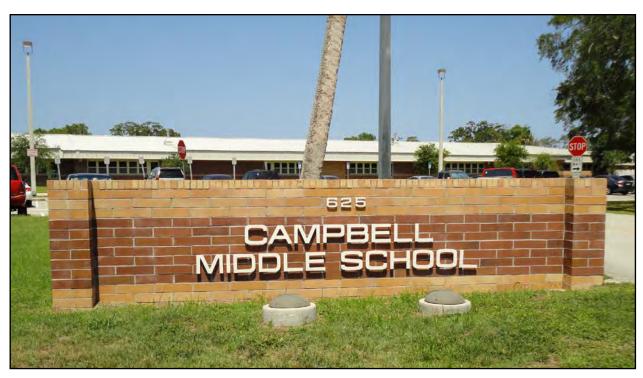
Bicycle and Pedestrian School Safety Review Study: Assessment and Implementation Report



Campbell Middle School

Daytona Beach, FL





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

Assessment and Implementation Report Campbell Middle School Daytona Beach, FL

Project Manager: Stephan C. Harris

Volusia County TPO

Bicycle & Pedestrian Coordinator

2570 West International Speedway Boulevard, Suite 120

Daytona Beach, FL 32114-8145 Phone: 386-226-0422 Extension 34

Fax: 386-226-0428

Email: scharris@volusiacountyTPO.com

Consultant: Lassiter Transportation Group, Inc.

123 Live Oak Avenue

Daytona Beach, FL 32114-4911

Phone: 386-257-2571 Fax: 386-257-6996

Email: rlassiter@lassitertransportation.com

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Stephan C. Harris: Volusia County TPO, Bicycle and Pedestrian Coordinator

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Vickie J. Presley: Principal of Campbell Middle School

Josh Wycuff, Assistant Principal of Campbell Middle School

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EXECUTIVE SUMMARY

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

Purpose

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

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

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

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

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





INTRODUCTION

LTG has been retained to conduct an Assessment Report for Campbell Middle School as part of a Bicycle and Pedestrian School Safety Review Study for the Volusia TPO. Campbell Middle School is located at 625 S. Keech Street, in the City of Daytona Beach. A school location map, that also illustrates the walk zone of the school, is presented as Figure 1.

Background on Campbell Middle School

Campbell Middle School is recognized as a Five Star School by the Department of Education. The enrollment at Campbell Middle School will increase with the new boundaries for the school effective for the 2011-2012 school year. The Principal of Campbell Middle School is Ms. Vickie J. Presley.

The following information on Campbell Middle School has been provided by Assistant Principal Wycuff:

- **Student Population:** Currently 726 students; next year approximately 1,000 students(due to new boundaries)
- **Percentage of Walkers:** 10-15 percent (school administration believes this number will increase significantly next year due to new boundaries)
- Number of Volusia County Buses in Use: 11
- Location and Description of Access Points: The current access points are located on Keech Street.
 The northern driveway is the parent loop. The bus loop entrance is located opposite of S. Adams Street.
 The bus loop entrance utilizes S. Loomis Avenue to the south. Figure 2 depicts the location of school's access points.



Illustration 1: Parent loop entrance and exit on S. Keech Street

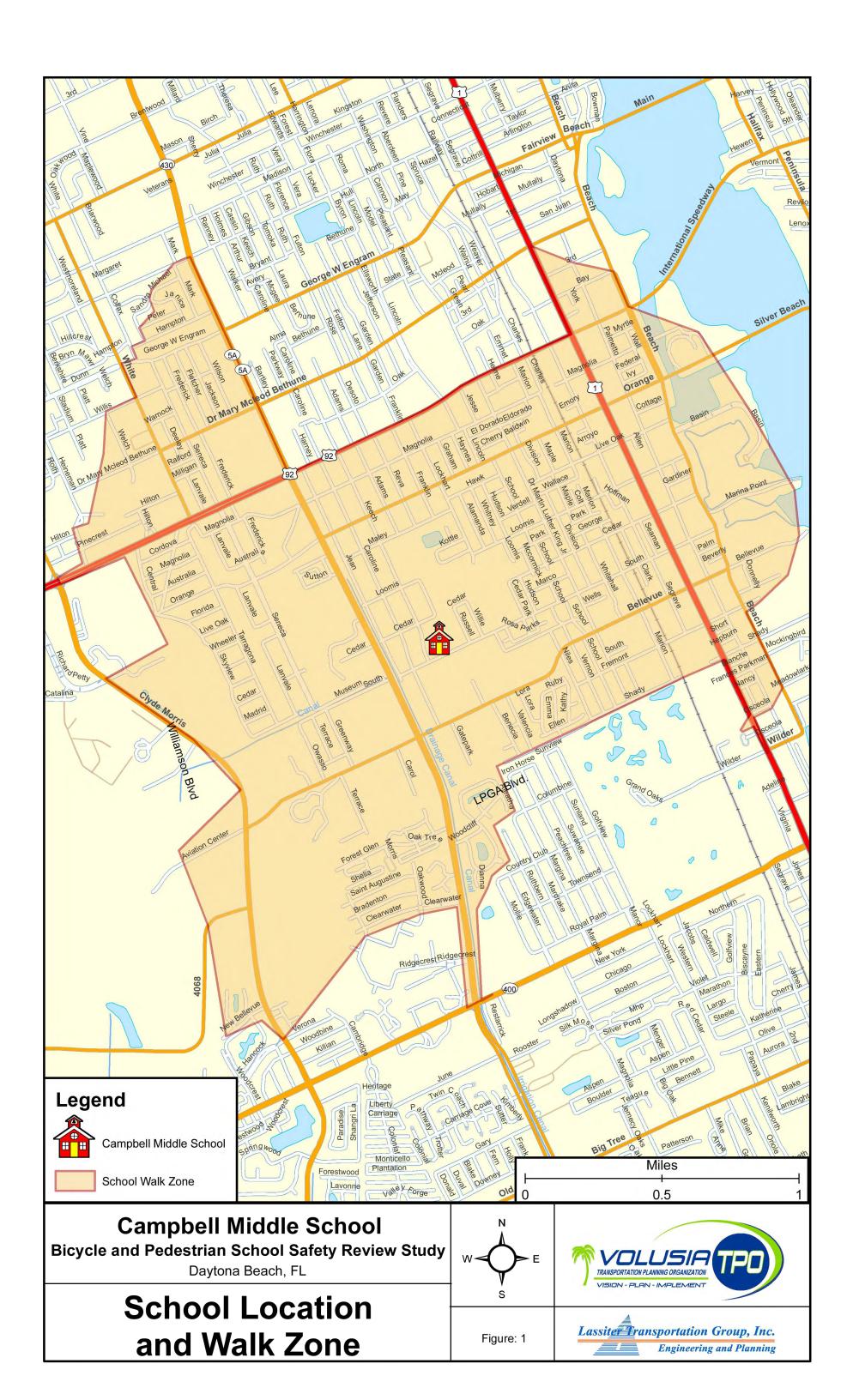


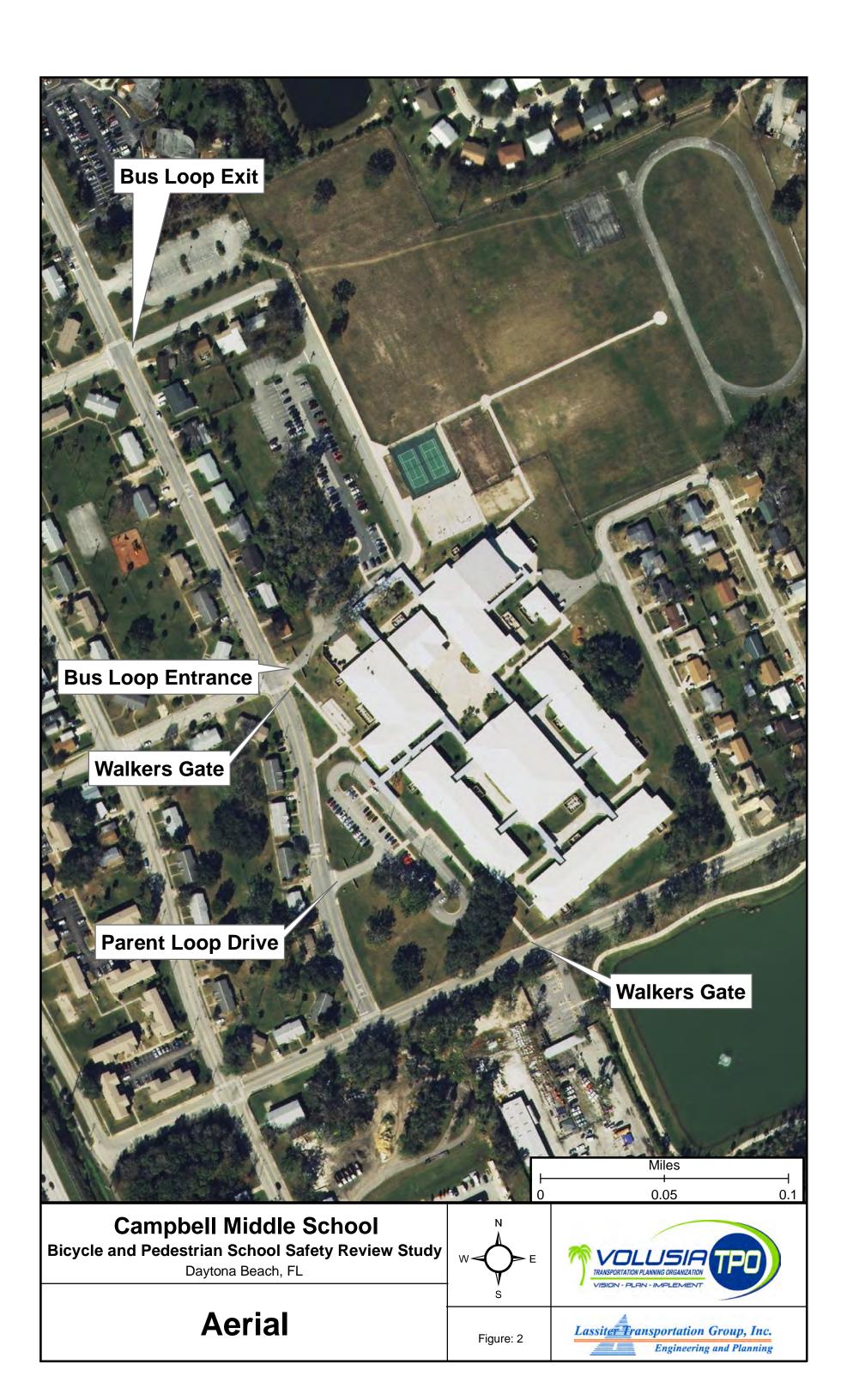


Illustration 2: Bus loop entrance on S. Keech Street



Illustration 3: Bus loop exit utilizes S. Loomis Avenue





EXISTING CONDITIONS

School Walk Zone

The Campbell Middle School walk zone is loosely bounded by US 92 to the north, Shady Place to the south, Clyde Morris Boulevard to the west, and the Halifax River to the east. Portions of the walk zone extend beyond these boundaries north of US 92, west of Nova Road and south of Shady Place.

The walk zone consists of both residential and commercial land uses and contains a number of major arterials which some students must cross on their routes to and from school. The area immediately adjacent to the school is primarily residential with a seemingly well connected network of sidewalks on the likely walk routes to and from the school.

The school is served by Votran Route 15. The nearest transit stop is located on S. Keech Street, adjacent to the school. This route provides access to the Daytona Transfer Station in Downtown Daytona. Additional nearby Votran routes are also located within the walk zone on Bellevue Avenue, US 92 and US 1.

Crash Data

Pedestrian and bicycle crash data for Campbell Middle School's walk zone was obtained from Volusia County and is presented in Table 1. The data in Table 1 was generated based on the following guidelines:

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



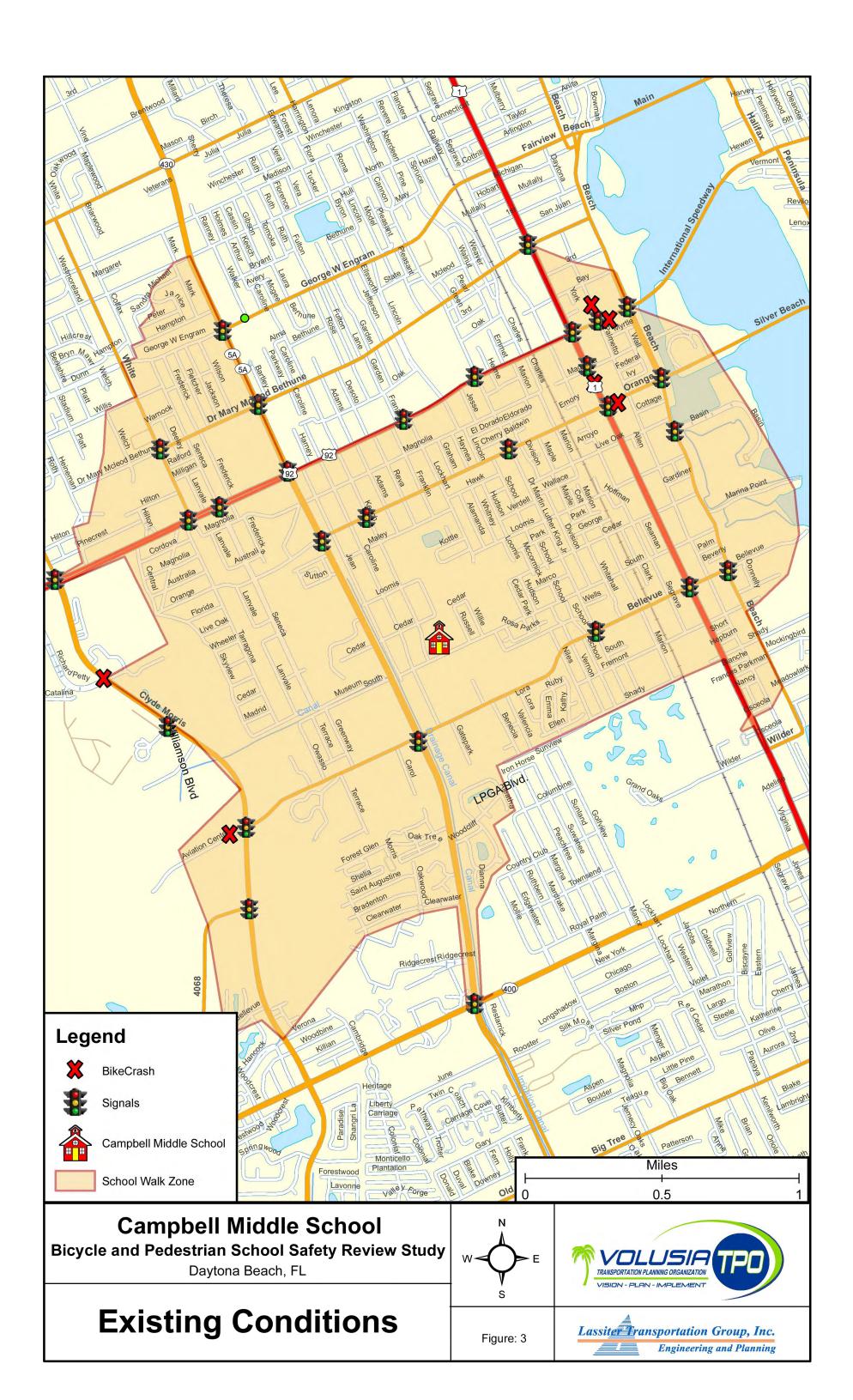


Table 1 **Bicycle and Pedestrian Crash Data Campbell Middle School Assessment Study**

DATE	ACCIDENT INTERSECTION	BICYCLE/ PEDESTRIAN INVOLVMENT	DAY/NIGHT	AGE OF CYCLIST/ PEDESTRIAN
06/06/2008	S. Ridgewood Ave at Collision with Daylight Orange Ave Bicycle 3:24 p.m.		27	
09/10/2008	Palmetto Ave, 10 feet N of US 92	Collision with Bicycle	Daylight 3:36 p.m.	32
10/29/2008	Palmetto Ave at US 92		Daylight 9:23 a.m.	53
11/26/2008	S. Ridgewood Ave, 200 feet S of Magnolia	Collision with Bicycle	Daylight 3:06 p.m.	21
01/29/2009	George Engram Blvd, 01/29/2009 50 feet E of Nova Rd		Daylight 4:23 p.m.	11
11/30/2009	Bellevue Ave at Clyde Morris Blvd	Collision with Bicycle	Daylight 3:37 p.m.	52

Data collected for this table is attached as Appendix A. The crash data shows that within the walk zone, there were six bicycle-related accidents. The driver was found to be at fault in four of the six accidents with the at-fault party undetermined in the other two incidents. The detailed reports of these accidents indicate that driver failure to yield is a major cause of the accidents. There were no fatalities or serious injuries; however two of the bicyclists were taken to the hospital for treatment. Figure 3 shows the existing conditions of the walk zone, including the traffic signals and the bicycle crash locations identified in Table 1.

Engineering and Planning



MEETINGS

A meeting was held at Campbell Middle School on Tuesday, March 29, 2011. In attendance were members of LTG Staff, Volusia TPO Staff, Campbell Middle School Assistant Principal Wycuff, and City of Daytona Beach Planning Manager Tom Weitnauer. This meeting, along with questionnaires which were produced by LTG and completed by Assistant Principal Wycuff, assisted in identifying matters of concern within the school walk zone (see questionnaires as well as initial letters sent to establish this meeting in Appendix B).

Meeting Summary

Most prevalent among the concerns discussed in the meeting, as expressed by Assistant Principal Wycuff, is the high crime rate in the immediate walk zone. Other concerns pointed out by Assistant Principal Wycuff are as follows:

- The number of walks and bikers to the school will significantly increase with the school re-zoning, effective 2011-2012 school year. Students living in areas near Campbell Middle School whom previously attended other schools via bus transportation will now be zoned for Campbell Middle School and within the walk zone.
- The schools walk zone contains a number of arterials which the students must cross on the routes to and from school, including Nova Road and Ridgewood Avenue.
- Traffic generally flows through the parent loop smoothly with a few isolated cases of parents utilizing Keech Street to drop off and pick up students.



Illustration 4: Students waiting along Keech Street to be picked up following afternoon dismissal



FINDINGS AND RECOMMENDATIONS

The amount of walkers to Campbell Middle School, estimated by the Assistant Principal Wycuff is approximately 100 students or 10-15 percent of the student population. Good and seemingly well-maintained sidewalk coverage is already in place serving the collector roadways within the walk zone. A number of major arterial traverse through the schools walk zone, including US 1 and Nova Road, requiring pedestrians and cyclists to cross these state roadways.

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

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

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

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

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

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





On-Site Investigation

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

- Bicycles parked in bicycle rack: 0
- Number of skateboards: 0
- Number of helmets: 0
- School speed limit and crosswalk signs are posted along Keech Street immediately in front of the school.



Illustration 5: School speed limit and crosswalk signs on Keech Street



Illustration 6: Bike rack area not utilized on day of observation





Observation: Parents were observed to use the parent loop correctly for student drop-off and pick-up.

Recommendations: Continue to educate



Illustration 7: Vehicle stacking in parent loop prior to afternoon dismissal

Observation: The covered walkway at the bus loop does not extend to protect the first five buses.

Recommendations: Extend the covered walkway to provide protection for students riding buses.

Observation: The sidewalk crossings on Keech Street at the parent loop and the bus loop entrance do not have crosswalks.

Recommendations: Install special emphasis crosswalks at these locations.



Illustration 8: Sidewalk crossing at bus loop entrance





Off-Site Investigation

Observation: The school is served by a network of well-connected sidewalks on the likely walk routes to and from the school, with a few exceptions, which are identified in the parallel sidewalk inventory, Tables 2 and 3.

Recommendation: It is recommended that sidewalks be installed at the locations identified in Tables 2 and 3 to improve sidewalk connectivity within the walk zone.



Illustration 9: Sidewalk connectivity from the school to South Street



Illustration 10: Example of sidewalk network within the walk zone





Parallel and Perpendicular Sidewalk Inventory

An inventory of sidewalk coverage within the walk zone was taken. The focus of this inventory was the east/west and north/south urban collectors within the walk-zone. This was to verify whether there are routes of continuous sidewalk coverage that can be taken to and from the school and whether or not any of these routes are considered hazardous based on the parallel criteria listed above. There are no streets within the walk zone with a posted speed limit of 55 miles per hour or greater. The parallel sidewalk coverage on these urban collector roads is summarized in Tables 2 and 3.

The perpendicular sidewalk conditions are summarized in Table 4. Peak-hour, directional volumes were estimated using the Volusia County Traffic Counts (see Appendix E) for collector and arterial roadways within the school walk zone by applying a peak-hour factor of 0.0977 and a directional factor of 0.55. Crossing conditions are deemed to be hazardous if they meet the criteria listed above for walkways perpendicular to the roadway.





Table 2
East/West Parallel Collector Sidewalk Inventory
Campbell Middle School Assessment Study

	Campo					
East/ West		Sidewalk		Hazardous		
Roadway	Segment	Coverage	North	South	Exceptions/Comments	Condition?
	Clyde Morris Blvd to				•	
	Nova Rd					Yes
	Nova Rd to					
	Lockhart St	✓	✓			No
Bellevue Ave	Lockhart St to					
Believae Ave	Dr. MLK Jr Blvd	✓		✓		No
	Dr. MLK Jr Blvd to					
	Ridgewood Ave	✓	✓	✓		No
	Ridgewood Ave to					
	Beach St	✓	✓	✓		No
	Jean St to	,		,		
	Keech St	✓	✓	✓		No
South St	Keech St to					NIa
	Dr. MLK Jr Blvd	✓	✓	✓	Ne di la cili (con Occasione	No
	Dr. MLK Jr Blvd to	,	√		No sidewalk from Seagrave St to Ridgewood Ave	No
	Ridgewood Ave Tarragona Way to	✓	· ·		St to Ridgewood Ave	INO
	Nova Rd	✓		✓		No
	Nova Rd to	•		•		INO
	Keech St	✓	√	✓		No
_	Keech St to	· ·		,		110
Orange Ave	Dr. MLK Jr Blvd	✓	✓	✓		No
	Dr. MLK Jr Blvd to					-
	Ridgewood Ave	✓	✓	✓		No
	Ridgewood Ave to					
	Beach St	✓	✓	✓		No
	Clyde Morris Blvd to	_				
	White St	✓	✓	✓		No
	White St to					
	Nova Rd	✓	✓	✓		No
US 92	Nova Rd to					
00 92	Dr. MLK Jr Blvd	✓	✓	✓		No
	Dr. MLK Jr Blvd to					
	Ridgewood Ave	✓	✓	✓		No
	Ridgewood Ave to					NI-
D. M	Beach St	✓	✓	✓		No
Dr. Mary Mcleod	White St to			,		N1-
Bethune Blvd	Nova Rd	✓		✓		No

Table 3 North/South Parallel Collector Sidewalk Inventory Campbell Middle School Assessment Study

Campbell Middle School Assessment Study Sidewalk Details						
North/ South		Sidewalk		Side of Road		
Roadway	Segment	Coverage	East	West	Exceptions/Comments	Hazardous Condition?
-	US 92 to					
White St	Dr. Mary Mcleod					
	Bethune Blvd	✓	✓	✓		No
	Dr. Mary Mcleod					
	Bethune Blvd to					
	Dunn Ave	✓	✓	✓		No
	Beville Rd to					
	Bellevue Ave	✓	✓	✓		No
	Bellevue Ave to					
	Orange Ave	✓	✓	✓		No
	Orange Ave to					
Nova Rd	US 92	✓	✓	✓		No
110101110	US 92 to					
	Dr. Mary Mcleod					
	Bethune Blvd	✓	✓	✓		No
	Dr. Mary Mcleod					
	Bethune Blvd to					
	North St	✓	✓	✓		No
Keech St	South St to					
	Orange Ave	✓	✓	✓		No
	Shady Place to			,		
	Bellevue Ave	✓	✓	✓		No
	Bellevue Ave to		,			NI-
Dr. MLK Jr Blvd	South St	✓	✓	✓		No
	South St to		,	,		No
	Orange Ave	✓	✓	✓		No
	Orange Ave to US 92	√	✓	√		No
	Shady Place to	· ·	· ·	· ·		INU
Ridgewood Ave	Bellevue Ave	√	✓	✓		No
	Bellevue Ave to	V	•	· ·		INU
	South St	√	✓	✓		No
	South St to	V	· ·			INU
	Orange Ave	√	✓	√		No
	Orange Ave to	•	•	•		INO
	US 92	√	✓	✓		No
	00 32	, ,	•	,	1	1 110



Table 4
Perpendicular Sidewalk Evaluation
Campbell Middle School Assessment Study

		.	Peak-Hour	Exceed	Traffic	
		Daily	Directional	Volume	Signal or	
	Perpendicular	Traffic	Traffic	Threshold	Stop	Hazardous
Roadway	Street	Volume	Volume		Sign	Condition
Bellevue	Nova Rd	7,120	383	No	Yes	No
Ave	Dr. MLK Jr Blvd	6,780	364	No	Yes	No
AVE	Ridgewood Ave	6,780	364	No	Yes	No
	Nova Rd	9,980	536	No	Yes	No
Orange	Keech St	9,980	536	No	Yes	No
Ave	Dr. MLK Jr Blvd	8,545	459	No	Yes	No
	Ridgewood Ave	8,335	448	No	Yes	No
US 92	Nova Rd	34,000	1,827	No	Yes	No
03 92	Ridgewood Ave	22,350	1,201	No	Yes	No
	Bellevue Ave	34,500	1,854	No	Yes	No
Nova Rd	Orange Ave	34,500	1,854	No	Yes	No
	US 92	34,500	1,854	No	Yes	No
	Bellevue Ave	30,500	1,639	No	Yes	No
US 1	South St	29,500	1,585	Yes	No	Yes
	Orange Ave	29,250	1,572	No	Yes	No
	US 92	28,500	1,531	No	Yes	No

Based on the criteria for hazardous conditions identified above, there are two collector roadways with parallel sidewalk conditions deemed hazardous within the walk zone. Bellevue Avenue from Clyde Morris Boulevard to Nova Road does not have a sidewalk on either the north or south side of the road. It is recommended that a sidewalk be constructed on the northside of Bellevue Avenue from to the residential neighborhood at Owasso Road to Nova Road, unless a hazardous busing option is viable for students living in this neighborhood. The other hazardous condition identified in Table 2 is the north side of South Street from Seagrave Street to US 1. It is recommended that a sidewalk be constructed for connectivity.

The perpendicular sidewalk inventory identifies one crossing deemed hazardous based on predicted walk routes; US 1 at South Street. It should be noted that while there is no crosswalk at this location, there is a signal controlled crossing of US 1 at Bellevue Street to the south to accommodate pedestrians needing to cross US 1 from the portion of the walk zone on the eastside of US 1.

Florida Highway Administration (FHWA) guidelines indicate that urban collector roadways should have sidewalk coverage on both sides of the roadway where there is commercial development, and on at least one side of the road where there is residential development. The following sidewalk and crosswalk improvements are recommended to improve connectivity within the walk zone:

- Install special emphasis crosswalks along Keech Street at the bus loop entrance and the parent loop drive.
- Install sidewalk on the northside of Bellevue Avenue from the residential neighborhood at Owasso Road to Nova Road.
- Install a crosswalk on the nothside of Bellevue Avenue across Greenway Road.
- Install a crosswalk on the nothside of Bellevue Avenue across Nova Road.
- Install a sidewalk on the north side of South Street from Seagrave Street to US 1.
- Install a crosswalk on the north side of South Street across Seaman Place.





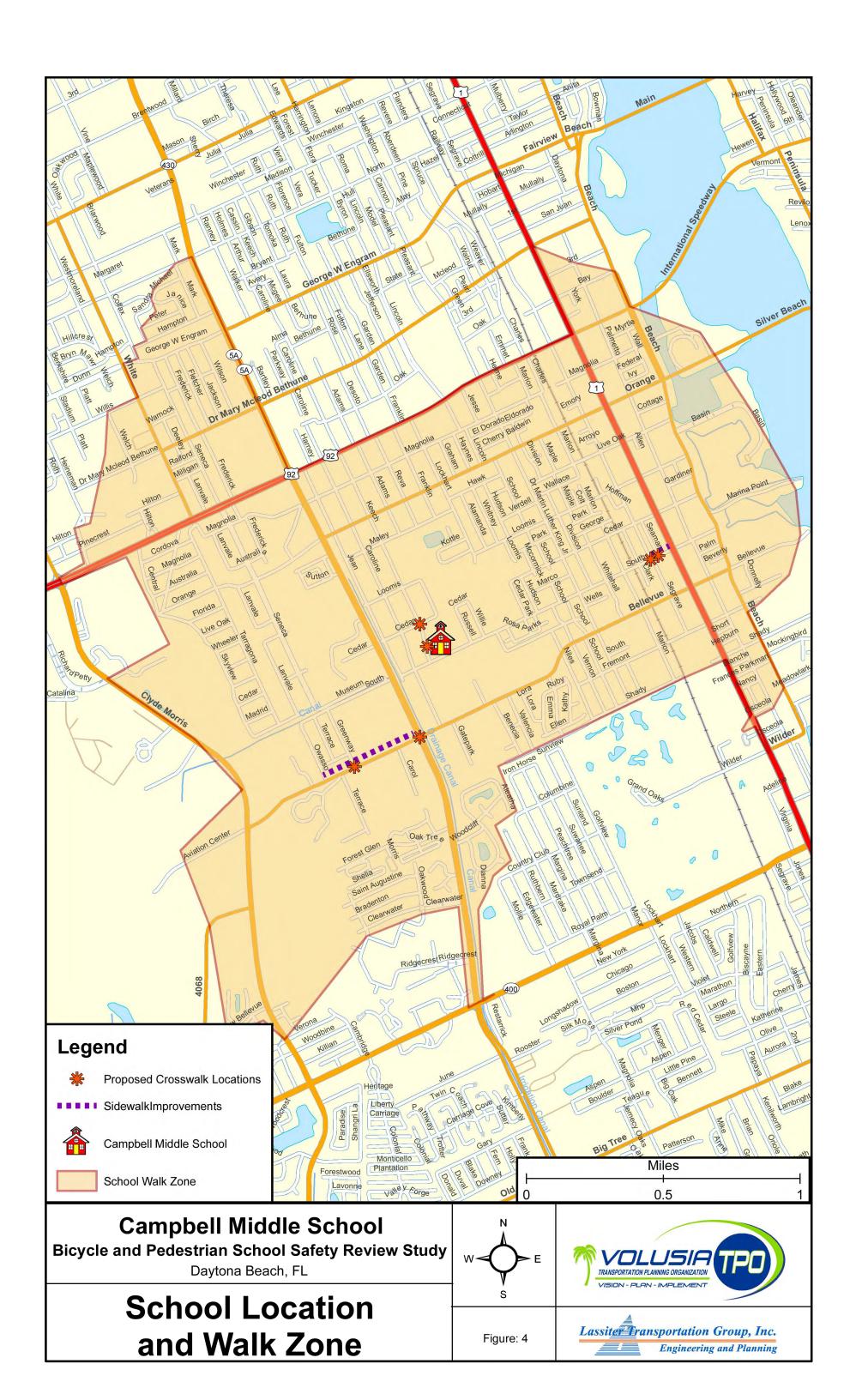
6 SUMMARY

Table 5 summarizes all recommendations that have been made within this report. These recommendations and existing conditions are also illustrated on Figure 4. It should be noted that Volusia County has identified \$1,000,000 for the purpose of constructing sidewalks at not-yet determined locations in its 2010/2011-2014/2015 Transportation Improvement Program. Therefore, it is recommended that the City of Daytona Beach and the County collaborate to implement the recommendations of highest priority.

Table 5
Summary of Recommended Improvements
Campbell Middle School Assessment Study

Location	Observations	Recommendations							
	Off-Campus								
Keech Street	The sidewalk crossings on Keech Street at the parent loop and the bus loop entrance do not have crosswalks.	Install special emphasis pedestrian markings							
	On-Campus								
Bellevue Avenue	There is no sidewalk on the north side of Bellevue Avenue between Clyde Morris Boulevard and Nova Road	Install a sidewalk from the residential area at Owasso Street to Nova Road; install special emphasis crosswalks at Greenway Rd and Nova Rd							
South Street	There is no sidewalk on the northside of South Street from Seagrave Avenue to US 1	Install a sidewalk on the north side of South Street from Seagrave Avenue to US 1; install special emphasis crosswalks at Seagrave Avenue and Seaman Place.							





EXECUTIVE SUMMARY – IMPLEMENTATION REPORT

Lassiter Transportation Group, Inc. (LTG) was retained by the Volusia Transportation Planning Organization (VTPO) to prepare an Implementation Report for the Bicycle and Pedestrian School Safety Review Study for 17 Volusia County schools. The Implementation Report for the Pedestrian and Bicycle School Safety Review Study is based on observations and recommendations of the Assessment Report and includes cost data, ranking criterion for the recommended improvements, and the best practices to follow on old and new developments. The subject of this Implementation Report is Campbell Middle School. Recommendations for sidewalk improvements within this report have an associated total cost of \$93,335.95.

Assessment of Existing Conditions

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

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

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

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 Florida Department of Transportation (FDOT) and the Volusia 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 G 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



Illustration 11: Flashing beacon traffic signal control



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

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. Motorists were observed to park in No Parking areas and make prohibited vehicular movements, including U-turns. Some motorists were observed to be speeding within the reduced-speed zone.

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



Illustration 12: Student crossing street mid-block without the aid of a crosswalk

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 SROs 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 (Illustration 12)
- 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.



Illustration 13: secure bicycle racks provided at the school

 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, Volusia 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. Volusia County School District is a member of city and county development review teams and reviews new site plans and subdivisions to ensure adequate area is designated for school bus stops and sidewalks. City and County land development regulations require sidewalks.
- All new schools should be planned with good sidewalk connectivity/network to all neighborhoods and developments within its walk zone.
- As required by F.S. 1006.23, Volusia County School District provides bus service to students who do not have access to safe routes to school.
- There are certain programs which promote walking and bicycling to school. Volusia County School
 District currently participates in such programs (e.g. Walking School Bus, SAFE KIDS Walk This Way,
 and International Walk to School Day). Bicycle and pedestrian safety is part of the existing elementary
 physical education curriculum.
- A No Backpack policy should be considered to encourage walking and bicycling to school and consideration to the following is recommended:
 - All textbooks should be accessible on-line
 - A set of textbooks should be available at the local library
 - o 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.



MASTER IMPROVEMENT PLAN

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

CONSTRUCTABILITY MATRIX

The matrix in Table 6 shows the estimated cost of sidewalk-related projects that are recommended for improvement. FDOT's *2010 Basis of Estimates* manual was used to develop the Constructability Matrix. The estimated construction costs for these recommendations are \$ 93,335.95. The costs shown in the Constructability Matrix includes material and labor fees. As mentioned before, these improvements are based on field observations and should be verified by a contractor prior to construction.

Table 6
Constructability Matrix
Campbell Middle School Implementation Report

PRIORITY	PROJECT	PROJECT DESCRIPTION		PAY ITEM	PAY ITEM	PLAN	UNIT	UNIT	ESTIMATED
#	NAME	LOCATION	RECOMMENDATION	NUMBER	DESCRIPTION	QTY	MEASURE	PRICE	COST
	Pavement	Keech Street and parent loop	Special emphasis crosswalk	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	195.00	LF	\$3.53	\$688.35
1	Markings	driveway	should be installed	711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	156.00	LF	\$1.84	\$287.04
	Pavement	Keech Street and bus loop	Special emphasis crosswalk	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	113.00	LF	\$3.53	\$398.89
	Markings	entrance driveway	should be installed	711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	90.00	LF	\$1.84	\$165.60
								Subtotal:	\$1,539.88
	Sidewalk Installation		Install Sidewalk	522-1	SIDEWALK CONC, 4" THICK	1,647.00	SY	\$45.22	\$74,477.34
	Pavement Markings		Special emphasis crosswalk should be installed	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	108.00	LF	\$3.53	\$381.24
				711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	86.00	LF	\$1.84	\$158.24
			Special emphasis crosswalk should be installed	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	255.00	LF	\$3.53	\$900.15
				711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	204.00	LF	\$1.84	\$375.36
	T		1	r	1	1		Subtotal:	\$76,292.33
	Sidewalk Installation		Install Sidewalk	522-1	SIDEWALK CONC, 4" THICK	317.00	SY	\$45.22	\$14,334.74
			Special emphasis crosswalk	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	90.00	LF	\$3.53	\$317.70
3	Dayomant	North side of South Street from Seagrave Ave to US 1	should be installed	711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	86.00	LF	\$1.84	\$158.24
II .	Pavement Markings				THERMOPLASTIC, STD, WHITE, SOLID, 24"	90.00	LF	\$3.53	\$317.70
					THERMOPLASTIC, STD, WHITE, SOLID, 12"	204.00	LF	\$1.84	\$375.36
	L	1	1		_, _, _,			Subtotal:	\$15,503.74
								Total:	\$93,335.95



11

RECOMMENDED PRIORITY PROJECTS

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

Background: The VTPO is continuing in its capacity to improve the safety of the school walk zone for walkers and bicyclists who live within the school walk zone. The safety issues addressed within this report will be reviewed by the TPO for potential funding to implement the recommended changes and, thereby, improve the safety of the school walk zone, where possible. The safety issues which produce the following five sidewalk recommendations are that gaps in sidewalk coverage along major school routes may force students to walk or bicycle within the travelled way. Provision of well connected sidewalks dictates exactly where students should walk.

Project No. 1: Keech Street at school access driveways

Submitting Agency: City of Daytona Beach

Project Location: Keech Street at bus loop entrance and parent loop drive

School Served: Campbell Middle School

Project Description: Special emphasis pavement markings

LAP Coordinator: City of Daytona Beach **Maintaining Agency:** City of Daytona Beach

Project Description: This project includes installing special emphasis pavement markings on Keech Street at

the parent loop drive and the bus loop entrance drive.

Estimated Cost: The estimated cost for this project is \$1,539.88.

Project No. 2: Bellevue Avenue from Owasso Street to Nova Road

Submitting Agency: City of Daytona Beach

Project Location: North side of Bellevue Avenue from Owasso Street to Nova Road

School Served: Campbell Middle School

Project Description: Sidewalk installation and special emphasis pavement markings

LAP Coordinator: City of Daytona Beach **Maintaining Agency:** City of Daytona Beach

Project Description: This project includes installing a sidewalk on the north side of Bellevue Avenue from

Owasso Street to Nova Road and special emphasis pavement marking at Greenway

Street and Nova Road.

Estimated Cost: The estimated cost for this project is \$76,292.33.



Project No. 3: South Street from Seagrave Avenue to US 1

Submitting Agency: City of Daytona Beach

Project Location: North side of South Street from Seagrave Avenue to US 1

School Served: Campbell Middle School

Project Description: Sidewalk installation and special emphasis pavement markings

LAP Coordinator: City of Daytona Beach **Maintaining Agency:** City of Daytona Beach

Project Description: This project includes installing a sidewalk on the north side of South Street from

Seagrave Avenue to US 1 and special emphasis pavement marking at Seagrave Avenue

and Seaman Place.

Estimated Cost: The estimated cost for this project is \$15,503.74.



APPENDICES

APPENDIX A

Crash Reports

FLORIDA TRAFFIC CRASH REPORT LONG FORM MAIL TO DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH

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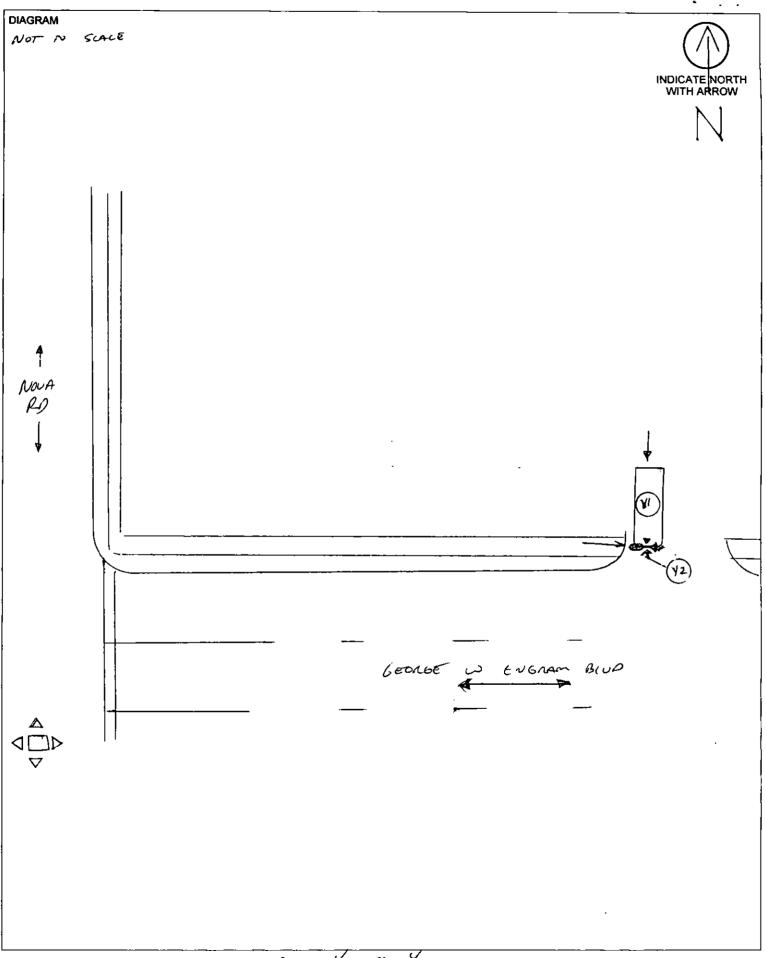
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FLORIDA TRAFFIC CRASH REPORT NARRATIVE/DIAGRAM MAIL TO: DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS SECTION, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 12399-0500

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	RIVER			YEAR	MAKE	TYPE	USE	VEH LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION	N NUMBER	2 3 4 5	16 7 18 Undercamage 19 Overturn 20 Windshield 21 Trailer
5	INFO	ER OR TOWE				TRAILE	R TYPE					14 13 12 11	17 8 21 Trailer SHOW FIRST POINT 10 9 OF VEHICLE
e c -			ELLING W	•	(N	AT	Est. MPH F	osled Sp	eed EST VEHICLE DAM	AGE 1 Disabling 2 Functional 3 No Damage	EST TRAILER DAM	MAGE DAMAGE AND CIRCLE DAMAGED AREA(S)
t - i -				E COMPAN	IY (LIABILITY OR PIP)	!		•	POLICY NU	IMBER VEHI	CLE REMOVED BY	1 Tow Rotator 2 Tow Owner's	
i o n	אַ	IAME OF VEHI	CLE OWNER (Check Box	If Same As Driver)	C	URRENT	ADDRESS (Number and Str	eei)		CITY AND ST	ATÉ	ZIP CODE
	N	IAME OF OWN	IER (Trailer or	Towed Veh	icle)	C	URRENT	ADDRESS (Number and Str	eel)		CITY AND ST	ATE	ZIP CODE
ے 3 و	- 1	NAME OF MOT	OR CARRIER	(Солятегсі	al Vehicle Only)		UPRENT	ADDRESS (Number and St	reel)	CITY,	STATE AND ZIP CODE	US DOT or ICC M	C IDENTIFICATION NUMBERS
Dodoctrion	N 251	AME OF DRIV	ER (Take Fron	n Driver Lic	ense) / PEDESTRUM	<u> </u>	URRENT	ADDRESS (Number and Str	eel))		CITY, STATE & 2	ZIP CODE	DATE OF BIRTH
á		RIVER LICENS	SE NUMBER				DL RE			RÉSULTS ALC/DR	UG PHYS DEF RES R	ACE SEX II	NJ <u>S EQUIP</u> EJECT
		AZARDOUS MAT		PLACARDED		ICATE NAME (OR 4 DIGIT	2 Breath 4 Refused NUMBER FROM DIAMOND OR FROM BOTTOM OF DIAMOND		WAS HAZARDOUS MATERIAL SPILLED?	RECOMMEND DRIVER RE-EXAL	M. DRIVER'S PHO	INE NO
Ļ	1,,	Yes 2160		I Yes 2 No			THOMOLE	LEST AMOUNT	OWNER'S	1 Yes 2 No	1 Yes 2 No	()	STATE ZIP
1								s				_	
# 2	١ ١	ROPERTY DA	MAGED - OTH	ER THAN	VEHICLES			S SEE AMOUNT	OWNER'S	S NAME A	DDRESS	CITY	STATE ZIP
01	No In	mproper Driving				3 OI N	IICLE DI lo Defects lef Brake	n n	2 3	VEHICLE MOVEME 01 Straight Ahead 02 Slowing / Slopped /	1 2	VEHICLE SPE 1 None 2 Farm	CIAL FUNCTIONS 1 2 3
03 04	Faile Impro	ed To Yield Rigi oper Backing	·	ative)	77 77 .	03 V 04 D	Vorn / Sm		_	03 Making Left Turn 04 Backing 05 Making Right Turn	01 01 /	3 Police Pursuit 4 Recreational 5 Emergency Op	
06 07	Impro Alcoh	oper Lane Cha oper Turn hol - Under Influ gs - Under Influ	uence			05 F 06 S	ignis Juncture / Iteering M Vindshield	ech /		06 Changing Lanes 07 Entenng / Leaving / 08 Properly Parked	12 Driverless or	6 Construction / I	
09 10	Alçol Folko		Jnder influence ely			08 E	quipment refect	/ Vehicle 77 All Other (Explain in	Narrative)	09 Improperly Parked 10 Making U-Turn	in Narrative)	2 Shipping Paper 3 Vehicle Side 4 Driver	5 N N
12	Exce Disre	eeded Safe Spe egarded Stop S	eed Limit Sign	20 Disre	oper Load :garded Other Traffic C ng Wrong Side / Way	01 C Control 02 N	n Road lot On Ro houlder	ad [1]	2 3	PEDESTRIAN ACT		5 Other	LOCATION TYPE 1 Primarily
15 16	Impri Orov	roper Passing ve Left of Cente seded Stated S	èr	22 Flee 23 Vehi	ng Police cle Modified er Distraction (Explain	04 N 05 T	ledian urn Lane RK ARE		10/	02 Crossing at Mid-blo 03 Crossing at Interset 04 Walking Along Roa	ck Crosswalk in Road toon 08 Standing/Pla		Business 2 Primanly Residential
		tructing Traffic		In Na	irrative) ther (Explain in Narrati	01 N (ve) 02 N		1	2 3	05 Walking Along Roa 06 Working on Vehicle	d Against Traffic	Pedestrian Island opiain In Narrative)	3 Open Country
			JENT HARMI In Transport(Ri		NT(S) 15 Collision With An	кта		29 MV Ran Into Ditch	n/Culvert	1 2 3	ROAD SYSTEM IDENTIF	ad	LIGHTING CONDITION 01 Daylight
0:	3 Coll	lision With MV i	in Transport(He in Transport(Ai in Transport(Le	ngle)	16 MV Hit Sign / Sig 17 MV Hit Utility Pol- 18 MV Hit Guardrail	e / Light Pole		30 Ran Off Road Into 31 Overturned 32 Occupant Fell Fro	m Vehicle		02 U S 08 Private Ro 03 State	(Explain 0)	02 Dusk 03 Dawn 04 Dark (Street Light)
0	6 Coll 7 Coll	lision With MV i lision With MV i		deswipe)	19 MV Hit Fence 20 MV Hit Concrete 21 MV Hit Bridge/Pi	er/Abutment/	Rail	33 Tractor/Trailer Ja 34 Eire 35 Explosion			05 Local 06 Turnpike / Toll ROAD SURFACE CONDIT		05 Dark (No Street Light) 88 Unknown ROAD SURFACE TYPE
0:	9 Coll 0 Coll	lision With Park lision With MV (lision With Ped	on Roadway estrian		22 MV Hit Tree /Shr 23 Collision With Co 24 Collision With Tra	instruction B affic Gate		38 Separation of Uni	ifi Is	///	01 Dry 02 Wet 03 Shppery	01 Clear 02 Cloudy 03 Rain 04 Fog	01 Slag/Gravel/Stone 02 Blacktop 03 Brick/Block 04 Concrete
1.	2 Coll 3 Coll	lision With Mop	rcle (Bike Lane) ned	l	25 Collision With Co 26 Collision With Fix 27 MV Hit Other Fix	ked Object A ed Object	oove Roa	Narrative)			04 fcy 77 Ali Other (Explain In Narralive)	04 Fog 0 77 All Other (Explain In Narrative)	05 Dirt 77 All Other (Explain In Narrative)
R	OAD No D	Defects	IS AT TIME O	OF CRAS	01 V	ON OBST	RUCTED scured	TRAF 01 No	FIC CON Control ecial Speed		SITE LOCATION 01 Not Al Intersection / RR X-I 02 At Intersection	ng / Bridge 01 Str	FICWAY CHARACTER alght - Level alght - Upgrade /
03 04	Obsi Road	tructon With W tructon Withou d Under Repair se Surlace Mat	it Warning / Construction		61 03 P	iclement We arked / Stopp rees / Crops oad On Vehic	ed Vehic / Bushes	e (5) 03 Sp 04 Sc	ecial Speed eed Control nool Zone iffic Signal		03 Influenced By Intersection 04 Driveway Access	03 Cu	wngrade rve - Level rve - Upgrade /
06 07	Shou Hole	ulders - Soft / L			06 8	uilding / Fixe igns / Billboa	d Object	06 Std 07 Yie	op Sign Id Sign Shing Light	12 No Passing Zone 77 All Other (Explain I	06 Bridge 12 Toll 8 n 07 Entrance Ramp 13 Publi	Booth Do	wngrade SHOULDER
09) Wor	n / Polished Ro Other (Explain I				make 77	All Other (In Narrab	Explain / 09 Ra	ilroad Signa		09 Parking Lot - Public Narra		paved n3
		SECTION#			AME OF VIOLATOR			FL STATUTE NUMBER			CHARGE		CITATION NUMBER
(0) = 0.4	<u> </u>	SECTION#			AME OF VIOLATOR			FL STATUTE NUMBER			CHARGE		CITATION NUMBER
100		SECTION #			AME OF VIOLATOR			FE STATUTE NUMBER			CHARGE		CITATION NUMBER
-	-	SECTION#		N	AME OF VIOLATOR			FL STATUTE NUMBER			CHARGE		CITATION NUMBER

FLORIDA TRAFFIC CRASH REPORT , NARRATIVE/DIAGRAM MAIL TO DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS SECTION, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0500

. DO NOT WRITE IN THIS SPACE

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FIRST AID GIVEN BY	NAME 1 Physician	or Nurse 2 Paramedic or	EMT 3 Police Officer	INJURED TAKEN TO		BY - NAME			
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FLORIDA TRAFFIC CRASH REPORT DO NOT WRITE IN THIS SPACE LONG FORM MAIL TO DEPT OF HIGHWAY SAFETY & MOTOR VEHICLES. TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE FL 32399 0537 TIME OFFICER NOTIFIED TIME OFFICER ARRIVED INVEST. AGENCY REPORT NUMBER DATE OF CRASH TIME OF CRASH Location 10 29 08 0923 MAN 0924 X AM [0925 X AM PM PM 080024**8**66 CITY OR TOWN COUNTY / CITY CODE MILEIS s E N w VOLUSCA DAYFINA BEACH 08 / 30 οf AT NODE NO FROM NODE NO NEXT NODE NO OF LANES ON STREET, ROAD OR HIGHWA 1 DIVIDED ø ۷, PALMETTO 2 LINDIVIDED e Ξ AT THE INTERSECTION OF FFFT FROM INTERSECTION OF (street, road or highway) MILE(S) (street_road or highway) E w I.S.B 600 VEHICLE IDENTIFICATION NUMBER VEH LICENSE NUMBER | STATE YEAR TYPE 7 18 Undercamage 19 Overturn 20 Windshield 8 21 Trailer 3 | 4 | 5 | 6 | 7 DRIVER 2. Hit & Run ٥١ LNHM83V564617770 01 £ 808TS ACTION TRAILER OR TOWED VEHICLE 117 15 (16 TRAILER TYPE SHOW FIRST POINT INFORMATION 14 713 12 11 110 9 OF VEHICLE ρ Est MPH Posted Speed EST VEHICLE DAMAGE 1 Disabling EST TRAILER DAMAGE DAMAGE VEHICLE TRAVELLING C N S E W DALLETTO
MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) AND CIRCLE 2 Functional 000.00 3 No Damage DAMAGED AREA(S) X VEHICLE REMOVED BY POLICY NUMBER 1 Tow Rotation List 3 Onver 3 GOVERNMENT EMPLOYEES INS. C.
ER (Check Box If Same As Driver) CURRENT ADDRESS (Number and Street) DREVER 2 Tow Owner's Request 4 Other Vehic GELLO CD. 0268-22-38-07 CITY AND STATE ZIP CODE NAME OF VEHICLE OWNER (Check Box If Same As Driver) n CITY AND STATE ZIP CODE CURRENT ADDRESS (Number and Street) NAME OF OWNER (Trailer or Towed Vehicle) CITY , STATE AND ZIP CODE US DOT or ICC MC IDENTIFICATION NUMBERS an CURRENT ADDRESS (Number and Street) NAME OF MOTOR CARRIER (Commercial Vehicle Only) CITY . STATE & ZIP CODE NAME OF DRIVER (Take From Driver License) / PEDESTRIAN CURRENT ADDRESS (Number and Street)) 119 624 S. PENINSULA DR DAYTENA BEACH 32118 ८१ -/5-२७ متوريا THOMAS JUINDHT Di REQ ALC/DRUG PHYS DEF SEX IN I S EQUIP | EJECT DRIVER LICENSE NUMBER ALC/DRUG TEST TYPE 5 TYPE 1 Blood 3 Unne 5 None S525118273350
HAZARDOUS MATERIALS | PLACARDED ત્ર 2 Breath 4 Refused IF YES, INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND תובטה הסגובם סב באלוו MATERIAL SPILLED? IF YES EXPLAIN IN NARRATIVE BEING TRANSPORTED STATE VEHICLE IDENTIFICATION NUMBER 1 Phantom VEH LICENSE NUMBER 2 3 4 5 6 7 18 Undercarnage 19 Overtum 20 Windshield 21 Trailer USE TYPE YFAR MAKE DRIVER 2 Hit & Run 3 PEK OĮ TRAILER TYPE ACTION C64D016 TRAILER OR TOWED VEHICLE S SHOW FIRST POINT INFORMATION 1101 9 14 T 13 12 1 OF VEHICLE e a EST TRAILER DAMAGE Posted Speed EST VEHICLE DAMAGE VEHICLE TRAVELLING ON Ect MPH 1 Disabling N S E W UND CIRCLE 2 Functional PALMETTO 200.00 3 No Damage DAMAGÉD AREA(S) POLICY NUMBER VEHICLE REMOVED BY MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PI 1 Tow Rotation List 3 Dover a 2 Tow Owner's Request 4 Other NIKOWW 0 Veh CITY AND STATE ZIP CODE NAME OF VEHICLE OWNER (Check Box If Same As Driver) CURRENT ADDRESS (Number and Street)) n CITY AND STATE ZIP CODE CURRENT ADDRESS (Number and Street) NAME OF OWNER [Trailer or Towed Vehicle) 2 П CURRENT ADDRESS (Number and Street) CITY STATE AND ZIP CODE US DOT or ICC MC IDENTIFICATION NUMBERS Pedestrian NAME OF MOTOR CARRIER (Commercial Vehicle Only) DATE OF BIRTH CURRENT ADDRESS (Number and Street)) NAME OF DRIVER (Take From Driver License) / PEDESTRIAN S. BEACH ST. 08-10-55 MARK R. URBANCKE DAYTONA BEACH 3211S S EQUIP REG TALC/DRUG TEST TYPE RESULTS LC/DRUG PHYS DE **İ** EJEÇT STATE TYPE END 3 1 Blood 3 Unne 5 None a VG | 555655290 WAS HAZARDOUS MATERIAL FRACARDED 2 Breath 4 Refused IF YES INDICATE NAME OR FOUR DIGHT NUMBER FROM DIAMOND OR BOX DECCHIVEND DONED BE EXAM WAS HAZARDOUS IF YES EXPLAIN IN MARRATIVE ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND BEING TRANSPORTED T PHYSICAL DEFECTS ALCOHOL / DRUG USE LOCATION VEHICLE TYPE 01 Automobile VEHICLE USE TRAILER TYPE RESIDENCE (Driver / Ped.) 01 Single Semi Trailer 02 Tandem Semi Trailer Not Drinking or Using Drugs IN VEHICLE Private Transportation Alcohol - Under Influence 2 Eyesighi Defect 2 Elsewhere in State 02 Van 02 Commercial Passengers 3 Non-Resident Out of State Drugs - Under Influence 03 Tank Trailer 3 Fatigue / Asleep 03 Light Truck / P.U - 2 or 4 rear tires 1 Front Left 03 Commercial Cargo 04 Saddle Mount / Flatbed 5 Unknown 4 Hearing Defect 4 Alcohol & Drugs - Under Influence 04 Medium Truck - 4 rear tires 04 Public Transportation 4 Foreign 2 Front Center Had Been Drinking 05 Heavy Truck - 2 or more rear axles 05 Public School Bus 05. Boat Trailer DL TYPE. RACE White 5 Illness 3 Front Right 6 Pending ALC/DRUG Test Results 06 Utility Trailer 6 Seizure, Epilepsy, Blackout 06 Private School Bus 06 Truck Tractor (Cab-Bobtail) 4 Rear Left 4 D/ Chauffeur 07 Motor Home (RV) 07 Ambulance 07 House Trailer 2 Black 7 Other Physical Defect 5 Rear Center

3 No Endorsement

5 E/ Operator

7 None

2 No

6 E/ Oper-Rest

REQUIRED

ENDORSEMENTS

3 Hispanic

SEX

2 Female

4 Other

INJURY SEVERITY
1 None

2 Possible

3 Non-Incapacitating

6 Non-Traffic Fatality

4 Incapacitating 5 Fatal (Within 30 Days) SAFETY EQUIPMENT IN USE

2 Seat Belt / Shoulder Harness

1 Not in use

3 Child Restraint

6 Safety Heimet

7 Eye Protection

4 Air Bag - Deployed

5 Air Bag - Not Deployed

Rear Right

9 Other

1 No

2 Yes

7 In Body Of Truck

EJECTED

B Bus Passenger

15 Low Speed Vehicle

12 Moped 13 All Terrain Vehicle

10 Bacycle

77 Other

11 Motorcycle

08 Bus (driver + seats for 9 15)

09 Bus (driver + seats for over 15)

08 Law Enforcement

11 Other Covernment

14 Garbage or Refuse

12 Dump 13 Concrete Mixer

15 Cargo Van

77 Other

09 Fire / Rescue

10 Military

08 Pole Trailer

77 Other

09 Towed Vehicle

10 Auto Transport

	ORIV	_{NN} ZH(&Ru		YEAR	MAI	KE	TYPE	USE	VEH LICE	NSE NUMBER	STATE	VEHICI	LE IDENTIFI	CAŤĪŌN	IUMBER	7	13 4 5	19 Overtur	n J
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	enicle	NAME OF VEHI	ICLE OWNER (Check Box	If Same As Dr	rver)	Ci	IRRENT A	DDRESS (N	lumber and Str	eet))]	CITY	AND STATE	2 Tow Own	er's Request 4 Other ZIP COU	Œ
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3 [ן⊏	NAME OF OWN	IER (Traderor	Towed Vehi	icle)		CL	IRRENT A	DDRESS (N	lumber and Str	eel)				CITY	'AND STATE		ZIP CÓ)E
		NAME OF MOT	FOR CARRIER	(Commercia	al Vehicle Onl	у)	C	JRRENT .	ADDRESS (I	Number and St	reel)		4	CITY STA	ATE AND ZIP CODE		US DOT OF ICC	MC IDENTIFICATION N	IUMBERS
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١		DRIVER LICEN	SE NUMBER			STA				JG TEST TYPE		RESULT	S A	LC/DRUG	PHYS DEF RES	RACE	SEX	INJ S EQUIP	EJECT.
	ļ	IAZARDOUS MAT	TERIALS IF	LACARDED] (F	YES INDICAT	E NAME O	PE END	2 Breath	3 Unne 5 None 4 Refused II DIAMOND OR	BOX		IAS HAZARDO		RECOMMEND DRIVE		DRIVER'S PI	HONE NO	<u> </u>
	F	EING TRANSPOR	RTED	1 Yes, 2 Na		I PLACARO, A	ND I DIGIT	NUMBER	FROM BOTTO	OF DIAMOND	[ATERIAL SPT	TEDs	IF YES EXPLAIN IN N.	ARRATIVE		<u> </u>	
	#	PROPERTY OF	AMAGED OTH	ER THAN	VEHICLES				EST AM	IOUNT	OWNER'S	SNAME		ADD	RESS	CITY	(STATE ZIP	
	#	PROPERTY DA	AMAGED - OTH	ER THÂN \	/EHICLES			_	EST AM	OUNT	OWNER'S	SNAME		ADD	RES\$	cin	· ————	STATE ZIP	
L	2 :ON:	TRIBUTING.C	AUSES - DR	VER / PE	DESTRIAN		VEH	CLE DE	FECT		<u> </u>	VE	HICLE MO	VEMENT	_ 		VEHICLE SE	ECIAL FUNCTIONS	
0	1 No 2 Ca	Improper Drivin reless Driving (I ded To Yield Rig	ig / Action Explain in Nama				01 No	Defects of Brakes orn / Smo			2 3	01 9	Straight Ahea Slowing / Sto Making Left	ad pped / Sta	illed []	2 3	1 None 2 Farm 3 Police Pursu	1 2]
0	4 lm 5 lm	proper Backing proper Lane Cha			060	<u> </u>] 04 D4	efective / 1 jhis	mproper	<u> </u>	1	04 E 05 M	Backing Making Right	t Turn	03 C	ing	4 Recreational 5 Emergency (Operation	<u> </u>
0	7 Alc	proper Turn :ohol - Under Infl ugs - Under Influ				_	06 SI 07 W	incture / B eering Me indshield \	ch Mipers			07 E 08 F	Changing La Entening / Le Property Part	aving / Pa ked	77 AJ Ot	away Vehicle her (Explain	1 Not Applicab	F CARRIER INFORM	AATION 3
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1	5 lm 6 Dr	proper Passing ove Left of Centro ceeded Stated S	er	22 Fleen 23 Vehic			04 Me 05 Tu	edian irn Lane		01 0	<u> </u>	02 (03 (Crossing at M Crossing at I Walking Alon	Aid block (ntersection	Crosswalk in F n 08 Sta	Road Inding/Playing Road		Business 2 Primarily Residents	
		structing Traffic		In Na	rrantive) ther (Explain I	•	01 No	arby			2 3	05 V		g Road A	annst Traffic 09 Sta Road 77 All			3 Open Cou	
	FIRS	T / SUBSEQL	JENT HARMI	UL EVEN	IT(S)		03 Er	leted		01 6		_ _			ROAD SYSTEM	IDENTIFIER.		LIGHTING CON	OTION
- (02 C	olision With MV ollision With MV ollision With MV	in Transport(H	ead On)	15 Collision 16 MV Hit S 17 MV Hit L	ign / Sign Po	st		30 Ra	/ Ran Into Ditch in Off Road Into enturned		1	2	ᆜ	02 U S 08	Forest Road Private Roadwa All Other (Expla		01 Daylight 02 Dusk 03 Dawn	01
	14 Ca 15 Ca	olision With MV olision With MV olision With MV	in Transport(Le in Transport(R	eft Turn) ight Turn)	18 MV Hit G 19 MV Hit F 20 MV Hit C	ence	er Wall			cupant Fell Fro actor/Trailer Jak e		\prod_{III}] <u> </u> [](===	04 County 05 Local 06 Turnpike / Toll	In Narrative)		04 Dark (Street Ligi 05 Dark (No Street 88 Unknown	
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	10 C	ollision With MV ollision With Ped ollision With Bic)	destrian ycle		24 Collision 25 Collision	With Traffic With Crash	Gate Attenuate	vs.	38 Se 39 Me	paration of Uni idian Crossove	ts :r				03 Slippery D4 Icy	0	03 Rain 04 Fog	03 Bnck/Block 04 Concrete	02
	13 Co 14 Co	ollision With Bic ₃ ollision With Mop ollision With <u>Tra</u> i	ped in		28 Collision	Other Fixed C With Movea	bject ble Objec	t On Road	Na	Other (Explain rrative)					77 Al Other (Explain in Narrati	ve)	77 All Other (Explain in Narrative)	05 Dirt 77 All Other (Exp Narrative)	
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0	3 Ot 4 Ro	estruction Withou ad Under Repair ose Surface Mai	ut Warning r / Construction		01	03 Parke 04 Trees 05 Load	d / Sloppe . / Crops /	ed Vehicle Bushes	1	03 Sp 04 Sc	eed Contro hool Zone affic Signal	l Sign	Posted No L		D3 Influenced By Intel D4 Driveway Access D5 Railroad	rsection 11 Private Pro	03 (Downgrade Curve Level Curve - Upgrade /	01
0	6 Sh 7 Hc	oulders Soft / L Hes / Ruts / Unsa	Low / High			06 Buildi 07 Signs 08 Fog	ng / Fixed	Object	·—	06 Std 07 Yie	op Sign eld Sign ishing Light	12 I 77 :	No Passing All Other (Ex Narrabve)	Zone splain in	06 Bridge	12 Toll Booth 13 Pub≒c Bus 77 All Other (E	Stop Zone TY	Oowngrade PESHOULDER Paved	
0	9 W	anding water orn / Polished Ro Other (Explain I				09 Smok 10 Glare		l Other (E Nam <u>ative</u>		09 Ra	ilroad Signa ficer <u>/ Guard</u>	al	<u> </u>	- 11	09 Parking Lot - Publ 10 Parking Lot - Privi	ic Narrauve)		Inpaved	03
Γ		SECTION#	CECT		MAS.		که مک			TUTE NUMBER		194	Roper	۷ ر	CHARGE FT TUR	Ŋ		507 -	
	(s)	SECTION :	CE (1)	N/	WE OF VIOL	ATOR				TUTE NUMBER					CHARGE			CITATION NUM	
	Violator(s)	SECTION #		NA	AME OF VIOL	ATOR	-		FL STAT	TUTE NUMBER	7				CHARGE			CITATION NUM	IBER
	5	SECTION #		NA	ME OF VIOL	ATOR			FL STAT	TUTE NUMBER	7				CHARGE			CITATION NUM	ABER

FLORIDA TRAFFIC CRASH REPORT , NARRATIVE/DIAGRAM MAIL TO DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS SECTION, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0500

DO NOT WRITE IN THIS SPACE		 	
DO NOT WRITE IN THIS SPACE			

TIME EMS NOTIFIED (FATALITIES ONLY) TIME EMS ARRIVED (FATALITIES ONLY)	m 10 29 08	1 00 , 0 -	OSOO24866	LAMBER HSMV C	RASH REPORT NUMBER 355225
V-1 WAS TRAVELENG SOUTH		metro Ave	5. V-2 W	AS TRAVE	CEN6
NORTHBOUND ON PALMET	TO AVE. V-1 AT	EMPTED TO	MKE A	LEFT TURN	AT THE
INTERSECTION OF PALME	TTO AVE AND	SR 600 (W	est c.s.b.)	IN AN	ATTEMPT
TO TRAVEL EASTBOUND OF	1 SR 600 (WE	ST I.J.B.)	CAUSING	V-1's	FRONT END
TO STRIKE THE LEFT (ID	e of V-a D-	2 WAS E	IECTED F	ROM V-2	STRCKING
V-1'S HOOD AND THEN	THE GROUND.)-2 WAS	TREATED	AT THE	scene by
DAYTONA BEACH FERE DEP	r. AND EVAC	AND THE	N TRANSP	eried n	HALEFAN
HUSPITAL FOR FURTHER E	VAWATEDA. I	WAS LAT	FA DETERS	YINED T	WAT D-A
SUFFERED A FRACTURED L	EFT HEP. V-1	MAJ DRIVE	N AWAY	FROM THE	SCENE
BY D.I V-2 WAS ENTER	LVD ENTO THE	MYTONA ,	BEACH P.D	PROPERI	Y AND
EVIDENCE LOCKER FOR S	HE KEEPENS.	:			
WLT I WAS IN THE 10	O BK OF SR	600 (WEST	T.S.B.)	AND OBSE	aved
V-1 STRIKE V-2. STA	TEMENT WAS	OBTATIVED	AND ATT	ACHED.	
IT SHOULD BE NOTED THAT D	-1 STATED THE	GLAREOF	THE SUN	IMPEDE	D HEJ
VIJEON WHELE MAKING		.·	, LOUTE O	F BIRTH [RACE] SEX LO	C INJ SEQUIP FEJECT
	ENT ADDRESS	CITY & STATE			
	ENT ADDRESS	CITY & STATE		F BIRTH RACE SEX LO	
	ENT ADDRESS	CITY & STATE		F BIRTH RACE SEX LO	
SECN PASSIP PASSENGER'S NAME CURF	ENT ADDRESS	CITY & STATE		F BIRTH RACE SEX LO	
SECR PASSA PASSENGER'S NAME CURP	ENT ADORESS	CITY & STATE	ZIP CODE DATE O	F BIRTH RACE SEX LO	C INJ S EQUIP EJECT.
SEC# PASS# PASSENGER'S NAME CURF	ENT ADDRESS .	CITY & STATE	ZIP CODE DATE O	F BIRTH RACE SEX LO	C INJ S EQUIP EJECT
SECTION# NAME OF VIOLATOR	FL STATUTE NUMBER	IN PROPER	CHARGE TURN	1	CITATION NUMBER
SECTION # CECI SWINGS NAME OF VIOLATOR NAME OF VIOLATOR	FL STATUTE NUMBER	770.7 (3)	CHARGE		CITATION NUMBER
WITNESS NAME (1) CURRENT ADDRESS	CITY & STATE ZIP CODE	WITNESS NAME (2)	CURRENT ADDRE	SS CITY	A STATE ZIP CODE
	amedic or EMT 3 Police Officer INJ	JACEPAX HOLPS	1	Y-NAME	
WAS IF NO, THEN WHERE? IS INVESTIGATION 1 YES INVESTIGATION	ON 1 YES IF NO THEN Y	HY? DATE OF REPORT	PHOTOS TAKEN 1 YE	ร ว า เ	YES BY WHOM? INVESTIGATING AGENCY DTHER
MADE AT SCENE? 2 NO LL J COMPLETE: INVESTIGATOR - RANK & SIGNATURE T. TIEHEN	ID/BADGE NUMBER 52002	DEPARTMENT_	A BEACH	۷ ک	FHP SO PO OTHER
HSMV-90005 (Rev. 1/02)	Page 3	or <u>4</u>	" DENON		<u> </u>

DIAGRAM INDICATE NORTH WITH ARROW PALMETTO ANE POINT OF IMPROT ← SR 600 (ES.B) → NOT TO SCALE

Page 4 Of 4

FLORIDA TRAFFIC CRASH REPORT DO NOT WRITE IN THIS SPACE LONG FORM MAIL TO DEPT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537 DATE OF CRASH INVEST AGENCY REPORT NUMBER TIME OF CRASH TIME OFFICER NOTIFIED TIME OFFICER ARRIVED HSMV CRASH REPORT NUMBER 336[36 336 1008 AM PM AM PM TAM PM 12080020B62 COUNTY / CITY CODE CITY OR TOWN FEET MILE(S) (Check if in City or Town) S Ε w AUTONA GEACH AT NODE NO NEXT NODE NO FEET MILE(S) FROM NODE NO NO-OF LANES ON STREET, ROAD OR HIGHWAY 1 DMDED න් 2 UNDIMIDED Ü FROM INTERSECTION OF (street, road or highway) AT THE INTERSECTION OF (street, road or highway) FEET MILE(S) w SRUOT VEHICLE IDENTIFICATION NUMBER YEAR USE VEH LICENSE NUMBER STATE | 5 | 6 | 7 | 16 Undercarnage 19 Overturn 20 Windshield 16 | 17 | 8 | 21 Trailer DRIVER ACTION 2 Hit & Run 1N4DL0102YC17 H55QRE NISSAN 0101 TRAILER OR TOWED VEHICLE 15 16 TRAILER TYPE S INFORMATION 14 13 12 11 10 9 OF VEHICLE 8 EST VEHICLE DAMAGE EST TRAILER DAMAGE DAMAGE Est MPH Posted Speed 1 Disabling VEHICLE TRAVELLING C اصرت 2 Functional AND CIRCLE N S E W ALMETTO AVE 3 No Damage DAMAGED AREAIS MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP POLICY NUMBER VEHICLE REMOVED BY 1. Tow Rotation List 3 Drive 2 760094.5 2 Tow Owner's Request 4 Other TATELARM ٥ Vehi NAME OF VEHICLE OWNER (Check Box II Same As Driver) CURRENT ADDRESS (Number and Street)) ZIP CODE n NAME OF OWNER (Trailer or Towed Vehicle) CURRENT ADDRESS (Number and Street) CITY AND STATE ZIP CODE 1 CURRENT ADDRESS (Number and Street) CITY, STATE AND ZIP CODE US DOT or ICC MC IDENTIFICATION NUMBERS au NAME OF MOTOR CARRIER (Commercial Vehicle Only) Pedestr NAME OF DRIVER (Take From Driver License) / PEDESTRIAN CURRENT ADDRESS (Number and Street)) 32174 HONEY LICENSE NUMBÉF STATE DL REQ ALC/ORUGITEST TYPE Συς. 549 1 Blood 3 Unne 5 None IF YES INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND 2 Breath 4 Refused HAZARDOUS MATERIALS BEING TRANSPORTED WAS HAZAROOUS RECOMMEND DRIVER RE-EXAM DRIVER'S PHONE NO YES EXPLAIN IN NARRATIVE 1 Yes 2 No 1 Yes 2 No VEH_LICENSE NUMBER | STATE | VEHICLE IDENTIFICATION NUMBER TYPE | USE YEAR 3 4 5 6 7 18 Undercamage 19 Overtum 20 Windstreed 21 Trailer DRIVER 2 Hit & Run 0 ACTION MA 0 3 N/A TRAILER OR TOWED VEHICLE TRAILER S SHOW FIRST POINT INFORMATION 14 13 12 11 10 OF VEHICLE е EST TRAILER DAMAGE DAMAGE VEHICLE TRAVELLING Est MPH EST VEHICLE DAMAGE 1 Disabling N S E W 2 Functional AND CIRCLE 100 N 3 No Damage DAMAGED AREA(S) MOTOR VEHICLE INSURANCE COMPANY POLICY NUMBER VEHICLE REMOVED BY 1. Tow Rotation List 3 Driver 2 Tow Owner's Request 4 Other O Vehi NAME OF VEHICLE OWNER (Check Box II Same As Driver) CITY AND STATE CURRENT ADDRESS (Number and Street)) ZIP CODE n CITY AND STATE ZIP CODE NAME OF OWNER (Trailer or Towed Vehicle) CURRENT ADDRESS (Number and Street) 2 US DOT or ICC MC IDENTIFICATION NUMBERS CITY, STATE AND ZIP CODE Pedestrian NAME OF MOTOR CARRIER (Commercial Vehicle Only) CURRENT ADDRESS (Number and Street) NAME OF DRIVER (Take From Driver License) / PEDESTRIAN CITY . STATE & ZIP CODE CURRENT ADDRESS (Number and Street)) DATE OF BIRTI REO <u>AUTIVA</u> BEACH 32114 DL S FOUIP 1 Blood 3 Unine 5 None P6342 WAS HAZARDOUS MATERIAL 2 Breath 4 Refused FOUR DICHT NUMBER FROM DIAMOND OR BOX VAS HAZARDOUS RECOMMEND ORIVER RE DRIVER'S PHONE NO MATERIAL SPILLED IF YES EXPLAIN IN NARRATIVE ON PLACARD, AND I DIGIT NUMBER FROM BOTTOM OF DIAMOND 1 Yes 2 Ho TRAILER TYPE 01 Single Semi Trailer VEHICLE TYPE 01 Automobile RESIDENCE (Driver / Ped.) PHYSICAL DEFECTS ALCOHOL / DRUG USE LOCATION VEHICLE USE Not Drinking or Using Drug:
 Alcohol - Under Influence IN VEHICLE 2 Elsewhere in State 2 Evesight Defect 02 Van 02 Commercial Passengers 02 Tandem Semi Trailer 03 Light Truck / P.U - 2 or 4 rear tires 03 Commercial Cargo 03 Tank Trader 3 Non-Resident Out of State 3 Fatigue / Asleep Drugs - Under Influence 1 Front Left 04 Medium Truck 4 rear tires 04 Public Transportation 04 Saddle Mount / Flatbed 5 Unknown 4 Hearing Defect 4 Alcohol & Drugs - Under Influence 4 Foreign 2 Front Center 05 Heavy Truck - 2 or more rear axles 05 Public School Bus 05 Boat Trailer DL TYPE RACE 5 Illness 5 Had Been Dooking 3 Front Right 06 Truck Tractor (Cab-Bobtasi) 1 A 6 Seizure, Epilepsy, Blackout 6 Pending ALC/DRUG Test Results 06 Private School Bus 06 Utility Trailer 2 B 1 White 4 Rear Left 4 D/ Chauffeur 07 Motor Home (RV) 07 Ambulance 07 House Trailer 2 Black 7 Other Physical Defect Rear Center 08 Bus (driver + seats for 9-15) 08 Law Enforcement 08 Pole Trader 5 El Operator 3 Hispana INJURY SEVERITY SAFETY EQUIPMENT IN USE 6 Rear Right 1 None 09 Bus (driver + seats for over 15) 09 Fire / Rescue 09 Towed Vehicle 6 E/ Oper -Rest 4 Other 1 Not in use In Body Of Truck 10 Auto Transport

10 Bucycle 11 Motorcycle 12 Moned 13 All Terrain Vehicle

14 Train

77 Other

10 Military 11 Other Government 77 Other

12 Dump 13 Concrete Mixer

77 Other

15 Caroo Van

14 Garbage or Refuse

7 None REQUIRED SEX 1 Male ENDORSEMENTS 2 Female 1 Yes

2 Possible

4 Incapacitating 5 Fatal (Within 30 Days)

6 Non-Traffic Fatality

3 Non Incapacitating

2 Seat Belt / Shoulder Harness 3 Child Restraint

7 Eve Protection

8 Bus Passenger 9 Other 4 Air Bag - Deployed 5 Air Bag - Not Deployed EJECTED 1 No 6 Salety Helmet

2 Yes

2 No

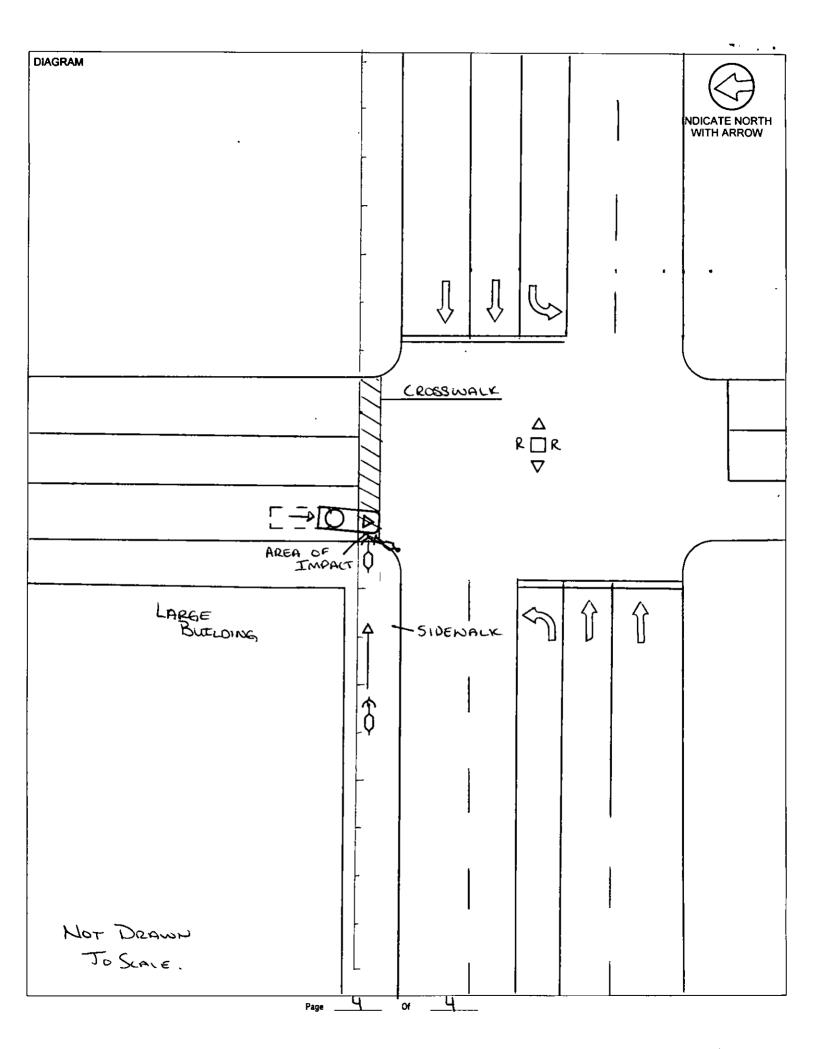
15 Low Speed Vehicle

	DRIV	/ER 1 Phantom		YEAR	MAKE	TYPE	USE	VEH LICENSE NUMBER	STATE	VEHICLE IDENTIF	ICATION N	UMBER	2	3 4 5	6 7 18 Undercamage
_	ACTI	ION 3 N/A		ļ		TRAILE	7705					•	ī	(15 ((16	19 Overturn 20 Windsheeld 17 8 21 Trailer
S		AILER OR TOWE FORMATION	D AFHICLE			IKALEI	TIPE						14	13 12 11	10 9 OF VEHICLE
e -	٦	VEHICLE TRAVE			ON		AT	Est MPH	Posted Sp	ed EST VEHICL	E DAMAGÉ			ST TRAILER DAN	MAGE DAMAGE
וי	٦l	N S E										2 Functional 3 No Damage		*	AND CIRCLE DAMAGED AREA(5)
t ˈ	_	MOTOR VEHICL	E INSURANCE	COMPAN	Y (LIABILITY OR PIP)				POLICY NU	MBER	VEHICLE	REMOVED BY	•	1 Tow Rotation	
i o	ehicle	L								<u> </u>		9774	44ID DT4TE	2 Tow Owner's	Request 4 Other
n i	اڅ ا	NAME OF VEHIC	CLE OWNER (C	heck Box	If Same As Driver)	Ct	JRRENT A	ODRESS (Number and Si	reet))			CHY	AND STATE		ZIP CODE
"		NAME OF OWN	ER (Trailer or T	owed Veh	cle)	Cı	JRRENT A	ADDRESS (Number and St	reet) .			СПҮ	AND STATE		ZIP CODE
3	ol		,		,			·		•,					
	딞	NAME OF MOTO	OR CARRIER (Commercia	al Vehicle Only)	С	URRENT	ADDRESS (Number and S	treet)		CITY STA	TE AND ZIP CODE]_	US DOT OF ICC MC	DIDENTIFICATION NUMBERS
1	딅							•				·			
-	Pedestrian	NAME OF DRIVE	ER (Take From	Onver Lice	ense) / PEDESTRIAN	Cl	JRRENT A	ADDRESS (Number and St	reet))			CITY, ST.	ATE & ZIP CO	DE	DATÉ OF BIRTH
ŀ	۳	DRIVER LICENS	E NUMBER		IST	ATE [L REC	ALC/DRUG TEST TYP	E	RESULTS A	LC/DRUG	PHYS DEF RES	RACE	SEX IA	IJ S EQUIPEJECT
١							PE END	1 Blood 3 Unine 5 Nor 2 Breath 4 Refused	ve						
Ī		HAZARDOUS MATE BEING TRANSPOR		LACARDED				IUMBER FROM DIAMOND OR FROM BOTTOM OF DIAMOND		WAS HAZARDO		RECOMMEND ORIVER IF YES EXPLAIN IN NAI		DRIVER'S PHO	NE NO
L		1 Yes 2 No		Yes 2 No						1 Yes 2 No		1 Yes 2 No		<u>][(') </u>	
	#	PROPERTY DA	MAGED - OTHE	R THAN	ÆHICLES			EST AMOUNT	OWNER'S	NAME	ADDI	RESS	ÇITY		STATE ZIP
-	1	phones : :	oen == ::		F11101 C0			\$ EST AMOUNT	OWNER S	NAME	400	RESS	CITY		STATE ZIP
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L	_!	TODUTING O			DECEDIAN.		ICLE DE	5557	<u>l</u>	VEHICLE MO				VEHICI E EDE	CIAL FUNCTIONS
T)1 N	TRIBUTING CA o Improper Driving areless Driving (E	/ Action		1 2 3	01 N	CLE DE Defects of Brakes	П	2 3	01 Straight Ahe.	ad] [3]	1 None 2 Farm	1 2 3
ŀ	33 Fa	aded To Yield Righ	ıl - of - Way	nvei		03 W	orn / Smo efective /	oth Tires	1	03 Making Left		~ A I	i II II	3 Police Pursuit 4 Recreational	
- ()5 Im	nproper Backing nproper Lane Chai				≓ 4	ghts incture / B		<u></u>	05 Making Righ 06 Changing La		11 Passir 12 Driven		5 Emergency Ope 6 Construction / N	
()7 AI	nproper Turn Icohol - Under Influ				06 SI	eenng Me	ch		07 Entenng / Le	aving / Parl	king Space Runa	way Vehicle er (Explain		CARRIER INFORMATION
10)9 Al	rugs - Under Influe Icohol & Drugs - U	nder influence] 08 E	indshield ' Juipment /	Vehicle 77 All Other	- NV	09 Improperty P	arked	In Nam		2 Shipping Paper 3 Vehicle Side	5 1 2 3 5 1 4 1
1	11 D	ollowed Too Close isregarded Traffic	Signal			POIL		DLLISION	n Narrative)	10 Making U-Tu	ım			4 Driver 5 Other	
1	13 D	xceeded Safe Spe exregarded Stop S	ığn	20 Disre	oper Load garded Other Traffic Con	trok 02 Na	n Road ot On Roa	ا ا	2 3 1	PEDESTRIAN			,; <u> </u>		LOCATION TYPE
1	15 la	nproper Passing		22 Fleen		04 M			$\perp \!\!\! \perp$	01 Crossing No 02 Crossing at I 03 Crossing at I	Mid-block C	rosswatk in Re			3 1 Primarily Business 2 Primarily
1	17 E	rove Left of Cente xceeded Stated Sp		24 Drive	de Modified r Distraction (Explain	WO	rn Lane RK AREA		a a	04 Walking Alor	ng Road Wi		load _		Residential 3 Open Country
- [18 0	bstructing Traffic			rrative) ther (Explain in Narrative)		earby		2 3 1	06 Working on '			Other (Explain In		5 Open country
						03 E	ntered		\perp	<u> </u>					LICUTING CONDITION
	01 C	ST / SUBSEQU Collision With MV i	n Transport(Re	ar End)	15 Collision With Anima			29 MV Ran Into Dito		1 2	[2] [0		orest Road Private Roadway		O1 Daylight 02 Dusk
	0 3 C	Collision With MV i Collision With MV ii	n Transport(An	gle)	16 MV Hit Sign / Sign P 17 MV Hit Uthty Pole /			30 Ran Of Road Int 31 Overturned				3 State 77 A	I Other (Explain		03 Dawn
- 1	05 C	Collision With MV II Collision With MV II	n Transport(Rig	jht Turn)	18 MV Hit Guardrad 19 MV Hit Fence			32 Occupant Fell Fr 33 Tractor/Trailer Ja				5 Local	Narrative)		04 Dark (Street Light) 05 Dark (No Street Light)
	07 C	Collision With MV ii Collision With MV ii	n Transport(Ba			Vbutment/F	la⊊ l	34 Fire 35 Explosion] [6 Turnpike / Toll ROAD SURFACE (CONDITION		ROAD SURFACE TYPE
	09 C	Collision With Park Collision With MV o	on Roadway		22 MV Hit Tree /Shrub? 23 Collision With Cons	truction 9a	mcade Se		hift		0	1 Dry 2 Wet		01 Clear 02 Cloudy	01 Slag/Gravel/Stone 02 Blacktop 03 Bnck/Block
	11 C	Collision With Pede Collision With Bicyl	cie		24 Collision With Traffic 25 Collision With Cras	h Attenuat		38 Separation of Ur 39 Median Crossov	êr		≕ 0	3 Slippery 4 Icy		03 Rain 04 Fog	04 Concrete
	13 C	Collision With Bicyr Collision With Mop	ed		26 Collision With Fixed 27 MV Hit Other Fixed	Object		77 Ali Other (Explai Nалтаtive)	ח ות		′	7 Ali Other (Explain in Narrative	e)	77 All Other (Explain In	05 Dirt 77 All Other (Explain In
-	_	Collision With Train AD CONDITION		F CRAS		LOBSTR	UCTED	TRA	FFIC CON	ROL		ITE LOCATION			Narrative) FICWAY CHARACTER
		lo Defects Obstruction With W	атшо		i 02 Incle	m Not Obs ment Wea	ther	02 S	o Control pecual Speed		ੁ=ਾ □	Not At Intersection 2 At Intersection	. ` [- 02 Str	aight - Level aight - Upgrade /
		bstruction Without oad Under Repair			04 Tree	ed / Stopp s / Crops /	Bushes	04 S	peed Control chool Zone	- L	ہ ایک	3 Influenced By Inten 4 Driveway Access	L	03 Cu	wngrade rve - Level
		oose Surface Matr houlders - Soft / Li				i On Vehic ling / Fixed		06 St	raffic Signal top Sign	11 Posted No l 12 No Passing	Zone 0	6 Bridge '	11 Private Prop 12 Toll Booth	Don	rve - Upgrade / wngrade
		loles / Ruts / Unsa tanding Water	fe Paved Edge		07 Sign 08 Fog	s / Billboar	ds	08 FI	eld Sign ashing Light	77 All Other (E: Narrative)	l o		77 All Other (E:	xplaun in 01 Pav	
		Vorn / Polished Ro II Other (Explain Ir			09 Smo	ke 77 A e 1	di Other (E n Narrativi		adroad Signa fficer / Guard	/Flagperson		9 Parking Lot - Public 0 Parking Lot - Privat		02 Unj 03 Cu	
Ī		SECTION #	_		ME OF VIOLATOR			FL STATUTE NUMBE				CHARGE	<u> </u>		CITATION NUMBER
	-	<u>a</u>	Juc	<u>ا ڪ</u>	LEV BY	<u> </u>		3/6730		EDEST (NAV.	CHARGE	NOITH	3	SAMM-FS
	Sr.(s	SECTION #		N	AME OF VIOLATOR			FL STATUTE NÜMBE	л			CIMMUE			CITATION NUMBER
	Violator(s)	SECTION#		N	AME OF VIOLATOR			FL STATUTE NUMBE	R			CHARGE			CITATION NUMBER
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	-	SECTION#		N	AME OF VIOLATOR			FL STATUTE NUMBE	ж			CHARGE			CITATION NUMBER

FLORIDA TRAFFIC CRASH REPORT NARRATIVE/DIAGRAM MAIL TO DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS SECTION, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0500

DO NOT WRITE IN THIS SPACE		

TIME BMS NOTIFIED (FATALITIES ONLY) TIME BMS ARRIVED (FATALITIES ON	DATE OF CRASH	COUNTY COTTY CODE	1 2 COBC	EPORT NUMBER			EPORT NUME	·-··
VEH WAS TRAV	ELING SOW	TH BOUNG) ON	PALME	—— <u>)</u>	AVE	ANG	2
WAS AT THE BED LIGHT								
BOWNO ON THE MORTH	1			EH	_			
TO DRSERVE WEST BOW		1						<u></u>
CROSS WALK. VEH 2								
CROSSWALL AFTER VEH 1				•		•		
<u>'</u>								,
•	TER OF VE		11 /2	MEUNIC	<u> 4-11</u>	<u> </u>	riei	
VEHICLE LANDING IN		_		<u> </u>	_			\dashv
VOLUSIA COUNT								=
FOLLOWED BY DAYTON	A BEACH F	IRE RES	cue_	ANO E	EVI	<u> </u>	·	
THE OPERATER OF VE	H2 WF	S TAK	en T	HAL.	(FA	x M	EDI	CAL
BY EVAC.				, <u> </u>				
			 					
				<u> </u>				
SEC# PASS# PASSENGER'S NAME CURRENT	ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH TR	ACE SEX	FOC INT	S EQUIP	EJECT
SEC# PASS# PASSENGER'S NAME CURRENT	ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH R	ACE SEX	LOC INJ	S EQUIP	EJECT
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SEC# PASS# PASSENGER'S NAME CURRENT	ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH R	ACE SEX	roc ini	S EQUIP	EJECT
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SECTION # NAME OF VIOLATOR NAME OF VIOLATOR NAME OF VIOLATOR	FL STATUTE NUMBER	_	CHARGE			-}	CITATION N	UMBER
	ITY & STATE ZIP CODE	WITNESS NAME (2)	CURREN	IT ADDRESS	C	ITY & STATE		IP CODE
NEW NEW	MARALYN AVE TO SMYRNA BYH	P 32/69 RED TAKEN TO	*	BY - NAME		. 322		
PART AID GIVEN BY NAME QUI Physician or Nurse 2 Parame Contined 1st Aider 5 Other		HALIFAX 1			VA	<u></u>		
WAS IFNO, THEN WHERE? IS INVESTIGATION ADE AT SCENE? 2 NO COMPLETE?	1 YES IF NO, THEN WE	19/10/	08 PHOTOS	1 YES 2		2 OTHER	ATING AGEN	
INVESTIGATOR - RANK & SIGNATURE	DABADGE NUMBER	DAYTONA	PEDCH	POUCE	() _€	FHP	SO PI	O OTHER
HSMIV-90005 (Rev. 1/02)		of	_ 	· · ·	~ <u>~</u>	-,		



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18		ORIDA TRAFFIC	CRASH RE	PORT DOI	NOT WRITE IN T	HIS SPACE	·	·····		
_	L	ONG FORM MAIL TO: DEPT, OF HIGHWAY SAFETY								
		RECORDS, NEIL KIRKMAN BU	· · · · · · · · · · · · · · · · · · ·							
	on	DATE OF CRASH TIME OF	. — . —	IME OFFICER NOTIFIED	1 l	_ nc	INVEST. AGENCY REPORT		7565	
	atio	COUNTY / CITY CODE FEET	OF MILE(S) N	3:24 AM X S E W	CITY OR TOWN	AM X PM	(Check if in Ci		COUNTY	0222
	Loc	08/30 /		of	DAYTONA	BEAC	•	· -	X Voru	SiA
:	অ	AT NODE NO. or FEET	or MILE(\$) FROM	NODE NO. NEXT NOD	ENO. NO OF LANE		. DIVIDED	T, ROAD OR HIGH		4)
	ime	AT THE INTERSECTION OF (street, road	d or highway) or	FEET MILE(S)	N S E		TERSECTION OF (street, road	· 5 (50 or highway)	. Kibgewoo	o Ave
	Ţ	ORANGE AU	ENUR	/ /						
		VER 1. Phantom 2. Hit & Run 3	MAKE TY	1	E NUMBER STATE	VEHICLE IDENTIFIC	CATION NUMBER		3 4 5 6 7	18. Undercarriage 19. Overturn
S		TON 3.N/A AILER OR TOWED VEHICLE	NEXT IC	VILER TYPE		/A		——][c		20. Windshield 21. Trailer
e		FORMATION		/ /	' /		/	14 1	<u> </u>	SHOW FIRST POINT OF VEHICLE
С		VEHICLE TRAVELLING N S /E W	ON	_	MPH Posted Spe	_	2. Functional	EST.		DAMAGE 14
t	4	MOTOR VEHICLE INSURANCE COMPAN		-eNDOD)	POLICY NUN	200	3. No Damage VEHICLE REMOVED BY:			DAMAGED AREA(S)
i	icle	THOTOIT VETRICE MODIFICATION COMPANY	ii (cooleii i oktii)		r ocici nav	-	JASON SHAP		l. Tow Rotation List 2. Tow Owner's Request	3. Driver 4.Other
0	eh	NAME OF VEHICLE OWNER (Check Box	If Same As Driver)	CURRENT ADDRESS (Nur	nber and Street)}		···	ND STATE	<u> </u>	ZIP CODE
n	>	Same					•	- 4F		
1		NAME OF OWNER (Trailer or Towed Vehi	icle)	CURRENT ADDRESS (Nur	mber and Street)		CITY #	NO STATE		ZIP CODE
		NAME OF MOTOR CARRIER (Commercia	al Vehicle Only)	CURRENT ADDRESS (Nur	mber and Street)	CI	TY , STATE AND ZIP CODE	USI	OOT or ICC MC IDENTIF	ICATION NUMBERS
	Pedestrian				•					
	des	NAME OF DRIVER (Take From Driver Lice	ense) / PEDESTRIAN	CURRENT ADDRESS (Nun	nber and Street))		CITY, STA	ATE & ZIP CODE	'' '	DATE OF BIRTH
	Pe	JASON ROB	eet SHARI		قي يُرين دُوه ِ		COCOA, F	<u> </u>		-21-81
		DRIVER LICENSE NUMBER None	STATE	TYPE END. 1 Blood 3 L	Irine 5 None	ESULTS ALC	CORUG PHYS.DEF. RES.	RACE	SEX INJ.	S. EQUIP. EJECT
		HAZARDOUS MATERIALS PLACARDED BEING TRANSPORTED		2 Breath 4 F ME OR 4 DIGIT NUMBER FROM DI DIGIT NUMBER FROM BOTTOM O	IAMOND OR BOX	WAS HAZARDOU MATERIAL SPILL	S RECOMMEND DRIVER		DRIVER'S PHONE NO.	
		1 Yes ,2 No 1 2 1 Yes 2 No	2	DIGIT NOMBER FROM BOTTOM C	S/A [1 Yes 2 No	1 Yes 2 No		312,208	3-285
		VER 1. Phantom YEAR 2. Hit & Run 2	MAKE TYP	, I		VEHICLE IDENTIFIC			3 4 5 6 7	18. Undercarriage 19. Overturn
•		ALER OR TOWED VEHICLE	· · · · · · · · · · · · · · · · · · ·	1 01 1740	SER FL	INXBR	32E14Z257	736	16 17 8	20. Windshield 21. Trailer
e		FORMATION . E. S.			_ _	_		14 17	2 12 11 110 0	SHOW FIRST POINT OF VEHICLE
c		VEHICLE TRAVELLING N S E W	ON	AT Est.	MPH Posted Sper		DAMAGE 1. Disabling 2. Functional	2 EST.		NAMAGE 2
t	2	MOTOR VEHICLE INSURANCE COMPAN	MEE AVE.		O J 35 POLICY NUM	D~K	3. No Damage L VEHICLE REMOVED BY:			DAMAGED AREA(S)
i	cle	STATE FALM			P11425	1			. Tow Rotation List . Tow Owner's Request	3. Driver 4.Other
0	Vehicle	NAME OF VEHICLE OWNER (Check Box I		CURRENT ADDRESS (Nun		10/2	CITY A	ND STATE		ZIP CODE
n	>	L	ZWMAN		Rogewood	s Ave.		ma BCH	, FL. 3	2114
2		NAME OF OWNER (Trailer or Towed Vehi	cie)	CURRENT ADDRESS (Nun	nber and Street)		CITYA	ND STATE		ZIP CODE
		NAME OF MOTOR CARRIER (Commercia	· ¥ Vehicle Only)	CURRENT ADDRESS (Nun	mber and Street)	CI	TY , STATE AND ZIP CODE	USD	OOT or ICC MC IDENTIF	ICATION NUMBERS
	strie		1							
	Pedestrian	NAME OF DRIVER (Take From Driver Lice		CURRENT ADDRESS (Nun	· ·		CITY, STA	TE & ZIP CODE		DATE OF BIRTH
	Pe	EDWARD L. Z	INMAN STATE	DL REG. TALC/DRUG	TEST TYPE - R	Ave. 3/	2 Dayrus (RACE		8-11-139 S. EQUIP. EJECT.
	.•	2,5502323929	یسہ ا	TYPE END. 1 Blood 3 U	rine 5 None	11/4	1 1 1	1		2 /
	•	WAS HAZARDOUS MATERIAL PLACARDED BEING TRANSPORTED	IF YES, INDICATE NA ON PLACARD, AND 1	ME OR FOUR DIGIT NUMBER FR DIGIT NUMBER FROM BOTTOM O	OM DIAMOND OR BOX	WAS HAZARDOL MATERIAL SPILL	JS RECOMMEND DRIVER LEO? IF YES EXPLAIN IN NAF	RE-EXAM D	RIVER'S PHONE NO.	
2008		1 Yes 2 No	UK		UK [1Yes 2 No	1 Yes 2 No	141	1 UN	K_
20		VEHICLE TYPE 01 Automobile	VEHICLE USE 01 Private Transportation	TRAILER TYPE 01 Single Semi Trailer	RESIDENCE (Driv 1 County of Crash	1 N	PHYSICAL DEFECTS to Defects Known	1 Not Drinking	OL / DRUG USE or Using Drugs	LOCATION IN VEHICLE
7 (, LC	02 Van 03 Light Truck / P.U 2 or 4 rear tires	02 Commercial Passengers 03 Commercial Cargo	02 Tandem Semi Trailer 03 Tank Trailer	2 Elsewhere in State 3 Non-Resident Out of	State 3 F	yesight Defect atigue / Asleep	2 Alcohol - Un 3 Drugs - Und	er Influence	1 Front Left
N 0	atio	04 Medium Truck - 4 rear tires 05 Heavy Truck - 2 or more rear axles	04 Public Transportation 05 Public School Bus	04 Saddle Mount / Flatbed 05 Boat Trailer	4 Foreign 5 Unkno	RACE 5 III	earing Defect ness	5 Had Been Or	rinking	· 2 Front Center 3 Front Right
JUN	orm	06 Truck Tractor (Cab-Bobtail) 07 Motor Home (RV)	06 Private School Bus 07 Ambulance	06 Utility Trailer 07 House Trailer	4 D/ Chauffeur	2 Błack 7 O	eizure, Epilepsy, Blackout ther Physical Defect		DRUG Test Results	4 Rear Left 5 Rear Center
	Info	08 Bus (driver + seats for 9-15) 09 Bus (driver + seats for over 15)	08 Law Enforcement 09 Fire / Rescue	08 Pole Trailer 09 Towed Vehicle	5 El Operator 6 El OperRest.	3 Hispanic 1 N		-1 Not In use	DUIPMENT IN USE	6 Rear Right 7 In Body Of Truck
	l	10 Bicycle	10 Military	10 Auto Transport	7 None	2 P	ossible	i z seat Belt / S	houlder Harness	9 Rue Pacennos

Code

2 No 3 No Endorsement

10 Auto Transport 77 Other

2 Possible

3 Non-incapacitating

4 Incapacitating 5 Fatal (Within 30 Days) 6 Non-Traffic Fatality

SAFETY EQUIPMENT IN U:
1 Not In use
2 Seat Belt / Shoulder Harness
3 Child Restraint
4 Air Bag - Deployed
5 Air Bag - Not Oeployed
6 Safety Heimet
7 Eye Protection

8 Bus Passenger

EJECTED

9 Other

2 Yes 3 Partial

13 All Terrain Vehicle 14 Train 15 Low Speed Vehicle

11 Motorcycle 12 Moped

77 Other

08 Bus (driver + seats for 9-15)
09 Bus (driver + seats for over 15)
10 Bicycle

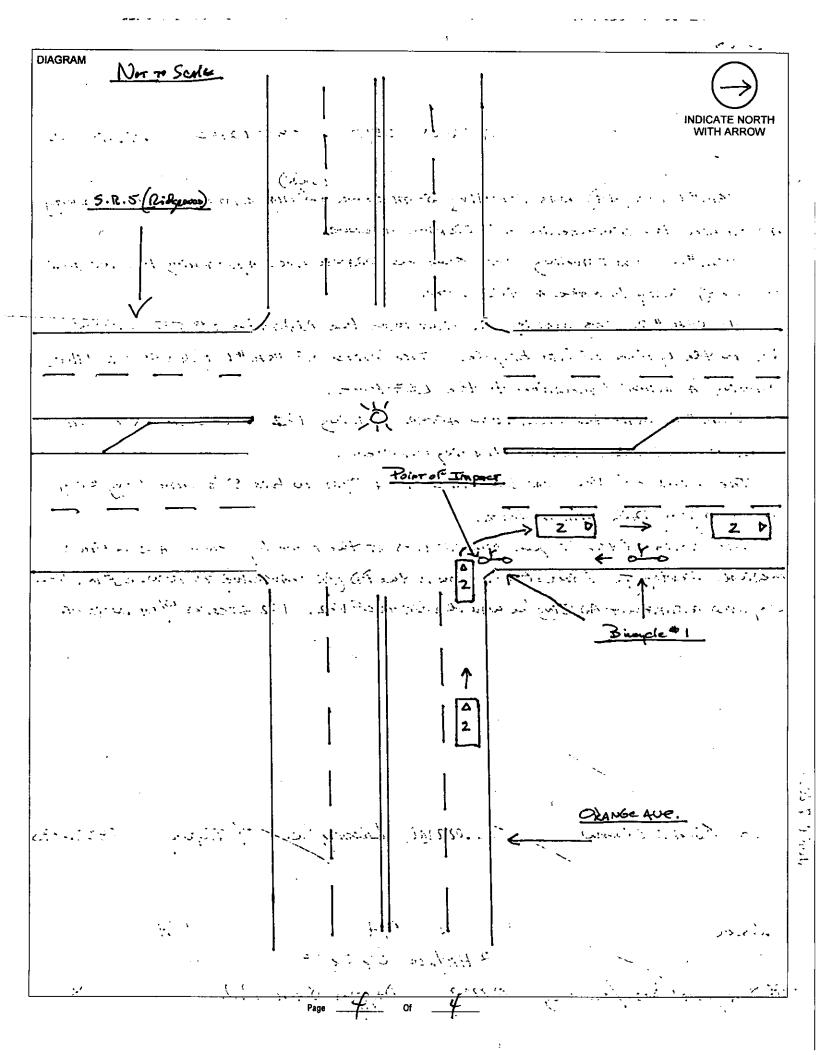
09 Fire / Rescue
10 Mütary
11 Other Government
12 Dump
13 Concrete Mixer
14 Garbage or Refuse
15 Cargo Van
77 Other

	DRIV			YEAR	MAKE	TYPE	USE	VEH. LICENSE N	TUMBER	STATE VE	HICLE IDENTIFICATIO	N NUMBER	2 3 4 5	6 7 18. Undercamage 19. Overturn
s		ALER OR TOWE FORMATION	D VEHICLE			TRAILE	R TYPE						14 113 (16)	17 8 20. Windshield 21. Trailer 3 SHOW FIRST POINT 10 9 OF VEHICLE
e c			W	I	1	ON	AT	Est Mi	PH Pos	ted Speed	EST. VEHICLE DAM	2. Functional	EST. TRAILER DA	MAGE DAMAGE AND CIRCLE
t		MOTOR VEHICL		COMPAN	Y (LIABILITY OR I	PIP)	•	···	POL	ICY NUMBI	R VEH	3. No Barriage CLE REMOVED BY:	1. Tow Rotatio	1-1-1-1-1-1-1
i 0	ehicle	NAME OF VEHIC	 CLE OWNER (C	heck Box	f Same As Driver)		URRENT	ADDRESS (Numbe	r and Street)			CITY AND S	l l	s Request 4.0ther ZIP CODE
n	۶	* 1,0			<u> </u>		unnet or	\ <u></u>	١,			OTTY AND D		ZIP CODE
3		NAME OF OWN	EK(Iramerori	owed ven	CIE)	·	UKKENI	ADDRESS (Numbe	and ou eet)	•		CITY AND S	AlE	zir code
	trian	NAME OF MOT	OR CARRIER (0	Commercia	st Vehicle Only)	(CURRENT	ADDRESS (Numb	er and Street			STATE AND ZIP CODE	US DOT or ICC M	C IDENTIFICATION NUMBERS
1	Pedestrian	NAME OF DRIV	ER (Take From	Driver Lic	ense) / PEDESTRI	AN C	URRENT	ADDRESS (Numbe	r and Street))	• •	CITY, STATE &	ZIP CODE	DATE OF BIRTH
ļ		DRIVER LICENS	SE NUMBER		/		DL RE	Q. ALC/DRUG TE D. 1 Blood 3 Urin		RES	SULTS ALC/DR	JG PHYS.DEF. RES. F		NJ. S. EQUIP, EJECT.
Ì		HAZARDOUS MAT		*CARDED	IF YES.	INDICATE NAME (OR 4 DIGIT	2 Breath 4 Refu	ISED OR BOX		WAS HAZARDOUS	RECOMMEND DRIVER RE-EXA		DNE NO.
إ	١	BEING TRANSPOR		Yes 2 No		CARD, AND 1 DIG	II NUMBER				1 Yes 2 No	1 Yes 2 No		
	#	PROPERTY DA	MAGED - OTHE	R THAN	/EHICLES			EST. AMOUN	r ov	WNER'S NA	ME A	DDRESS	CITY	STATE ZIP
	# 2	PROPERTY DA	MAGED - OTHE	R THAN	EHICLES			EST. AMOUNT	r ov	WNER'S NA	ME ,	DORESS	СПУ	STATE ZIP
. [CON	TRIBUTING C	AUSES - DRI	VER / PE		O4 k	ICLE OF				VEHICLE MOVEME 01 Straight Ahead			CIAL FUNCTIONS ::
ļ	02 Ca 03 Fa	areless Driving (E siled To Yield Rigi	Explain In Narrat	ive)	0 27	02 V	Def. Brakes Vorn / Smo	ooth Tires			02 Slowing / Stopped / 03 Making Left Turn	Stalled 01 05	2 Farm 3 Police Pursuit	
- [05 lm 06 lm	iproper Backing iproper Lane Cha iproper Turn	•			05 F	Defective / lights Puncture / (Blowout			04 Backing 05 Making Right Turn 06 Changing Lanes	11 Passing 12 Driverless or	4 Recreational 5 Emergency Op 6 Construction / I	eration Maintenance
- 1	08 Dr	cohoi - Under Infl rugs - Under Influ cohol & Drugs - U	ence	•		O7 V	iteering Me Vindshield quipment	Wipers	Other	,	07 Entering / Leaving / 08 Properly Parked 09 Improperly Parked	Parking Space Runaway Vel 77 All Other (Exp In Narrative)	lain 1 Not Applicable 2 Shipping Paper	
1	11 Di	ollowed Too Close sregarded Traffic sceeded Safe Spe	Signal	, 19 Lmore	per Load	PO	NT OF C	OLLISION [1	xplain In Na	mative)	10 Making U-Turn	•	3 Vehicle Side 4 Driver 5 Other	
	13 Di 14 Fa	sregarded Stop S	ngić	20 Disre	garded Other Traf ng Wrong Side / W	fic Control 02 N ay 03 S		*. · · · · · · · · · · · · · · · · · · ·	1		PEDESTRIAN ACT 01 Crossing Not at Inte 02 Crossing at Mid-blo	rsection 07 Working	1 2	1 Primarily Business
1	16 Dr 17 Ex	rove Left of Cente ceeded Stated S		23 Vehic 24 Drive	ie Modified r Distraction (Expl	os T aźn WO	um Lane RK ARE				03 Crossing at Intersect 04 Walking Along Road	tion 08 Standing/PI		2 Primarily Residential 3 Open Country
	18 CI	bstructing Traffic	-		rrative) her (Explain in Na		learby Intered	<u>يا</u> ر کست	2		06 Working on Vehicle		xplain in Narrative)	J Open Country
ŀ	01 C	ST / SUBSEQU collision With MV i	n Transport(Re	ar End)	IT(S) 15 Collision With	Animal		29 MV Ran			1 2 3	ROAD SYSTEM IDENTI 01 Interstate 07 Forest Ro	pad - ,	LIGHTING CONDITION 01-Daylight
	03 C	collision With MV i collision With MV i collision With MV i	in Transport(An	gle)	16 MV Hit Sign / 17 MV Hit Utility 18 MV Hit Guard	Pole / Light Pole		30 Ran Off I 31 Overturn 32 Occupan	eđ	ster	777	02 U.S. 08 Private F 03 State	(Explain	02 Dusk 03 Dawn 04 Dark (Street Light)
	05 C 06 C	collision With MV i collision With MV i	n Transport(Rig in Transport(Sid	ht Turn) leswipe)	19' MV Hit Fence 20 MV Hit Concr 21 MV Hit Bridge	ete Barrier Wall		33 Tractor/T 34 Fire 35 Explosion		nifed ,		05 Local 06 Tumpike / Toff ROAD SURFACE COND		05 Dark (No Street Light) 88 Unknown ROAD SURFACE TYPE
	08 C	Collision With Park Collision With MV	ed Car on Roadway	cked ilitoj	22 MV Hit Tree / 23 Collision With	Shrubbery Construction B		36 Downhill ign 37 Cargo Lo	Runaway oss or Shift			01 Dry · D2 Wet	01 Clear 02 Cloudy	01 Slag/Gravel/Stone 02 Blacktop
	11 C	Collision With Pedi Collision With Bicy Collision With Bicy	cle		24 Collision With 25 Collision With 26 Collision With	Crash Attenua		38 Separation (39 Median (77 All Other	rossover	<u> </u>		03 Slippery 04 Icy 77 All Other	04 Fog 77 All Other	1- 03 Brick/Block 04 Concrete 05 Dist
ļ	13 C 14 C	collision With Mop collision With Train D CONDITION	ed n		27 MV Hit Other 28 Collision With					CONTRO		(Explain In Narrative)	(Explain In Narrative)	77 All Other (Explain In Narrative)
	01 N 02 O	o Defects bstruction With W	laming:	\ \		1 Vision Not Ob 2 Inclement We	scured ather	7 [7]	01 No Cor 02 Special	ntrol I Speed Zon	e 0.C	01 Not At Intersection / RR X- 02 At Intersection	ing / Bridge 01. Str	aight - Level aight - Upgrade / 21
l	04 Ro	bstruction Withou oad Under Repair oose Surface Mat	/ Construction			3 Parked / Stop) 4 Trees / Crops 5 Load On Vehic	/Bushes cle	• 0/	04 School 05 Traffic	Signal	11 Posted No U-Turn		03. Cu ate Property 04. Cu	rve - Level rve - Upgrade /
	07 H	houlders - Soft / L oles / Ruts / Unsa tanding Water			` ` o	6 Building/Fixe 7 Signs/Billboa 8 Fog			06 Stop Si 07 Yield S 08 Flashir	ign	12 No Passing Zone 77 All Other (Explain In Narrative)			wngrade SHOULDER wed
	09 W	forn / Polished Ro Il Other (Explain I			0	9 Smoke 77 .	All Other (I In Narrativ		09 Railroa			09 Parking Lot - Public Nam 10 Parking Lot - Private		paved 07
		SECTION#		N	ME OF VIOLATO	R .		FL STATUTE	NUMBER			CHARGE	<i></i>	CITATION NUMBER
	or(s)	SECTION#		N/	ME OF VIOLATO	R		FL STATUTE	NUMBER			CHARGE		CITATION NUMBER
	Violator(s)	SECTION#		N/	ME OF VIOLATO	R		FL STATUTE	NUMBER			CHARGE		CITATION NUMBER
	>	SECTION#		N/	ME OF VIOLATO	R		FL STATUTE	NUMBER	 		CHARGE		CITATION NUMBER

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

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TIME EMS NOTIFIE	M PM	TIME BMS ARRIVED		DATE OF CRASH		OUNTY / CITY CODE		report Number "	1	ASH REPORT	
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SEC# PASS# PASS	ENGER S NAME	<u> </u>	CURRENT ADDRI	ESS		CITY & STATE	2. V-2 ZIP COOE-	DATE OF BIRTH R	ACE SEX LOC	INJ S.E	QUIP. EJECT.
SEC# PASS# PASS	ENGER'S NAME	- F	CURRENT ADDR	+ ESS		CITY & STATE	ZIP CODE	DATE OF BIRTH R	ACE SEX LOC	INJ S.E	QUIP. EJECT.
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						1 .		<u> </u>			QUIP. EJECT.
SEC# PASS# PASS	SENGER'S NAME		CURRENT ADDRI	ESS		CITY & STATE	ZIP CODE	DATE OF BIRTH R	ACE SEX LOC	INJ S.E	OUIP. EJECT.
SEC# PASS# PASS	ENGER'S NAME,	· · · · · ·	CURRENT ADDRI	ESS		CITY & STATE	ZIP CODE	DATE OF BIRTH R	ACE SEX LOC	INJ S.E	QUIP. EJECT.
SEC# PASS# PASS	ENGER 'S NAME		CURRENT ADDRI	ESS ,		CITY & STATE	ZIP CODE	DATE OF BIRTH R	ACE SEX LOC	INJ S.E	QUIP. EJECT.
SECTION#	N	AME OF VIOLATOR		FL STATUTE NUM	MBER [<u> </u>	CHARGE			CITATIO)N NUMBER
[] A	EDUMB	Ziman	<u>. </u>	316.02	2(4h	Lhavia	e Scene	Tric	ru	J80	2-155
SECTION#	N	IAME OF VIOLATOR		FL STATUTE NUM	ABER	11 1	CHARGE	, <u></u>			N NUMBER
WITNESS NAME (1)) CI	JRRENT ADDRESS	CITY & S	STATE ZIP C	CODE W	TTNESS NAME (2)	CURRE	NT ADDRESS	CITY & S	TATE	ZIP CODE
FIRST AID GIVEN BY	-NAME	•		EMT 3. Police Office	<u> </u>	D TAKEN TO:	•	BY - NAME	a) /		
WAS Rescu		4. Certified 1st Aide			THEN WHY?	DATE OF REPORT	PHOTOS		YA IFYE	S. BY WHOM?	
INVESTIGATION MADE AT SCENE? INVESTIGATOR RA	2. NO 4		VESTIGATION 1. YE DMPLETE? 2. NO LID/BAC	S 2 H,T	Ren	OY OY	os Taken	1. YES 2. NO		ÆSTIGATING . HER	AGENCY
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HSMV-90005 (Red	. 1/02)		0	Page	Of	'					



20	U	
3	<u>E</u>	LAW ENFORCEMENT SHORT FORM REPORT DO NOT WRITE IN THIS SPACE
7	Ļ	DRIVER REPORT OF TRAFFIC CRASH
R		DRIVER EXCHANGE OF INFORMATION Date of crash Time of crash 33 Time officer notified Time officer arrived Invest. Agency report number HSMV CRASH REPORT NUMBER
	tion	TIME OF CRASH 357 TIME OFFICER NOTIFIED TIME OFFICER ARRIVED INVEST. AGENCY REPORT NUMBER 1587 CRASH REPORT NUMBER 1 10603141
	Location	COUNTY PITY CODE FEET OF MILE(S) N S E W CITY OR TOWN (Check if in City or Town) COUNTY VOIDS COUNTY VOIDS COUNTY
	8 L	AT NODE NO. OF FEET OF MILE(S) FROM NODE NO. NEXT NODE NO. NO. OF LANES 1. DIVIDED ON STREET, ROAD OR HIGHWAY
	ime	AT THE INTERSECTION OF Or FEET MILE(S) N S E W FROM INTERSECTION OF
	_	TYPE (car, truck, bicycle, etc.) VEH. LICENSE NUMBER STATE VEHICLE IDENTIFICATION NUMBER
S	Ä	04 FOLO SUV PSE 98 A NJ 15MY U92104KA 37279
e	Vehicle	Of Vehicle Damage 2. Tow Owner's Requesi 4. Other
C t	\ K	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) POLICY NUMBER NO A 801 4394
i		NAME OF VEHICLE OWNER (Check Box If Same As Driver) CURRENT ADDRESS (Number and Street) CITY AND STATE ZIP CODE BUTINESON, NJ 08014
0 n	ian	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN CURRENT ADDRESS (Number and Street) CITY AND STATE ZIP CODE
"	edestrian	DRIVER LICENSE NUMBER STATE DI DRIVER / PEDESTRIAN HOME PHONE DRIVER / PEDESTRIAN BUSINESS PHONE RACE SEX DATE OF BIRTH
1	Pe	RC6886393C312862 NU 15 Area Code Area Code Area Code COMPENT ADDRESS (Number and Street) NUMBER OF PASSENGERS NAME OF PASSENGER CURRENT ADDRESS (Number and Street) CITY AND STATE ZIP CODE
		Ø NA
s	X	YEAR MAKE (chev, ford, etc.) TYPE (car, truck, bicycle, etc.) VEH. LICENSE NUMBER STATE VEHICLE IDENTIFICATION NUMBER
е	용	Check Areas Front R / Front L / Front R / Side L / Side Rear R / Rear L / Rear L / Rear VEHICLE DAMAGE VEHICLE REMOVED BY: 1. Tow Rotation List 3. Driver Of Vehicle
C t	Vehicle	Damage 2. Tow Owner's Request 4. Other 2. Tow Owner's Request 4. Tow Owner's Request
i		NAME OF VEHICLE OWNER (Check Box II Same As Driver) CURRENT ADDRESS (Number and Street) CITY AND STATE ZIP CODE
O· n	9	RON WISE TO WINNES GRED. APT ON OPPTION BONN A 33114 NAME OF DRIVER (Take From Driver License) / PEDESTRIAN CURRENT ADDRESS (Number and Street) CITY AND STATE ZIP CODE
	strian	Same
2	ede	DRIVER LICENSE NUMBER DRIVER / PEDESTRIAN HOME PHONE DRIVER / PEDESTRIAN BUSINESS PHONE RACE SEX DATE OF BIRTH 5 7 LN623 7259 9560 Area Code Area
	۵	NUMBER OF PASSENGERS NAME OF PASSENGER CITY AND STATE ZIP CODE
s		YEAR MAKE (chev, ford, etc.) TYPE (car, truck, bicycle-etc.) VEH. LICENSE NUMBER STATE VEHICLE IDENTIFICATION NUMBER
е	미	Check Areas Front R / Front L / Front R / Side L / Side Rear R / Rear L / Rear EST. VEHICLE DAMAGE VENICLE REMOVED BY: 1. Tow Rotation List 3. Driver Of Vehicle
C t		Of Verlice Damage 2. Tow Owner's Request 4. Other MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) POLICY NUMBER
i	°	
O n		NAME OF VEHICLE OWNER (Opeck Box If Same As Driver) CURRENT ADDRESS (Number and Street) CITY AND STATE ZIP CODE
	ian	NAME OF DRIVER (Take From Drive License) / PEDESTRIAN CURRENT ADDRESS (Number and Street) CITY AND STATE ZIP CODE
3	lestria	DRIVER LICENSE NUMBER STATE TYPE DRIVER / PEDESTRIAN HOME PHONE DRIVER / PEDESTRIAN BUSINESS PHONE RACE SEX DATE OF BIRTH
_D	Pede	NUMBER OF PASSENGERS NAME OF PASSENGER CURRENT ADDRESS (Number and Street) CITY AND STATE ZIP CODE
RNN7		SECTION # NAME OF VIOLATOR FL STATUTE NUMBER CHARGE CITATION NUMBER
1 0	<u>ම</u>	SECTION NAME OF VIOLATOR FL STATUTE NUMBER CHARGE CITATION NUMBER
UEC	Violator(
5	ĕ∣	SECTION # NAME OF VIOLATOR FL STATUTE NUMBER CHARGE CITATION NUMBER
ļ	#	PROPERTY DAMAGED - OTHER THAN VEHICLES EST. AMOUNT OWNER'S NAME ADDRESS CITY STATE ZIP
		ESS NAME (1) CURRENT ADDRESS CITY & STATE ZIP CODE WITNESS NAME (2) CURRENT ADDRESS CITY & STATE ZIP CODE
		STIGATOR - RANK & SIGNATURE ID/BADGE NUMBER DEPARTMENT FHP SO RD OTHER
Į	0	Fr. Frankry Se 83823 DATTOWN BEAULY HOLD []
	пЫV	IV-90006 Rev. 04/04 U YOU MUST READ AND COMPLY WITH THE INSTRUCTIONS ON THE BACK OF THIS FORM. NO FURTHER ACTION REQUIRED BY YOU, REPORT COMPLETED BY LAW ENFORCEMENT AGENCY.

INOT INU ON SEENE A

NI was formeling will on Bell north on Clyde Mairis and Strout	Devot when he torned
north on Clyde Maris and Strout	va.
CONTRIBUTING CAUSES - DRIVER / PEDESTRIAN VEHICLE DEFECT	VEHICLE MOVEMENT VEHICLE SPECIAL FUNCTIONS
01 No Improper Driving / Action 02 Careless Driving (Explain In Narrative) 03 Failed to Yield Right-ol-Way 04 Improper Backing 05 Improper Lane Change 06 Improper Turn 07 No Defects 02 Def. Brakes 09 Worm / Smooth Tires 04 Defective / Improper Lights 05 Puncture / Blowout 05 Puncture / Blowout	01 Straight Ahead 02 Stowing / Stopped / Stalled 03 Making Left Turn 04 Backing 05 Making Right Turn 06 Changing Lanes 11 Passing 12 Driverless or 12 Driverless or 13 None 12 Farm 13 Police Pursuit 4 Recreational 5 Emergency Operation 6 Construction / Maintenance
Of Steering Mech. Of Steering Mech. Of Steering Mech. Of Steering Mech. Of Windshield Wipers Of Steering Mech. Of Ste	07 Entering / Leaving / Parking Space Runaway Vehicle SOURCE OF CARRIER INFORMATION 08 Properly Parked 77 All Other (Explain 1 Nort Applicable 1 2 3 9 Improperty Parked In Narrative) 2 Shipping Papers
10 Followed Too Closely 11 Disregarded Traffic Signal Defect (Explain In Narrative) POINT OF COLLISION	10 Making U-Tum 3 Vehicle Side 4 Driver
12 Exceeded Safe Speed Limit 19 Improper Load 01 On Road 1 2 3 13 Disregarded Stop Sign 20 Disregarded Other Traffic Control 02 Not On Road	PEDESTRIAN ACTION LOCATION TYPE
14 Failed to Maintain Equip. / Vehicle 21 Driving Wrong Side / Way 15 Improper Passing 22 Fleeing Police 04 Median 05 Turn Lane	O1 Crossing Not al Intersection O7 Working 1 2 3 1 Primary 02 Crossing at Mid-block Crosswalk In Road O3 Crossing at Intersection O8 Standing / Playing O3 2 2 Primary O4 O5 O7 O7 O7 O7 O7 O7 O7
17 Exceeded Stated Speed Limit 24 Driver Distraction WORK AREA	03 Crossing at Intersection 08 Standing / Playing 2 Primary Residential 05 Walking Along Road With Traffic In Road 3 Open Country
18 Obstructing Traffic 25 All Other (Explain In Narrative) 01 None 1 2 3	06 Working on Vehicle In Road 77 All Other (Explain In Narrative) 88 Unknown
FIRST / SUBSEQUENT HARMFUL EVENT(S)	ROAD SYSTEM IDENTIFIER LIGHTING CONDITION
01 Collision With MV in Transport (Rear End) 15 Collision With Animal 29 MV Ran Into Ditch / Culvert 02 Collision With MV in Transport (Head On) 16 MV Hit Sign / Sign Post 30 Ran Off Road Into Water	1 2. 3 01 Interstate 07 Forest Road 22 U.S. 08 Private Roadway 02 Dusk 00 Dusk
03 Collision With MV in Transport (Angle) 17 MV Hit Utility Pole / Light Pole 31 Overturned 19 Overt	03 State 77 All Other (Explain 03 Dawn 04 County In Narrative) 04 Dark (Street Light)
05 Collision With MV in Transport (Right Turn) 19 MV Hit Fence 33 Tractor / Trailer Jackknifed 06 Collision With MV in Transport (Sideswipe) 20 MV Hit Concrete Barrier Wall 34 Fire	05 Local 05 Dark (No Street Light) 96 Tumpike / Toll 88 Unknown
07 Collision With MV in Transport (Backed Into) 21 MV Hit Bridge / Pier / Abutment / Rail 35 Explosion	ROAD SURFACE CONDITION WEATHER ROAD SURFACE TYPE
09 Collision With MV on Roadway 23 Collision With Construction Barricade Sign 37 Cargo Loss or Shift	01 Dry
11 Collision With Bicycle 25 Collision With Crash Attenuators 39 Median Crossover	03 Slippery 04 lcy 03 Rain 04 Fog 04 Concrete
12 Collision With Bicycle (Bike Lane) 26 Collision With Fixed Object Above Road 77 All Other (Explain In 13 Collision With Moned 27 MV Hit Other Fixed Object Narrative)	77 All Other 77 All Other 05 Dirt (Explain In Narrative) (Explain In 77 All Other (Explain In
14 Collision With Train 28 Collision With Moveable Object On Road	Narrative) Narrative)
01 No Defects 01 Vision Not Obscured 01 No Control	01 Not At Intersection / RR X-ing / Bridge 01 Straight - Level
02 Obstruction With Warning 02 Inclement Weather 03 Parked / Stopped Vehicle 03 Speed Control Sit	
04 Road Under Repair / Construction 04 Trees / Crops / Bushes 04 School Zone 05 Loose Surface Materials 05 Load on Vehicle 05 Traffic Signal	04 Driveway Access 11 Posled No U-Turn 05 Railroad 11 Private Property 04 Curve - Uporade /
06 Shoulders - Soft / Low / High 06 Building / Fixed Object 06 Stop Sign	12 No Passing Zone 06 Bridge 12 Toll Booth Downgrade
07 Holes / Ruts / Unsafe Paved Edge 07 Signs / Billboards 07 Yield Sign 08 Standing Water 08 Fog 08 Flashing Light	77 All Other (Explain In 07 Entrance Ramp 13 Public Bus Stop Zone TYPE SHOULDER Narrative) 08 Exit Ramp 77 All Other (Explain In 01 Paved
09 Worn / Polished Road Surface 09 Smoke 77 All Other (Explain In Narrative) 09 Railroad Signal 10 Glare In Narrative) 10 Officer / Guard / F	09 Parking Lot - Public Narrative) 02 Unpaved
The same of the sa	

APPENDIX B

Letters to Principal & Completed Principal Questionnaire

Via Email (vpresley@volusia.k12.fl.us)

Ref: 3706.16

March 4, 2011

Principal Vickie J. Presley Campbell Middle School 625 S. Keech Street Daytona Beach, FL 32114

Re: Volusia County Transportation Planning Organization (VCTPO) Bike and Pedestrian Safety Review

Dear Mrs. Presley:

The VCMPO has been awarded a Florida Department of Transportation (FDOT) safety grant to study bicycle and pedestrian safety as it relates to schools, such as Campbell Middle, in the VCTPO planning area. Lassiter Transportation Group, Inc. has been retained to conduct these studies on the VCTPO's behalf.

We would like input from you to identify any bicycle and pedestrian safety-related issues or concerns that the school may be experiencing. Enclosed with this letter is a questionnaire form detailing the information that we are requesting. We would like to arrange a meeting with you, at your convenience, to discuss these items and will contact you in the near future to this end.

If you should have any questions or comments regarding this letter, please feel free to contact me at (386) 257-2571.

Sincerely,

LASSITER TRANSPORTATION GROUP, INC.

R. Sans Lassiter, PE

President _____

c: Stephan C. Harris, Bicycle & Pedestrian Coordinator, VCTPO Saralee Morrissey, AICP, Director of Site Acquisitions & Intergovernmental Coordinator, Volusia County Schools

Jon Cheney, PE, Volusia County Traffic Engineering Lt. Bobby Lambert, Volusia County Sheriff's Office Rich Walton, Planning Director, City of Daytona Beach Joan Carter, M.A., Bicycle & Pedestrian Coordinator, FDOT D-5



PRINCIPAL QUESTIONNAIRE

TO: Principal Vickie J. Presley Campbell Middle School 625 S. Keech Street Daytona Beach, FL 32114

FROM: Stephan Harris

Volusia County Transportation Planning Organization (VCTPO)

2570 W. International Speedway Blvd, Suite 120

Daytona Beach, FL 32114-8145

RE: MEETING DATE (TBD)

SCHOOL WALK ZONE SAFETY ANALYSIS

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

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

1.	Number of students currently enrolled:
	Comments: Grades 6-8
2.	Number of students (or approximate percentage) who walk/bicycle to/from school: Approx 10 -15%
	comments: This & will increase significantly next year due to recon
3.	Are you aware of any facility (sidewalk, crosswalk, etc.) maintenance issues? If yes, please explain.
	No
	Are you aware of any parents who stop and/or park along the walk zone route to drop-off/pick-up their students to avoid the regular school pick-up lines? If yes, does this cause a safety issue with the students who walk/bicycle?
	Generally traffic flows whough our parent chop-on
	DICK-UP HOOP SMOOTHLY, SO MOST Pavents use The 100p.
ļ	In isolated cases & few parents sometimes use
	Generally traffic flows through Dur Darent drop-off Dick-up toop smoothly, so most parents use the loop. In isolated, cases, & few parents sometimes use [Ceech Street to drop-off/ Dick-up their Child(ren).



5. Are you aware of any safety hazards or issues along the school's walk zone?
Yes - high crime rate in immediate walk zone
V
in the fact well-pare / hikers ? If
6. Please list all known crash incidents within the walk zone. Did any of the crashes cause an issue for walkers/bikers? If yes, please explain.
yes, please explain. There have been no recent crashes within the walk zone that have affected walkers
pilers.
7. What is your biggest concern relative to the conditions faced by the students who walk/bicycle to/from school?
The high crime rate remains our greatest safety
CONCERN TO VOICH CEST DIT CES
8. What changes/improvements would you like to see relative to the conditions faced by the students who walk/bicycle
for Students who cross busy roads Such as
for students who cross busy rocals such as
Nova Rd + Ridgewood Ave.
COMMENTS: The reasoning of the Crentral Halifax area
INE PERDING OF THE CENTRAL PROMISE COLD
Concepte to the state of the st
1 A =1 11 1 =1 Students living in spireral areas
To campaci son a case the silver schools (via
his transportation) but will now be zoned for Campbell
+ in our walk zone,
4 WOUT VOUS
Completed by Josh Wyorff, Assistant Principal CMS
Indigo Professional Center, 2570 W. International Speedway Blvd, Suite 100, Daytona Beach, FL 32114-8145

APPENDIX CFlorida Statutes Excerpts

The 2009 Florida Statutes

<u>Title XLVIII</u> <u>Chapter 1006</u> <u>View Entire Chapter</u>
K-20 EDUCATION CODE SUPPORT FOR LEARNING

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

(2) TRANSPORTATION; CORRECTION OF HAZARDS.--

- (a) It is intended that district school boards and other governmental entities work cooperatively to identify conditions that are hazardous along student walking routes to school and that district school boards provide transportation to students who would be subjected to such conditions. It is further intended that state or local governmental entities having jurisdiction correct such hazardous conditions within a reasonable period of time.
- (b) Upon a determination pursuant to this section that a condition is hazardous to students, the district school board shall request a determination from the state or local governmental entity having jurisdiction regarding whether the hazard will be corrected and, if so, regarding a projected completion date. State funds shall be allocated for the transportation of students subjected to such hazards, provided that such funding shall cease upon correction of the hazard or upon the projected completion date, whichever occurs first.
- (3) IDENTIFICATION OF HAZARDOUS CONDITIONS.--When a request for review is made to the district school superintendent or the district school superintendent's designee concerning a condition perceived to be hazardous to students in that district who live within the 2-mile limit and who walk to school, such condition shall be inspected by a representative of the school district and a representative of the state or local governmental entity that has jurisdiction over the perceived hazardous location. The district school superintendent or his or her designee and the state or local governmental entity or its representative shall then make a final determination that is mutually agreed upon regarding whether the hazardous condition meets the state criteria pursuant to this section. The district school superintendent or his or her designee shall report this final determination to the department.

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

- (a) Walkways parallel to the road.--
 - 1. It shall be considered a hazardous walking condition with respect to any road along which students must walk in order to walk to and from school if there is not an area at least 4 feet wide adjacent to the road, having a surface upon which students may walk without being required to walk on the road surface. In addition, whenever the road along which students must walk is uncurbed and has a posted speed limit of 55 miles per hour, the area as described above for students to walk upon shall be set off the road by no less than 3 feet from the edge of the road.
 - 2. The provisions of subparagraph 1. do not apply when the road along which students must walk:
 - a. Is in a residential area which has little or no transient traffic;

- b. Is a road on which the volume of traffic is less than 180 vehicles per hour, per direction, during the time students walk to and from school; or
- c. Is located in a residential area and has a posted speed limit of 30 miles per hour or less.
- (b) Walkways perpendicular to the road.--It shall be considered a hazardous walking condition with respect to any road across which students must walk in order to walk to and from school:
 - 1. If the traffic volume on the road exceeds the rate of 360 vehicles per hour, per direction (including all lanes), during the time students walk to and from school and if the crossing site is uncontrolled. For purposes of this subsection, an "uncontrolled crossing site" is an intersection or other designated crossing site where no crossing guard, traffic enforcement officer, or stop sign or other traffic control signal is present during the times students walk to and from school.
 - 2. If the total traffic volume on the road exceeds 4,000 vehicles per hour through an intersection or other crossing site controlled by a stop sign or other traffic control signal, unless crossing guards or other traffic enforcement officers are also present during the times students walk to and from school.

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

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

Title XXIII Chapter 316

View Entire Chapter

MOTOR VEHICLES STATE UNIFORM TRAFFIC CONTROL

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

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

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

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

Note.--Former s. 234.302.

View Entire Chapter

MOTOR VEHICLES STATE UNIFORM TRAFFIC CONTROL 316.2065 Bicycle regulations.--

- (1) Every person propelling a vehicle by human power has all of the rights and all of the duties applicable to the driver of any other vehicle under this chapter, except as to special regulations in this chapter, and except as to provisions of this chapter which by their nature can have no application.
- (2) A person operating a bicycle may not ride other than upon or astride a permanent and regular seat attached thereto.
- (3)(a) A bicycle may not be used to carry more persons at one time than the number for which it is designed or equipped, except that an adult rider may carry a child securely attached to his or her person in a backpack or sling.
- (b) Except as provided in paragraph (a), a bicycle rider must carry any passenger who is a child under 4 years of age, or who weighs 40 pounds or less, in a seat or carrier that is designed to carry a child of that age or size and that secures and protects the child from the moving parts of the bicycle.
- (c) A bicycle rider may not allow a passenger to remain in a child seat or carrier on a bicycle when the rider is not in immediate control of the bicycle.
- (d) A bicycle rider or passenger who is under 16 years of age must wear a bicycle helmet that is properly fitted and is fastened securely upon the passenger's head by a strap, and that meets the standards of the American National Standards Institute (ANSI Z 90.4 Bicycle Helmet Standards), the standards of the Snell Memorial Foundation (1984 Standard for Protective Headgear for Use in Bicycling), or any other nationally recognized standards for bicycle helmets adopted by the department. As used in this subsection, the term "passenger" includes a child who is riding in a trailer or semitrailer attached to a bicycle.
- (e) Law enforcement officers and school crossing guards may issue a bicycle safety brochure and a verbal warning to a bicycle rider or passenger who violates this subsection. A bicycle rider or passenger who violates this subsection may be issued a citation by a law enforcement officer and assessed a fine for a pedestrian violation, as provided in s. 318.18. The court shall dismiss the charge against a bicycle rider or passenger for a first violation of paragraph (d) upon proof of purchase of a bicycle helmet that complies with this subsection.
- (4) No person riding upon any bicycle, coaster, roller skates, sled, or toy vehicle may attach the same or himself or herself to any vehicle upon a roadway. This subsection does not prohibit attaching a bicycle trailer or bicycle semitrailer to a bicycle if that trailer or semitrailer is commercially available and has been designed for such attachment.
- (5)(a) Any person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:
- 1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.
- 2. When preparing for a left turn at an intersection or into a private road or driveway.

- 3. When reasonably necessary to avoid any condition, including, but not limited to, a fixed or moving object, parked or moving vehicle, bicycle, pedestrian, animal, surface hazard, or substandard-width lane, that makes it unsafe to continue along the right-hand curb or edge. For the purposes of this subsection, a "substandard-width lane" is a lane that is too narrow for a bicycle and another vehicle to travel safely side by side within the lane.
- (b) Any person operating a bicycle upon a one-way highway with two or more marked traffic lanes may ride as near the left-hand curb or edge of such roadway as practicable.
- (6) Persons riding bicycles upon a roadway may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding two abreast may not impede traffic when traveling at less than the normal speed of traffic at the time and place and under the conditions then existing and shall ride within a single lane.
- (7) Any person operating a bicycle shall keep at least one hand upon the handlebars.
- (8) Every bicycle in use between sunset and sunrise shall be equipped with a lamp on the front exhibiting a white light visible from a distance of at least 500 feet to the front and a lamp and reflector on the rear each exhibiting a red light visible from a distance of 600 feet to the rear. A bicycle or its rider may be equipped with lights or reflectors in addition to those required by this section.
- (9) No parent of any minor child and no guardian of any minor ward may authorize or knowingly permit any such minor child or ward to violate any of the provisions of this section.
- (10) A person propelling a vehicle by human power upon and along a sidewalk, or across a roadway upon and along a crosswalk, has all the rights and duties applicable to a pedestrian under the same circumstances.
- (11) A person propelling a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.
- (12) No person upon roller skates, or riding in or by means of any coaster, toy vehicle, or similar device, may go upon any roadway except while crossing a street on a crosswalk; and, when so crossing, such person shall be granted all rights and shall be subject to all of the duties applicable to pedestrians.
- (13) This section shall not apply upon any street while set aside as a play street authorized herein or as designated by state, county, or municipal authority.
- (14) Every bicycle shall be equipped with a brake or brakes which will enable its rider to stop the bicycle within 25 feet from a speed of 10 miles per hour on dry, level, clean pavement.
- (15) A person engaged in the business of selling bicycles at retail shall not sell any bicycle unless the bicycle has an identifying number permanently stamped or cast on its frame.
- (16)(a) A person may not knowingly rent or lease any bicycle to be ridden by a child who is under the age of 16 years unless:
- 1. The child possesses a bicycle helmet; or

- 2. The lessor provides a bicycle helmet for the child to wear.
- (b) A violation of this subsection is a nonmoving violation, punishable as provided in s. 318.18.
- (17) The court may waive, reduce, or suspend payment of any fine imposed under subsection (3) or subsection (16) and may impose any other conditions on the waiver, reduction, or suspension. If the court finds that a person does not have sufficient funds to pay the fine, the court may require the performance of a specified number of hours of community service or attendance at a safety seminar.
- (18) Notwithstanding s. <u>318.21</u>, all proceeds collected pursuant to s. <u>318.18</u> for violations under paragraphs (3)(e) and (16)(b) shall be deposited into the State Transportation Trust Fund.
- (19) The failure of a person to wear a bicycle helmet or the failure of a parent or guardian to prevent a child from riding a bicycle without a bicycle helmet may not be considered evidence of negligence or contributory negligence.
- (20) Except as otherwise provided in this section, a violation of this section is a noncriminal traffic infraction, punishable as a pedestrian violation as provided in chapter 318. A law enforcement officer may issue traffic citations for a violation of subsection (3) or subsection (16) only if the violation occurs on a bicycle path or road, as defined in s. 334.03. However, they may not issue citations to persons on private property, except any part thereof which is open to the use of the public for purposes of vehicular traffic.

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

Note.--Former s. 316.111.

APPENDIX D

Americans with Disabilities Accessibility Guidelines Excerpts

- 4.7 Curb Ramps.
- **4.7.1 Location.** Curb ramps complying with 4.7 shall be provided wherever an accessible route crosses a curb.
- **4.7.2 Slope.** Slopes of curb ramps shall comply with <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 4.5.
- **4.7.5 Sides of Curb Ramps.** If a curb ramp is located where pedestrians must walk across the ramp, or where it is not protected by handrails or guardrails, it shall have flared sides; the maximum slope of the flare shall be 1:10 (see Fig. 12(a)). Curb ramps with returned curbs may be used where pedestrians would not normally walk across the ramp (see Fig. 12(b)).
- **4.7.6 Built-up Curb Ramps.** Built-up curb ramps shall be located so that they do not project into vehicular traffic lanes (see <u>Fig. 13</u>).
- **4.7.7 Detectable Warnings.** A curb ramp shall have a detectable warning complying with $\frac{4.29.2}{1.00}$. 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 <u>Fig. 15</u>).
- **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 Million 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 Million 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 <u>4.1.6(3)(a)</u> if space limitations prohibit the use of a 1:12 slope or less. <u>Appendix Note</u>
- **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 <u>4.13.6</u>. <u>Appendix Note</u>
- **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. Appendix Note
- **4.8.6 Cross Slope and Surfaces.** The cross slope of ramp surfaces shall be no greater than 1:50. Ramp surfaces shall comply with 4.5.