Tree (standin 33 Utility Pole/Li	Barrier g) ght Support		Koadway
First Harmful Event	5 Cargo/Equipmen Loss or Shift	nt 13 Animal 14 Motor	Vehicle in Trai	nsport C23 Culve	e Rail	34 Traffic Sign St 35 Traffic Signal	support Support	4 Med 6 Gor	dian e
within Interchange	6 Fell/Jumped Fro Motor Vehicle 7 Thrown or Fallin	16 Work 7	Motor Vehicle one/Mainten			36 Other Post, Pi 37 Fence	ole or Support	8 In P	arator arking Lane or Zone
2 Yes 88 Unknown	Object 8 Ran into Water/	17 Struck Canal Cargo	By Falling, Shil	fting 27 Guard 28 Guard	Irail Face Irail End	38 Mailbox 39 Other Fixed C building, tunnel,	bject (wall, etc.)	10 Ro	side Right-of-way adside known
First Harmful F	9 Other Non-Collis	10 Otilei 1	Non-Fixed Obj	ect 29 Cable ributing Circum				buting Circums	tancoc:
Jun	ction Railway Grade Cross				9 Worn, Trave	I-Polished Surface	Contra	Environment	lances:
	4 Entrance/Exit Ram 5 Crossover - Related	0	N N		icy, snow, slush 11 Obstruction		1		
2 Intersection 1	5 Shared-Use Path o 7 Acceleration/Dece	eration Lane	None Work Zone (co	instruction/	12 Debris 13 Traffic Cont	trol Device			<u></u>
4 Driveway/Alley Access 7	B Through Roadway 7 Other, Explain in N 8 Unknown	arrative 📫 🍊 S	aintenance/ut Shoulders (nor Rut, Holes, Bu	ne, low, soft, high)	14 Non-Highwa 77 Other, Expla 88 Unknown	issing or Obscured ay Work ain in Narrative	2 Weather Co 3 Physical Ob 4 Glare	onditions 77 Otl struction(s) Narrat	nal(s) in Roadway her, Explain in tive known
Work Zone Related		Nork Zone ore the First Work Zor		• of Work Zone		Workers in Wo	ork Zone	Law Enforce	
1 2 Yes 88 Unknown	Warni 2 Adva	ng Sign ance Warning Area	""	2 Lane Closure 2 Lane Shift/Cro 3 Work on Shou		1 No 2 Yes 88 Unk	nown	Work Z	
LI	4 Acti	sition Area vity Area		4 Intermittent o 77 Other, Explai	r Moving Work			3 Law En	Present forcement Vehicle
WITNESSES	5 Tern	nination Area						Only Pre	sent
NAME	10		DRESS			CITY & STATE			ZIP CODE
Sylvia Denise	Dozier			dy Blvd.		Bunne	ll, Fl		32110
NAME	8	AD	DRESS			CITY & STATE			ZIP CODE
NAME		۸n	DRESS			CITY & STATE			710.005
· · · · · · · · · · · · · · · · · · ·						CITE DE STATE			ZIP CODE
NON VEHICLE PROPERT	DAMAGE								
VEHICLE # PERSON # PROPERT		THAN VEHICLE ES		OWNER'S NAME	(Check if Busine	ss) ADDRESS		CITY & STATE	ZIP CODE
VEHICLE # PERSON # PROPERT	Y DAMAGE – OTHER	THAN VEHICLE EST		OWNER'S NAME	(Check if Busine	ss) ADDRESS		CITY & STATE	ZIP CODE

A Construction of the second sec	REPORTING AG	ENCY CASE NUMBER HSMV CRASH REPO	
VEHICLE # 1 Check if Comme	rotal'	2-10459 8252	
1 Vehicle in Transport	STATE REGISTRATION EXPIRES		
2 Parked Motor Vehicle L99-8TY	FL 04/04/2014	Artisv21E7	7KU103181
Hit and Run YEAR MAKE	MODEL STYLE		IST AMOUNT
2 Yes 88 Unknown 1989 Toyota	Camery 4	Maroon ^{1 Disabling} 4 Minor ^{2 Functional} 88 Unkr ^{3 None}	^{nown} 2 No Damage
	ANCE POLICY NUMBER Towed du		······································
ARTISAN AND TRUCKERS CASUALTY COMPANY	20081837 1 No 2 Ye	S 1 Owner	1 Rotation 2 Owner Request 3 Driver 4 Other, Explain in Narrative
NAME OF VEHICLE OWNER (Check if Business)	CURRENT ADDRESS	CITY & STATE	ZIP CODE
	e Disston Dr.		32110
TRAILER # LICENSE NUMBER STATE REGISTRATION EXPIRES	Check if Permanent VIN Registration	YEAR MAKE	LENGTH AXLES
7 TRAILER # LICENSE NUMBER STATE REGISTRATION EXPIRES		S S	
TRAILER # LICENSE NUMBER STATE REGISTRATION EXPIRES	Check if Permanent VIN Registration	YEAR	LENGTH AXLES
VEHICLE N S E W Off-Road Unknown			
	ON STREET, ROAD, HIGH		
HAZ. MAT. RELEASED HAZ. MAT PLACARD HAZ MAT NU		Area of Initial Impact	35 2
2 Yes 2 Yes	MAL MAL CLASS		Most Damaged Area
88 Unknown 88 Unknown MOTOR CARRIER NAME	US DOT NUMBER	1 15 15 17 8 19 Overturn 1	
		20 Windshield 2 14 13 12 11 10 21 Trailer 2	
MOTOR CARRIER ADDRESS	CITY & STATE	ZIP CODE	14 13 12 11 10 9 PHONE NUMBER
		CO CO	
Vehicle Body Type	Trafficway	Commercial Motor Vehi	icle Configuration
15 Low Speed Vehicle 16 (Sport) Utility Vehicle 17 Cargo Van (10,000 lbs 3	1 Two-Way, Not Divided 2 Two-Way, Not Divided, with a Continuous Left Turn Lane	Vehicle 10,000 lbc or loss Discardod 9 Tr	actor/Triala
(4,536 kg) or less)	3 Two-Waγ, Divided, Unprotected	2 Single-Unit Truck (2-axle and GVWR kg), more than 10,000 lbs (4,536 kg)) 10 E 3 Single-Unit Truck (3 or more axles) occu	uck more than 10,000 lbs (4,536 Cannot Classify Bus/Large Van (seats for 9-15
2 Passenger Van 19 Other Light Trucks (10,000 lbs 2 Dickup (4,536 kg) or less)	4 Two-Way, Divided, Positive Median	4 Truck Pulling Trailer(s) 11 E	upants, including driver) Bus (seats for more than 15 Upants, including driver)
8 Bus 10,000 lbs (4,536 kg))	5 One-Way Trafficway 88 Unknown Trailer Ty	6 Truck Tractor/Semi-Trailer 77 C	Other, Explain in Narrative
11 Motorcycle 21 Farm Labor Vehicle Tr 12 Moped 77 Other, Explain in Narrative Tr 13 All Terrain Vehicle (ATV) 88 Unknown Tr	AILER 1 TRAILER 2 1 Single Semi Tra 2 Tandem Semi T	iler railer 8 Pole Trailer Cargo Body	
Comm/Non-Commercial	A Saddle Mount/ 5 Boat Trailer	9 Towed Vehicle Trailer 10 Auto Transport 77 Other, Explain in 1 3 Van/Enclo 4 Hopper 5 Pole-Traile	14 Vehicle Towing
1 Interstate Carrier 2 Intrastate Carrier	6 Utility Trailer 7 House Trailer	Narrative 6 Cargo Tan 88 Unknown 1 No Cargo 7 Flatbed	
3 Not in Commerce/Government 4 Not in Commerce/Other Truck		2 Bus 8 Dump	4.536kg) or less not i
Most Harmful Event Non-Collision	GVWR/GCWR 2 10,00 3 More	00 lbs (4,536 kg) or less 1226,000 lbs (4,536-11,793 kg) 11 dauto Trai 11 dauto Trai 11 dauto arbitrary 11 dauto arbitrary 11 dauto arbitrary 12 log 13 log 14 log 14 log 15 log 16 log 17 log 17 log 17 log 18 log 19 log 10 Auto Trai 10 log 10	Refuse Narrative
10 2 Fire/Explosion L	Collision with Non-Fixed Object		88 Unknown
5 Cargo/Equipment Loss or Shift	10 Pedestrian 11 Pedalcycle	19 Impact Attenuator/Crash Cushion 30 Concrete Traf	fic Barrier Energency
6 Fell/Jumped From Motor Vehicle 7 Thrown or Falling Object 1st 2nd 8 Ran into Water/ Canal	12 Railway Vehicle (train, engine) 13 Animal	20 Bridge Overhead Structure 31 Other Traffic 21 Bridge Pier for Support 32 Tree (standing 22 Bridge Rail 33 Utility Pole/Li 23 Culvert 34 Traffic Sign Su 24 Curb 35 Traffic Sign Su 25 Ditch 36 Other Post, Pol	g) ght Support
9 Other Non-Collision	14 Motor Vehicle in Transport 15 Parked Motor Vehicle	23 Culvert 34 Traffic Sign Su 24 Curb 35 Traffic Signal	ipport 1
Ard Ath I (40-46 Sequence of Events only) 40 Equipment Failure (blown tire, brake failure, etc.)	16 Work Zone/Maintenance Equipment 17 Struck By Falling, Shifting Cargo or	26 Embankment 37 Fence	ole, or Support 1 No 2 Yes
3rd 4th 41 Separation of Units 42 Ran Off Roadway, Right 43 Ran Off Roadway, Left	17 Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	27 Guardrail Face 38 Mailbox 28 Guardrail End 39 Other Fixed O building, tunnel,	biect (wall. 88 Unknown
44 Cross Median Ve	18 Other Non-Fixed Object hicle Maneuver Action		
45 Cross Centerline	Straight Ahead Turning Left 13 Stopped in Traffic 14 Slowing	Traffic Control Device For Vehic	le Defects
1 Level Roadway Alignment 1 4	furning Right 15 Negotiating a Curv	e 1 8 Flashing Signal 1	
A Downhill 1 Straight 8	Parked 17 Entering Traffic Lar	Device 1 None	12 Suspension 13 Wheels
	Making U-Turn Narrative Overtaking/ 88 Unknown	1 No Controls 10 Person (including 4 School Zone Sign/Flagman, Officer, Device Guard, etc.) 4 Lights 5 Traffic Control 13 Warning Sign 5 to 5 t	Windshield
Special Function 2 No Special Function 9 Ambul 2 Farm Vehicle 10 Fire	ance 14 Intercity Bus	// Utner, Explain in 1 0 Steelin	ail) 16 Truck Coupling/ ng Trailer Hitch/
I OT WOTOR VENICIE 3 Police 11 Farm	Labor Transport 16 Shuttle Bus	6 Stop Sign Narrative 7 Wiper 7 Yield Sign 88 Unknown 9 Exhau	s Safety Chains st System 77 Other, Explain in
	it/Commuter Bus 88 Unknown	10 Body 11 Powe	Doors Narrative
PERSON # NAME OF VIOLATOR			
	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER	CHAPCE	
		CHARGE	CITATION NUMBER
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

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	BE BUILD BE BUILD BE	PORTING AGENCY CASE NUME		H REPORT NUMBER
PERSON # 1		12-10459		52415
1 Driver 2 Non-Motorist 3 Passenger	Steven M. L	.vnn Jr	PHONE NU	MBER Check if Recommend
CURRENT ADDRESS (Number		CITY & STATE		ZIP CODE
870 Lake Dis			unnell, Fl	32110
04/04/86	LICENSE NUMBER L500-793-86-124-(s INJURY SEVERITY 1 None 2 Possible 3 Non-incapacitati	4 Incapacitating S Fatal (within 30 days)
DL Type Required Endor		VER river's Actions at Time	of Crash	
1A 2B 3C 4 D/Chauffeur 5 E/Operator 6 E/Oper - Rest 7 None Driver Distracted By 1 Not Distracted 2 Electronic Computication	dorsement dorsement iside the Vehicle narrative) Distraction te vehicle, explain e) ive	buting Action 26 Ran To District MV in Careless or Janner 28 District Teld Right-of- Way Backing 29 Over Turn 29 Over Turn 55 Been Light 57 Conditions 05 Diset. Sign 70 Conditions 05 Diset. Sign 70 Conditions 05 Diset. Passing 31 Oper Passing 81 Oper Passing 82 Ope	off Roadway garded other Traffic garded Other Road 3- Correcting/Over- 5- 5- 7- 7- 7- 7- 7- 7- 7- 7- 7- 7	Time of Crash 1 Apparently Normal 3 Asleep or Fatigued 5 Ill (sick) or Fainted 6 Seizure, Epilepsy, Blackout 7 Physically Impaired 8 Emotional (depression, angry, disturbed, etc.) 9 Under the Influence of Medications/Drugs/Alcohol 77 Other, Explain in Narrative
1 Vision Not Obscured 5 Load on Veh	icle 9 Smoke 25 Failed to	Keep in Proper Lane	er Contributing Action DRIVER OR PASSENGI	88 Unknówn
3 Parked/Stopped Vehicle 7 Signs/Billboa 4 Trees/Crops/Bushes 8 Fog DRIVER OR PASSEN	rds 77 All Other, Explain in Narrative GER VIION: SEAT ROW OTHER C) 1 1 1 1 uck Cab Area ea cle Exterior (non- Cle Exterior (no	Aelmet Use (HU) 1 DOT-Compliant Motorcycle Helmet 2 Other Helmet Air Bag Deployed (ABD) 1 Not Applica 2 Not Deploy 3 Deployed	Eye Protection (EP) 1 Yes 2 No 3 Not Applicable 5 Deployed-Other (knee, air belt, etc.) 6 Deployed- Combination red 7 Deployed-Curtain ron 88 Deployment	3 Restraint Systems (RS) 1 Not Applicable 2 None Used - Motor Vehicle Occupant 3 Shoulder and Lap Belt Used 4 Shoulder Belt Only Used 5 Lap Belt Only Used 6 Restraint System - Forward Facing 8 Child Restraint System - Rear Facing 9 Booster Seat 10 Child Restraint Type Unknown 77 Other, Explain in Narrative
Non-Motorist Description 1 Pedestrian 2 Other Pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.) 3 Bicyclist 4 Other Cyclist 5 Occupant of Motor Vehicle Not in Transpor (parked, etc.) 6 Occupant of a Non-Motor Vehicle Transportation Device 7 Unknown Type of Non-Motorist Safety Equipment 1 None S Lighting Helmet 3 Protective Pads Used 77 Other, Explain (elbows, knees, shins, etc.) 4 Reflective Clothing (jacket, 88 Unknown backpack, etc.)	A Midblock - Marked Crosswalk 5 Travel Lane - Other Location 6 Bicycle Lane 7 Shoulder/Roadside Non-Motorist Actions/Circ 1 No Improper Act 2 Dart/Dash 3 Failure to Vield I 4 Failure to Obey 5 In Roadway Imp Ving, working, pla	B Sidewalk alk 9 Median/Crossing Island 10 Driveway Access 11 Shared-Use Path or Tr 12 Non-Trafficway Area 77 Other, Explain in Narr 88 Unknown Umstances tion tight-of-Way Traffic Signs, roperly (standing, ying) Related (working g/approaching)	d rail 1 Crossing Roadway 2 Waiting to Cross Roa 3 Walking/Cycling Alor Roadway with Traffic (adjacent to travel lane 4 Walking/Cycling Alor Roadway Against Traffi adjacent to travel lane; adjacent to travel lane; titive (talking, eating, etc) ible (dark clothing, no	1g 9 Working in Trafficway in or (incident response) 10 None 17 Other, Explain in Narrative 16 (in or 88 Unknown
SUSPECTED ALCOHOL TESTED: ALCO	HOL TEST TYPE: ALCOHOL	BAC	DRUG TESTED:	RUG TEST TYPE: DRUG TEST RESULT:
Narra	ath 1 Pending 1e 2 Completed her, Explain in 88 Unknown	DRUG USE: 1 I No 2 Yes 88 Unknown	1 Test Not Given 2 Test Refused 3 Test Given	Blood Urine 7 Other, 1 Positive 2 Negative 3 Pending 88 Unknown
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS AGENCY NAME OR ID	EMS RUN NUMBER		ILITY TRANSPORTED TO
PERSON # VEHICLE # NAME	ADDITIONAL	DATE OF BIRTH	INJ SEX LOC: S R	O EJECT HU EP ABD RS
CURRENT ADDRESS (Number a	nd Street)	CITY & STATE		ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY	EMS AGENCY NAME OR ID	EMS RUN NUMBER	MEDICAL FACI	ILITY TRANSPORTED TO
1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown		· ·		
PERSON # VEHICLE # NAME	I	DATE OF BIRTH	INJ SEX LOC: S R	O EJECT HU EP ABD RS
CURRENT ADDRESS (Number a	nd Street)	CITY & STATE		ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS AGENCY NAME OR ID	EMS RUN NUMBER	MEDICAL FACI	LITY TRANSPORTED TO

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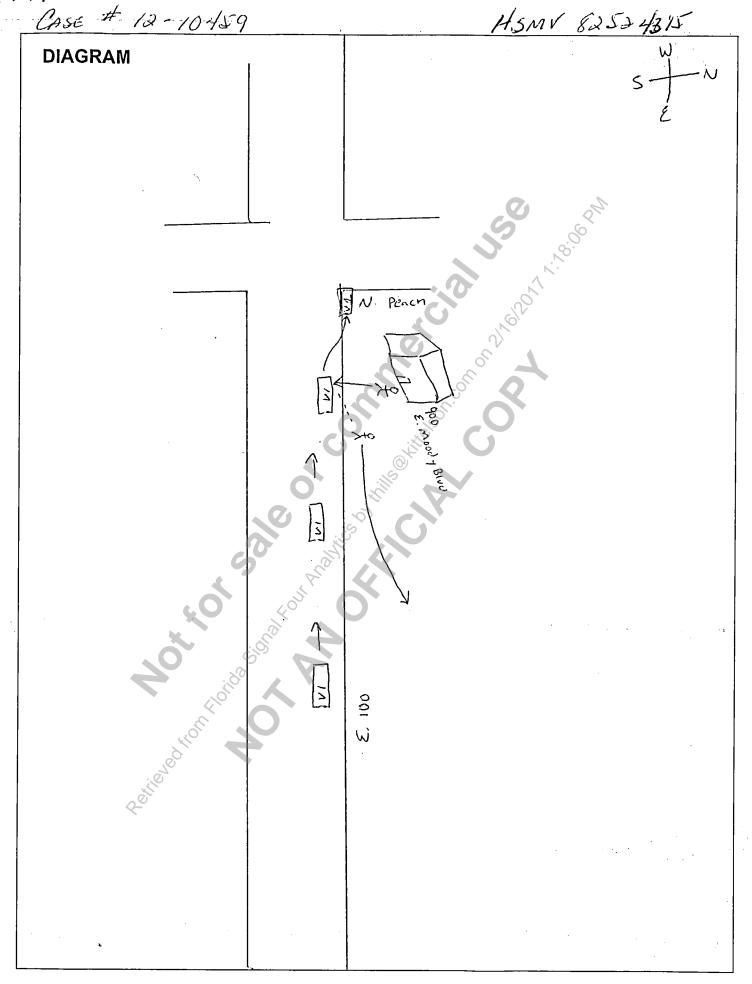
REI REI	PORTING AGENCY CASE NUMBER HSMV CRASH REPORT NUMBER
PERSON # 2	12-10459 82524315
1 Driver 2 Non-Motorist 3 Passenger 2 0 Mark Carl Du	PHONE NUMBER Check if Recommend
CURRENT ADDRESS (Number and Street)	CITY & STATE ZIP CODE
	Palm Coast, FL 32110
$09/12/65$ $\frac{1 \text{ Male}}{2 \text{ Female}}$ 1 D525-543-65-332 (D FL 09/12/11 Prossible 5 Fatal (within 30 days) 3
	VER
Image: 1 A 2 B 3 C 4 D/Chauffeur 5 E/Operator 6 E/Oper - Rest 7 None Image: 1 Yes 2 No 3 No Req. Endorsement 1st 2 No 3 No Req. Endorsement 1st 1 No Contril 2 Operated 3 Failed to Y 4 Improper 6 Improper 2 nd 5 External Distraction 1 No Contril 2 Operated 3 Failed to Y 4 Improper 1 Not Distracted 2 Electronic Communication	river's Actions at Time of Crash buting Action MV in Careless or Itianner Teld Right-of-Way Backing Turn Condition At 28 Disregarded other Traffic 28 Disregarded Other Road Markings 29 Over-Correcting/Over- tion Closely Using 10 Steering 10 Steering
3 Other Electronic Device in narrative) 13 Ran Stop (navigation device, DVD player) 6 Texting 15 Impropending Driver Vision Obstructions 88 Unknown 21 Wrong Si 1 Vision Not Obscured 5 Load on Vehicle 9 Smoke 2 Inclement Weather 6 Building/Fixed Object 10 Glare	o rasi for continuoris object Nen-Meteristin
7 3 Parked/Stopped Vehicle 4 Trees/Crops/Bushes 7 Signs/Billboards 8 Fog 77 All Other, Explain in Narrative ORIVER OR PASSENGER Motor Vehicle Seating Position: 1 Left 1 Front 2 Middle 2 Second 3 Right 1 Not Applicable 3 Other Enclosed Cargo Area 4 Unenclosed Cargo Area 77 Other Row 1 Strailing Unit 6 Riding on Motor Vehicle Exterior (non- trailing unit) Ejection (EJE 1 Not Ejected, Parked, Strailing Unit 6 Riding on Motor Vehicle Exterior (non- trailing unit)	Helmet Use (HU) Eye Protection (EP) Restraint Systems 1 DOT-Compliant Motorcycle Helmet 1 Yes (RS) 2 No 3 Not Applicable 1 Not Applicable Air Bag Deployed (ABD) 5 Deployed-Other (knee, air belt, etc.) 1 Not Applicable 1 Not Applicable 1 Not Applicable 2 None Used - Motor Vehicle Occupant 3 Not Applicable 3 Deployed-Other (knee, air belt, etc.) 3 Deployed-Curtain 2 Not Deployed-Curtain 3 Deployed-Curtain 3 Deployed-Curtain ally 1 Not Applicable 3 Deployed-Curtain 3 Deployed-Forment 8 Deployed-Curtain 9 Booster Seat
Non-Motorist Description 1 Pedestrian 2 Other Pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.) Intersection - Marked Crosswalk 3 Dicyclist Intersection - Other 4 Other Cyclist Soccupant of Motor Vehicle Not in Transport (parked, etc.) Travel Lane - Other Cher Location 6 Occupant of a Non-Motor Vehicle Transportation Device Non-Motorist Locations/Circct 7 Unknown Type of Non-Motorist 1 No Improper Act 1 None Stighting 1 No Improper Act 2 Helmet S Lighting 1 No Improper Act 3 Protective Pads Used To Other, Schlar (Device) Signals, or Officer 4 Reflective Clothing (jacket, 88 Unknown backpack, etc.) In Narrative 2 nd A Reflective Clothing (jacket, 88 Unknown backpack, etc.) Non, Notorist Location Act To Signals, or Officer	Action Prior to Crash 8 Sidewalk 8 Sidewalk alk 9 Median/Crossing Island 10 Driveway Access 11 Shared-Use Path or Trail 12 Non-Trafficway Area 77 Other, Explain in Narrative 88 Unknown JIMStances ion ion ight-of-Way raffic Signs, 7 7 7 10 10 10 10 11 12 12 12 13 14 15 16 17 18 19 10 10 11 12 13 14 15 15 16 17 18 19 19 110 111 111 111 <t< td=""></t<>
SUSPECTED ALCOHOL USE: ALCOHOL TESTED: ALCOHOL TEST TYPE: ALCOHOL TEST RESULT: ALCOHOL TEST RESULT: TEST RESULT: 1 No 2 Yes 88 Unknown 2 Test Refused 3 Test Given 88 Unknown, if Tested 1 Blood 2 Breath 3 Test Given 77 Other, Explain in Narrative TEST RESULT: 1 SOURCE OF TRANSPORT TO MEDICAL FACILITY Image: Completed of the test of te	ACUSTRET TYPE: DRUG TEST RESULT: DRUG USE: 88 1 Test Not Given 1 1 Test Not Given 1 1 Test Refused 3 2 Yes 88 Unknown if Tested 88 Unknown if Tested 88 Unknown 48 Unknown if Tested 14 Medical FACILITY TRANSPORTED TO
1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	/ FHF
PERSON # VEHICLE # NAME ADDITIONAL	
	DATE OF BIRTH INJ SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY	EMS RUN NUMBER
1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO
PERSON # VEHICLE # NAME	DATE OF BIRTH INJ SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO
HSMV 90010 S (V/P) (rev 10/10)	

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REPORTING AGENCY CASE NUMBER HSMV CRASH REPORT NUMBER NARRATIVE 12-10459 82524315

On the above date and time this officer, Wolfle, was dispatched to 900 E. Moody Blvd. in reference to a crash with injuries. Upon arrival this officer made contact with the Person 1, Steve M. Lynn who stated he was driving vehicle 1 west on E. 100. Person 1 began driving passed the 900 block of E. 100 when he saw Person 2 running towards the roadway (from the north). Person 1 stated that Person 2 never looked before running into the roadway and collided with his passenger side fender. There was no damage to Person 1's vehicle after it was hit by Person 2. Person 1 then pulled over his vehicle to see if Person 2 was alright. Before Person 2 could approach Person 2, Person 2 fled east on foot. The witness said she was sitting on the porch, at 900 E. Moody Blvd., with Person 2, drinking alcohol with him. Person 2 told the witness that he wanted to die and left the porch on foot towards the roadway. The witness said Person 2 then began to run full speed towards the roadway. When Person 2 entered the roadway he struck Person 1's vehicle. The witness stated that Person 2 fell onto the floor for about two minutes, and then fled the scene towards a vacant residence at the intersection of E. Moody Blvd. and N. Palmetto Street. This officer along with Ofc. Myers and two Flagler County Deputies canvassed the area of the residence with negative results. The residence was secured and showed no signs of a break in. Person 2 was then later located in-between N. Fig Street and N. Palmetto Street around the 300 block in the bushes. Person 2 was then transported to FHF by this officer for his injuries. While on scene it was discovered Person 2 suffered a broken left ankle.

Street and N. Palmetto Street around the 300 block injuries. While on scene it was discovered Person 2	in the bushes. P suffered a broke	Person 2 was the en left ankle.	en transported	ocated in-betw d to FHF by th	veen N. Fig is officer for his
ADDITIONAL PASSENGERS	Analytics of this	C.A.			
PERSON # VEHICLE # NAME		DF BIRTH	INJ SEX LOC: S	R O EJECT	HU EP ABD RS
CURRENT ADDRESS (Number and Street)	СП	Y & STATE		ZIP	CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS A Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS	RUN NUMBER	ME	EDICAL FACILITY TRAN	SPORTED TO
PERSON # VEHICLE # NAME	DATE	OF BIRTH	INJ SEX LOC: S	R O EJECT	HU EP ABD RS
CURRENT ADDRESS (Number and Street)	Сіт	Y & STATE	- I I	ZIP	CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain In Narrative 88 Unknown ADDITIONAL VIOLATIONS	EMS	RÜN NUMBER	ME	DICAL FACILITY TRAN	SPORTED TO
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER		CHARGE		CITATION NUMBER
PERSON # NAME OF VIOLATOR REPORTING OFFICER	FL STATUTE NUMBER		CHARGE		CITATION NUMBER
ID/BADGE NUMBER RANK & NAME 5074 Ofc. Wolfle		DEPARTMENT	Bunnell	F	



Page <u>6</u> of <u>6</u>

FLORIDA TRA	FFIC CRASH R	EPORT			
LONG FORM SHORT FO		7	TOTAL # OF VEH	HICLE SECTION(S)	_1
			TOTAL # OF PER	SON SECTION(S)	2
	RDS, NEIL KIRKMAN B SSEE, FL 32399-0537	UILDING	TOTAL # OF NA	RRATIVE SECTION(S)_1_
CRASH DATE TIME OF CRAS 10/10/12 095		REPORTING AGENCY CASE NI 2 12-13	JMBER HSMV	CRASH REPORT NUMBER	
CRASH IDENTIFIERS	4 10/10/201	2 12-13	223 <u>v</u>	123 - 73	
COUNTY CODE CITY CODE COUNTY OF		PLACE OR CITY OF CRASH Bunnell	CHECK IF V		
TIME ON SCENE TIME CLEARED S		ASON (If Investigation NOT Complete)		0304	otified By: 1 Motorist
0957 1020 ROADWAY INFORMATION (CHO	1 1	NC		2	Law Enforcement
CRASH OCCURRED ON STREET, ROAD, HIG			AT STREET ADDRESS #	AT LATITUDE AN	ID LONGITUDE
E. Moody Blvd.		•	2		
	E W 3 AT / FROM IN S. Bache	TERSECTION WITH STREET, ROAD, HIG	K KOIV	4	OR FROM MILEPOST #
Road System Identif	8 Private Roadway	Type of Shoulder	Type	of Intersection ersection 5 Traffic 6 Round	Circle
3 2 U.S. S Local 3 State 6 Turnpike/T	9 Parking Lot oll 77 Other, Explain in Narrative	1 1 Paved 2 Unpaved 3 Curb	1 3 T-Interse 4 Y-Interse	Intersection 7 Five-Po ction 77 Othe	oint, or More r, Explain in Narrative
CRASH INFORMATION (CHECK I					
Light Condition	weather Cong	Smoke Soll	ndition School Bus Relat		Collision/Impact
1 Daylight S Dark-Not Li 2 Dusk 6 Dark-Unknu 3 Dawn Lighting 77 Other, Exp	Freezing Rai	n 7 Sand	Gravel 1 2 Yes, School I Directly Involv	Bus ded 77 Sid	eswipe, Same Direction eswipe, Opposite Direction ar to Side
4 Dark-Lighted 77 Other, Exp Narrative 88 Unknown	1 Clear 7 Severe Cro 2 Cloudy 77 Other, Ex	sswinds 1 Dry moving) 77 Other, Ex	plain Indirectly Invo	lived 1 Front to Rear 7 Rea 2 Front to Front 77 O	ar to Rear ther, Explain in Narrative nknown
First Harmful Event Non-	3 Raili Narrative	4 Ice/Frost 88 Unknown		3 Angle	
1 Overt	urn/Rollover 10 Pedestri xplosion 11 Pedalcyo	an 19 Impact Atte	21 Other Traffic Ra	Barrier First Harm	i ful Event 1 On Roadway
4 Jackkr	rsion 12 Railway	Vehicle (train, 20 Bridge Over 21 Bridge Pier	head Structure 32 Tree (standing)	t Support 1	2 Off Roadway 3 Shoulder 4 Median
First Harmful Event Loss or within Interchange 6 Fell/Ju	Shift 14 Motor V	ehicle in Transport 23 Culvert Notor Vehicle 24 Curb ne/Maintenance 25 Ditch	35 Traffic Signal Su 36 Other Post, Pole	pport	6 Gore 7 Separator
1 No 7 Throw 2 Yes Object 88 Unknown 8 Ran in	n or Falling Equipment 17 Struck B to Water/Canal Cargo	ne/Maintenance 25 Ditch 26 Embankmer 27 Guardrail Fa 28 Guardrail Er 29 Cable Barrie	nce 39 Other Fixed Obj nd building, tunnel, et	ect (wall,	8 In Parking Lane or Zone 9 Outside Right-of-way 10 Roadside 88 Unknown
First Harmful Event Re		Contributing Circumstan	ces: Road	Contributing Circ	
Junction S Railway G 14 Entrance	rade Crossing /Exit Ramp		Norn, Travel-Polished Surface Road Surface Condition (wet, , snow, slush, etc.)	Environm	ent
15 Crossove 1 Non-Junction 16 Shared-L	r - Related Jse Path or Trail	11 12	Obstruction in Roadway Debris Traffic Control Device		/
3 Intersection-Related 18 Through 4 Driveway/Alley Access 77 Other, Ex	plain in Narrative 💦 👋 6 S	intenance/utility) Ino	perative, Missing or Obscured Non-Highway Work	2 Weather Conditions	5 Animal(s) in Roadway 77 Other, Explain in
Related 88 Unknown	rash in Work Zone	ut, Holes, Bumps 77 88	Unknown	4 Glare 8	Narrative B8 Unknown
	1 Before the First Work Zone Warning Sign	Type of Work Zone	Workers in Wor		forcement in ork Zone
88 Unknown	2 Advance Warning Area 3 Transition Area 4 Activity Area	3 Work on Shoulder of 4 Intermittent or Mov	r Median / 88 Unkno ing Work	20	lo Officer Present aw Enforcement Vehicle
WITNESSES	5 Termination Area	77 Other, Explain in Na			ly Present
NAME		DRESS	CITY & STATE	· · · ·	ZIP CODE
CLARENCE A LATTIM	M	STWOOD DRIVE	PALM COA	AST FL	32164
NAME	ADI	DRESS	CITY & STATE		ZIP CODE
NAME	ADI	DRESS	CITY & STATE		ZIP CODE
NON VEHICLE PROPERTY DAMA			ck if Business) ADDRESS	CITY & S	STATE ZIP CODE
			ADDRESS ADDRESS	chras	
VEHICLE # PERSON # PROPERTY DAMAGE	E – OTHER THAN VEHICLE		eck if Business) ADDRESS	CITY &	STATE ZIP CODE

VEHICLE # 2 Check if Com	REPO	RTING AGENCY CASE NUMBER	HSMV CRASH REPORT	
		12-13229	8252	4330
1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle	FL 12/12/2		1FAFP55U43	
Hit and Run 1 No 1 No 1 No 1 No	MODEL STY		DAMAGE: 1 Disabling 4 Minor 2 Functional 88 Unknov	EST. AMOUNT
2 Yes 2003 Ford		4 door Silver	3 None	\
Southern Owners	49-046267-00	fowed due to Damage: 1 No 2 Yes 1	Driver	1 Rotation 2 Owner Request 3 Driver 4 Other, Explain in Narrative
		RESS CIT	Y & STATE	ZIP CODE
JOYCE DURRANCE WALL 2087	BLACK POINT RD			32110
1	Registration		YEAR	LENGTH AXLES
TRAILER # LICENSE NUMBER STATE REGISTRATION EXPIRE	5 Check if Permanent VIN Registration		YEAR MAKE	LENGTH AXLES
VEHICLE N S E W Off-Road Unknown	ON STREET, RO	AD, HIGHWAY	AT EST. SPEED	OSTED SPEED TOTAL LANES
	Moody Blvd.	<u> </u>	35	35 2
1 No 2 Yes 88 Unknown	NUMBER HAZ. MAT. CLASS		18 Undercarriage 18	Most Damaged Area
MOTOR CARRIER NAME	US DOT NUMBER	1 (15 (18 17	19 Overturn 19 20 Windshield 20 21 Trailer 21	1 15 18 17 8
MOTOR CARRIER ADDRESS	CITY & STATE		ZIP CODE	14 13 12 11 10 9 PHONE NUMBER
/				
Vehicle Body Type 15 Low Speed Vehicle 16 (Sport) Utility Vehicle	Trafficway 1 Two-Way, Not Divided	CC 1 Vehicle 10,000	mmercial Motor Vehicl	e Configuration
17 Cargo Van (10,000 lbs (4,536 kg) or less)	1 Two-Way, Not Divided 2 Two-Way, Not Divided, wi Continuous Left Turn Lane 3 Two-Way, Divided, Unpro (painted >4 feet) Median	ected I / more than 10,0	1aterials 9 Truc uck (2-axle and GVWR kg), Ca 00 lbs (4,536 kg)) 10 Bus	k more than 10,000 lbs (4,535 innot Classify :/Large Van (seats for 9-15
2 Passenger Van 3 Pickup (4,536 kg) or less	4 Two-Way, Divided, Positiv Barrier	e Median 4 Truck Pulling 1 5 Truck Tractor	railer(s) 11 Bus (bobtail) occupa	ants, including driver) : (seats for more than 15 ants, including driver)
7 Motor Home 20 Medium/Heavy Trucks (more than 8 Bus 10,000 lbs (4,536 kg)) 11 Motorcycle 21 Farm Labor Vehicle	88 Unknown	6 Truck Tractor/ 7 Truck Tractor/ 8 Semi Trailer	Double Truck 88 Unl	
12 Moped 77 Other, Explain in Narrative 13 All Terrain Vehicle (ATV) 88 Unknown	2 Tand 3 Tank	em Semi Trailer 8 Pole Trailer Trailer 9 Towed Vehicle le Mount/Trailer 10 Auto Transport	Cargo Body T 3 Van/Enclose 4 Hopper	d Box 13 Intermodal Container Chassis
Comm/Non-Commercial 1 Interstate Carrier	5 Boat 6 Utilit	Trailer 77 Other, Explain in Trailer Narrative	5 Pole Trailer 6 Cargo Tank	14 Vehicle Towing Another Vehicle 15 Not Applicable
3 Not in Commerce/Government 4 Not in Commerce/Other Truck	Comm	e Trailer 88 Unknown 1 10,000 lbs (4,536 kg) or less	2 Bus 8 Dump	(vehicle 10,000 lbs (4,536kg) or less not displaying HM placard)
Most Harmful Event Non-Collision	GVWR/GCWR	1 10,000 lbs (4,536 kg) or less 2 10,001-26,000 lbs (4,536-11,793 3 More than 26,000 lbs (11,793 kg) 4 ' ^oplicable	kg) 10 Auto Trans 11 Garbage/Re 12 Log	xer port efuse 88 Unknown
10 ² Fire/Explosion 3 Immersion 4 Jackknife	Collision with Non-Fixed C 10 Pedestrian	bi "ision Fixed Object	29 Cable Barrier h Cushion 30 Concrete Traffic	Emergener
S Cargo/Equipment Loss or Shift 6 Fell/Jumped From Motor Vehicle Thrown or Faling Object 1st2nd8 Ran into Water/ Canal	11 Pedalcycle 12 Railway Vehicle (train, 13 Animal	rhead Structu Support	31 Other Traffic Ba 32 Tree (standing)	
9 Other Non-Collision	14 Motor Vehicle in Tra- 15 Parked Motor Vehir 16 Work Zono (Maint	The second	32 Tree (standing) 33 Utility Pole/Ligh 34 Traffic Sign Supj 35 Traffic Signal Su 36 Other Post, Pole	port 1
3rd 4th	16 Work Zone/Maint Equipment 17 Struck By Fallin	T O	36 Other Post, Pole 37 Fence 38 Mailbox	2 Yes
/ / [40-46 Sequence of Events only] 3rd 4th 40 Equipment Failure (blown tire, brake failure, etc.) 41 Separation of Units 42 Ran Off Roadway, Right 43 Ran Off Roadway, Left 43 Ran Off Roadway, Left	Anything Set in N Vehicle 18 Other Non	S.C	Other Fixed Obj	ect (wall,
44 Cross Median 45 Cross Centerline	Vehicle Mane ² 1 Straight Ahez		> `hicle	Defects
Roadway Grade 1 Level 2 Hillcrest 1 Level 2 Hillcrest 1 Level 2 Hillcrest	3 Turning Left 4 Backing 5 Turning F	Fr 224	1, The	
3 Uphill 3 Straight 4 Downhill 1 2 Curve Right	⁴ 6 Changir 8 Parke ⁷ 10 Ma ⁷	Attenuator/Cras "rhead Structu Support Attenuator/Cras "rhead Structu Support Attenuator/Cras "rhead Structu Support Attenuator/Cras		12 Suspension 13 Wheels 14 Windows/
0-0	11 O [•] Pas	- Free	cs (۲ ار tail	Windshield head, 15 Mirrors 1) 16 Truck Coupling/
Special Function 1 No Special Function 9 Ar 2 Farm Vehicle 10 F of Motor Vehicle 3 Police 11 F	nbu' irr F	$\sim < <$	ceering Wipers J Exhaust	Trailer Hitch/ Safety Chains
7 Taxi 12 ' 8 Military 13 T		\sim	10 Body, I 11 Power	Doors Narrative
VIOLATIONS PERSON # NAME OF VIOLATOR		\sim		
				CITATION NUMBER
PERSON # NAME OF VIOLATOR	FL STATUTE N.		<u>-</u>	CITATION NUMBER
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBE	3	ARGE	CITATION NUMBER
/			_	

Page <u>2</u> of <u>6</u>

PERSON # 1	R	PORTING AGENCY CASE NUMBE	R HSMV CRASH REF	
1 Driver 2 Non-Motorist			PHONE NUMBER	Check if
2 Non-Motorist 3 Passenger CURRENT ADDRESS (Number ar	CHRISTINE	M HILL	(386)446	-1478 Recommend Driver Re-exam
11 WINTERBE	•		alm Coast	32164
02/18/1933 ^{1 Male} 2	ICENSE NUMBER H400-113-33-058-	0 FL 02-1	8-17 2 Possible	4 Incapacitating 5 Fatal (within 30 days) 2
	D	RIVER Driver's Actions at Time	3 Non-Incapacitating	5 Non-Traffic Fatality
1A 2 B 3 C 1 Yes 4 D/Chauffeur 2 No 5 E/Oper - Rest 3 No Req. Endo 7 None 2 No 1 Not Distracted 2 Electronic Communication 2 Electronic Devices (cell phone, etc.) 3 Other Tative	1st 1 No Cont vrsement 1 de the Vehicle (arrative) istraction 2nd 10 Follow 0 10 Follow 11 No Cont 10 Follow 11 No Cont 11 No Cont 12 Operate 13 Failed to 14 Imprope 15 Follow 10 Follow 11 Ran Re 12 Drovet 13 Ran Sto	tibuting Action d MV in Careless or Manner Yield Right-of-Way F Backing d too Closely d too Closely b Sign Object, N Sign 28 Disreg Markings 29 Over- Steering 30 Swerv Object, N Object, N	ff Roadway garded other Traffic garded Other Road S Correcting/Over- ved or Avoided : Due Slippery Surface, MV, Jon-Motorist in	Condition At Time of Crash 1 Apparently Normal 3 Asleep or Fatigued 5 III (sick) or Fainted 6 Seizure, Epilepsy, Blackout 7 Physically Impaired 8 Emotional (depression, angry, disturbed, etc.) 9 Under the Influence of
(navigation device, DVD player) 6 Texting 7 Inattentiv 88 Unknow	n j 21 Wrong	er Passing 31 Opera ed Posted Speed Reckless Side of Wrong Way 77 Other	ated MV in Erratic, or Aggressive Manner Contributing Action	Medications/Drugs/Alcohol 77 Other, Explain in Narrative 88 Unknown
1 Vision Not Obscured 2 Inclement Weather 3 Parked/Stopped Vehicle 4 Trees/Crops/Bushes 8 Fog	e 9 Smoke Object 10 Glare		DRIVER OR PASSENGER	
DRIVER OR PASSENG	ION: SEAT ROW OTHER / / / / k Cab Area a Ejection (E 1 Not Eject 2 Ejected, P 3 Ejected, P 4 Not Appli 88 Unknow	1 DOT-Compliant Motorcycle Helmet 3 No Helmet Air Bag Deployed (ABD) d otally artially able 1 Not Applicat 2 Not Deployed - Fr 3 Deployed - Fr 4 Deployed - Sin	2 Nor 5 Deployed-Other (knee, air belt, etc.) 6 Deployed- ble Combination 2 Nor 4 Sho 5 Lap 6 Res 6 Res 6 Res 7 Chil 8 Chil 9 Boc 0 de Unknown 10 Ch	Restraint Systems (RS) t Applicable ne Used - Motor Vehicle Occupant bulder and Lap Belt Used bulder Belt Only Used traint Used - Type Unknown Id Restraint System - Forward Facing biter System - Rear Facing syster Seat hild Restraint Type Unknown ther, Explain in Narrative
Non-Motorist Description	Non-Motorist Location At		Action Pri	ior to Crash
1 Pedestrian 2 Other Pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.) 3 Bicyclist 5 Occupant of Motor Vehicle Not in Transport (parked, etc.), 6 Occupant of a Non-Motor Vehicle Transportation Device 7 Unknown Type of Non-Motorist Safety Equipment 1 None 5 Lighting 1	1 Intersection - Marked Crosswalk 2 Intersection - Other 4 Midblock - Marked Crosswalk 5 Travel Lane 7 Shoulder/Roadside Non-Motorist Actions/Clin 1 Not Improper A 2 Dart/Dash 3 Failure to Vield 4 Failure to Other	walk 9 Median/Crossing Island 10 Driveway Access 11 Shared-Use Path or Tra 12 Non-Trafficway Area 77 Other, Explain in Narra 88 Unknown cumstances ction	ail 1 Crossing Roadway	9 Working in Trafficway (incident response) 10 None 77 Other, Explain in Narrative
2 Helmet 3 Protective Pads Used (elbows, knees, shins, etc.) 4 Reflective Clothing (jacket, 88 Unknown backpack, etc.)	2nd 5 Iving, working, p 6 Disabled Vehic on, pushing, lear	properly (standing, Vehicle laying) 8 Inattent	11 I tive (talking, eating, etc) 12 V ible (dark clothing, no 77 C	Improper Turn/Merge Improper Passing Wrong-Way Riding or Walking Other, Explain in Narrative Unknown
ALCOHOL USE: 1 No 2 Yes 1 Test Not Given 2 Test Refused 3 Test Given 3 Test Given 1 Bloo	OL TEST TYPE: ALCOHOL d th e c, Explain in ALCOHOL TEST RESULT: 1 Pending 2 Completed 8 Unknown	BAC J Z Yes BAC J NO SUSPECTED DRUG USE: 1 No 2 Yes 88 Unknown	1 Test Not Given 2 Test Refused 3 Test Given 77 Oth	e / 2 Negative / 3 Pending / 88 Unknown
1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	Flagler Fire Rescu	e EG92		transported
PERSON # VEHICLE # NAME	ADDITIONA	DATE OF BIRTH	INJ SEX LOC: S R C	D EJECT HU EP ABD RS
CURRENT ADDRESS (Number an	d Street)	CITY & STATE		ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS AGENCY NAME OR ID	EMS RUN NUMBER	MEDICAL FACILITY	TRANSPORTED TO
PERSON # VEHICLE # NAME	•	DATE OF BIRTH	INJ SEX LOC: S R C	D EJECT HU EP ABD RS
CURRENT ADDRESS (Number ar	d Street)	CITY & STATE		ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS AGENCY NAME OR ID		MEDICAL FACILITY	TRANSPORTED TO

PERSON # 2	PORTING AGENCY CASE NUMBERHSMV CRASH REPORT NUMBER12-1322982534330
1 Driver 2 Non-Motorist 3 Passenger 1 2 JOYCE DURRANC	PHONE NUMBER Check if
CURRENT ADDRESS (Number and Street)	CITY & STATE ZIP CODE
DATE OF BIRTH	STATE EXPIRES INJURY SEVERITY (INJ) 1 None 4 Incapacitating
09/24/31 ^{2 Female} 2 W420-424-31-844-	0 FL 09/24/17 ^{1 None} ^{2 Possible} ^{5 Fatal} (within 30 days) 3 Non-incapacitating ^{6 Non-Traffic Fatality}
DL Type Required Endorsements 1st 1 No Contri 1 A 2 B 3 C 4 D/Chauffeur 5 E/Operator 6 E/Operator 7 None 2 1 Yes 2 No 3 No Req. Endorsement 1 st 1 No Contri 1 Not Distracted 2 Electronic Communication 0 Evices (cell phone, etc.) 3 Other Electronic Device (navigation device, DVD player) 4 Other Inside the Vehicle (explain in narrative) 5 External Distraction (outside the vehicle, explain in narrative) 2nd 1 No Contri 2 Operated Negligent N 3 Failed to 4 Improper 1 Not Distracted 2 Electronic Device (navigation device, DVD player) 4 Other Inside the Vehicle (explain in narrative) 6 Texting 7 Inattentive 88 Unknown 2nd 1 No Contri 2 Operated Negligent N 5 External Distraction (outside the vehicle, explain in narrative) 5 Improper 1 Vision Not Obstructions 6 Texting 8 Unknown 7 Inattentive 88 Unknown 2 Stoad on Vehicle 9 Smoke	striver's Actions at Time of Crash 3rd Condition At buting Action 26 Ran off Roadway 3rd Time of Crash Anner 27 Disregarded other Traffic 1 Apparently Normal 1 Vield Right-of-Way 28 Disregarded Other Road 1 Apparently Normal 1 Backing 29 Over-Correcting/Over- 4th 1 1 1 Yeld Right of-Way 30 Swerved or Avoided : Due- 4th 1 1 1 Yeld Right 30 Swerved or Avoided : Due- 4th 1 1 1 1 Yeld Right of Wind, Slippery Surface, MV, Object, Non-Motorist in 4th 1 1 1 1 Sign Roadway, etc. 31 Operated MV in Erratic, 4th 1 9 1
ORIVER OR PASSENGER DRIVER OR PASSENGER Motor Vehicle Seating Position: LOCATION: SEAT ROW OTHER 1 Left 1 Front 1 Not Applicable 1 1 1 1 2 Middle 2 Second 2 Sleeper Section of Truck Cab Ejection (EJE Formation of Truck Cab Formation of Truck Cab Formation of Truck Cab 3 Right 3 Third 3 Other Enclosed Cargo Area 1 Not Ejected, To 1 Not Ejected, To 77 Other 4 Fourth 4 Unenclosed Cargo Area 1 Not Ejected, To 3 Ejected, To 88 Unknown 88 Unknown 6 Riding on Motor Vehicle Exterior (non-trailing unit) 88 Unknown 88 Unknown	Helmet Use (HU) Eye Protection (EP) 3 1 DOT-Compliant Motorcycle Helmet 1 Yes 2 No 3 1 Oor-Compliant Motorcycle Helmet 1 Yes 2 No 3 1 Yes 2 No 1 Not Applicable 3 No Helmet 2 4 Sbeployed 5 Deployed-Other (ABD) 1 Not Applicable 1 Not Applicable 1 Not Applicable 2 1 Not Applicable 1 Not Applicable 2 1 Not Applicable 2 1 Not Applicable 2 1 Not Applicable 2 1 Not Applicable 2 1 Not Applicable 2 1 Not Applicable 2 1 Not Applicable 3 1 Not Applicable 2 1 Not Applicable 3 1 Not Applicable 3 1 Not Applicable 4 1 Not Applicable 3 1 Not Applicable 4 1 Not Applicable 9 2 Not Deployed 9 9 9 9
Non-Motorist Description 1 Pedestrian 2 Other Pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.) 3 Bicyclist 4 Other Cyclist 5 Occupant of Motor Vehicle Not in Transport 6 Occupant of a Non-Motor Vehicle Transportation Device 7 Unknown Type of Non-Motorist Safety Equipment 1 None 2 Heimet 3 Protective Pads Used 7 Other, Spling, etc.)	k 8 Sidewalk S Walking/Cycling on Sidewalk valk 9 Median/Crossing Island Image: Cycling on Sidewalk 10 Driveway Access 11 Shared-Use Path or Trail Image: Cycling on Sidewalk 11 Shared-Use Path or Trail Image: Cycling on Sidewalk 6 In Roadway - Other (working, playing, etc.) 12 Non-Trafficway Acceas 1 Crossing Roadway 7 Adjacent to Roadway (e.g., shoulder, median) 27 Other, Explain in Narrative 2 Waiting to Cross Roadway 8 Going to or from School (K-12) 8 Unknown 3 Walking/Cycling Along 9 Working in Trafficway rtorn Adjacent to travel lane) 10 None Right-of-Way 7 Entering/Exiting Parked/Standing 10 Improper Turn/Merge rooperly (standing, 7 Entering/Exiting Parked/Standing 10 Improper Tarsing
4 Reflective Clothing (jacket, 88 Unknown backpack, etc.)	e Related (working 9 Not Visible (dark clothing, no 77 Other, Explain in Narrative
SUSPECTED ALCOHOL TESTED: ALCOHOL TEST TYPE: ALCOHOL ALCOHOL USE: 1 Test Not Given 1 Blood 1 Pending 1 Pending 2 Yes 1 3 Test Given 3 Urine 2 Completed 2 Completed 88 Unknown 88 Unknown, if Tested 77 Other, Explain in 2 Completed 38 Unknown SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 EMS AGENCY NAME OR ID 1 77 Other, Explain in Narrative 7 Image: Completed 1 2 EMS 3 Law Enforcement 7 Image: Completed 1	BAC DRUG TESTED: DRUG USE: 1 No 2 Yes DRUG TESTED: 1 Test Not Given 2 Test Refued 3 Test Given 88 Unknown DRUG TEST TYPE: 1 Blood 3 Test Refued 3 Test Given 88 Unknown, if Tested DRUG TEST RESULT: 1 Blood 77 Other, Explain in Narrative 88 Unknown EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO
	PASSENGERS INJ SEX LOC: S R O EJECT HU EP ABD RS CITY & STATE ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown PERSON # VEHICLE # NAME	/ EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO DATE OF BIRTH INJ SEX LOC: 5 R O O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO

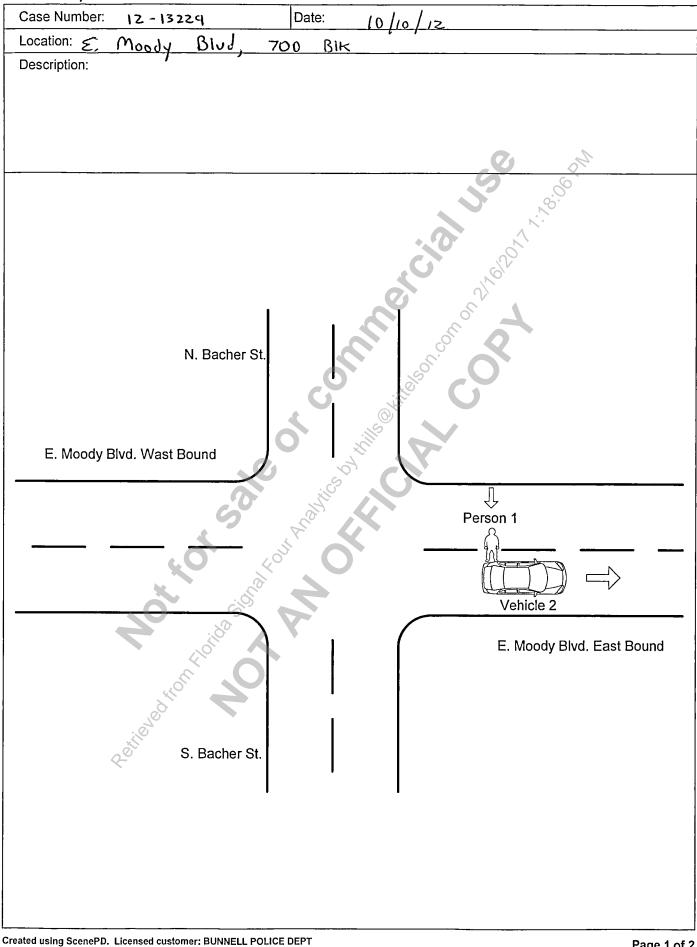
,

REPORTING AGENCY CASE NUMBER	HSMV CRASH REPORT NUMBER
12-13229	82524330

On Wednesday, October 10, 2012 at approximately 0957hrs, I was dispatched to a crash with injuries located in front of the Bunnell Pharmacy, 706 E. Moody Boulevard. Upon my arrival, I made contact with person 2, who stated that she was driving vehicle 2, east on E. Moody Boulevard. Just as person 2 was passing S. Bacher Street, she noticed person 1 was in the middle of the turn lane attempting to cross the roadway from north to south. As vehicle 2 began to pass person 1, person 1 walked into the left rear of vehicle 2. Person 2 then pulled over vehicle 2, parking in the roadway, in front of the Bunnell Pharmacy. I then made contact with person 1 who stated she was crossing the roadway. She began on the north side of E. Moody and was attempted to get to the south side of E. Moody. According to person 1, just before she reached the east bound lane, vehicle 2 hit her. After making contact with person 1, I located a witness, Clarence Lattimer (386)586-6355 who stated that he was following vehicle 2 when the accident occurred. The witnessed said that person 1 was in the middle of E. Moody Boulevard walking south when she tripped and fell into vehicle 2. Let it be noted that the roadway person 1 was crossing does not have a pedestrian crosswalk. The roadway is a two lane roadway, each road traveling in opposite directions. The roadway is separated by a turning lane. A medical unit was called due to person 1 stating that her ankle hurt. Person 1 was not transported to the hospital. No further information to report.

does not have a pedestrian crosswalk. The roadway roadway is separated by a turning lane. A medical u not transported to the hospital. No further informa	init was called due to	person 1 stating that	at her ankle hurt.	ections. The Person 1 was
PERSON # VEHICLE # NAME	DATE OF BIR	TH INJ SEX	LOC: S R O EJECT	HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & ST	ATE	I I I ZIP	CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	D EMS RUN N	UMBER	MEDICAL FACILITY TRA	NSPORTED TO
PERSON # VEHICLE # NAME	DATE OF BI	TH INJ SEX	LOC: S R O EJECT	HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & ST	ATE	<u>I</u> ZIP	CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY I Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown ADDITIONAL VIOLATIONS	D EMS RUN N	UMBER	MEDICAL FACILITY TRA	NSPORTED TO
PERSON # NAME OF VIOLATOR /	FL STATUTE NUMBER	CHARGE		CITATION NUMBER
PERSON # NAME OF VIOLATOR /	FL STATUTE NUMBER	CHARGE		CITATION NUMBER
REPORTING OFFICER		DEPARTMENT		
5074 Ofc. Wolfle		Buni		

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FL0	RIDA TRAFI	FIC CRASH I	REPOR	T					
				TOTAL # OF VEHICLE SECTION(S) 2					
MAIL TO: DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES			TOTAL # OF PERSON SECTION(S) 2						
TRAFFIC		S, NEIL KIRKMAN	BUILDING	6		TOTAL # OF	NARRATIVE	SECTION(S)	1
CRASH DATE		E, FL 32399-0537		PORTING AGENCY C		I	SMV CRASH REPO		
02/15/2013	0400Hrs	02/16/20	1		13-2479	(¹	8387		
CRASH IDENTIFIE	ODE COUNTY OF CRAS	ц		CITY OF CRASH					
61 3		Flagler	PLACE OR	Bun	nell			2358Hrs	TIME DISPATCHED
TIME ON SCENE 0036Hrs	TIME CLEARED SCEN	E CHECK IF COMPLETED	REASON (If In	vestigation NOT Con	plete)	C			d By: 1 Motorist
		E ONLY 1 OF 4 OPTI	ONS)					2	
	STREET, ROAD, HIGHW	AY				EET ADDRESS #	AT LA	TITUDE AND	LONGITUDE
S. Church		W AT/FROM	INTERSECTION	WITH STREET, ROA	- 406				ROM MILEPOST #
					o, manwar		22	•	
Road	System Identifier ate 4 County	7 Forest Road 8 Private Roadway		Type of Shou	lder		ype of Interse at Intersection	ction 5 Traffic Circle	
5 2 U.S. 3 State	5 Local 6 Turnpike/Toll	9 Parking Lot 77 Other, Explain in Narrative	2	1 Paved 2 Unpaved 3 Curb		1 2 Four 3 T-Int	-Way Intersection	7 Five-Point, (τ
CRASH INFORMA	TION (CHECK IF PI		•			4 Y-Int	ersection		
Light Co	ndition S Dark-Not Lighted	Weather Cor	ndition	Roadway Surfac	e Condition	School Bus R	elated	Manner of Colli	
5 3 Daylight 2 Dusk 3 Dawn	6 Dark-Unknown Lighting	S Sleet/Hai Freezing Ra	ain	1 6 Muc 7 Sanc	, Dirt, Gravel	1 No 2 Yes, Sch Directly I	nool Bus nvolved	5 Sideswip	e, Same Direction e, Opposite Direction
4 Dark-Light	ted 77 Other, Explain i Narrative 88 Unknown	n 6 Blowing 9 1 Clear 7 Severe Cl 2 Cloudy 77 Other, E		1 Dry movin	er (standing/ g) er, Explain	3 Yes, Sch Indirectly	nool Bus L	to Rear to France 77 Other,	Rear Explain in Narrative
		3 Rain Narrative	xplain in	2 Wet in Nar 4 Ice/Frost 88 Uni	rative		3 Angle	UTION OD UNION	wn
First Harmful	Event Non-Colli 1 Overturn/R 2 Fire/Explosi	ollover 10 Pedest		19 Impac	Collision wit t Attenuator/Cr	h Fixed Object ash 30 Concrete T	raffic Barrier	First Harmful E Location 1 On	
11	3 Immersion 4 Jackknife	12 Railwa engine)	ycle y Vehicle (trai	n, 20 Bridge 21 Bridge	e Overhead Stru Pier or Support	31 Other Traff cture 32 Tree (stand 33 Utility Pole	fic Barrier ling) /Light Support	3 Sho	Roadway ulder
First Harmful within Interch	ange 6 Fell/Jumper	d From 14 Motor	l Vehicle in Tra Motor Vehicl	nsport 22 Bridge	e Rail	34 Traffic Sign 35 Traffic Sign	Support	4 Mec 6 Gor 7 Sep	e arator
1 1 No 2 Yes	Motor Vehicl 7 Thrown or J Object	e 16 Work Z Falling Equipmen	one/Mainten It	ance 25 Ditch 26 Emba	nkment	37 Fence 38 Mailbox		8 In P 9 Out	arking Lane or Zone side Right-of-way
88 Unkno	own 8 Ran into Wa 9 Other Non-	ater/Canal Cargo	By Falling, Shi Non-Fixed Obi	28 Guard	rail End	39 Other Fixed building, tunn			adside known
First Ha	mful Event Relation	on to	Cont	ributing Circum	stances: Ro		Contri	buting Circums	tances:
4	5 Railway Grade (14 Entrance/Exit 15 Crossover - Re	Crossing Ramp	4	- Y- I		vel-Polished Surface ace Condition (wet, ish, etc.)		Environment	_
1 Non-Junction	15 Crossover - Re 16 Shared-Use Pa 17 Acceleration/E	th or Trail 11	None		11 Obstructio 12 Debris 13 Traffic Co	on in Roadway ntrol Device			-
2 Intersection 3 Intersection-Relate 4 Driveway/Alley Ac	ed 18 Through Road cess 77 Other, Explain	way in Narrative 6	Work Zone (co aintenance/ul Shoulders (no	ility) ne, low, soft, high)	Inoperative, I 14 Non-Highy	Missing or Obscured way Work	1 None 2 Weather Co 3 Physical Ob	onditions 77 Otl	nal(s) in Roadway ner, Explain in
Related Work Zone R	88 Unknown	in Work Zone	Rut, Holes, Bu	^{mps} e of Work Zone	88 Unknown	Workers in V	4 Glare		known
1 No 2 Yes	1 W	Before the First Work Zor arning Sign		1 Lane Closure	sover			Work Z	
88 Unknow	3	Advance Warning Area Transition Area Activity Area		2 Lane Shift/Cro 3 Work on Shoul 4 Intermittent of	 Moving Work 	88 0	nknown	- 1 No 2 Officer	Present forcement Vehicle
WITNESSES	5	Termination Area		77 Other, Explai	in Narrative			Only Pre	
NAME		AD	DRESS			CITY & STATE		-	ZIP CODE
						,			
NAME	4	AD	DRESS			CITY & STATE			ZIP CODE
NAME		AD	DRES5			CITY & STATE			ZIP CODE
NON VEHICLE PRO									
VERICLE # PERSON # P	KUPERTY DAMAGE - OT	HER THAN VEHICLE	I. AMOUNT	DWNER'S NAME	(Check if Busin	ess) ADDRESS		CITY & STATE	ZIP CODE
VEHICLE # PERSON # P	ROPERTY DAMAGE – OT	HER THAN VEHICLE	r. AMOUNT	DWNER'S NAME	(Check if Busin	ness) ADDRESS		CITY & STATE	ZIP CODE
			l.						

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HSMV 90010 S (E) (rev 10/10)

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	REPORTING A	SENCY CASE NUMBER	
VEHICLE # 1 Check if Comme	rcial	10.0170	
	STATE REGISTRATION EXPIRES		879018
1 Vehicle in Transport	· · · · · · · · · · · · · · · · · · ·	Check if Permanent VIN Registration	540205050000
3 Working Vehicle OJ TMDF	FL 2013		518X6F279202
1 No 1	MODEL STYLE	COLOR DAMAGE: 1 Disabling	4 Minor EST. AMOUNT
^{2 Yes} ^{88 Unknown} 2006 Chevy	40	or Green	88 Unknown 3
INSURANCE COMPANY INSURA	NCE POLICY NUMBER Towed du	VEHICLE REMOVED BY	1 Rotation
Infinity Insurance Company 1095	55795636001-02967	Si 1 Driver	2 Owner Request 3 Driver
NAME OF VEHICLE OWNER (Check if Business)	CURRENT ADDRESS		4 Other, Explain in Narrative ZIP CODE
Solerys I. Flores 4A Rose			
TRAILER # LICENSE NUMBER STATE REGISTRATION EXPIRES		Palm Coast, FL	32164
	Check if Permanent VIN Registration	YEAR	MAKE LENGTH AXLES
			5 - - -
TRAILER # LICENSE NUMBER STATE REGISTRATION EXPIRES	Check if Permanent VIN	YEAR	MAKE LENGTH AXLES
	Registration	-	
VEHICLE N S E W Off-Road Unknown	ON STREET, ROAD, HIGH	WAY AT EST	T. SPEED POSTED SPEED TOTAL LANES
		· · · · ·	5 30 1
HAZ. MAT. RELEASED HAZ. MAT PLACARD HAZ. MAT. NL	IMBER HAZ. MAT. CLASS	Area of Initial Impact	Most Damaged Area
2 Yes 1 2 Yes 1		1 3 4 1 5 1 6 P	▼s[s[s]s]s
88 Unknown 88 Unknown MOTOR CARRIER NAME	US DOT NUMBER	18 Olderca	
	US DUT NOMBER	20 Windsh	hield 20 1 15 10 17 8
		14 13 12 11 10 B 21 Trail	er_, 21 14 13 12 11 10 B
MOTOR CARRIER ADDRESS	CITY & STATE	ZIP CODE	PHONE NUMBER
-	Palm Coa	ast, FL -	_
Vehicle Body Type	Trafficway 1 Two-Way, Not Divided	Commercial Moto	or Vehicle Configuration
1S Low Speed Vehicle 16 (Sport) Utility Vehicle 17 Cargo Van (10,000 lbs	2 Two-Way, Not Divided, with a Continuous Left Turn Lane	1 Vehicle 10,000 lbs or less Placarde for Hazardous Materials	O Truck more than 10 000 lbs (4 cac
(4,536 kg) or less)	3 Two-Way, Divided, Unprotected (painted >4 feet) Median	2 Single Unit Truck (2-axle and GVM more than 10,000 lbs (4,536 kg)) 3 Single Unit Truck (3 or more axles 4 Truck Pulling Trailer(s)	VR kg), Cannot Classify 10 Bus/Large Van (seats for 9-15
1 Passenger Car 18 Motor Coach 2 Passenger Van 19 Other Light Trucks (10,000 lbs	4 Two-Way, Divided, Positive Median	3 Single-Unit Truck (3 or more axles 4 Truck Pulling Trailer(s)	 occupants, including driver) 11 Bus (seats for more than 15
3 Pickup (4,536 kg) or less) 7 Motor Home 20 Medium/Heavy Trucks (more than	Barrier 5 One-Way Trafficway	5 Truck Tractor (bobtail)	occupants, including driver) 77 Other, Explain in Narrative
8 Bus 10,000 lbs (4,536 kg) 11 Motorcycle 21 Farm Labor Vehicle TE	88 Unknown Trailer T AILER 1 TRAILER 2 1 Single Semi Tra	pe 7 Truck Tractor/Double Truck	88 Unknown
12 Moped 77 Other, Explain in Narrative 13 All Terrain Vehicle (ATV) 88 Unknown	2 Tandem Semi 1 3 Tank Trailer	railer 8 Pole Trailer	o Body Type an/Enclosed Box 13 Intermodal
Comm/Non-Commercial	- 4 Saddle Mount/ S Boat Trailer	Trailer 10 Auto Transport 4 Ho	opper 14 Vehicle Towing
1 Interstate Carrier 2 Intrastate Carrier	6 Utility Trailer 7 House Trailer	Narrative 6 Ca 88 Unknown 1 No Cargo 7 Fla	argo Tank Another Vehicle atbed 15 Not Applicable
3 Not in Commerce/Government 4 Not in Commerce/Other Truck		2 Bus 8 Du	(4,536kg) or less not
Most Harmful Event Non-Collision	CIMIP/CCIMP 2 10,0	11-26 000 lbs (4 536-11 793 kg) 10 A	Auto Transport 77 Other, Explain in
1 Overturn/Rollover 2 Fire/Explosion	4 Not	Applicable 12 L	
4 Jackknife	Collision with Non-Fixed Object 10 Pedestrian	Collision Fixed Object 29 Cable	
5 Cargo/Equipment Loss or Shift 6 Fell/Jumped From Motor Vehicle	11 Pedalcycle 12 Railway Vehicle (train, engine)	19 Impact Attenuator/Crash Cushion 30 Concr 20 Bridge Overhead Structure 31 Other	Traffic Barrier Vehicle Use
Sequence of Events 7 Thrown or Falling Object 1st2nd 8 Ran into Water/ Canal	13 Animal	21 Bridge Pier or Support 32 Tree (22 Bridge Rail 33 Utility	(standing) y Pole/Light Support c Sign Support
9 Other Non-Collision	14 Motor Vehicle in Transport 15 Parked Motor Vehicle 16 Work Zone/Maintenance	23 Culvert 34 Traffie 24 Curb 35 Traffie	c Sign Support
- [40-46 Sequence of Events only] 40 Equipment Failure (blown tire, brake failure, etc.)	Equipment	25 Ditch 36 Other 26 Embankment 37 Fence	1 No
3rd 4th (41 Separation of Units 42 Ran Off Roadway, Right 43 Ran Off Roadway, Left	17 Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	27 Guardrail Face 38 Mailb 28 Guardrail End 39 Other	Fixed Object (wall, 88 Unknown
43 Ran Off Roadway, Left	18 Other Non-Fixed Object	building,	tunnel, etc.)
45 Cross Centerline	itraight Ahead 13 Stopped in Traffic	Traffic Control Device For	Vehicle Defects
	tacking 14 Slowing	This Vehicle	
1 2 Hillcrest 3 Uphill 1 Straight	urning Right 16 Leaving Traffic Lan	e 1 8 Flashing Signal 9 Railway Crossing	12 Suspension
		Device	1 None 13 Wheels 2 Brakes 14 Windows/
11 5 3 dg (bottom)	Overtaking/ Narrative ssing 88 Unknown	Device Guard atc.)	3 Tires Windshield 4 Lights (head. 15 Mirrors
Special Function 1 No Special Function 9 Ambula	ance 14 Intercity Bus	Signal 5 Traffic Control 13 Warning Sign Signal 77 Other, Explain in	signal, tail) 16 Truck Coupling/ 6 Steering Trailer Hitch/ 7 Wipers Safety Chains
1 of Motor Vehicle 3 Police 11 Farm	Labor Transport 16 Shuttle Bus	6 Stop Sign Narrative 7 Yield Sign 88 Unknown	7 Wipers Safety Chains 9 Exhaust System 77 Other, Explain in
	t/Commuter Bus 88 Unknown		10 Body, Doors Narrative 11 Power Train 88 Unknown
VIOLATIONS			
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
			STATION NOMBER
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER		
	I STATUTE NUMBER	CHARGE	CITATION NUMBER

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VEHICLE # 2 Check if Comme	R	PORTING AGENCY CAS	SE NUMBER HSMV CR	ASH REPORT NUMBER
VEHICLE # 2 Check if Comme	rcial	13-24	479 පි3	879018
1 Vehicle in Transport	STATE REGISTRATIO	encenti re	ermanent VIN	
2 Parked Motor Vehicle None		Registratio		Unknown
Hit and Run 1 No 2 Yes 1 Link Link			COLOR DAMAGE: 1 Disabling	4 Minor 88 Unknown 3
		Tricycle	3 None	
None		to Damage: 1	VEHICLE REMOVED BY	1 Rotation 2 Owner Request 3 Driver 4 Other, Explain in Narrative
NAME OF VEHICLE OWNER (Check if Business)	CURRENT AL	DRESS		4 Other, Explain in Narrative ZIP CODE
	non Circle		-	32110
TRAILER # LICENSE NUMBER STATE REGISTRATION EXPIRES	Check if Permanent VIN		YEAR	MAKE LENGTH AXLES
	Registration	-	5 -	
TRAILER # LICENSE NUMBER STATE REGISTRATION EXPIRES	Check if Permanent VIN Registration		YEAR	MAKE LENGTH AXLES
	ON STREET, I NURCH St	ROAD, HIGHWAY		ST. SPEED POSTED SPEED TOTAL LANES
HAZ. MAT. RELEASED HAZ. MAT PLACARD HAZ. MAT. N		SS Are	a of Initial Impact	5 <u>30</u> 2
1 NO 2 Yes 1 2 Yes 1	-		alalala) 🗸 🗡 💳	carriage 18 2 3 4 5 6 7
88 Unknown 188 Unknown MOTOR CARRIER NAME	US DOT NUMBER		5 15 17 5 19 Ove	erturn 19 Ishield 20 1 16 18 17 8
-	-	14		ailer 21 14 13 12 11 10 B
MOTOR CARRIER ADDRESS	CITY & STATE		ZIP CO	DE PHONE NUMBER
-		-		
Vehicle Body Type	Trafficway 1 Two-Way, Not Divided		1 Vehicle 10 000 lbs or less Placar	tor Vehicle Configuration rded 8 Tractor/Triple
77 16 (Sport) Utility Vehicle 17 Cargo Van (10,000 lbs (4,536 kg) or less)	1 Two-Way, Not Divided 2 Two-Way, Not Divided, Continuous Left Turn Land 3 Two-Way, Divided, Unp		for Hazardous Materials 2 Single-Unit Truck (2-axle and GV more than 10,000 lbs (4,536 kg))	9 Truck more than 10,000 lbs (4,S36 /WR kg), Cannot Classify
1 Passenger Car 2 Passenger Van 19 Other Light Trucks (10,000 lbs	4 Two-Way, Divided, Posi	tive Median	3 Single-Unit Truck (3 or more axl 4 Truck Pulling Trailer(s)	10 Bus/Large Van (seats for 9-15 es) occupants, including driver) 11 Bus (seats for more than 15
3 Pickup (4,556 kg) of less) 7 Motor Home 20 Medium/Heavy Trucks (more than	Barrier 5 One-Way Trafficway 88 Unknown	Trailor Ture	5 Truck Tractor (bobtail) 6 Truck Tractor/Semi-Trailer	occupants, including driver) 77 Other, Explain in Narrative
11 Motorcycle 21 Farm Labor Vehicle TF	AILER 1 TRAILER 2 1 Sir	Trailer Type gle Semi Trailer ndem Semi Trailer 8 F	Pole Trailer	go Body Type
13 All Terrain Vehicle (ATV) 88 Unknown Comm/Non-Commercial	3 Ta	nk Trailer 91 ddle Mount/Trailer 10	Towed Vehicle 3 Auto Transport 1	Van/Enclosed Box Hopper Container Chassis
1 Interstate Carrier 2 Intrastate Carrier	6 Ut	ility Trailer Na	irrative 6	Cargo Tank Another Vehicle Cargo Tank 15 Not Applicable
3 Not in Commerce/Government 4 Not in Commerce/Other Truck			2 Bus 8	Dump (4.536kg) or less not
Most Harmful Event Non-Collision	Comm GVWR/GCWR	2 10,001-26,000 3 More than 26,0	000 lbs (11,793 kg) 11	2 Log 2
2 Fire/Explosion 3 Immersion	Collision with Non-Fixed	4 Not Applicable		88 Unknown
4 Jackknife 5 Cargo/Equipment Loss or Shift	10 Pedestrian 11 Pedalcycle	19 Impac 20 Bridge	t Attenuator/Crash Cushion 30 Cor	ncrete Traffic Barrier Emergency
6 Fell/Jumped From Motor Vehicle 7 Thrown or Faling Object 1st2nd8 Ran into Water/ Canal	12 Railway Vehicle (train, 13 Animal 14 Motor Vehicle in Trans	engine) 21 Bridge 22 Bridge	Pier or Support 32 Tre Rail 33 Util	e (standing)
9 Other Non-Collision [40-46 Sequence of Events only]	15 Parked Motor Vehicle 16 Work Zone/Maintenan	23 Curver	35 Tra	ffic Signal Support
40 Equipment Failure (blown tire,)	Equipment 17 Struck By Falling, Shiftin Anything Set in Motion by		nkment 37 Fen Irail Face 38 Ma	ilbox
4th 41 Separation of Únits 42 Ran Off Roadway, Right 43 Ran Off Roadway, Left	Vehicle 18 Other Non-Fixed Objec	20 00010	rail End 39 Oth buildin	er Fixed Object (wall, g, tunnel, etc.)
44 Cross Median Ve	nicle Maneuver Action	TI	raffic Control Device For	Vehicle Defects
Roadway Grade Poadway Alignment 1 4	acking Left 15 Stopp	iating a Curve	This Vehicle	
1 2 Hillcrest 3 Uphill 1 Straight 6	urning Right 15 Negot Changing Lanes 17 Enteri Parked 77 Other	g Traffic Lane ng Traffic Lane Explain in 1 No C	8 Flashing Signal 9 Railway Crossing Device	12 Suspension 1 None 13 Wheels
5 Sag (bottom) 3 Curve left 10	Making U-Turn Overtaking/ 88 Unkno	4 Scho	Controls 10 Person (including ool Zone Sign/ Flagman, Officer,	2 Brakes 14 Windows/ 3 Tires Windshield
Special Function No Special Function 9 Ambul	ance 14 Interd	tity Bus Signal	Guard, etc.) fic Control 13 Warning Sign	4 Lights (head, 15 Mirrors signal, tail) 16 Truck Coupling/ 6 Steering Trailer Hitch/
2 Farm Vehicle 10 Fire I	ruck 15 Charte Labor Transport 16 Shuttl	er/Tour Bus 6 Stop e Bus 7 Yield	Sign Narrative	7 Wipers Safety Chains 9 Exhaust System 77 Other, Explain in
8 Military 13 Trans	it/Commuter Bus 88 Unkno	Labor Bus		10 Body, Doors Narrative 11 Power Train 88 Unknown
VIOLATIONS PERSON # NAME OF VIOLATOR	FL STATUTE NUMB	FR	CHARGE	
			CHAROE	CITATION NUMBER
PERSON # NAME OF VIOLATOR	FL STATUTE NUMB	ER	CHARGE	CITATION NUMBER
PERSON # NAME OF VIOLATOR	FL STATUTE NUMB	ER	CHARGE	CITATION NUMBER

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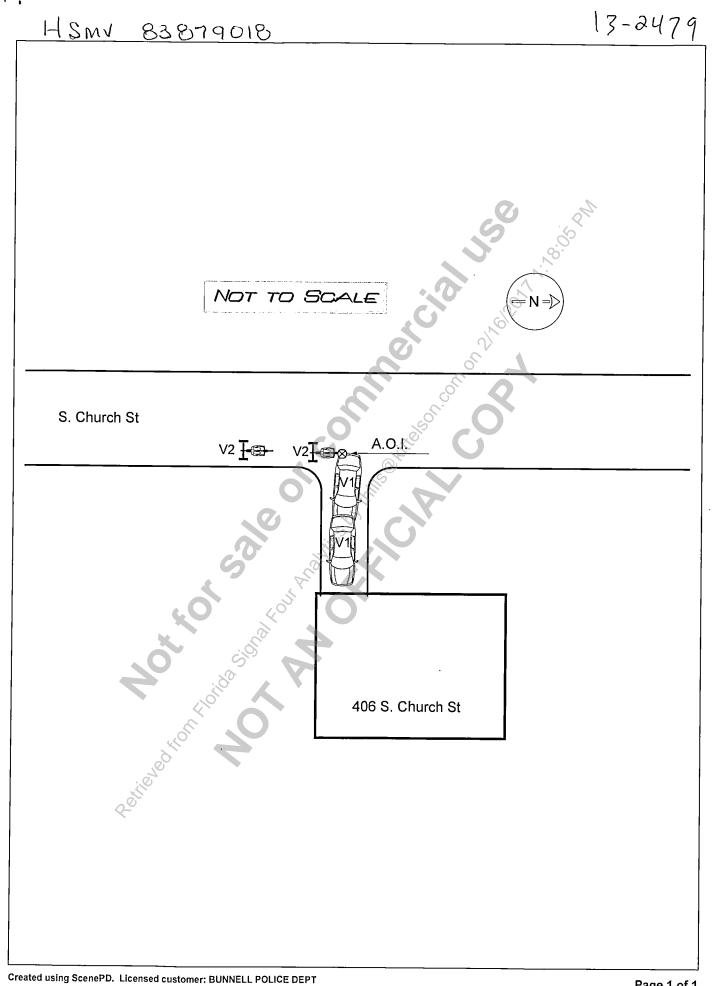
	REPORTING AGENCY CA		
PERSON # 1	13-2		
1 Driver VEHICLE # NAME	13-2	479	83879018
2 Non-Motorist 3 Passenger 1 1	Clifford Eric Harris		PHONE NUMBER Check if Recommend Driver Re-exam
CURRENT ADDRESS (Number and Street)	CITY & STATE		ZIP CODE
503 S. Cherry St		Bunnell, FL	
1 Male	5-85-090-0 FL	2020 1 Non	ible 5 Fatal (within 30 days) 1 -incapacitating 6 Non-Traffic Fatality
DL Type Required Endorsements	DRIVER Driver's Actions a	at Time of Crash	
1 A 2 B 3 C 1 Yes 4 D/Chauffeur 2 No 5 E/Oper-ator 3 No Req. Endorsement 7 None 3 No Req. Endorsement 1 Not Distracted 4 Other inside the Vehicle (explain in narrative) 2 Electronic Communication 5 External Distraction	1st 1 No Contributing Action 2 Operated MV in Careless or Negligent Manner 3 Failed to Yield Right-of- Way 4 Improper Backing 6 Improper Turn 10 Followed too Closely 11 Ran Red Light	26 Ran off Roadway 27 Disregarded other Tra Sign 28 Disregarded Other Ro Markings 29 Over-Correcting/Over Steering 30 Swerved or Avoided :	ad Apparently Normal 3 Asleep or Fatigued 5 Ill (sick) or Fainted 5 Seizure, Epilepsy, Blackout Due Physically Impaired
Devices (cell phone, etc.) 3 Other Electronic Device (navigation device, DVD player) Driver Vision Obstructions 1 Vision Not Obscured S Load on Vehicle 9 Smoke	 12 Drove too Fast for Conditions 13 Ran Stop Sign 15 Improper Passing 17 Exceeded Posted Speed 21 Wrong Side of Wrong Way 25 Failed to Keep in Proper Lane 	to Wind, Slippery Surface Object, Non-Motorist in Roadway, etc. 31 Operated MV in Errati Reckless or Aggressive M 77 Other Contributing Ac	angry, disturbed, etc.) 9 Under the Influence of Medications/Drugs/Alcohol anner 77 Other, Explain in Narrative
2 Inclement Weather 6 Building/Fixed Object 10 Glare	ner, Explain	DRIVER OR	PASSENGER
4 Trees/Crops/Bushes 6 Fog in Narrat DRIVER OR PASSENGER In Narrat DRIVER OR PASSENGER In Narrat DRIVER OR PASSENGER In Narrat I Left 1 Front 1 Not Applicable 2 Middle 2 Second 2 Sleeper Section of Truck Cab 3 Right 3 Third 3 Other Enclosed Cargo Area 77 Other 4 Fourth 4 Unenclosed Cargo Area (explain in 77 Other Row 5 Trailing Unit 88 Unknown 5 Riding on Motor Vehicle Exterior (non-trailing unit) 88 Unknown 88 Unknown	OTHER 1 CTHER 1 CTHER 1 CTHER 1 CTHER 1 CTHER 1 CTHER 3 CTHER 2 Other Helm 3 Compl Motorcycle H 2 Other Helm 3 No Helmet Compl Motorcycle H 3 No Helmet Compl Motorcycle H 3 No Helmet Compl Motorcycle H 3 No Helmet Compl Motorcycle H 3 No Helmet CABD 2 No 3 No 1 No 2 3 No 2 2 No 2 2 No 2 2 No 2 2 No 2 3 No 2 2 No 2 3 No 2 2 No 3 3 No 3 2 No 3 3 No 3 3 No 3 3 No 3 3 No 3 3 No 3 3 No 3 3 No 3 3 No 3 3 No 3 3 No 3 3 No 3 No 3 No 3 No 3 No 3 3 No 3 3 No 3 3 No 3 3 No 3 3 No 3 3 No 3 3 No 3 3 No 3 3 No 3 NO NO NO NO NO NO NO NO NO NO NO NO NO	elmet 3 2 No et 3 Not A	Image: Note of the straint system - Bacing Science Applicable 1 Not Applicable 2 None Used - Motor Vehicle Occupant 3 Shoulder and Lap Belt Used 4 Shoulder Belt Only Used elt, etc.) 6 Restraint Used - Type Unknown n 7 Child Restraint System - Forward Facing Curtain 8 Child Restraint System - Rear Facing
Non-Motorist Description Non-Moto	rist Location At Time of Crash		
1 Pedestrian 1 Intersecti 2 Other Pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.) 1 Intersecti 3 Bicyclist 3 Dicyclist 4 Other Cyclist 5 Occupant of Motor Vehicle Not in Transport (parked, etc.) 6 Occupant of a Non-Motor Vehicle 7 Shoulder, 7 Unknown Type of Non-Motorist Non-Motor 1 None 5 Lighting	on - Marked Crosswalk on - Unmarked Crosswalk on - Other - Marked Crosswalk e - Other Location Roadside ii D Driveway Acc 11 Shared-Use P 12 Non-Trafficw 88 Unknown iii t Actions/Circumstances 1 No Improper Action 2 Dart/Dash 3 Failure to Otey Traffic Signs,	iess ath or Trail ath or Trail a y Area n in Narrative 3 Walking; 3 Walking; 4 Walking/ 4 Walking/ Roadway A 8 Roadway A	Action Prior to Crash 5 Walking/Cycling on Sidewalk 6 In Roadway – Other (working, playing, etc.) 7 Adjacent to Roadway (e.g., shoulder, median) 8 Going to or from School (K-12) 9 Working in Trafficway with Traffic (in or 0 travel lane) Cycling Along 77 Other, Explain in Narrative gainst Traffic (in or 0 travel lane)
2 Helmet 3 Protective Pads Used (elbows, knees, shins, etc.) 4 Reflective Clothing (jacket, 88 Unknown Clothing (jacket, 88 Unknown) Clothing (jacket, 88 Unknown)	S In Roadway Improperly (standing, N lying, working, playing)	7 Entering/Exiting Parked/ /ehicle 3 Inattentive (talking, eatir	11 Improper Passing 12 Wrong-Way Riding or Walking
backpack, etc.)	6 Disabled Vehicle Related (working on, pushing, leaving/approaching)	Not Visible (dark clothing ighting, etc.)	z, no 77 Other, Explain in Narrative 88 Unknown
2 Yes 88 Unknown, if Tested 77 Other, Explain in 88 U	ALCOHOL/DRUG/EMS DHOL RESULT: nding mpleted nknown ALCOHOL/DRUG/EMS BAC BAC SUSPECTED BAC SUSPECTED I NO 2 Yes 88 Unknow	1 Test Not Giver 2 Test Refused 3 Test Given	3 Urine – 2 Negative –
SOURCE OF TRANSPORT TO MEDICAL FACILITY	· ·		EDICAL FACILITY TRANSPORTED TO
2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	-	-	-
PERSON # VEHICLE # NAME	ADDITIONAL PASSENGERS DATE OF BIRTH	INJ SEX	LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE		ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME 1 Not Transported 2 EMS 1 Jaw Enforcement	OR ID EMS RUN NUMBER	М	EDICAL FACILITY TRANSPORTED TO
77 Other, Explain in Narrative 88 Unknown PERSON # VEHICLE # NAME	DATE OF BIRTH		
	DATE OF BIRTH	INJ SEX	LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE		ZIP CODE
	<u> </u>		
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	OR ID EMS RUN NUMBER	M	EDICAL FACILITY TRANSPORTED TO

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REI REI	PORTING AGENCY CASE NUMBER HSMV CRASH REPORT NUMBER
PERSON # 2	13-2479 23879018
1 Driver 2 Non-Motorist	PHONE NUMBER Check if
3 Passenger 1 2 Emma Lee E	Bennett
CURRENT ADDRESS (Number and Street)	CITY & STATE ZIP CODE
	Bunnell, FL 32110
DATE OF BIRTH 06/20/47 SEX: 1 Male 2 Female 8 Unknown 2 DRIVER LICENSE NUMBER NONE	STATE EXPIRES INJURY SEVERITY (INJ) 1 None 4 Incapacitating 2 Possible 5 Fatal (within 30 days) 2
	VER
DL Type Required Endorsements D	river's Actions at Time of Crash
5 E/Operator 2 No 2 I A 2 Operated	26 Ran off Roadway 3rd Condition At 27 Disregarded other Traffic Time of Crash
6 E/Oper – Rest 0 Ho heat Endotsement 3 Failed to Y	lanner 28 Disregarded Other Road - 1 Apparently Normal 3 Asleep or Fatigued
Driver Distracted By 4 Other Inside the Vehicle 2nd 6 Improper	Backing 29 Over-Correcting/Over- 5 III (SICK) or Fainted Turn Steering 6 Seizure, Epileosy, Blackout
2 Electronic Communication Devices (rell phone etc.) 5 External Distraction 11 Ran Red (outside the vehicle, explain – 12 Drove to	Light to Wind, Slopery Surface, MV 8 Emotional (depression,
3 Other Electronic Device in narrative) 13 Ran Stop	Deast for Conditions Object, Non-Motorist in angry, disturbed, etc.) Sign Roadway, etc 9 Under the Influence of Posted Speed Recless or Aggressive Manner 70 Other Explain in Narrative
Driver Vision Obstructions 21 Wrong Si 21 Wrong Si 25 Feided to	Posted Speed Reckless or Aggressive Manner 77 Other, Explain in Narrative 88 Unknown 77 Other Contributing Action 88 Unknown
2 inclement Weather 6 Building/Fixed Object 10 Glare	DRIVER OR PASSENGER
	elmet Use (HU) Eye Protection (EP) Restraint Systems
DRIVER OR PASSENGER Motor Vehicle Seating Position: LOCATION: SEAT ROW OTHER	3 1 DOT-Compliant Motorcycle Helmet 2 Other Helmet 2 Other Helmet 2 Other Helmet 2 No 3 Not Applicable 1 Not Applicable
Seat Row Other (LOCATION: SEAT ROW OTHER (LOCATION: SEAT ROW OTHER	3 No Helmet 2 None Used - Motor Vehicle Occupant
1 Left 1 Front 1 Not Applicable 2 Middle 2 Second 2 Sleeper Section of Truck Cab	(ABD) S Deployed S Deployed-Other (knee, air belt, etc.) S Lan Belt Only Used
77 Other 4 Fourth 4 Unenclosed Cargo Area 1 Not Ejected	6 Deployed- 1 Not Applicable Combination 7 Child Restraint System - Forward Facing
(explain in 77 Other Row 5 Trailing Unit narrative) 88 Unknown 6 Riding on Motor Vehicle Exterior (non- 88 Unknown trailing unit) 1 2 Ejected, Tor 4 Not Applical	tially 3 Deployed-Front 88 Deployment 9 Booster Seat
88 Unknown 88 Unknown 88 Unknown NON MO	77 Other, Explain in Narrative
Non-Motorist Description Non-Motorist Location At T	ime of Crash Action Prior to Crash
1 Pedestrian 1 Intersection - Marked Crosswalk 2 Other Pedestrian (wheelchair, person in a 2 Intersection - Un marked Crosswalk	alk 9 Median/Crossing Island 9 6 In Roadway Other (working,
4 building, skater, pedestrian conveyance, etc.) 5 3 Intersection – Other 3 Bicyclist 4 Other Cyclist 5 Travel Lane - Other Location	10 Driveway Access 11 Shared-Use Path or Trail 12 Non-Trafficway Area 1 Crossing Roadway 1 Crossing Roadway
(parked, etc.) 5 Occupant of Motor Vehicle Not in Transport 5 Bicycle Lane 7 Shoulder/Roadside	77 Other, Explain in Narrative 2 Waiting to Cross Roadway 8 Going to or from School (K-12) 88 Unknown 3 Walking/Cycling Along 9 Working in Trafficway
6 Occupant of a Non-Motor Vehicle Transportation Device 7 Unknown Type of Non-Motorist 1 No Improper Act	JIMStances Roadway with Traffic (in or (incident response) adjacent to travel lane) 10 None
Safety Equipment	Boadway Against Traffic In or 98 Haknown
2 Heimet 6 Not Applicable Signals, or Officer	7 Entering/Exiting Parked/Standing 10 Improper Turn/Merge
(elbows, knees, shins, etc.) in Narrative 4 Reflective Clothing (jacket, 88 Unknown	(ing) 8 Inattentive (talking eating etc) 12 Wrong-Way Riding or Walking
backpack, etc.) on, pushing, leavin	g/approaching) lighting, etc.) 88 Unknown
ALCOHOL TESTED: ALCOHOL TESTED: ALCOHOL TEST TYPE: ALCOHOL TEST RESULT:	BAC SUSPECTED DRUG TESTED: DRUG TEST TYPE: DRUG TEST RESULT:
ALCOHOL USE: 1 Test Not Given 1 Blood I Elood 1 No 2 Test Refused 1 2 Breath 2 Yes 1 3 Test Given 2 Completed	DRUG USE: 1 Not Given 1 Not Given 2 Yes 2 Yes 2 Yes 1 Blood 3 Urine 2 Yes 1 Blood 3 Urine 2 Negative 2 Negative 1 Blood 3 Urine 1 Blood 1 Positive 2 Negative 1 Positive 2 Negative 1 Blood 1 Positive 1 Positive 2 Negative 1 Positive 1
88 Unknown 88 Unknown, if Tested 77 Other, Explain in 88 Unknown	88 Unknown 88 Unknown, if Tested Explain in Narrative 88 Unknown
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement	EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO
77 Other, Explain in Narrative_88 Unknown	
PERSON # VEHICLE # NAME	DATE OF BIRTH INJ SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME OR ID 1 Not Transported 2 EMS 3 Law Enforcement	EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO
PERSON # VEHICLE # NAME	DATE OF BIRTH INJ SEX LOC: S R O EJECT HUL FP ARD RS
	DATE OF BIRTH INJ SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME OR ID	EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO
2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	

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	NARRATIVE	REPORTING AGEN	CY CASE NUMBER	HSMV CRASH REPORT NUMBER			
two.	/ehicle two was heading northbound on S. Church St (400 Block). Vehicle one was backing out of the driveway at 406 S. Church St. Driver one stated that he did not see vehicle two and backed out of the driveway, colliding with the front of vehicle wo. Driver two stated that vehicle one back out of the driveway and collided with her vehicle. When the rear of vehicle one hit he front tire of vehicle two, it spun the handlebars, causing them to hit the right ribcage of driver two.						
The i Drive	ncident was not originally reported since there were two stated that she woke up later in the day are two then took herself to the hospital to be checked by the state of the	vas no property dam nd had trouble movin	age and driver two	did not believe she was injured.			
	VAL PASSENGERS	DATE OF BIRT	H INJ SE	X LOC: S R O EJECT HU EP ABD RS			
	CURRENT ADDRESS (Number and Street)	CITY & ST.	ATE	ZIP CODE			
1 Not Trans 2 EMS 3 L 77 Other, E	TRANSPORT TO MEDICAL FACILITY ported w Enforcement plain in Narrative 88 Unknown	EMS RUN NI	JMBER	MEDICAL FACILITY TRANSPORTED TO			
PERSON #	EHICLE # NAME CURRENT ADDRESS (Number and Street)	DATE OF BIR		LOC: S R O EJECT HU EP ABD RS			
1 Not Trans 2 EMS 3 La 77 Other, Ex	orted w Enforcement plain in Narrative 88 Unknown		JVIDEK	MEDICAL FACILITY TRANSPORTED TO			
ADDITIO PERSON #	AL VIOLATIONS: NAME OF VIOLATOR	FL STATUTE NUMBER	CHAR	GE CITATION NUMBER			
PERSON #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHAR	GE CITATION NUMBER			
			a nadarate				
507			Bunnell Polic	ce Department			
HSMV 9	0010 S (N/D) (rev 10/10)						



7of7

FLORIDA TRAFFIC CRA	SH REPORT		
	DATE	TOTAL # OF VEHICLE	section(s) 1
MAIL TO: DEPARTMENT OF HIGHWAY SAF	ETY & MOTOR VEHICLES	TOTAL # OF PERSON	
TRAFFIC CRASH RECORDS, NEIL KIRI TALLAHASSEE, FL 32399	(MAN BUILDING 0537	TOTAL # OF NARRATI	· · ·
CRASH DATE TIME OF CRASH DATE OF F 03/23/13 2154 0	Rice of the Addition Case		EPORT NUMBER
03/23/13 2154 0 CRASH IDENTIFIERS	3/23/13 13	-4245 <u>B</u> 38	579027
COUNTY CODE CITY CODE COUNTY OF CRASH	PLACE OR CITY OF CRASH	CHECK IF WITHIN (
61 30 Flagler TIME ON SCENE TIME CLEARED SCENE CHECK IE	Bunne	CITY LIMITS	TIME REPORTED TIME DISPATCHED 2154 2156
2158 2314 COMPLETEN	REASON (If Investigation NOT Comple	te)	Notified By: 1 Motorist
ROADWAY INFORMATION (CHOOSE ONLY 1 OF	4 OPTIONS)		2 Law Enforcement
CRASH OCCURRED ON STREET, ROAD, HIGHWAY			LATITUDE AND LONGITUDE
	FROM INTERSECTION WITH STREET, ROAD, F		
	est Holden St	IIGHWAY	OR FROM MILEPOST #
Road System Identifier 7 Forest Road 1 Interstate 4 County 8 Private Road	Type of Shoulde		
3 State 6 Turnpike/Toll 77 Other, Explanative	1 Paved	3 3 3 3 3 1.Not at Intersection 2 Four-Way Intersection 3 T-Intersection	tion 7 Five-Point, or More
CRASH INFORMATION (CHECK IF PICTURES TAKE	N)	4 Y-Intersection	77 Other, Explain in Narrative
1 Davlight 5 Dark-Not Lighted 4 F	er Condition Roadway Surface C		Manner of Collision/Impact
4 2 Dusk 6 Dark-Unknown 3 5 S	eet/Hail/ 6 Mud, Dir eezing Rain 2 5 and		4 Sideswipe, Same Direction 5 Sideswipe, Opposite Directi
Narrative 1 Clear Dir	t evere Crosswinds	Indiroctly Inverse	6 Rear to Side ont to Rear 7 Rear to Rear
3 Rain Na	other, Explain in rrative 2 Wet 77 Other, 1 4 Ice/Frost 88 Unknow	2 Fr	ont to Front 77 Other, Explain in Narrative agle
1 Overturn/Bollover	lision Non-Fixed Object Co Dedestrian 19 Import Att	llision with Fixed Object	First Harmful Event
IU 2 mersion 11 3 Immersion 12	L Pedalcycle Cushion 2 Railway Vehicle (train, 20 Bridge Ow	enuator/Crash 30 Concrete Traffic Barrier 31 Other Traffic Barrier erhead Structure 32 Tree (standing)	Location 1 On Roadway
First Harmful Event	Animal 21 Bridge Pie	r or Support 33 Utility Pole/Light Sunnort	2 Off Roadway 3 Shoulder 4 Median
Motor Vehicle	Parked Motor Vehicle 24 Curb Work Zone/Maintenance 25 Ditch	36 Other Post, Pole or Suppo	rt I 7 Separator
Z 2 Yes Object 17 88 Unknown 8 Ran into Water/Canal 77	Struck By Falling, Shifting 26 Embankm 27 Guardrail I	ace 39 Other Fixed Object (wall,	8 In Parking Lane or Zone 9 Outside Right-of-way 10 Roadside
	Other Non-Fixed Object 29 Cable Barr	er	88 Unknown
Junction	Contributing Circumsta	Worn, Travel-Polished Surface	tributing Circumstances: Environment
14 Entrance/Exit Ramp 15 Crossover - Related) Road Surface Condition (wet, /, snow, slush, etc.) . Obstruction in Roadway	
1 Non-Junction 16 Shared-Use Path or Trail 2 Intersection 17 Acceleration/Deceleration Lane 3 Intersection-Related 18 Through Roadway	I 1 None 12	Debris	
4 Driveway/Alley Access 77 Other, Explain in Narrative Related 88 Unknown	7 Rut, Holes, Bumps 77	operative, Missing or Obscured Non-Highway Work Other, Explain in Narrative Unknown 4 Glare	Conditions Obstruction(s) S Animal(s) in Roadway 77 Other, Explain in Narrative
Work Zone Related Crash in Work Zone	Type of Work Zone	Workers in Work Zone	88 Unknown Law Enforcement in
1 2 Yes 88 Unknown - 2 Advance Warning	Area - 1 Lane Closure 2 Lane Shift/Crossove 3 Work on Shoulder c	r 1 No 2 Yes 7 Median 1 88 Unknown	Work Zone
4 Activity Area 5 Termination Area	4 Intermittent or Mov 77 Other, Explain in N		2 Officer Present 3 Law Enforcement Vehicle
VITNESSES			Only Present
NAME	ADDRESS	CITY & STATE	ZIP CODE
NAME	ADDRESS	CITY & STATE	
- ~	-		ZIP CODE
NAME	ADDRESS	CITY & STATE	ZIP CODE
	-		-
ON VEHICLE PROPERTY DAMAGE HICLE # PERSON # PROPERTY DAMAGE - OTHER THAN VEHICL	E EST. AMOUNT OWNER'S NAME - (Che		
		ck if Business) ADDRESS	CITY & STATE ZIP CODE
HICLE # PERSON # PROPERTY DAMAGE - OTHER THAN VEHICL	E EST. AMOUNT OWNER'S NAME (Che		CITY & STATE
	-		CITY & STATE ZIP CODE
HSMV 90010 S (E) (rev 10/10)			
	Page <u>1</u> of <u>4</u>		•
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			REPORTING A	GENCY CASE NUMBER	HSMV CRASH REPO	
VEHICLE #	1 Check if C	ommercial		13-4245	8387	
1 Vehicle in Transport	VEHICLE LICENSE NUMBER	STATE REGISTR		Check if Permanent VIN		
2 Parked Motor Vehicle 3 Working Vehicle	Unknow	n -	-	Registration	-	-
Hit and Run 1 No 2 Yes 2	YEAR MAKE	MODEL	STYLE	COLOR	DAMAGE: 1 Disabling 4 Minor	EST. AMOUNT
88 Unknown	-		-	Silver	2 Functional 88 Unkr 3 None	10wn
INSURANCE COMPANY		INSURANCE POLICY NUMBER	Towed du to Damag	e:		1 Rotation 2 Owner Request
NAME OF VEHICLE OWNE	-	-	1 No 2 Ye	es 📕	-	3 Driver 4 Other, Explain in Narrative
-	R (Check if Business)	CURRE	NT ADDRESS	СПҮ	& STATE	ZIP CODE
TRAILER # LICENSE NUM	BER STATE REGISTRATION EX					-
		PIRES Check if Permanent V Registration	'IN		YEAR MAKE	LENGTH AXLES
TRAILER # LICENSE NUM	BER STATE REGISTRATION EX	PIRES Check if Permanent V	IN			
		Registration	11.0		YEAR	LENGTH AXLES
VEHICLE N S	E W Off-Road Unknown		EET, ROAD, HIGH	-		
		N. State St			AT EST. SPEED	I STAL DAILES
HAZ. MAT. RELEASED	HAZ. MAT PLACARD HAZ	MAT. NUMBER HAZ. MAT	L. CLASS	Area of Initial Impact	<u>o</u> unk	35 4
2 Yes –	1 No 2 Yes 88 Unknown	-	-	2 4 4 8 8	∑ ♥┌──┴───┐ ⋎	Most Damaged Area
MOTOR CARRIER NAME		US DOT NUMBER		T 15 18 17	19 Overturn 1	i fuell a llast
	-	-		14 13 12 11 10	20 Windshield 2 21 Trailer 2	
MOTOR CARRIER ADDRESS		CITY & STATE			ZIP CODE	1 14 13 12 11 10 PHONE NUMBER
	-	_		C ^O	-	_
Vehicle Body Ty	15 Low Concert Vet tete	Trafficway 1 Two-Way, Not Divi	dad	Con	nmercial Motor Vehi	cle Configuration
88	15 (Sport) Utility Vehicle 17 Cargo Van (10,000 lbs (4,536 kg) or less)	2 Two-Way, Not Divi	dod with a l	for Hazardous Ma	DS OF less Placarded 8 Tra	actor/Triple
1 Passenger Car	(4,S36 kg) or less) 18 Motor Coach 19 Other Light Trucks (10,000 lbs	Continuous Left Turn 3 Two-Way, Divided, (painted >4 feet) Me	dian 1	I more than 10 000	k (2-axle and GVWR kg), lbs (4,536 kg)) 10 B	uck more than 10,000 lbs (4,536 Cannot Classify us/Large Van (seats for 9-15
2 Passenger Van 3 Pickup	(4.536 kg) or less)	Barrier	6	4 Truck Pulling Tra S Truck Tractor (b	k (3 or more axles) occu ailer(s) 11 B obtail) occu	us (seats for more than 15 pants, including driver) us (seats for more than 15 pants, including driver)
7 Motor Home 8 Bus 11 Motorcycle	20 Medium/Heavy Trucks (more 10,000 lbs (4,536 kg)) 21 Farm Labor Vehicle	88 Unknown	Trailer Ty	/pe 6 Truck Tractor/Se 7 Truck Tractor/De	emi-Trailer 77 O	ither, Explain in Narrative
12 Moped 13 All Terrain Vehicle (ATV	77 Other, Explain in Narrative	TRAILER 1 TRAILER 2	1 Single Semi Tra 2 Tandem Semi T 3 Tank Trailer	iler railer 8 Pole Trailer 9 Towed Vehicle	Cargo Body	Type 13 Intermodal
Com	m/Non-Commercial			Frailer 10 Auto Transport 77 Other, Explain in	3 Van/Enclos 4 Hopper 5 Pole-Traile	, 14 Vehicle Towing
2 Int	erstate Carrier rastate Carrier t in Commerce/Government		6 Utility Trailer 7 House Trailer	Narrative 88 Unknown	6 Cargo Tank 1 No Cargo 7 Flatbed	Another Vehicle 15 Not Applicable (vehicle 10,000 lbs
<u>4 No</u>	t in Commerce/Other Truck	Comm	1 10,00	0 lbs (4,536 kg) or less	2 Bus 8 Dump 9 Concrete M	lixer (4,536kg) or less not
Most Harmful Even	1 Overturn/Rollover	GVWR/GCWR	2 10,00 3 More	00 lbs (4,536 kg) or less 11-26,000 lbs (4,536-11,793 kg) 1 than 26,000 lbs (11,793 kg) 1 pplicable) 10 Auto Tran 11 Garbage/I 12 Log	
10	2 Fire/Explosion 3 Immersion 4 Jackknife	Collision with Non-F		Collision Fixed Object	29 Cable Barrier	88 Unknown
	5 Cargo/Equipment Loss or Shift 6 Fell/Jumped From Motor Vehic	10 Pedestrian 11 Pedalcycle		19 Impact Attenuator/Crash (20 Bridge Overhead Structure	Sushion 30 Concrete Traff	ic Barrier Emergency Barrier Vehicle Use
Sequence of Events	 7 Thrown or Falling Object 8 Ran into Water/ Canal 9 Other Non-Collision 	le 12 Railway Vehicle (t 13 Animal 14 Motor Vehicle in T		21 Bridge Pier or Support 22 Bridge Rail	22 Tree (steed)	
10	40-46 Sequence of Events only	15 Parked Motor Veh	icle	23 Culvert 24 Curb	33 Utility Pole/Lig 34 Traffic Sign Suj 35 Traffic Sign Suj 35 Other Post, Po	pport 1 upport
3rd 4th	40 Equipment Failure (blown tire	Equipment 17 Struck By Falling, 5 Anything Set in Motio	hifting Cargo or	25 Ditch 26 Embankment 27 Guardrail Face	36 Other Post, Po 37 Fence 38 Mailbox	le, or Support 1 No 2 Yes
	41 Separation of Units 42 Ran Off Roadway, Right 43 Ran Off Roadway, Left	venicle		28 Guardrail End	39 Other Fixed Ot building, tunnel, e	bject (wall, 88 Unknown
	44 Cross Median 45 Cross Centerline	18 Other Non-Fixed O Vehicle Maneuver Ac		Traffic Control De		le Defects
Roadway Grade	46 Downhill Runaway		opped in Traffic	This	s Vehicle	
1 Level 2 Hillcrest	Roadway Alignment	5 Turning Right 15 N	egotiating a Curve eaving Traffic Lane		hing Signal	
3 Uphill 4 Downhill 5 Sag (bottom)	1 Straight 2 Curve Right 3 Curve Left	6 Changing Lanes 16 Le 8 Parked 77 O 10 Making U-Turn Narr	ntering Traffic Lan ther, Explain in	1 No Controls Devic	way Crossing e 1 None rson (including 2 Brakes	12 Suspension 13 Wheels 14 Windows/
		11 Overtaking/ None	nknown	Device Guard	ian, Officer, 4 Lights (Windshield head, 15 Mirrors
Special Fun 88 of Motor Ve	2 Farm Vehicle 1	Ambulance 14 li O Fire Truck 1S C	ntercity Bus harter/Tour Bus	Signal 77 Ot	her, Explain in 6 Steerin	g Trailer Hitch/
	7 Taxi 1	2 School Bus	huttle Bus		tive 7 Wipers known 9 Exhausi 10 Body,	t System 77 Other, Explain in
VIOLATIONS	8 Military 1	3 Transit/Commuter Bus 88 U	nknown		11 Power	r Train 88 Unknown
PERSON #	NAME OF VIOLATOR	FL STATUTE N	UMBER	CHARG	GE	CITATION NUMBER
	-	_		-		-
PERSON #	NAME OF VIOLATOR	FL STATUTE N	JMBER	CHARG	5E	CITATION NUMBER
-	-	-		-		-
PERSON #	NAME OF VIOLATOR	FL STATUTE NU	JMBER	CHARG	βE	CITATION NUMBER
	-			-		_

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PERSON # 1		REPORTING AG	SENCY CASE NUMBER	HSMV CRASH REPORT	
PERSON # 1			13-4245		
	VEHICLE # NAME			B3879	
3 Passenger 2	- F	Ronnie Allen Rush	n	N/A	Recommend
CUR	RRENT ADDRESS (Number and Street)	CITY	& STATE		Driver Re-exam ZIP CODE
DATE OF BIRTH	Homeless		Bunnell,	FL	32110
11 10 00 11		1-60-412-0	1	IJURY SEVERITY (INJ) None 4 Inca	pacitating
11 12 00 88			FL 1993 3	Possible 5 Fata Non-Incapacitating 6 Non-	livithin 20 douct I 64 I
DL Type	Required Endorsements	Driver's Ac	ctions at Time of Crash		
D 4 D/Chauffeur 5 E/Operator	2 1 Yes 2 No 3 No Beg. Endorsement	1 No Contributing Action 2 Operated MV in Carel	act or 27 Distegal ded othe		ondition At
6 E/Oper – Rest 7 None	Z 3 No Req. Endorsement	 Negligent Manner 3 Failed to Yield Right-or 	f Man 28 Disregarded Othe	r Road - 1	Apparently Normal
Driver Distr 1 Not Distracted	racted By 4 Other Inside the Vehicle (explain in narrative)	4 Improper Backing 2nd 6 Improper Turn	29 Over-Correcting/(Over- S	Asleep or Fatigued III (sick) or Fainted Seizure, Epilepsy, Blackout
88 1 Not Distracted 2 Electronic Comm Devices (cell phone	nunication 5 External Distraction e. etc.) (outside the vehicle, explain	10 Followed too Closely 11 Ran Red Light 12 Drove too Fast for Co	30 Swerved or Avoid to Wind, Slippery Sur	face MV	Seizure, Epilepsy, Blackout Physically Impaired Emotional (depression,
3 Other Electronic (navigation device,	Device in narrative)	1 13 Ran Stop Sign	Colect NOLINIOLOUS	tin ar	ngry, disturbed, etc.) Under the Influence of edications/Drugs/Alcohol
Driver Vision Obs	tructions 88 Unknown	15 Improper Passing 17 Exceeded Posted Spe 21 Wrong Side of Wrong	Way	ewanner i //	edications/Drugs/Alcohol 7 Other, Explain in Narrative 8 Unknown
1 Vision Not Obscur 2 Inclement Weather 3 Parked (Stopped)	er 6 Building/Fixed Object 10 Glare	25 Failed to Keep in Prop		OR PASSENGER	
3 Parked/Stopped V 4 Trees/Crops/Bush	nes 8 Fog in Narrative	r, Explain Helmet Us			Restraint Systems
Motor Vehicle Seating	DRIVER OR PASSENGER	Mote	DT-Compliant	es –	(RS)
Seat Row	g Position: LOCATION: SEAT ROW OT Other (LOC)	3 No	Helmet	lot Applicable 1 Not Applic 2 None Use	d - Motor Vehicle Occupant
1 Left 1 Front 2 Middle 2 Second	1 Not Applicable		Bag Deployed 5 Deplo	yed-Other 3 Shoulder a	and Lap Belt Used Belt Only Used
3 Right 3 Third 77 Other 4 Fourth	3 Other Enclosed Cargo Area 4 Unenclosed Cargo Area	Ejection (EJECT)	1 Not Applicable Combin		nly Used Jsed - Type Unknown raint System - Forward Facing
explain in 77 Other Row narrative) 88 Unknown 88 Unknown	6 Riding on Motor Vehicle Exterior (non-	2 Ejected, Totally 3 Ejected, Partially	2 Not Deployed 7 Deploy	ovment 9 Booster Se	raint System - Rear Facing
	trailing unit) 88 Unknown	4 Not Applicable 88 Unknown	4 Deployed-Side Unknow	n 10 Child Res	traint Type Unknown plain in Narrative
Non-Motorist D	escription Non-Motoris	NON MOTORIST st Location At Time of Cr	ach A	Action D.1	
1 Pedestrian 2 Other Pedestrian (v	wheelchair, person in a 1 Intersection	- Marked Crosswalk 8 Sidew - Unmarked Crosswalk 9 Media	/aik	Action Prior to	Crash Valking/Cycling on Sidewalk Roadway Other (working,
building, skater, pede 3 Bicγclist 4 Other Cyclist	estrian conveyance, etc.) 2 3 Intersection	- Other 10 Drive	eway Access ed-Lise Path or Trail		n Roadway Other (working, ying, etc.) djacent to Roadway (e.g.,
S Occupant of Motor (parked, etc.)	i chiere not in mansport o bicycle carle	- Other Location 77 Othe	r, Explain in Narrative 2 Wait	ing to Cross Roadway 8 G	oing to or from School (K-12)
6 Occupant of a Non- Transportation Devic	Pe NON-MOTORIS	adside 68 Unkr st Actions/Circumstance	nown 3 Walk Roadw	ing/Cycling Along 9 W ay with Traffic (in or (inc	/orking in Trafficway ident response)
7 Unknown Type of N Safety Equipme	Non-Motorist	1 No Improper Action 2 Dart/Dash	4 Walk		None Other, Explain in Narrative
2 Helmet	ent 5 Lighting 6 Not Applicable	3 Failure to Yield Right-of-Way 4 Failure to Obey Traffic Signs,	adjacer	nt to travel lane)	Unknown
(elbows knees shins atc.)	77 Other, Explain	Signals, or Officer S In Roadway Improperly (stand	7 Entering/Exiting Park ding, Vehicle	11 Imprope	er Turn/Merge er Passing
4 Reflective Clothing (jacket, & backpack, etc.)	88 Unknown	lying, working, playing) 6 Disabled Vehicle Related (wor on, pushing, leaving/approaching)		hing, no 77 Other, E 88 Unknow	Way Riding or Walking xplain in Narrative
SUSPECTED ALCOHO	DL TESTED: ALCOHOL TEST TYPE: ALCOHO	ALCOHOL/DRUG/EMS			
ALCOHOL USE: 1 Test N	lot Given 1 Blood TEST DE	SULT:	SPECTED DRUG TEST UG USE: 00 1 Test Not G	iven 4 1 Blood	PE: DRUG TEST RESULT:
2 Yes 3 Test G	iven 2 Comp nown, if Tested 77 Other, Explain in 88 Unkr	leted [] - 2 y			- 2 Negative - 3 Pending
SOURCE OF TRANSPORT TO MEE	Marrativo	50		, if Tested Explain in Nari	
2 EM5 3 Law Enforcement 77 Other, Explain in Narrative 8	Rescu		13-3373		spital Flagler
PERSON # VEHICLE # NAME		ADDITIONAL PASSENGER			pital i lagiel
		DATE OF	BIRTH INJ SE	X LOC: S R O EJEC	T HU EP ABD RS
CURRE	NT ADDRESS (Number and Street)			- - - -	
		CITY &	STATE	:	ZIP CODE
SOURCE OF TRANSPORT TO MED	DICAL FACILITY EMS AGENCY NAME OF	RID EMS RUN N		MEDICAL FACILITY TRANSP	00750 70
2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 8			~	MEDICAL PACIENT TRANSP	
PERSON # VEHICLE # NAME		DATE OF E	BIRTH INJ SEX	LOC: S R O EJEC	T HU EP ABD RS
		-	- - -	• = = = =	
CURRE	NT ADDRESS (Number and Street)	CITY & S	STATE		
SOURCE OF TRANSPORT TO MED		-			
1 Not Transported 2 EMS 3 Law Enforcement		EID EMS RUN N	UMBER	MEDICAL FACILITY TRANSPO	ORTED TO
77 Other, Explain in Narrative 88					
HSMV 90010 S AUD (roy 10	2/10)				

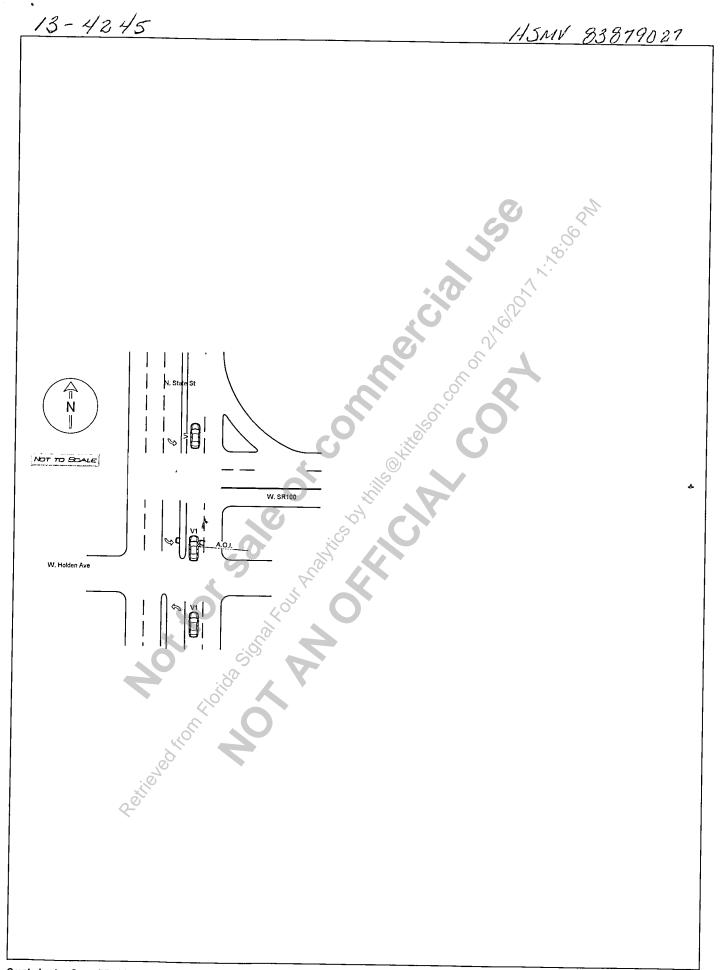
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NIΛ	RR/	A T I	17/	
		-	N' 4	

On March 23, 2013 at about 2154 hours I was dispatched to a Hit-Run crash with injuries on North State St and West 100. Upon my arrival I met with a man who identified himself as Ronnie Rush. Mr. Rush stated that he was crossing the street when an unknown vehicle struck him on his right side. Mr. Rush further advised me that his hip was hurting on his right side. I tried to obtain witnesses who saw the accident happen. I spoke with numerous bystanders who stated that they didn't see the suspect vehicle, or the direction of travel they only saw Mr. Rush lying on the street. Short time later Flagler County Fire Rescue 92 arrived on scene and transported Mr. Rush to Florida Hospital Flagler. I was able to obtain physical evidence from the accident from the suspect vehicle. I obtained a passenger side, side view mirror cover from the suspect vehicle that was broken during the accident. The evidence was logged into an evidence locker at the Bunnell Police Department.

A short time later I was notified by Debbie Baxley from Florida Hospital Flagler that Mr. Rush sustained more severe injuries. Mrs. Baxley advised me that Mr. Rush obtain multiple fractures in his body, and was bleeding internally. Mrs. Baxley stated that Mr. Rush was being transported to Shands Hospital in Jacksonville. Mr. Rush was transported by ground by Flagler County Rescue later that night. At this time there was no further action taken.

that wir. Ru	ish was being tra	ansport	ed to Shands Hos this time there w	pital in Jacks vas no furthe	in his onville r actio	body, and wa e. Mr. Rush w on taken.	s blee /as tr	edin ansp	g inte oorteo	rnally d by g	y. Mrs. ground	Bax by F	ley s Elagl	tateo er	d
						S S S S S S S S S S S S S S S S S S S	2/4	22							
			5310	Contraction of the second	iline (e. Mr. Rush won taken.									
ADDITIONAL PA	SSENGERS			<u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u></u>								_			
PERSON # VEHICLE		X			DATE OF E	BIRTH	INJ -	SEX	LOC: S	R) ĒJECT - -	ни -	EP	ABD	RS
-	CURRENT ADDRESS		nd Street)		CITY 8	STATE		L	I;		z	P COD	E E	<u>I</u>	1
SOURCE OF TRANSPO 1 Not Transported	ORT TO MEDICAL FACILITY		EMS AGENCY NAME OR ID)	EMS RUI	N NUMBER			ME	DICAL FA	CILITY TR	ANSPO	RTEDT	0	
77 Other, Explain in I PERSON # VEHICLE #	cement Narrative 88 Unknown					_						-			
	INAME	2			DATE OF	BIRTH	INJ	SEX	LOC: S	RI	ELECT	HU	EP	ABD	RS
├ 	CURRENT ADDRESS (-	-	-	-	-	- -	-	-	-	-
. .	CORRENT ADDRESS (Numper an	la Street)		CITY &	STATE					Z	P COD	E		
SOURCE OF TRANSPO	ORT TO MEDICAL FACILITY		EMS AGENCY NAME OR ID			NUMBER			- NAED		CILITY TR				
1 Not Transported 2 EMS 3 Law Enforce 77 Other Explain in N	ement Varrative 88 Unknown	-	_		-					ICAL FA		ANSPU	RIEDT	0	
ADDITIONAL VIC	DLATIONS 🔨 👘					······	_		-						
PERSON #	NAME O	FVIÖLATOI	R	FL STATUTE NUN	IBER		СН	ARGE				CI	TATION	NUME	BER
-		-		-				-						-	
PERSON #	NAME O	FVIOLATO	3	FL STATUTE NUM	18ER		СН	ARGE				C	TATION	NUME	BER
-		-		-				-						-	
REPORTING OFF ID/BADGE NUMBER	RANK & NAME														
5094		Of	ficer. Shane Tull	ly		DEPARTMENT Bunne	ll Po	lice	Dep	artm	ent	FHP			HER
HSMV 90010 S					_				-						



ONG F		SHORT FORM (Shaded Areas)	UPDATE			٦	TOTAL # OF VE	HICLE SEC	TION(S)	1
		MENT OF HIGH				1	OTAL # OF PE	RSON SEC	TION(S)	2
٦	TRAFFIC CI	RASH RECORDS, TALLAHASSEE,		BUILDIN	G	1	OTAL # OF N	ARRATIVE	SECTION(S)	1
RASH DAT	re /2013	TIME OF CRASH	DATE OF REPORT 06/10/2013		EPORTING AGENCY CAS	E NUMBER		/CRASH REPO	RT NUMBER	(
	DENTIFIERS						···			
51	ODE CITY COD	FLAGLER		BUNN			CHECK IF		TIME REPORT	ED TIME DISPATCHE
me on so 10:19	CENE	TIME CLEARED SCENE	CHECK IF COMPLETED		NVESTIGATION NOT COMP		я	ć		tified By: 1 Motorist aw Enforcement
OADW		ATION (CHOOSE						N.00		_
		REET, ROAD, HIGHWAY				AT STREET	ADDRESS #	AT LA	FITUDE AND	DLONGITUDE
EAST				INTERSECTIO	ON WITH STREET, ROAD		0.	<u> </u>		OR FROM MILEPOST #
] 🎒 south	STATE S		0	61		4	<u> </u>
5	Road Sys 1 Interstate 2 U.S. 3 State	4 County 5 Local 6 Turnpike/Toll	7 Forest Road 8 Private Roadway 9 Parking Lot 77 Other, Explain in Narrative	2	Type of Should 1 Paved 2 Unpaved 3 Curb	der 3		ection		Circle bout int, or More , Explain in Narrative
RASHIN	NFORMATIO	ON (CHECK IF PICT					4 1-illers	ection		
	Light Cond	ition S Dark-Not Lighted	Weather Co	ndition	Roadway Surface	Condition		ited	Manner of C	ollision/Impact
1 3	1 Daylight 2 Dusk 3 Dawn 4 Dark-Lighted	6 Dark-Not Lighted 6 Dark-Notknown Lighting 77 Other, Explain in Narrative 88 Unknown	Freezing F 6 Blowing 1 Clear Dirt	Sand, Soil,	1 6 Mud, 7 Sand 8 Water moving	r, Explain tive	1 No 2 Yes, Schoo Directly Invo 3 Yes, Schoo Indirectly Inv	I Bus L volved 1 Front	to Rear to Front to Front	swipe, Same Direction swipe, Opposite Direc r to Side r to Rear her, Explain in Narrati known
First within 2	Harmful Ev n Interchan 1 No 2 Yes 88 Unknowr	ge 6 Fell/Jumped I Motor Vehicle 7 Thrown or Fa Object	engine) nent 13 Animi From 15 Parke 16 Work lling Equipme 17 Struct cargo	r Vehicle in Ti d Motor Vehi Zone/Mainte	21 Bridge 22 Bridge 23 Culvert 23 Culvert 24 Curb 25 Ditch 26 Embani hifting 27 Guardr 28 Guardr	Pier or Support Rail kment ail Face ail End	e 32 Tree (standing 33 Utility Pole/Lig 34 Traffic Sign Su 35 Traffic Signal S 36 Other Post, Pc 37 Fence 38 Mailbox 39 Other Fixed O building, tunnel, 4	ht Support pport upport le or Support pject (wall,	1 3 4 6 7 8 9	Off Roadway Shoulder Median Gore Separator In Parking Lane or Zo Outside Right-of-way O Roadside 8 Unknown
1 Non-Jun 2 Interser 3 Interser	nction	Ful Event Relation Junction 5 Railway Grade Cr 14 Entrance/Exit Ra 15 Crossover - Rela 16 Shared-Use Patt 17 Acceleration/De 18 Through Roadw 3 77 Other, Explain Ir 88 Unknown	to to to to to to to to to to	Con 1 None Work Zone (naintenance/	construction/ utility) ione, low, soft, high)		Polished Surface Condition (wet, etc.) n Roadway ol Device sing or Obscured Work	Contri 1 None 2 Weather C 3 Physical Ot 4 Glare	onditions 7 ostruction(s) N	
1	k Zone Rel: 1 No 2 Yes 88 Unknown	I B Wa 2A 3Ti 4 A	n Work Zone efore the First Work Zo rning Sign dvance Warning Area ansition Area ctivity Area ermination Area		pe of Work Zone 1 Lane Closure 2 Lane Shift/Cross 3 Work on Should 4 Intermittent or 77 Other, Explain	over ler or Median Moving Work	Workers in Wo 1 No 2 Yes 88 Unkr		Wor 1 No 2 Off 3 La Only	orcement in rk Zone ficer Present w Enforcement Vehic y Present
1111255	NAME		A	DDRESS			CITY & STATE			ZIP CODE
	NAME		Α	DDRESS			CIPY & STATE			ZIP CODE
	NAME		A	DDRESS			CITY & STATE			ZIP CODE
		ERTY DAMAGE	ER THAN VEHICLE	ST. AMOUNT	OWNER'S NAME	(Check if Business) ADDRE5S	_	CITY & ST	TATE <u>71P_GO</u> O
	ERSON A IPH I					Jencer II DROHIGOO	, AUDICIO		CI11 0(3)	
HICLE # P			1	CT-AMOUTAT		(Check if Business			CITY & S	TATE ZIP COD

HSMV	90010 S	(E) (rev	10/10)	

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VEHICLE # 1 Check if Comme	rcial REPORTING AGE	ENCY CASE NUMBER HSMV CRASH REPOR	
1 Vehicle in Transport	STATE REGISTRATION EXPIRES		1044
1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle Hit and Run YEAR MAKE		egistration	
1 No 2 Yes 88 Unknown 1 2007 FORD	CROWN VIC 4 DOOF	3 None	10wn 3 0
PREFERRED GOVERNMENT INSURANCE TRUST	ANCE POLICY NUMBER Towed due to Damages L10182002 12/10 1 No 2 Yes		1 Rotation 2 Owner Request 3 Driver
NAME OF VEHICLE OWNER (Check if Business)	CURRENT ADDRESS	CITY & STATE	4 Other, Explain in Narrative ZIP CODE
CITY OF BUNNELL	P.O. BOX 756	BUNNELL, FL	32110
TRAILER # LICENSE NUMBER STATE REGISTRATION EXPIRES	Check if Permanent VIN Registration	YEAR MAKE	LENGTH AXLES
TRAILER # LICENSE NUMBER STATE REGISTRATION EXPIRES	Check if Permonent VIN Registration	YEAR MAKE	LENGTH AXLES
VEHICLE N S E W Off-Road Unknown	ON STREET, ROAD, HIGHW	/AY AT EST. SPEED	POSTED SPEED TOTAL LANES
	M. L. KING STREET	2	25 2
1 No 2 Yes 1 1 2 Yes 1	JMBER HAZ, MAT. CLASS	Area of Initial Impact	Most Damaged Area
88 Unknown [88 Unknown] MOTOR CARRIER NAME	US DOT NUMBER	1 15 15 17 8 19 Overturn 1	
			21 14 13 12 11 10 B
MOTOR CARRIER ADDRESS	CITY & STATE	ZIP CODE	PHONE NUMBER
Vehicle Body Type	Trafficway	Commercial Motor Veh	icle Configuration
15 Low Speed Vehicle 16 (Sport) Utility Vehicle 17 Cargo Van (10,000 lbs	1 Two-Way, Not Divided 2 Two-Way, Not Divided, with a Continuous Left Turn Lane	1 Vehicle 10,000 lbs or less Placarded 8 Tr	actor/Triple uck more than 10.000 lbs (4.536
1 Passenger Car 18 Motor Coach	3 Two-Way, Divided, Unprotected (painted >4 feet) Median 4 Two-Way, Divided, Positive Median	more than 10,000 lbs (4,536 kg)) 10 E	Cannot Classify Bus/Large Van (seats for 9-15 upants, including driver)
2 Biologer Vall (4,536 kg) or less)	Barrier 5 One-Way Trafficway	5 Truck Tractor (bobtail) occu 6 Truck Tractor/Semi-Trailer 77 (Bus (seats for more than 15 upants, including driver) Other, Explain in Narrative
8 Bus 10,000 lbs (4,536 kg) 11 Motorcycle 21 Farm Labor Vehicle TF 12 Monord 77 Other, Evolain in Narrative TF	88 Unknown Trailer Ty RAILER 1 TRAILER 2 1 Single Semi Trail	pe 7 Truck Tractor/Double Truck 88 (Jnknown V Type
13 All Terrain Vehicle (ATV) 88 Unknown Comm/Non-Commercial	A Saddle Mount/T	9 Towed Vehicle Trailer 10 Auto Transport	osed Box 13 Intermodal Container Chassis
1 Interstate Carrier 2 Intrastate Carrier	5 Boat Trailer 6 Utility Trailer 7 House Trailer	77 Other, Explain in Narrative 88 Unknown 1 No Cargo 7 Flatbed	U Another Vehiele
3 Not in Commerce/Government 4 Not in Commerce/Other Truck	Comm 110,00	2 Bus 8 Dump 9 Concrete 9 1-26,000 lbs (4,536-11,793 kg) 10 Auto Tra	Mixer (4,536kg) or less not displaying HM placard)
Most Harmful Event Non-Collision 1 Overturn/Rollover 2 Fire/Explosion	3 More	than 26,000 lbs (11,793 kg) 11 Garbage, pplicable 12 Log	
10 3 Immersion 4 Jackknife	Collision with Non-Fixed Object 10 Pedestrian	Collision Fixed Object 29 Cable Barrier 19 Impact Attenuator/Crash Curbion 30 Concrete Trai	ffic Barrier Emergency
5 Cargo/Equipment Loss or Shift 6 Fell/Jumped From Motor Vehicle 7 Thrown or Falling Object	13 Animal	19 Impact Attenuator/Crash Cushion 20 Bridge Overhead Structure 21 Bridge Pier or Support 22 Tree (standin	g, , , , , , , , , , , , , , , , , , ,
1st 2nd 8 Ran into Water/ Canal 9 Other Non-Collision	14 Motor Vehicle in Transport 15 Parked Motor Vehicle 16 Work Zone/Maintenance	21 Bridge Pier or Support 32 Tree (standin 22 Bridge Pier or Support 33 Utility Pole/Li 23 Culvert 34 Traffic Sign St 24 Curb 35 Traffic Sign St 25 Ditch 36 Other Post, P	Support
3rd 4th	17 Struck By Falling, Shifting Cargo or	25 Ditch 36 Other Post, P 26 Embankment 37 Fence 27 Guardrail Face 38 Mailbox	2 Yes
3rd 4th 41 Separation of Units 42 Ran Off Roadway, Right 43 Ran Off Roadway, Left 44 Cross Median Vel		28 Guardrail End 39 Other Fixed C building, tunnel,	Dbject (wall, 88 Unknown etc.)
45 Cross Centerline	hicle Maneuver Action		cle Defects
Roadway Grade Roadway Alignment 5	Juraing Left 13 Stopped in Traffic Jurning Left 14 Slowing Jurning Right 15 Negotiating a Curve Jurning Right 16 Leaving Traffic Lane	This Vehicle 6 8 Flashing Signal	
1 3 Uphill 1 Straight 81	Parked 17 Entering Traffic Lan	e 9 Railway Crossing 1 None	12 Suspension 13 Wheels s 14 Windows/
	Making U-Turn Narrative Overtaking/ 88 Unknown ssing	4 School Zone Sign/ Flagman, Officer, 3 Tires Device Guard etc) 4 Lights	Windshield (head. 15 Mirrors
3 Special Function 1 No Special Function 9 Ambul 2 Farm Vehicle 10 Fire T 3 Police 11 Farm 1 Farm	ruck 15 Charter/Tour Bus	Signal 77 Other, Explain in 6 Steeri 6 Stop Sign Narrative 7 Wiper	ing Trailer Hitch/
8 Military 13 Trans	Labor Transport 16 Shuttle Bus ol Bus 17 Farm Labor Bus it/Commuter Bus 88 Unknown	7 Yield Sign 98 Unknown 19 Exhau	ist System 77 Other, Explain in y, Doors Narrative
VIOLATIONS			
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
HSMV 90010 S 0//P) (rev 10/10)	· · · ·		

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REP(ORTING AGENCY CASE NUMBER HSMV CRASH REPORT NUMBER
PERSON # 1	007748 83879.044
1 Driver 2 Non-Motorist 2 Non-Motorist 1 3 Passenger 1	PHONE NUMBER Check if Recommend Driver Re-exam
CURRENT ADDRESS (Number and Street)	BUNNELL, FL 32110
DATE OF BIRTH SEX: 1 Male DRIVER LICENSE NUMBER	STATE EXPIRES INJURY SEVERITY (INJ) 1 None 4 Incapacitating FI 2021 2 Possible 5 Fatal (within 30 days) 1
03/09/1987 ^{1 Male} 2 Female 1 T400795870890	FL 2021 2 Possible S Fatal (within 30 days) 3 Non-incapacitating 6 Non-Traffic Fatality
DL. Type Required Endorsements Dr 1 A 2 B 3 C 4 D/Chauffeur 5 L/Operator 6 E/Oper - Rest 7 None 1 Yes 2 No 3 No Req. Endorsement 1 st 1 No Contrib 2 Operated M 3 No Req. Endorsement 1 st 1 No Contrib 2 Operated M 3 Failed to Yi 1 1 No Distracted 2 Electronic Communication Devices (cell phone, etc.) 3 Other Electronic Device (navigation device, DVD player) 4 Other Inside the Vehicle (explain in narrative) 5 External Distraction (outside the vehicle, explain in narrative) 6 Texting 2 nd 1 D Followed 1 Na Red L 1 D Followed 1 Na Red L 1 Ran Red L 1 Ran Red L 1 Ratentive 7 Inattentive 1 Vision Not Obscured 1 No Contrib 2 Operated M 1 Na Red L 1 Ran Red L 1 Ratentive 2 S Failed to V	Actions at Time of Crash 3rd Auting Action 26 Ran off Roadway 3rd Avin Careless or 25 Bisregarded other Traffic 3rd Sign 28 Disregarded Other Road 3rd acking 29 Over-Correcting/Over- 4th too Closely 30 Swerved or Avoided : Due, 4th Sign 50 Swerved or Avoided : Due, 4th bign Roadway, etc. 4th Passing 31 Operated MV in Erratic, 9 Under the Influence of Roadway, etc. 31 Operated MV in Erratic, 9 Under the Influence of Reckless or Aggressive Manner 77 Other Contributing Action 77 Other Contributing Action
1 2 Inclement Weather 6 Building/Fixed Object 10 Glare 77 All Octore, Explain 4 Trees/Crops/Bushes 8 Fog 11 Narrative H	elmet Use (HU) Eye Protection (EP) Restraint Systems
DRIVER OR PASSENGER Motor Vehicle Seating Position: LOCATION: SEAT ROW OTHER 1 Left 1 Front 1 Not Applicable 1 1 1 2 Middle 2 Second 2 Sleeper Section of Truck Cab 1 1 1 1 3 Right 3 Third 3 Other Enclosed Cargo Area 4 Unenclosed Cargo Area 1	1 DOT-Compliant Motorcycle Helmet 2 Other Helmet 3 No Helmet 1 Yes 2 No 3 Not Applicable 3 Not Applicable 3 (RS) Air Bag Deployed (ABD) 5 Deployed-Other (knee, air belt, etc.) 6 Deployed- 2 Not Deployed- 7 Deployed- 2 Not Deployed- 2 Not Deployed- 2 Not Deployed- 3 Deployed-Front 88 Deployment 4 Deployed-Side Unknown 3 (RS)
Non-Motorist Description Non-Motorist Location At Ti	
1 Pedestrian 1 Intersection - Marked Crosswalk 2 Other Pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.) 3 linersection - Other 3 Bicyclist 3 three cyclist 5 Occupant of Motor Vehicle Not in Transport (parked, etc.) 5 Travel Lane - Other Icotation 6 Occupant of a Non-Motor Vehicle Transportation Device 7 Unknown Type of Non-Motorist 1 None Safety Equipment 1 None 5 Lighting	ik 9 Median/Crossing Island 10 Driveway Access 11 Shared-Use Path or Trail 12 Non-Trafficway Area 77 Other, Explain in Narrative 88 Unknown 6 In Roadway - Öther (working, playing, etc.) 7 Adjacent to Roadway (e.g., shoulder, median) 8 Going to or from School (K-12) 9 Working in Trafficway (incident response) adjacent to travel lane) on 9 metain/Cossing Roadway 9 Working in Trafficway (incident response) adjacent to travel lane) on 9 metain/Cossing Roadway 9 Working in Trafficway (incident response) adjacent to travel lane) on 9 metain/Cossing Roadway 9 Working in Trafficway (incident response) adjacent to travel lane) on 9 metain/Cossing Roadway 10 None 77 Other, Explain in Narrative Roadway Against Traffic (in or 8 Unknown
2 Helmet 3 Protective Pads Used (elbows, knees, shins, etc.) 4 Reflective Clothing (jacket, 88 Unknown backpack, etc.) 2 Nd 2	7 Entering/Exiting Parked/Standing 10 Improper Turn/Merge poperly (standing, Vehicle 11 Improper Turn/Merge ing) 8 Inattentive (talking, eating, etc) 12 Wrong-Way Riding or Walking Related (working 9 Not Visible (dark clothing, no 77 Other, Explain in Narrative g/approaching) lighting, etc.) 88 Unknown
ALCOHOL USE: 1 Test Not Given 1 1 Blood 1 No 2 Test Refused 1 2 Breath 3 Urine 2 Ves 3 Test Given 3 Urine 2 Completed 88 Unknown 88 Unknown, if Tested 77 Other, Explain in 88 Unknown	Incug/EMS SUSPECTED DRUG TESTED: DRUG TESTED: DRUG TEST RESULT: Incug Z Yes 88 Unknown 88 Unknown, if Tested Incug Z Yes Incug Z Yes
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO
PERSON # VEHICLE # NAME	DATE OF BIRTH INJ SEX LOC: S R O EJECT HU EP ABO RS
CURRENT ADDRESS (Number and Street)	CITY & STATE ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS - 3 Law Enforcement	EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO
77 Other, Explain in Narrative_88 Unknown PERSON # VEHICLE # NAME	DATE OF BIRTH INJ SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY	EMS RUN NUMBER MEDICAL FÁCILITY TRANSPORTED TO
1 Not Transported 2 EMS 3 Law Enforcement	

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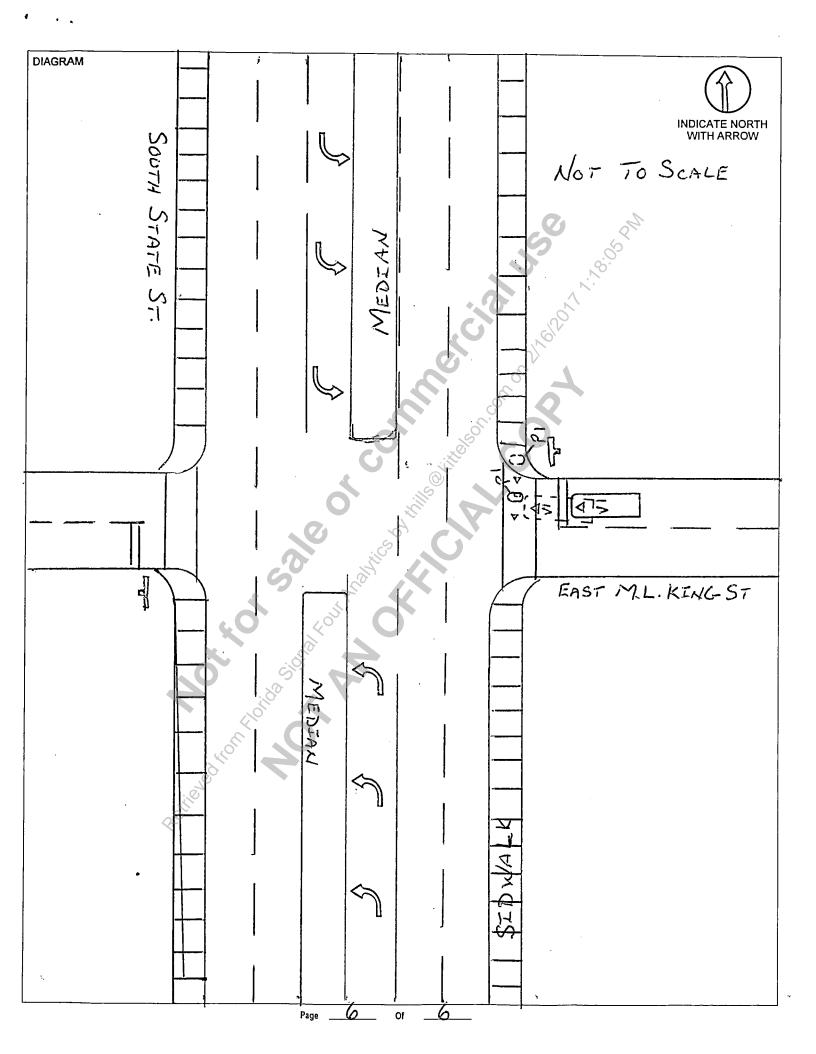
PERSON # 2			REPORTING AGENCY CASE N	NUMBER	HSMV CRASH REPOR	,
4	VEHICLE # NAME		13-007748		<u>83874</u>	
2 Non-Motorist 3 Passenger 2	DEREK	ANTWONE BUTLE			PHONE NUMBER	Check if Recommend Driver Re-exam
51 ROLLING		E	CITY & STATE PALM COAST,			ZIP CODE 32164
DATE OF BIRTH SE 07/22/1992	vtale la li	LICENSE NUMBER 6161922620	FL 2	2014 ^{1 No} 2 Pos	RY SEVERITY (INJ) ne 4 ir isible 5 Fi n-incapacitating 6 N	
DL Type	Required Endors	sements	DRIVER Driver's Actions at 1	Time of Crash	, ET. T.	
5 1 A 2 B 3 C 4 D/Chauffeur 5 E/Operator 6 E/Oper – Rest 7 None Driver Dist	explain in	orsement ide the Vehicle narrative)	No Contributing Action 27 Deparated MV in Careless or Sig ggligent Manner 28 Failed to Yield Right-of- Way M Improper Backing 29 Improper Turn St Followed too Closely 30	5 Ran off Roadway 7 Disregarded other Tr gn 8 Disregarded Other R larkings 9 Over-Correcting/Ove eering 5 Swerved or Avoided	oad or-	Condition At Time of Crash 1 Apparently Normal 3 Asleep or Fatigued 5 Ill (sick) or Fainted 6 Seizure, Epilepsy, Blackout 7 Physically, Impaired
2 Electronic Com Devices (cell phor 3 Other Electronic (navigation device Driver Vision Obsect 1 Vision Not Obsect	e, etc.) (outside th Device in narrative b, DVD player) 6 Texting 7 Inattentions 88 Unknow	e vehicle, explain 12 s) /e 13 /re 17 rn 21 /re 2	to Drove too Fast for Conditions Ran Stop Sign Improper Passing Exceeded Posted Speed Reference of the Store Market Reference of the Store Store Market Reference of the Store Store Market Reference of the Store	9 Wind, Slippery Surfac bject, Non-Motorist in badway, etc. 1 Operated MV in Erra eckless or Aggressive I 7 Other Contributing A	tic, Manner Action	8 Emotional (depression, angry, disturbed, etc.) 9 Under the Influence of Medications/Drugs/Alcohol 77 Other, Explain in Narrative 88 Unknown
2 Inclement Weat 3 Parked/Stopped	ner 6 Building/Fixe Vehicle 7 Signs/Billboar	d Object 10 Glare ds 77 All Other, Explain	Helmet Use (HU)		R PASSENGER	
4 Trees/Crops/Bus Motor Vehicle Seatin Seat Row 1 Left 1 Front 2 Middle 2 Second 3 Right 3 Third 77 Other 4 Fourth (explain in 77 Other Ro narrative) 88 Unknown 88 Unknown	DRIVER OR PASSENI ng Position: 1 Not Applicable 2 Sleeper Section of Tru 3 Other Enclosed Cargo 4 Unenclosed Cargo Are 5 Trailing Unit	TION: SEAT ROW OTHER CK Cab Area ta the Exterior (non- 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 DOT-Complian Motorcycle Helm 2 Other Helmet 3 No Helmet Air Bag Deple (ABD) on (EJECT) ot Ejected arted Totally	net 2 No 3 Not	Applicable 1 Not Ar 2 None 3 Should d-Other belt, etc.) d- d-Curtain ment 9 Booste 10 Child F	Restraint Systems (RS) pplicable Used - Motor Vehicle Occupant der and Lap Belt Used der Belt Only Used et Only Used et Only Used to Only Used to Only Used the Only Used
Non-Motorist	Description		ion At Time of Crash		Action Prior	•
1 Pedestrian 2 Other Pedestrian building, skater, pe 3 Bicyclist 4 Other Cyclist 5 Occupant of Mot (parked, etc.) 6 Occupant of a No Transportation Dev 7 Unknown Type o Safety Equipr	(wheelchair, person in a destrian conveyance, etc.) or Vehicle Not in Transport n-Motor Vehicle ice Non-Motorist	1 Intersection - Marked 2 Intersection - Other 4 Midblock - Marked Crc 5 Noulder/Roadside Non-Motorist Actio 1 No Imp 2 Dart/D 3 Failure	Crosswalk 8 Sidewalk 9 Median/Crossing 10 Driveway Access 11 Shared-Use Pat 12 Non-Trafficway 77 Other, Explain in 88 Unknown ns/Circumstances proper Action	s h or Trail Area n Narrative Roadway adjacent 4 Walkin Roadway adjacent	5 g Roadway g to Cross Roadway g/Cycling Along v with Traffic (in or to travel lane) g/Cycling Along r Against Traffic (in or to travel lane)	5 Walking/Cycling on Sidewalk 6 In Roadway – Other (working, playing, etc.) 7 Adjacent to Roadway (e.g., shoulder, median) 8 Going to or from School (K-12) 9 Working in Trafficway (incident response) 10 None 77 Other, Explain in Narrative
2 Helmet 3 Protective Pads Used (elbows, knees, shins, etc.) 4 Reflective Clothing (jacket, backpack, etc.)	S Lighting 6 Not Applicable 77 Other, Explain in Narrative 88 Unknown	2nd S In Road lying, we 6 Disable on, push	dway Improperly (standing, orking, playing) ed Vehicle Related (working ing, leaving/approaching) Upproved	Intering/Exiting Parked hicle nattentive (talking, ea Not Visible (dark clothi hting, etc.)	ting, etc) 11 Imp	oroper Turn/Merge oroper Passing ong-Way Riding or Walking er, Explain in Narrative known
ALCOHOL USE: 1 Test 1 No 2 Yes 1 3 Test	Not Given Refused Given	HOL TEST TYPE: ALCOHOL bd th e her, Explain in 88 Unknown	BAC BAC V SUSPECTED DRUG USE: 1 No 2 Yes 88 Unknown	BRUG TESTEI 1 Test Not Giv 2 Test Refuse 3 Test Given 88 Unknown,	d 1 Blood 3 Urine 77 Other,	1 Positive 2 Negative
SOURCE OF TRANSPORT TO N 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative		EMS AGENCY NAME OR ID	EMS RUN NUMBER		MEDICAL FACILITY TR	ANSPORTED TO
PERSON # VEHICLE # NAME	Noon and Andrews	ADD	DATE OF BIRTH	INJ SEX	LOC: S R O	EJECT HU EP ABD BS
CUR	RENT ADDRESS (Number a	nd Street)	CITY & STATE	I		ZIP CODE
SOURCE OF TRANSPORT TO M		EMS AGENCY NAME OR ID	EMS RUN NUMBER		MEDICAL FACILITY TR	
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NARRATIVE 13-007748 8-38-79-044 V-1 STOPPED ON EAST M. L. KING STREET AT STOP SIGN. P-1 WALKING SOUTH ON SIDEWALK. V-1 BEGAN TO MOVE AND WAS ATTEMPTING TO MAKE A RIGHT TURN ONTO STATE STREET WHEN P-1 ENTERED INTO CROSSWALK THAT V-1 HAD ALREADY ENTERRED THE CROSSWALK THAT V-1 HAD ALREADY ENTERRED THE CROSSWALK THE PATH OF V-1 CAUSING V-1 TO RUN INTO P-1. V-1 HAD ALREADY ENTERRED THE CROSSWALK THAT V-1 HAD ALREADY ENTERRED THE CROSSWALK AND PER FLORIDA STATUTE 316.130(8) P-1 IS FOUND AT FAULT FOR ENTERING THE CROSSWALK THE PATH OF V-1 MAKING IT IMPOSSIBLE FOR THE DRIVER OF V-1 TO BE ABLE TO YIELD. JIDEO FROM STREET CAMERA ATTACHED AND SHOWS P-1 LOOKING AT THE MOVING V-1 AND THEN STEPPING IN FRONT OF THE MOVING V-1. STEPPING IN FRONT OF THE MOVING V-1. ONE OF MIR Max LOCS # 0 LICKT H0 10 AUG CONSTRUCTION OF THE MOVING V-1. CONSTRUCTION OF THE MOVING V-1. STEPPING IN FRONT OF THE MOVING V-1. STEPPING IN FRONT OF THE MOVING V-1. CONSTRUCTION OF THE MOVING V-1. CONSTRUCTION OF THE MOVING V-1. Max STEPPING IN FRONT OF THE MOVING V-1. CONSTRUCTION OF THE MOVING V-1. CONSTRUCTION OF THE MOVING V-1. CONSTRUCTION OF THE MOVING V-1. STEPPING IN FRONT OF THE MOVING V-1. STEPPING IN FRONT OF THE MOVING V-1. CONSTRUCTION OF THE MOVING V-1. CONSTRUCTION OF THE MOVING V-1. CONSTRUCTION	a contra a c			HSMV CRASH REPORT NUMBER
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VBADGE NUMBER RANK & NAME 5027 LIEUTENANT R. T. BURKE	NAME OF VIOLATOR	FESTATUTE NUMBER	CHARGE	LITATION NUMBER
5027 LIEUTENANT R. T. BURKE	REPORTING OFFICER			
		1/1/	-	
H SNOV MUDDU S (MUD) (769/20/20)	HSMV 90010 S (N/D) (rev 10/10)	1.1-121		

* + e



FLORI		CRASH RE	S Do Root Reco	eShazo rds Dept	
	SHORT FORM]	•	
MAIL TO: DEPART	(Shaded Areas)	' L 'AY SAFFTY & MO		O GTOTAL # OF VEHICLE	
TRAFFIC CR	RASH RECORDS, N	EIL KIRKMAN BUI	LDING	TOTAL # OF PERSON	•••
CRASH DATE	TALLAHASSEE, FI		Time_	TOTAL # OF NARRATI	
05/03/15	06:12 PM	DATE OF REPORT 05/03/15	REPORTING AGENCY CASE NUMBER 2015-00006693		EPORT NUMBER
CRASH IDENTIFIERS	COUNTY OF CRASH		in a district of the second of the standard provided in the second second second second second second second se		
61 30	Flagler		ACE OR CITY OF CRASH Bunnell		X TIME REPORTED TIME DISPATCHED
TIME ON SCENE	IME CLEARED SCENE 06:38 PM		ON (If Investigation NOT Complete)	L	Notified By: 1 Motorist
ROADWAY INFORM	ATION (CHOOSE ON				2 Law Enforcement
CRASH OCCURRED ON STR	EET, ROAD, HIGHWAY				LATITUDE AND LONGITUDE
E MOODY BLVD	NSEW		ON WITH STREET, ROAD, HIGHWAY	0 2	
		3 PROMI INTERSECT	ON WITH STREET, KOAD, HIGHWAY	A CONTRACTOR	OR FROM MILEPOST #
1 Interstate	4 County 8 Pr	prest Road Ivate Roadway	Type of Shoulder	Type of Inter	rsection
3 2 U.S. 3 State	5 Local 9 Pa 6 Turnpike/Toli 77 (arking Lot Other, Explain in rative	3 1 Paved 2 Unpaved 3 Curb	1 Not at Intersection 2 Four-Way Intersection 3 T-Intersection	tion 7 Five-Point, or More
RASH INFORMATIO				4 Y-Intersection	77 Other, Explain in Narrative
Light Condit		Weather Conditio	n Roadway Surface Condition	n School Bus Related	Manner of Collision/Impact
1 2 Dusk 3 Dawn	5 Dark-Not Lighted 6 Dark-Unknown Lighting 77 Other, Explain in	4 Fog, Smog, Smo 5 Sleet/Hail/ Freezing Rain	7 Sand	1 No 2 Yes School Bur	
——————————————————————————————————————	Narrative 1] 6 Biowing Sand, 5 Dirt Clear 7 Severe Crosswir Cloudy 7 Severe Crosswir	oli, Swater (standing/	1 Directly involved 3 Yes, School Bus indirectly involved 1 Fr	6 Rear to Side
Pt	3	Rain Narrative	4 ICE/Frost 88 Unknown	2 Fr 3 Ar	ont to Front 77 Other, Explain in Narrative
First Harmful Ever	1t Non-Collision 1 Overturn/Rollove 2 Fire/Explosion			th Fixed Object rash 30 Concrete Traffic Barrier	First Harmful Event
10	3 Immersion 4 Jackknife	11 Pedalcycle 12 Railway Vehic engine)		31 Other Traffic Barrier	Location 1 On Roadway 2 Off Roadway
First Harmful Even within Interchange	e 6 Feil/Jumped From		e in Transport 23 Culvert Vehicle 24 Curb	34 Traffic Sign Support 35 Traffic Signal Support	1 3 Shoulder 4 Median 6 Gore
1 1 No 2 Yes	Motor Vehicle 7 Thrown or Falling Object	Equipment	Taintenance 25 Ditch 26 Embankment	36 Other Post, Pole of Suppo 37 Fence 38 Mallbox	rt 7 Separator 8 in Parking Lane or Zone 9 Outside Right-of-way
88 Unknown	8 Ran Into Water/Ca 9 Other Non-Collisio		70 Cumedrall Full	39 Other Fixed Object (wall, building, tunnel, etc.)	10 Roadside 88 Unknown
	Event Relation to		Contributing Circumstances: Re		tributing Circumstances:
1	5 Railway Grade Crossin 14 Entrance/Exit Ramp	8	9 Worn, Tra 10 Road Surr Icy, snow, site	vel-Polished Surface	Environment
1 Non-Junction 2 Intersection	15 Crossover - Related 16 Shared-Use Path or T 17 Acceleration/Deceler		11 Obstructi 12 Debris	on in Roadway	
3 Intersection-Related 4 Driveway/Alley Access Related	18 Through Roadway 77 Other, Explain in Nari 88 Unknown	-maintena	ince/utility) inoperative.	Missing or Obscured 1 None way Work 2 Weather	Conditions 5 Animal(s) in Roadway 77 Other, Explain in
Work Zone Relate		7 KUC, HO	Type of Work Zone	4 Glare	Obstruction(s) Narrative 88 Unknown
1 No 2 Yes 88 Unknown	1 Before Warning	the First Work Zone Sign	1 Lane Closure 2 Lane Shift/Crossover	Workers in Work Zone	Law Enforcement in Work Zone
	4 Activit	y Area	3 Work on Shoulder or Median 4 Intermittent or Moving Work 77 Other, Explain in Narrative	88 Unknown	1 No 2 Officer Present
TNESSES	5 Termin	ation Area			3 Law Enforcement Vehicle Only Present
NAME	0	ADDRESS		CITY & STATE	ZIP CODE
NAME		ADDOFFE			
		ADDRESS		CITY & STATE	ZIP CODE
NAME		ADDRESS		CITY & STATE	ZIP CODE
			······		
ICLE # PERSON # PROPER		AN VEHICLE LEST AMOU	JNT OWNER'S NAME		an an an an an Arran ann an Arran an A An Arran an A
				ess) ADDRESS	CITY & STATE ZIP CODE
ICLE # PERSON # PROPER	TY DAMAGE - OTHER TH	AN VEHICLE EST. AMOL	INT OWNER'S NAME Check If Busin	ess) ADDRESS	CITY & STATE ZIP CODE

**

VE	EHICLE #	1	Check if Com	marcial	REPOR	TING AGENCY	CASE NUMBER		SMV CRASH REP	ORT NUMBER		
						5-00006693			83879			
2 Parke 3 Work	cle in Transport ed Motor Vehicle king Vehicle	1 661QP		STATE FL	REGISTRATION EXE 07/19/15	PIRES Check if Registra		N	35X4LV0509		<u> </u>	<u> </u>
Hit and 1 No 2 Yes 88 Unk	11	YEAR 2004		MODEL X5	STYLE	ort Utility	COLOR	DA 1 D	MAGE: Disabling 4 Mind	or i	EST. AM	IOUNT
INSURA	NCE COMPANY			URANCE POLICY N	UMBER To	ved due		2 F	unctional 88 Un Ione	known 4		
	OF VEHICLE OWN	Comp. of Amer		01052001002	CURRENT ADDRES	lo 2 Yes	1			2 Owner 3 Driver 4 Other,	Request Explain in N	3
	EL PABLO O	TERO DIAZ		401 Hib				CITY & STAT			ZIP COD	E
TRAILER	# LICENSE NUM	IBER STATE REG	ISTRATION EXPIRES	Check If Permi	iscus AVE Apt	#-]		Bunnell				AXLES
TRAILER	H LICENSE NUM	BER STATE REG	STRATION EXPIRES	Check If Perma Registration	anent VIN			YE/		u	ENGTH A	AXLES
VEHICLE		E W Off-Road			ON STREET, ROAD,	HIGHWAY			AT EST. SPEED	D POSTED SPI		LLANES
HAZ. MA 1 No	AT. RELEASED	HAZ MAT PLACARD	E.	Moody Blvd	AZ. MAT. CLASS		rea of Initial Ir	20	10	35	3	
2 Yes <u>88 Unkn</u> MOTOR	OWN CARRIER NAME	2 Yes 88 Unknown				-2		18	Undercarriage	V 1.	t Damaged	
				US DOT NUI	MBER		15 18 18	7 = 19 20 10 = 21	Windshield	19 20 21		
MOTOR	CARRIER ADDRES	5		CITY & S	TATE		CO CO		ZIP CODE	EF [+1	NUMBER	10 9
Veh	icle Body Ty	pe		Traff	icway		<u>3C.</u>					
	16	15 Low Speed Vehi 16 (Sport) Utility Ve 17 Cargo Van (10,00 (4,536 kg) or less)	te hicie 20 lbs	1 Two-Way, 2 Two-Way, Continuous	Not Divided Not Divided, with a	je je	1 Vehicle 10 for Hazardo	Commerce),000 lbs or les us Materials	al Motor Veh Placarded 8 Tr 9 Tr	icle Config ractor/Triple ruck more that	j uration n 10,000 lbs	(4.536
1 Passen 2 Passen	Rer Van	18 Motor Coach 19 Other Light Truck	s (10,000 lbs	3 Two-Way, (painted >4 f 4 Two-Way,	Divided, Unprotecte eet) Median Divided, Positive Me		more than 1 3 Single-Uni	t Truck (2-axle 0,000 lbs (4,5) t Truck (3 or m	and GVWR kg), 36 kg)) 10 f iore axles) occi	ractor/Triple ruck more than Cannot Classi Bus/Large Van Upants, Includ Bus (seats for r Upants, Includi	fy (seats for 9- ion driver)	-15
3 Pickup 7 Motor 8 Bus	Home	(4,536 kg) or less) 20 Medium/Heavy T 10,000 lbs (4,536 kg	rucks (more than	Barrier 5 One-Way T 88 Unknown	rafficway		4 Truck Pulli 5 Truck Trac 6 Truck Trac	t Truck (3 or m ng Trailer(s) tor (bobtail) tor/Semi-Trail		Bus (seats for r upants, includi Other, Explain	nore than 1 ing driver)	5
11 Moto 12 Mope	rcycle id	77 Other, Explain in		TRAILER 1 TRAIL		e r Type ni Trailer emi Trailer 8		tor/Double Tru	Cargo Body	Joknown	In Narrative	
	Com	m/Non-Commerci	al		3 Tank Trail 4 Saddle Mo	er 9 punt/Trailer 10	Towed Vehicle D Auto Transpor	t	3 Van/Enclo 4 Hopper 5 Pole-Traile	sed Boy 131	ntermodal tainer Chass	sis
	2 Int	erstate Carrier rastate Carrier t in Commerce/Governi	ment		5 Boat Trail 6 Utility Tra 7 House Tra	ller N	7 Other, Explain arrative 8 Unknown		5 Pole-Traile 6 Cargo Tanl rgo 7 Flatbed	k 15 M	/ehicle Towi ther Vehicle lot Applicab	ole
Most	larmful Even	t in commerce/Other T	ruck	Comm		10,000 lbs (4,5	36 kg) or less	2 Bus	9 Concrete N	Alver (4.5	licle 10,000 36kg) or less laying HM p	lbs
Γ	10	1 Overturn/Rollove 2 Fire/Explosion 3 Immersion		GVWR/GCW	Non-Fixed Object	NOT Applicable			10 Auto Trar 11 Garbage/ 12 Log	Refuse Narr	thèr, Explai ative Inknown	n în
L		4 Jackknife 5 Cargo/Equipment 6 Feil/Jumped From	Loss or Shift Motor Vehicle	10 Pedestrian 11 Pedalovcie		19 impac	on Fixed Object Attenuator/C	rash Circhton	29 Cable Barrier 30 Concrete Trafi	fic Barrier	Emerg	
Seque	nce of Events	6 Fell/Jumped From 7 Thrown or Falling 8 Ran Into Water/ C 9 Other Non-Collisic	Object anal	i i i s Animai	hicle (train, engine) icle in Transport	21 Bridge 22 Bridge	e Overhead Stru e Pier or Suppor e Rail	icture t	31 Other Traffic E 32 Tree (standing 33 Utility Pole/Lig 34 Traffic Sign Su 35 Traffic Signal S 36 Other Beat	Sarrier () sht Support	Vehicle	Use
14	10	40 Equipment Failur	Evente on hi	16 Work Zone	icle in Transport tor Vehicle /Mainténance	23 Culve 24 Curb 25 Ditch	rt		34 Traffic Sign Su 35 Traffic Signal S 36 Other Post, Po	pport upport		
3rd	4th	A1 Separation of Lin	, <u> </u>	17 Struck By Fi Anything Set in	alling, Shifting Cargo Motion by Motor	or 26 Emba	rail Face		37 Fence 38 Mailbox		1 No 2 Yes 88 Unk	
		42 Ran Off Roadway 43 Ran Off Roadway 44 Cross Median	, Ríght , Left	18 Other Non-	Fixed Object	28 Guard		İ	9 Other Fixed Ob building, tunnel, e	oječt (wall, etc.)	60 Uniki	nown
Roady	vay Grade	45 Cross Centerline 46 Downhill Runawa	<u>x</u> 1	hicle Maneuv Straight Ahead Turning Left	er Action 13 Stopped in Tra 14 Slowing	ffic Ti	raffic Contro	Device For		e Defects	<u></u>	
1	1 Level 2 Hillcrest 3 Uphill	Roadway Alignm	ent 3 4	Backing Turning Right	14 Slowing 15 Negotiating a (16 Leaving Traffic	Curve	1	B Flashing Sign	88	3	88	
	4 Downhill 5 Sag (bottom)	1 Straigh 2 Curve R 3 Curve L	light 8	Changing Lanes Parked Making U-Turn	17 Entering Traffi 77 Other, Explain	cLane L In 1 No C	iontrois	9 Rallway Cros: Device	ing 1 None	13	Suspension Wheels	
	Special Fun		11 Pa	issing	Narrative 88 Unknown	4 Scho Device	ol Zone Sign/	O Person (incl lagman, Office Suard, etc.)	r, 3 Tires 4 Lights (head, 15	Windows/ ndshield Mirrors	
1	of Motor Ve	hicle 3 Police	de 10 Fire T 11 Farm	Labor Transport	14 Intercity Bus 15 Charter/Tour E 16 Shuttle Bus	Sus 6 Stop 7 Yield	Sign N	13 Warning Sig 7 Other, Expla Varrative	/ wipers	g Tra	Truck Coupl iler Hitch/ etv Chains	
olatic	2NS	7 Taxi 8 Military	12 Schor	ol Bus lt/Commuter Bus	17 Example Labor D	s / Yield	Sign 8	8 Unknown	9 Exhaust 10 Body, 11 Power	t System 77 Doors Na	ety Chains Other, Expla rrative Unknown	in in
RSON #		NAME OF VIOLATOR		FI STAT	UTE NUMBER						OINIOWN	
SON #						· ·	Ci	HARGE		CITATIO	N NUMBER	
90N#		NAME OF VIOLATOR		FL STAT	UTE NUMBER		Cł	ARGE	·	CITATIO	NUMBER	
SON #		NAME OF VIOLATOR		FL STAT	UTE NUMBER		C+	ARGE		CITATIO	NUMBER	

Page 2 of 5 BPD FL Accident Page 2 OF 5

DEDCON //	REPORTING AGENCY CASE NUMBER	HSMV CRASH REPORT NUMBER
PERSON # 1	2015-00006693	83879272
1 Driver 2 Non-Motorist	· · · · · · · · · · · · · · · · · · ·	PHONE NUMBER Check If
3 Passenger 1 1 Kristy Lynn Nalesnik		(724)630-4409 Recommend
CURRENT ADDRESS (Number and Street)	CITY & STATE	ZIP CODE
401 Hibiscus AVE Apt# 1 DATE OF BIRTH SEX: DRIVER LICENSE NUMBER	Bunnell FL	32110
DATE OF BIRTH SEX: 1 Male 03/04/82 2 Female 2 N425512825840	STATE EXPIRES	INJURY SEVERITY (INJ) 1 None 4 Incapacitating 2 Possible 5 Fatal (within 30 days) 1
88 Unknown		2 Possible 5 Fatal (within 30 days) 3 Non-Incapacitating 6 Non-Traific Fatality
DL Type Required Endorsements	DRIVER Driver's Actions at Time of Cras	
1A 2 B 3 C 1Yes 1st 5 4 D/Chauffeur 3 2 No 5 5 E/Operator 4	1 No Contributing Action 26 Ran off Roadwi 2 Operated MV in Careless or Contribution 27 Disregarded ot	her Traffic Time of Crash
6 E/Operator 7 None 3 No Req. Endorsement	Negligent Manner 28 Disregarded Ot 3 Failed to Yield Right-of- Way Markings	her Road
Driver Distracted By 40ther Inside the Vehicle 2nd	6 improper Dacking 29 Over-Correctin	g/Over- 5 III (sick) or Fainted 6 Seizure, Epilepsy, Blackout
1 2 Electronic Communication 5 External Distraction Devices (cell phone, etc.) (outside the vehicle, explain	11 Ran Red Light 12 Drove too East for Conditions to Wind, Slippery S	Surface, MV, 8 Emotional (depression,
3 Other Electronic Device In narrative)	13 Ran Stop Sign Roadway, etc. 15 Improper Passing 21 Opported All / 1	A guider the influence of
Driver Vision Obstructions	21 Wrong Side of Wrong Way	sive Manner 77 Other, Explain in Narrative
1 Vision Not Obscured 5 Load on Vehicle 9 Smoke 2 Inclement Weather 6 Building/Fixed Object 10 Glare	DRIV	ER OR PASSENGER
4 Trees/Crops/Bushes 8 Fog In Narrative	ain Helmet Use (HU) Eye Pro	etection (EP)
DRIVER OR PASSENGER Motor Vehicle Seating Position: LOCATION: SEAT ROW OTHER	2 Motorcycle Helmet	1 Yes 3 (RS)
Motor vehicle Seating Position: LOCATION: SEAT ROW OTHER Seat Row Other (LOC) 1 1	3 No Helmet	3 Not Applicable 1 Not Applicable 2 None Used - Motor Vehicle Occupant
1 Left 1 Front 1 Not Applicable 2 Middle 2 Second 2 Slapper Section of Truck Cab.		3 Shoulder and Lap Belt Used 4 Shoulder Belt Only Used 4 Shoulder Belt Only Used
	ecuon (EJECI)	loyed- 6 Restraint Used - Type Unknown Ination 7 Child Restraint System - Forward Facing
explain in 77 Other Row 5 Trailing Unit narrative) 88 Unknown 6 Riding on Motor Vehicle Exterior (non- 88 Unknown trailing unit)	1 Not Ejected 2 Ejected, Totally 3 Ejected, Partially 4 Not Applicable 4 Not Applicable 4 Deployed - Side Unkn	ployment 9 Booster Seat
88 Unknown	88 Unknown NON-MOTORIST	own 10 Child Restraint Type Unknown 77 Other, Explain in Narrative
Non-Motorist Description Non-Motorist Lo	cation At Time of Crash	Action Prior to Crash
1 Pedestrian 1 Intersection - Mar 2 Other Pedestrian (wheelchair, person in a	ked Crosswalk Barked Crosswalk 9 Median/Crossing Island	5 Walking/Cycling on Sidewalk 6 In Roadway Other (working,
building, skater, pedestrian conveyance, etc.) 3 Intersection – Oth 3 Bicyclist 4 Other Cyclist 5 Travel Lane - Othe	d Crosswalk 11 Shared-Use Path or Trail	playing, etc.} 7 Adjacent to Roadway (e.e.
5 Occupant of Motor Vehicle Not in Transport 6 Bicycle Lane (parked, etc.) 7 Shoulder/Roadsid	77 Other, Explain in Narrative 2 W	ossing Roadway shoulder, median) alting to Cross Roadway 8 Going to or from School (K-12) alking/Cycling Along 9 Working in Trafficway
6 Occupant of a Non-Motor Vehicle Non-Motorist Au Transportation Device	ctions/Circumstances Roa	alking/Cycling Along 9 Working in Trafficway dway with Traffic (in or (incident response) icent to travel lane) 10 None
7 Unknown Type of Non-Motorist Safety Equipment 1st 3 Fa	o Improper Action 4 W Int/Dash Roa	alking/Cycling Along
2 Helmet 6 Not Applicable	ally of Officer 7 Entering/Exiting P	cent to travel lane)
5 Protective Pads Used 77 Other, Explain 5 in	Roadway improperly (standing, Vehicle Sinattentive (talkin, sabled Vehicle Related (working 9 Not Visible (dark c	11 Improper Passing
4 Reflective Clothing (Jacket, 88 Unknown backpack, etc.) 6 Di on,	sabled Vehicle Related (working 9 Not Visible (dark c pushing, leaving/approaching) lighting, etc.)	othing, no 77 Other, Explain in Narrative 88 Unknown
SUSPECTED ALCOHOL TESTED: ALCOHOL TEST TYPE: ALCOHOL	ALCOHOL/DRUG/EMS	
ALCOHOL USE: 1 Test Not Given 1 Blood TEST RESULT 1 No. 2 Test Refused 1 Z Breath 1 Pending	DRUG USE: 1 Test No 1 No 1 No	t Given A 1 Blood 1 Positive
2 Tes 1 3 Test Given 1 2 Completed 88 Unknown 1 88 Unknown, if Tested 77 Other, Explain in 88 Unknown	2 Yes 3 Test Give	
SOURCE OF TRANSPORT TO MEDICAL FACILITY	EMS RUN NUMBER	MEDICAL FACILITY TRANSPORTED TO
2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown		
PERSON # VEHICLE # NAME	DDITIONAL PASSENGERS	
		SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE	ZIP CODE
Q_01		
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME OR ID	EMS RUN NUMBER	MEDICAL FACILITY TRANSPORTED TO
2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown		
PERSON # VEHICLE # NAME	DATE OF BIRTH IN	SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE	ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY		
1 Not Transported 2 EMS 3 Law Enforcement	EMS RUN NUMBER	MEDICAL FACILITY TRANSPORTED TO
77 Other, Explain in Narrative 88 Unknown		

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PEDESTRIAN

TEDESTRIAN			
PERSON # 2		REPORTING AGENCY CASE NUMBER 2015-00006693	HSMV CRASH REPORT NUMBER 83879272
1 Driver	NAME		PHONE NUMBER Check If
2 Non-Motorist 3 Passenger 2			Recommend Driver Re-exam
1024 E Booe ST	ESS (Number and Street)	CITY & STATE Bunnell FL	ZIP CODE 32110
DATE OF BIRTH SEX:		STATE EXPIRES	
06/26/54 88 Unknown			1 None 4 Incapacitating 2 Possible 5 Fatal (within 30 days) 3 Non-Incapacitating 6 Non-Traffic Fatality
DL Type Requ	ired Endorsements	DRIVER Driver's Actions at Time of	
IA 2B 3C 4 D/Chauffeur 5 E/Operator 6 E/Oper ~ Rest 7 None Driver Distracted By 1 Not Distracted 2 Electronic Communication Devices (cell phone, etc.) 3 Other Electronic Device (navigation device, DVD playe Driver Vision Obstructions	1 Yes 2 No 3 No Req. Endorsement 4 Other Inside the Vehicle (explain In narrative) 5 External Distraction (outside the vehicle, explain in narrative) 7 6 Texting 7 Insitentive	1 No Contributing Action 2 Operated MV in Careless or Negligent Manner 3 Failed to Yield Right-of-Way 4 Improper Backing 0 Followed too Closely 10 Followed too Closely 12 Drove too Fast for Conditions 13 Ran Stop Sign 15 Improper Passing 10 Followed too Steering 10 Followed too Closely 11 Ran Red Light 12 Drove too Fast for Conditions 13 Isine Oper Passing 14 Departure Action 15 Improper Passing 15 Improper Passing 16 Departure Action 17 Exceeded Posted Speed 18 Contributing Action 26 Ran off 27 Disregat 28 Disregat 29 Over-Co 50 Evering 00 Evering 10 Operate 10 Contributing Action 29 Over-Co 50 Evering 10 Operate 10 Operate	Broadway 3rd Condition At rded other Traffic Time of Crash ided other Road 1 Apparently Normal irrecting/Over- Ath ior Avoided : Due 4th ippery Surface, MV,Motorist in angry, disturbed, etc.)
2 Inclement Weather 6	5 Load on Vehicle 9 Smoke L 5 Building/Fixed Object 10 Glare	25 Failed to keep in Proper Line	DRIVER OR PASSENGER
3 Parked/Stopped Vehicle 7	7 Signs/Billboards 77 All Other, Expl 3 Fog In Narrative		Protection (EP)
DRIVER	OR PASSENGER	3 1 DOT-Compliant Motorcycle Helmet	1 Yes 1 (RS)
3 Right 3 Third 3 Other E 77 Other 4 Fourth 4 Unencle (explain in 77 Other Row 5 Trailing	r (LOC) [Include] Section of Truck Cab inclosed Cargo Area Osed Cargo Area Unit on Motor Vehicle Exterior (non- 4	Air Bag Deployed Air Bag Deployed Air Bag Deployed (ABD) 1 Not Ejected 2 Sterred Tablity 1 Ot Deployed	5 Deployed-Other (knee, air belt, etc.) 6 Deployed-
Non-Motorist Descriptio	on Non-Motorist Lo	cation At Time of Crash	Action Prior to Crash
1 Pedestrian 2 Other Pedestrian (wheelchair, building, skater, pedestrian con 3 Bicyclist 5 Occupant of Motor Vehicle Not (parked, etc.) 6 Occupant of a Non-Motor Vehicle Not (parked, etc.) 7 Unknown Type of Non-Motor Safety Equipment 6 Not Appli 3 Protective Pads Used 7 7 Other, E (elbows, knees, shins, etc.) In Narrative 4 Reflective Clothing (jacket, 88 Unknow backpack, etc.)	veyance, etc.) 5 3 Intersection – Oth 4 Midblock – Marke 5 Travel Lane – Othe 6 Bicycle Lane 7 Shoulder/Roadsid Non-Motorist Ac ist 6 1 st 77 3 Fa 1 st 77 3 Fa 2 nd 77 1 yin 6 2 nd 77 1 yin 6 77 1 yin 6 1 yin 77 1 yin 1 yin	arked Crosswalk 9 Median/Crossing Island er 10 Driveway Access 1 Crosswalk 11 Shared-Use Path or Trail r Location 77 Other, Explain in Narrativ e 88 Unknown tions/Circumstances Dimproper Action rt/Dash Jure to Yield Right-of-Way Jure to Yield Right-of-Way Jure to Yield Right-of-Way Jure to Officer 7 Entering/E Roadway Improperly (standing, 8 Inattentive	3 Walking/Cycling Along 9 Working in Trafficway Roadway with Traffic (in or adjacent to travel lane) 9 Working in Trafficway Idlacent to travel lane) 10 None Awalking/Cycling Along 77 Other, Explain in Narrative Roadway Against Traffic (in or adjacent to travel lane) 78 Unknown adjacent to travel lane) xiting Parked/Stainding 10 Improper Turn/Merge 11 Improper Passing (taiking, eating, etc) 12 Wrong-Way Riding or Walking 77 Other, Explain in Narrative
SUSPECTED ALCOHOL TESTED: ALCOHOL USE: 1 Test Not Given		BAC SUSPECTED DI	
ALCOHOL USE: 1 Test Not Given 1 No 2 Test Refused 3 Test Given 88 Unknown 88 Unknown, If Test	1 Blood 2 Breath 3 Urine sted 77 Other, Explain in 88 Unknown	1 No 2 Yes 3	Test Not Given 1 Blood 1 Positive 2 Negative 3 Urine 77 Other, 9 Pending 9 P
SOURCE OF TRANSPORT TO MEDICAL FACI 1 Not Transported 2 EMS 3 Law Enforcement	1	EMS RUN NUMBER	MEDICAL FACILITY TRANSPORTED TO
77 Other; Explain in Narrative 88 Unknow		DDITIONAL PASSENGERS	<u> </u>
PERSON # VEHICLE # NAME	Jeo.	DATE OF BIRTH	INJ SEX LOC: 5 R O EJECT HU EP ABD RS
CURRENT ADDRE	SS (Number and Street)	CITY & STATE	
0 [°]			
SOURCE OF TRANSPORT TO MEDICAL FACI L Not Transported 2 EMS 3 Law Enforcement 27 Other, Explain in Narrative 88 Unknow	LITY EMS AGENCY NAME OR ID	EMS RUN NUMBER	MEDICAL FACILITY TRANSPORTED TO
7 Other, Explain in Narrative 88 Unknow PERSON # VEHICLE # NAME	n L] [
The second		DATE OF BIRTH	INJ SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRE	SS (Number and Street)	CITY & STATE	
OURCE OF TRANSPORT TO MEDICAL FACI Not Transported EMS 3 Law Enforcement 7 Other, Explain in Narrative 88 Unknow		EMS RUN NUMBER	MEDIÇAL FACILITY TRANSPORTED TO
HSMV 90010 S (V/P) (rev 10/10)			

RRATIVE

On 05/03/2015, I was dispatched to 100 E. Moody Blvd, Bunnell, Fl 32110, in reference to a vehicle which had impacted a pedestrian. I made contact with Kristy Lynn Nalesnik, WF, DOB 03/04/1982, who was driving a 2004, gray (in color), BMW X5, bearing FI tag 661QPY. Mrs. Nalesnik stated she was at the intersection of S. Church St. and E. Moody Blvd, turning left onto E. Moody Blvd. in order to travel in a westbound direction. Mrs. Nalesnik stated as she made the left turn, a black male, Freddie Lee Emanuel, DOB 06/26/1954,walked into the middle of the street and her driver side mirror impacted Mr. Emanuel. Mr. Emanuel was walking around the parking lot but complained of minor left shoulder pain. Mr. Emanuel is deaf and mute; he can only communicate through gestures. Deputy Pedersen, who was also on scene, requested Flagler County EMS to assess Mr. Emanuel's injury. Flagler County EMS assessed and cleared Mr. Emanuel at the scene.

Mr. Emanuel gestured that he was walking from the Citgo located at 100 E. Moody Blvd, to S. Church St. when he was hit by Mrs. Nalesnik's vehicle.

Mr. Emanuel was given a case card and released from the scene. Mrs. Nalesnik's vehicle received minor damage to the driver side, side view mirror. Mrs. Nalesnik was given a case card and released from the scene. No further law enforcement action taken. Photographs of the damage will be submitted with the report.

enforce	ment action taken. Phot	rs. Nalesnik was giv ographs of the dar	en a case card	and released	from the	e scene	. No	furthe	r law		
				attites with							
		500	A Califics O	G							
ADDITION/ PERSON # VEH		C Ind	DATE	OF BIRTH	INJ SE	X LOC: S	R	O EJECT	HUE	P A	ABD RS
	CURRENT ADDRESS (Number	and Street)	cr	TY & STATE		I	<u> </u>	IZI	P CODE	_1_	
1 Not Transpor 2 EMS 3 Law 77 Other, Expla	Enforcement	EMS AGENCY NAME OR IE	EMS	RUN NUMBER		ME	DICAL FA	ACILITY TRA	NSPORTE	DTO	<u> </u>
PERSON # VEH	IICLE # NAME	Str. 2	DATE	OF BIRTH	INJ SE	K LOC: S	RC	D EJECT	HU EF	A	BD RS
	CURRENT ADDRESS (Number	and Street)	cii	Y & STATE		I	I f_	ZIF	CODE		!
1 Not Transport	ANSPORT TO MEDICAL FACILITY ted Enforcement In In Narrative 85 Unknown	EMS AGENCY NAME OR ID	EMS	RUN NUMBER		MEI	DICAL FA		NSPORTEI	ото	
PERSON #	NAME OF VIOLA	TOR	FLSTATUTE NUMBER		CHAR	GE			CITAT	ION N	UMBER
PERSON #	NAME OF VIOLAT	FOR	FL STATUTE NUMBER		CHAR	SE			CITATI	ON N	IUMBER
REPORTING	OFFICER										
5099	BER RANK & NAME Officer Scott Bagwell			DEPARTMEN Bunnell					FHP SO	РБ Х	

HSMV 90010 S (N/D) (rev 10/10)

Case Number: 15-6693 Date: 05/03/2015
Case Number: $15 - 6693$ Date: $05/03/2015^{-1}$
Description:
Location: 100 E. Mondy Blud. Description: Vehicle VS, Pedestrian
Doom High High High High High High High High
S.Church St N.Church St
Retired Horne Particular And

Created using ScenePD. Licensed customer: BUNNELL POLICE DEPT

1 1

	F	LORI	DA TRAFF	IC CRASH I	REPORT	· S	DeShaz					
LO	NG FORM	M X	SHORT FORM (Shaded Areas)	UPDATE]	Re	cords De	•				
MA	IL TO: D	EPARTN	• •	WAY SAFETY & I		M	AV 0629	4 A.T		SECTION(S)		<u> </u>
	TRA	FFIC CR/	ASH RECORDS	NEIL KIRKMAN	MUTOR VEI BUILDING	HICLES		TOTAL # O	F PERSON	SECTION(S)	2	
		1	ALLAHASSEE,	FL 32399-0537				TOTAL # O	F NARRATI	VE SECTION	l(s) <u>1</u>	
	5H DATE 5/ 05/ 15		IME OF CRASH	DATE OF REPORT	REPO	RTING AGENC	Y CASE NUMBER		HSMV CRASH R	EPORT NUMBER	•	
	SH IDENT		09:24 PM	05/ 05/ 15	2	015-00006	802		838	7927	3	
COU			COUNTY OF CRASH		PLACE OR CIT	OF CRASH						
	ON SCENE	30	Flagler		Bunnell				ECK IF WITHIN	X 09:24		O9:25 PM
	:25 PM		10:04 PM		EASON (If Invest	igation NOT (Complete)				Notified	By: 1 Motorist
ROA	DWAY IN	FORMA	TION (CHOOSE (ONLY 1 OF 4 OPTIC	NS)					<u>o</u> v	2 Law En	forcement 2
			T, ROAD, HIGHWAY				AT STR	EET ADDRESS #	A		AND	LONGITUDE
AT FE							607		2			LONGITUDE
		ILES		FROM INTERS	ECTION WITH ST	REET, ROAD,	HIGHWAY		<u></u>		OR FRO	OM MILEPOST #
	Ro	ad Syste	m Identifier	Forest Road	 T	ype of Sh			2	4		
	3 1 Int	terstate S.	4 County 5 5 Local 5	Private Roadway	[]	1 Paved		1 Not	Type of Inter at Intersection	Strat	fic Circle ndabout	
CDAG	3 Sta	-	5 Turnpike/Toll	7 Other, Explain in	2	2 Unpave 3 Curb	d	1 2 Fou 3 T-In	Ir-Way Intersection	ion 7 Five	-Point. or	More in In Narrative
CRAS			(CHECK IF PICT						itersection			
	1 Daylig	Condition	n Dark-Not Lighted Dark-Unknown	Weather Conc 4 Fog, Smog,	Smoke Roa	dway Surfa	ace Condition	School Bus F	Related	Manner of	Collisi	on/impact
4	j 3 Dawn	Ľ	ighting	4 Fog, Smog, 5 Sleet/Hall/ Freezing Rain 6 Biowing Sat	1	6 M	ud, Dirt, Gravel	1 1 No 2 Yes, Sc	hoot Bus			same direction Opposite Direction
		. N	7 Other, Explain in Iarrative 8 Unknown	1 Clear		- 8 W	ater (standing/ ing)	1 2 Yes, Sc Directly 3 Yes, Sc indirectly	hool Bus y Involved 1 Fro		ear to Sid ear to Rea	e
				2 Cloudy 3 Rain Narrative	slain in I 4,₩		ither, Explain arrative nknown		2 Fro 3 An	ont to Front	Other, Exp Unknown	nisio in Nersebie
Fir	st Harmf	ul Event	Non-Collisio 1 Overturn/Rollo		n-Fixed Objec	:t	Collision with	n Fixed Object		First Harr		
	11		2 Fire/Explosion 3 Immersion	11 Pedalovci	n e 'ehicle (train,	19 lmp Cushio	act Attenuator/Cra	ish 30 Concrete T	raffic Barrier fic Barrier	Location	1 On Roz	ent
Fij	rst Harmi	ful Event	4 Jackknife 5 Cargo/Equipme Loss or Shift	enginej ent 13 Animal		21 Brid	ge Pier or Support	ture 32 (ree (stand	ding)		3 Should	adway er
	Thin Inter	rchange	6 Fell/Jumped Fr Motor Vehicle	om 15 Parked M	hicle in Transpo otor Vehicle e/Maintenance	rt 23 Culv	ert	35 Traffic Sign 36 Other Post	al Support Support Jal Support Pole or Support		4 Mediar 6 Gore 7 Separa	
1	1 No 2 Yes	1known	7 Thrown or Faili Object	17 Struck By	Falling, Shifting	25 Ditcl 26 Emb	h ankment Idrail Face	38 Mailbox		`	8 in Parki 9 Outside	ing Lane or Zone Right-of-way
			8 Ran Into Water 9 Other Non-Coll	sion 18 Other No	n-Fixed Object	28 Guai	drall End e Barrier	39 Other Fixed building, tunne	Object (wall, el, etc.)	1	10 Roads 88 Unkno	ide
	First	Jur	Event Relation (0			nstances: Roa		Cont	ributing Circ	umstar	Ces:
	1	5 1	Railway Grade Cros 4 Entrance/Exit Ram	D			i 10 Road Surfa	el-Polished Surface ce Condition (wet,		Environm	ient	_
1 Non	-Junction	1 1	5 Crossover - Relate 6 Shared-Use Path o	d r Trail 1 Nor		L	11 Obstruction	n, etc.) 1 in Roadway	1			
3 Inte	rsection rsection-Re eway/Alley	INTER 1	7 Acceleration/Dece 8 Through Roadway 7 Other, Explain in N	leration Lane 4 Wo	rk Zone (constru		13 Traffic Con	trol Device lissing or Obscured	1 None		5 Anima!/	s) in Roadway
Relate		8	B Unknown	anauve 1 6 200	ulders (none, lo Holes, Bumps	w, soft, high)	14 Non-Highwi 77 Other, Expla 88 Unknown	ilssing or Obscured ay Work ain in Narrative	2 Weather 3 Physical (4 Glare	Distruction(s)	77 Other, Narrative	Explain in
W	ork Zone	Related		Nork Zone are the First Work Zone		Work Zone		Workers in W		Law En	88 Unkno	
1	2 Yes 88 Unkn	Iown	Warni 2 Adva	ng Sign Ince Warning Area	2	Lane Closure Lane Shift/Cro Work on Shou	ssover lider or Median	1 No 2 Yes		We	ork Zon	
			4 Acti	sition Area	ال السب 4	intermittent c	n Moving Work	88 Un	known		Officer Pre	sent
/ITNE	SSES	4	J STern	nination Area						On	aw Enforce ly Present	ement Vehicle
DAV			a.	ADDR				CITY & STATE				10 6005
DAVI			KSON	16 Welling				Paim Coast	FL	-	z 321	IP CODE
Adrer	na Delori			ADDR				CITY & STATE			-	IP CODE
	NAM			95 Plainvie ADDRE	<u> </u>			Palm Coast	FL		321	64
				AUDRE				CITY & STATE		<u> </u>	Z	PCODE
ON VE	HICLE P	ROPERTY	DAMAGE						<u></u>			<u></u>
HICLE #		PROPERTY	DAMAGE - OTHER	THAN VEHICLE EST. AN		S NAME	Check If Busines	s) ADDRESS				
99	2	bicycle	ont wheel of	50			HNSON TER	OF DL-1	view	CITY & ST	ATE	ZIP CODE 32164
HICLE #	PERSON #	PROPERTY	DAMAGE - OTHER 1	HAN VEHICLE EST. AN			(Check If Busines			Palm Control of the second sec		
	L					·				411013	1975 - 11	ZIP CODE

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VEHICLE # 1 Check if Co	REPORTIN	G AGENCY CASE NUMBER	HSMV CRASH REPORT NUMBER
	2015-0	00006802	\$3879273
1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle Hit and Runner VEAR	STATE REGISTRATION EXPIRE FL 04/14/16	Check if Permanent VIN Registration 1J4FT6	8S8PL532335
1 No 2 Yes 88 Unknown 2 1993 Jeep	MODEL STYLE Sport	COLOR D Utility Beige 2	AMAGE: Disabling 4 Minor Functional 88 Unknown 4 200
Direct Company II a	NSURANCE POLICY NUMBER Towed FLAD150315968 1 No	due VEHICLE REMOVED B	Y I Rotation
NAME OF VEHICLE OWNER (Check if Business)] CITY & STA	4 Other, Explain in Narrative
Steven Eugene Barneski TRAILER # LICENSE NUMBER STATE REGISTRATION EXPI	7 ZACHARY PL	Palm Coa	ast FL 32164
1	RES Check If Permanent VIN Registration		EAR MAKE LENGTH AXLES
TRAILER # LICENSE NUMBER STATE REGISTRATION EXPI	RES Check If Permanent VIN Registration	YI YI	EAR MAKE LENGTH AXLES
VEHICLE N S E W Off-Road Unknown TRAVELING X	ON STREET, ROAD, HIC	SHWAY	AT EST. SPEED POSTED SPEED TOTAL LANES
HAZ, MAT, RELEASED HAZ, MAT PLACARD HAZ, M/	S. Bacher St N. NUMBER HAZ. MAT. CLASS	Area of initial impact	10 2
2 Yes 288 Unknown			
MOTOR CARRIER ADDRESS		14 13 12 11 10 8 21	Windshield 20 1 15 18 17 8
	CITY & STATE	, ²⁰	ZIP CODE PHONE NUMBER
Vehicle Body Type	Trafficway 1 Two-Way, Not Divided	Commer	ial Motor Vehicle Configuration
10 17 Cargo Van (10,000 lbs (4,536 kg) or less)	2 Two-Way, Not Divided, with a	for Hazardous Materials	e and GVWB by Construction 10,000 lbs (4,536
2 Passenger Van 19 Other Light Trucks (10,000 lbs 3 Pickup (4,536 ke) or less	3 Two-Way, Divided, Unprotected (painted >4 feet) Median 4 Two-Way, Divided, Positive Media Barrier	n A Truck Builting Tratilation	more axies) occupants, including driver)
7 Motor Home 20 Medium/Heavy Trucks (more tha 8 Bus 10,000 lbs (4,536 kg)) 11 Motorcycle 21 Farm Labor Vehicle	5 One-Way Trafficway 88 Unknown Trailer		occupants, including driver)
13 Ali Terrain Vehicle (ATV)		Trailer 8 Pole Trailer 9 Towed Vehicle	Cargo Body Type
Comm/Non-Commercial 1 Interstate Carrier 2 Intrastate Carrier	4 Saddle Moun 5 Boat Trailer 6 Utility Trailer	Trailer 10 Auto Transport 77 Other, Explain In	4 Hopper Container Chassis 5 Pole-Trailer 14 Vehicle Towing
3 Not in Commerce/Government 4 Not in Commerce/Other Truck	7 House Trailer	88 Unknown 1 No C	- 6 Cargo Tank Another Vehicle argo 7 Flatbed 15 Not Applicable 8 Dump (vehicle 10,000 lbs
Most Harmful Event Non-Collision	GVWR/GCWR	000 lbs (4,536 kg) or less 001-26,000 lbs (4,536-11,793 kg) re than 26,000 lbs (11,793 kg) Applicable	9 Concrete Mixer (4,536kg) or less not 10 Auto Transport displaying HM placard) 11 Garbage/Refuse 77 Other, Explain in 12 Lor Narrative
14 3 immersion 4 Jackknife 5 Carso / Equipment June of Min	Collision with Non-Fixed Object	Collision Fixed Object	29 Cable Barrier
Sequence of Events 7 Thrown or Falling Object	11 Pedalcycle 12 Railway Vehicle (train, engine) 13 Animai	19 Impact Attenuator/Crash Cushion 20 Bridge Overhead Structure 21 Bridge Pier or Support	
9 11 [40-46 Seruence of Events on bit]	14 Motor Vehicle in Transport 15 Parked Motor Vehicle	22 Bridge Rail 23 Cuivert 24 Curb	33 Utility Pole/Light Support 34 Traffic Signa Support 36 Other Post, Pole, or Support 1No
3rd 40 Equipment Failure (blown tire,	Equipment 17 Struck By Falling, Shifting Cargo or Anything Set In Motion by Motor Vehicle 18 Other Non Eved Obtact	25 Ditch 26 Embankment 27 Guardraff Face	36 Other Post, Pole, or Support 1 No 37 Fence 2 Yes
41 Separation of Units 42 Ran Off Roadway, Right 43 Ran Off Roadway, Left 44 Cross Median		28 Guardrail End	39 Other Fixed Object (wall, building, tunnel, etc.)
Roadway Grade	Vehicle Maneuver Action 1 Straight Ahead 13 Stopped in Traffic 3 Turning Left 13 Stopped in Traffic	Traffic Control Device	
1 Level Roadway Alignment 16	4 Backing 14 Slowing 5 Turning Right 15 Negotiating a Curv	re 1 8 Flashing Sig	
1 3 Uphili 4 Downhili 5 Sag (bottom) 1 Straight 2 Curve Right 3 Curve Left	6 Changing Lanes 8 Parked 10 Making U-Turn 10 Overtaking/ 11 Covertaking/ 12 Changing Lanes 14 Entering Traffic Lar 77 Other, Explain in Narrative 88 Libeaving Traffic Lar 77 Other, Explain in Narrative 88 Libeaving Traffic Lar	1 No Controls 10 Person (inc	ssing 12 Suspension 1 None 13 Wheels 2 Brakes 14 Windows
	Passing 35 Unknown Dulance 14 Intercine Run	Device Guard, etc.) 5 Traffic Control 13 Warping St	per, 3 lires Windshield
1 of Motor Vehicle 2 Parm Vehicle 10 Fir 3 Police 11 Fai 7 Taxi 12 Sci	m Labor Transport 16 Shuttle Bus	Signal 77 Other, Expl 6 Stop Sign Narrative 7 Yield Sign 88 Unknown	an Jingmal, tail) 16 Truck Coupling/ aln in 7 Wipers Safety Chains 9 Exhaust System 77 Other, Explain In 10 Rody Davies 10 Other, Explain In
8 Military 13 Tra	insit/Commuter Bus 88 Unknown		10 Body, Doors Narrative 11 Power Train 88 Unknown
SON # NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
ON # NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	
		CHARGE	CITATION NUMBER
NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
		1	1

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PERSON # 1	EPORTING AGENCY CASE NUMBER HSMV CRASH REPORT NUMBER
	2015-00006802 83879273
1 Driver 2 Non-Motorist 3 Passenger 1 1 2 Channe Free	PHONE NUMBER Check If
Steven Eugene Barneski	(386)313-5214 Recommend
CURRENT ADDRESS (Number and Street)	CITY & STATE ZIP CODE
	Palm Coast FL 32164
04/14/00 2 Female 1 BCE0705004040	STATE EXPIRES INJURY SEVERITY (INJ) 1 None 4 Incapacitating FL 04/14/23 2 Possible 5 Fatal (within 30 days) 1
88 Unknown B6527 6590 1340	FL 04/14/23 2 Possible 5 Fatal (within 30 days) 1 3 Non-Incapacitating 6 Non-Traffic Fatality 1
DL iype Required Endorsements 1A ZB 3C 1Yes 4D/Chauffeur 1Yes 5D/St/Operator 3 2No 2No 3No Req. Endorsement 2 Nogligent 1 7 None 3 1 Not Distracted 4 Other Inside the Vehicle (explain in narrative) 2 Electronic Communication Devices (cell phone, etc.) 5 External Distraction (outside the vehicle, explain 3 Other Electronic Device (navigation device, DVD player)	Driver's Actions at Time of Crash Buting Action M Vin Careless or Vanner Backing Turn 28 Disregarded other Traffic Sign 29 Over-Correcting/Over- 4th 1 Apparently Normal 3 Asleep or Fatigued 3 Sider of Crash 1 Apparently Normal 3 Asleep or Fatigued 3 Sider of Crash 1 Apparently Normal 3 Asleep or Fatigued 3 Sider of Crash 1 Apparently Normal 3 Asleep or Fatigued 5 Stering 0 Swerved or Avoided : Due to Wind, Slippery Surface, MV, 5 Sign 1 Passing 1 Different Stering 1 Different Stering 1 Different Stering 1 Different Stering 1 Different Stering 2 Different Stering 2 Different Stering 2 Different Stering 2 Sign 1 Different Stering 2 Different Stering 2 Different Stering 2 Sign 2 Source Control Stering 2 Sign 2 Sign 2 Source Control Stering 2 Sign 2 Source Control Stering 2 Sign 2 Source Control Stering 2 Sign 2 Sign 2 Source Control Stering 2 Sign 2 Sign
21 Wrong 22 Failed to	ide of Wrong Way Techness of Aggressive manner 77 Other, Explain in Narrative
77 2 Inclement Weather 6 Building/Fixed Object 10 Glare	Keep in Proper Lune // Other Contributing Action 88 Unknown DRIVER OR PASSENGER
4 Trees/Crops/Bushes 8 Fog In Narrative	Helmet Use (HU) Eye Protection (EP) Restraint Systems
Motor Vehicle Seating Position: LOCATION: SEAT ROW OTHER Seat Row Other LOCATION: SEAT ROW OTHER 1 Left 1 Front 1 Not Applicable 1 1 1 2 Middle 2 Second 2 Sleeper Section of Truck Cab Ejection (EJE 3 Right 3 Third 3 Other Enclosed Cargo Area 1 Not Ejected 77 Other 4 Fourth 4 Unenclosed Cargo Area 1 Not Ejected (explain in narrative) 88 Unknown 5 Trailing Unit 1 3 Ejected, Toi 3	1 DOT-Compliant Motorcycle Helmet 3 Not Helmet 1 Yes 2 Not 3 Not Applicable 3 (RS) Air Bag Deployed (ABD) 5 Deployed-Other (knee, air belt, etc.) 1 Not Applicable 6 Deployed- Combination 2 Not Deployed- 7 Deployed-Curtain 3 Shoulder and Lap Belt Used 5 Lap Belt Only Used 6 Restraint System - Forward Facing 8 Child Restraint System - Rear Facing
Non-Motorist Description 1 Pedestrian 1 Pedestrian 1 Intersection - Marked Crosswalk 2 Other Pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.) 1 Intersection - Other 3 Bicyclist 3 Intersection - Other 4 Other Cyclist 5 Occupant of Motor Vehicle Not in Transport (parked, etc.) 6 Occupant of a Non-Motor Vehicle 7 Shoulder/Roadside 7 Unknown Type of Non-Motorist 1 No merce Yebrah 1 None 5 Lighting 2 Heimet 6 Not Applicable 77 Other, Explain 3 Failure to Vield R 9 Protective Pads Used 77 Other, Explain 9 Roadway Impression, knees, shins, etc.) 1 Narrative 2 Index Pade Used 70 Other, Explain	8 Sidewalk Sidewalk alk 9 Median/Crossing Island 10 Driveway Access 11 Shared Use Path or Traili 12 Non-Trafficway Area 1 Crossing Roadway 77 Other, Explain In Narrative 2 Walking/Cycling on Sidewalk 83 Unknown 1 Crossing Roadway Imstances 2 Walking/Cycling Along Ion 4 Walking/Cycling Along Ight-of-Way 7 Entering/Exiting Parked/Standing 76 Entering/Exiting Parked/Standing 10 Improper Turn/Merge
4 Reflective Clothing (Jacket, 88 Unknown backpack, etc.) CUCRECTOR	ring) 8 inattentive (talking, eating, etc) 12 Wrong-Way Riding or Walking Related (working 9 Not Visible (dark clothing, no 77 Other, Explain in Narrative g/approaching) lighting, etc.) 88 Unknown
	DAC SUSPECTED DRUG TESTED: DRUG TEST TYPE: DRUG TEST RESULT: 1 No 1 Test Not Given 1 Blood 1 Positive 2 Yes 3 Test Given 3 Test Given 2 Negative 88 Unknown 88 Unknown, If Tested Explain in Narrative 88 Unknown
2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO
PERSON # VEHICLE # NAME ADDITIONAL P	ASSENGERS
	DATE OF BIRTH INJ SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY	
2 EMS 3 Law Enforcement	EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO
77 Other, Explain in Narrative 88 Unknown	
	DATE OF BIRTH INJ SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE
	ZIP CODE
EMS 3 Law Enforcement 7 Other, Explain in Narrative 88 Unknown	EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO
HSMV 90010 S (V/P) (rev 10/10)	

BICYCLIST

PERSON # 2	EPORTING AGENCY CASE NUMBER	HSMV CRASH REPORT NUMBER
	2015-00006802	83879273
1 Driver 2 Non-Motorist 3 Passenger 2 DESLIAN/ALTEDELL (OLIVICO)	· · · ·	PHONE NUMBER Check If
DESHAWN TERELL JOHNSON		Recommend Driver Re-exam
CURRENT ADDRESS (Number and Street) 95 Plainview DR	CITY & STATE Palm Coast FL	ZIP CODE
		32164
01/05/92 2 Female 1 88 Unknown	STATE EXPIRES INJU 1 Noi 2 Pos	RY SEVERITY (INJ) ne 4 Incapacitating sible 5 Fatal (within 30 days) 4
		n-incapacitating 6 Non-Traffic Fatality
1 A 2 B 3 C 1 Yes 1 Yes 1 No Cont 4 D/Chauffeur 2 No 2 No 2 No 5 E/Operator 3 No Req. Endorsement 2 Operate 2 No 7 None 3 No Req. Endorsement 3 Failed to 4 Imprope 0 Driver Distracted By 4 Other Inside the Vehicle (explain In narrative) 2 nd 10 Follows 1 Not Distracted 2 Electronic Communication 5 External Distraction 10 Follows 1 Devices (cell phone, etc.) 0 Outside the vehicle, explain 11 Ran Re	Yield Right-of- Way Backing Turn 4 too Closely Light	httine Of Clash Apparently Normal 3 Asleep or Fatigued 5 Ill (sick) or Fainted 5 Seizure, Epilepsy, Blackout 7 Physically impaired 8 AMV
3 Other Electronic Device In harrative) 13 Ran Sto (navigation device, DVD player) 5 Texting 15 Improp	p Sign Roadway, etc.	9 Under the influence of
Driver Vision Obstructions 88 Unknown 21 Wrong	31 Operated MV in Errat Side of Wrong Way 5 Keep in Proper Lane 77 Other Contributing Ad	anner 77 Other, Explain in Narrative
2 Inclement Weather 6 Building/Fixed Object 10 Glare		R PASSENGER
A Trees/Crops/Bushes Signs/Billboards T7 All Other, Explain In Narrative DRIVER OR PASSENGER	Helmet Use (HU) Eye Protecti	on (EP)
Motor Vehicle Seating Position: LOCATION: SEAT ROW OTHER Seat Row Other LOCATION: SEAT ROW OTHER 1 Left 1 Front 1 Not Applicable Image: Comparison of the comparis	Air Bag Deployed CTT Air Bag Deployed (ABD) 1 Not Applicable 2 Not Deployed 3 Deploy	Applicable 1 Not Applicable 2 None Used - Motor Vehicle Occupant 3 Shoulder and Lap Belt Used 4 Shoulder Belt Only Used 5 Lap Belt Only Used 5 Cap Belt Only
Non-Motorist Description 1 Pedestrian 1 Intersection - Marked Crosswal	Time of Crash	Action Prior to Crash
3 2 Unter Pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.) 2 Intersection - Unmarked Crosswalk 3 3 3 Intersection - Other 4 0ther Cyclist 3 Intersection - Other 5 0ccupant of Motor Vehicle Not in Transport (parked, etc.) 77 6 0ccupant of a Non-Motor Vehicle 77 7 5 5 6 0ccupant of a Non-Motor Vehicle 7 7 1 Non-Motorist 1 1 1 1 None 1 1 None 1 1 None 1 1 None 1 1 1 1 1 1 1	valk 9 Median/Crossing Island 10 Driveway Access 10 Driveway Access 11 Shared-Use Path or Trail 1 Crossing 12 Non-Trafficway Area 1 Crossing 77 Other, Explain in Narrative 2 Walting 88 Unknown 3 Walking umstances adjacent tr ton 4 Walking Roadway Access adjacent tr 10 Driveway Access Roadway Access 11 Stances Avalue 11 Stances Roadway Access 12 Non-Trafficway Area Avalue 13 Walking Roadway Access 14 Non-You Avalue 15 Non-You Avalue 16 Non-You Avalue 17 Non-You Avalue 18 Non-You Avalue 19 Non-You Avalue 10 Non-You Non-You	5 Walking/Cycling on Sidewalk 6 In Roadway – Other (working, playing, etc.) 7 Adjacent to Roadway (e.g., shoulder, median) 8 Going to or from School (K-12) 9 Working in Trafficway with Traffic (in or 5 travel lane) 77 Other, Explain in Narrative gainst Traffic (in or 5 days) 77 Other, Explain in Narrative b travel lane)
3 Protective Pads Used 77 Other, Explain 5 In Roadway Imp	operly (standing, ving) Related (working Parked/ Belated (working Parked/ 9 Nativella (daking eating)	11 Improper Passing
ALCOHOL TESTED: ALCOHOL TESTED: ALCOHOL TEST TYPE: ALCOHOL	DRUG/EMS BAC SUSPECTED DRUG TESTED:	DRUG TEST TYPE: DRUG TEST RESULT:
1 No 2 Test Refused 2 Breath 1 Pending 2 Yes 3 Test Given 3 Urine 2 Completed 88 Unknown 88 Unknown, if Tested 77 Other, Explain in 88 Unknown	DRUG USE: 1 No 2 Yes 88 Unknown 1 Test Not Giver 2 Test Réfused 38 Unknown 1 Test Not Giver 3 Test Réfused 88 Unknown	1 Blood 1 Positive 3 Urine 2 Negative 77 Other. 3 Pending
Source OF HANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	5354 F	EDICAL FACILITY TRANSPORTED TO
PERSON W VEHICLE # NAME		LOC: S R O EIECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)	CITY & STATE	ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY		
2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	Mt	DICAL FACILITY TRANSPORTED TO
PERSON # VEHICLE # NAME	DATE OF BIRTH	DC: S R O EIECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)		
	CITY & STATE	ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS RUN NUMBER ME	DICAL FACILITY TRANSPORTED TO

HSMV 90010 S (V/P) (rev 10/10)

NARRATIVE

83879273

On 05/05/2015, Cpl. Mortimer and I were dispatched to the Family Dollar located at 607 E. Moody Blvd, Bunnell, Fl 32110, in reference to a hit and run involving a pedestrian. When I arrived on scene, I made contact with the pedestrian, Deshawn Terell Johnson, BM, DOB 01/05/1992, who was lying on the ground on the East side of the Family Dollar store. I observed a scrape on Mr. Johnson's head, a laceration to his right hand, and abrasions to his left forearm. Mr. Johnson was also complaining of pain in his right leg. While Flagler County Fire Rescue was tending to Mr. Johnson, Mr. Johnson stated he had purchased items from the Family Dollar, got on his bicycle, and began his ride home. Mr. Johnson stated he was behind the Family Dollar store closest to S. Bacher St, in the delivery area when an unknown white male driving in an unknown vehicle, hit him (Mr. Johnson) and left the scene. Mr. Johnson stated the white male drove around the Family Dollar toward E. Moody Blvd. Mr. Johnson was transported to Florida Hospital Flagler for treatment.

Preliminary reports from individuals on scene stated the vehicle involved in the incident was a brown (in color), older model Jeep Cherokee. Cpl. Mortimer made contact with Ashley Martha Barneski, WF, DOB, 03/03/1992, who stated it was her husband, Steven Eugene Barneski Jr., WM, DOB 04/14/1990, who was driving the vehicle involved in the incident. In a sworn written statement, Mrs. Barneski stated she was inside the Family Dollar filling out an application when Mr. Barneski came inside the store and then went back outside. Mrs. Barneski stated when she was done with the application, she walked outside and Mr. Barneski and his vehicle were no longer in the parking lot. Mrs. Barneski stated she walked up the sidewalk to see if Mr. Barneski was at the Kangaroo gas station but he was not there. Mrs. Barneski stated she called Mr. Barneski and he stated to her over the phone that he was going to get coffee and his headlights went out. Mr. Barneski stated to Mrs. Barneski over the phone, by the time he went to turn the lights back on, "he saw him, went to swerve, and it was too late".

A clerk at the Family Dollar, David Evander Jackson, BM, DOB 05/01/1993, stated he saw the white male who was driving the suspect's vehicle. A photo lineup has been requested and will be presented to Mr. Jackson when it becomes available.

Mrs. Barneski made phone contact with Mr. Barneski and he agreed to meet Cpl. Mortimer and I at the courthouse

ADDITIONA	L PASSENGERS		<u></u>					. ·	· · · ·				
PERSON # VEH	ICLE# NAME	DAT	E OF BIRTH	INI	SEX	LOC: S	R		EJECT	HU	EP	ABD	RS
	CURRENT ADDRESS (Number and Street)		CITY & STATE	<u>_l</u>	1	.I	I	11	ZIF	COD	L E	<u> </u>	1
SOURCE OF TRA		ORID	S RUN NUMBER	,		ME	DICAL	FACILI	TY TRA	NSPO	RTED		
1 Not Transport 2 EMS 3 Law E 77 Other, Explai	in in Narrative 88 Unknown												
PERSON # VEHI		DA	re of Birth	INI	SEX	LOC: S	R		JECT	HU	EP	ABD	RS
	CURRENT ADDRESS (Number and Street)	c	ITY & STATE		l		L.,	<u>I1</u>	ZIP	CODE	L	<u>.</u>	· .
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown ADDITIONAL VIOLATIONS		DR ID EM	EMS RUN NUMBER			MEDICAL FACILITY TRANSPORTED TO							
PERSON #	NAME OF VIOLATOR	FL STATUTE NUMBER	R	Cŀ	IARGE					CIT	TATIO	NŪMI	BER
PERSON #	NAME OF VIOLATOR	FL STATUTE NUMBER	MBER CHAR			ie				CITATION NUMBER			
REPORTING	OFFICER												
ID/BADGE NUME 5099	BER RANK & NAME Officer Scott Bagwell		DEPARTMENT Bunnell			-			[FHP	so	PD OT	HER

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RPN Fl Arrident Pene 5 OF 6

NARRATIVE

REPORTING AGENCY CASE NUMBER 2015-00006802

HSMV CRASH REPORT NUMBER 83879273

Narrative Continued

located at 1769 E. Moody Blvd, in order to discuss the incident. Mr. Barneski was driving a 1993 beige (in color), Jeep Cherokee Sport, bearing FI tag 253QUN. Mr. Barneski was read Miranda and agreed to answer questions pertaining to the incident, post Miranda. Mr. Barneski also completed a sworn written statement as to what occurred. Mr. Barneski stated he got in his truck to go to the BP gas station to get a cup of coffee. Mr. Barneski stated he exited the parking lot of the Family Dollar onto S. Bacher St and turned right. Mr. Barneski would then be traveling south on S. Bacher St, toward the rear of the Family Dollar store. Mr. Barneski stated, approximately ten feet from the rear corner of the Family Dollar store, his lights went out. Mr. Barneski stated he bent down to hit his high beams and hit the curb. Mr. Barneski stated: "I hit the curb and I jerked the wheel and I hit someone". During my interview of Mr. Barneski, I asked Mr. Barneski why he didn't stop to check on the person. Mr. Barneski stated he was afraid of going back to prison. Orange (in color) plastic, indicative of the plastic cover of a turn signal, was found at the scene of the crash. I observed the orange (in color), front A ne or. I cation of the drive Contraction passenger turn signal cover, of Mr. Barneski's vehicle, to be broken. The orange (in color) plastic, from the crash scene, will be submitted into evidence.

Charges are pending further investigation and witness identification of the driver. Photographs of the incident will be submitted into evidence.

HSMV 90010 S

Page <u>6</u> of <u>6</u> BPD FL Accident Page 6 OF 6

Case Number: 15-6802 Date: 5 Location: 607 E. Moody Blud, Burnell F/ 32110 Description: Vehicle hit person on bicycle Milleon on 210 Million A - ×-> Family Dollar 607 E. Moody Blvd Where victim was found on LEO arrival \square Start of Travel E. Moody Blvd ar

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