# Bicycle and Pedestrian School Safety Review Study: Assessment Report



## **New Smyrna Beach Middle School**

New Smyrna Beach, FL





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

## Assessment Report New Smyrna Beach Middle School New Smyrna Beach, FL

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#### **Table of Contents**

List of Figures	١
List of Tables	١
Appendicies	١
TAB 1 Executive Summary	1
Purpose	1
TAB 2	
Introduction	2
Background on New Smyrna Beach Middle School	2
TAB 3	
Existing Conditions	5
School Walk ZoneCrash Data	
TAB 4	
Meetings	. 8
Meeting Summary	8
TAB 5	
Findings and Recommendations	ç
On-Site Investigation A.M. Observations. On-Site Investigation P.M. Observations. Off-Site Investigation. Parallel and Perpendicular Sidewalk Inventory.	11 12
TAB 6	
Summary	16
Tab 7	
Executive Summary – Implementation Report	18
Assessment of Existing Conditions	18
TAB 8	
Best Practices	. 19
Sidewalk Design for New Roadways and Developments.  Sidewalk Retrofit	19 21 22
Sidewalk Maintenance	22

Improving Existing Roadway Conditions. Pavement Markings. Traffic Signal Control. Enforsement and Education. School Board Considerations.	23 24 24 25 27
TAB 9 Master Improvement Plan	28
TAB 10 Constructability Matrix	29
TAB 11 Recommended Priority Projects	32
Works Cited	34
TAB 12 Appendices	35
List of Figures	
Figure 1: Site Map and School Walk Zone.  Figure 2: School Aerial.  Figure 3: Existing Conditions.  Figure 4: Proposed Recommendations.	3 7 17
List of Tables	
Table 1: Bicycle and Pedestrian Crash Data.  Table 2: East/West Parallel Collector Sidewalk Inventory  Table 3: North/South Parallel Collector Sidewalk Inventory  Table 4: Perpendicular Sidewalk Evaluation.  Table 5: Summary of Recommended Improvements.  Table 6: Constructability Matrix.	6 13 14 14 16 30
Appendices	

Appendix A: Appendix B: Appendix C: Appendix D:

Crash Reports
Letters to Principal and completed Principal Questionnaire
2009 Florida Statutes Excerpts
Americans with Disabilities Accessibility Guidelines Excerpts

#### **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 New Smyrna Beach Middle School. Evaluation of the walk zone for New Smyrna Beach 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 New Smyrna Beach Middle School as part of a Bicycle and Pedestrian School Safety Review Study for the Volusia TPO. New Smyrna Beach Middle School is located at 1200 South Myrtle Avenue, in the City of New Smyrna Beach. A school location map, that also illustrates the walk zone of the school, is presented as Figure 1.

#### **Background on New Smyrna Beach Middle School**

New Smyrna Beach Middle School is the community middle school for southeast Volusia County. Six elementary schools feed into the school. The Principal of New Smyrna Beach Middle School is Mr. Joe Rawlings.

The following information on New Smyrna Beach Middle School has been provided by Principal Rawlings:

• Student Population: 1,310 Students

Percentage of Walkers: 15 percent (approximately 200 students)

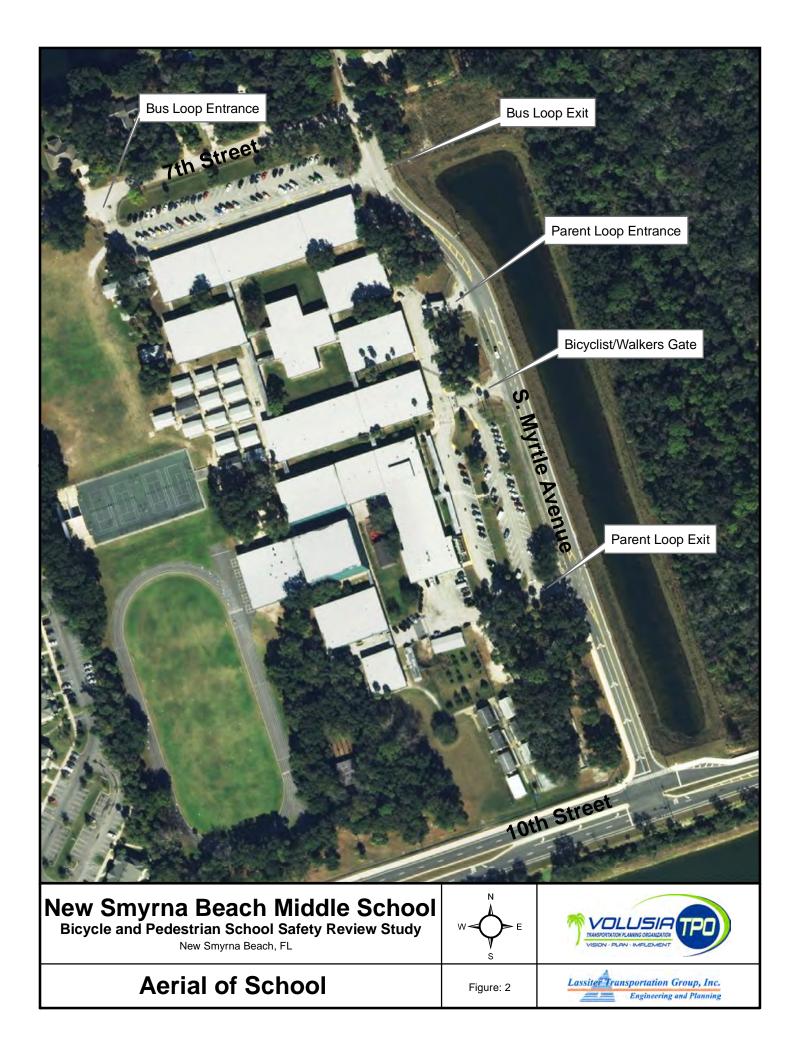
Number of Volusia County Buses in Use: 14

• Location and Description of Access Points: There are four driveways on Myrtle Avenue. The northern most driveway is a one-way exit for the bus loop. Immediately south of the bus loop exit driveway is the one-way parent loop entrance driveway. The southernmost driveway is the one-way parent loop exit driveway. Between the parent loop entrance and exit driveways is the fourth driveway. During the morning arrival and afternoon dismissal periods this driveway is not open for vehicle access. The fence across this driveway is pulled across the driveway to make it accessible only to walkers and bicyclists. The driveway for the bus loop entrance is located on West 7<sup>th</sup> Street. Figure 2 depicts the location of these access points.



Illustration 1: Walker/Bicycle Access on Myrtle Avenue





#### **EXISTING CONDITIONS**

New Smyrna Beach Middle School is located at 1200 South Myrtle Avenue in the City of New Smyrna Beach. Access to the school is provided via South Myrtle Avenue, a north/south collector, which connects 10<sup>th</sup> Street to SR 44/Lytle Avenue.

#### **School Walk Zone**

The New Smyrna Beach Middle School walk zone is primarily bounded by Enterprise Avenue to the north, Mission Drive to the west, the Intracoastal Waterway to the east, and Park Avenue to the south. New Smyrna Beach High School, Read-Pattilllo Elementary School and the New Smyrna Beach/Edgewater Campus of Daytona State College are also located within the school's walk zone.

Both SR 44 which is an east/west arterial and US 1 which is a north/south arterial run through the school's walk zone. Additionally, the FEC railroad tracks run north/south through the walk zone. The school's walk zone consists of both commercial and residential land uses. The downtown Canal Street business area is located within the walk zone. This area plus the SR 44 and US 1 corridors primarily contain the commercial land uses. The residential areas south of SR 44 are primarily located north and west of the school and between US 1 and the Halifax River. North of SR 44, the residential areas are located west of the railroad tracks.

Votran Route 41 travels along US 1, south of SR 44, including 10<sup>th</sup> Street from US 1 to Parktown Boulevard, adjacent to the Daytona State College Campus. According to Principal Rawlings, students who ride this route use the bus stop at the corner of 10<sup>th</sup> Street and Palmetto Street.

Figure 3 shows the approximate locations of the other schools within the walk zone, the traffic signals and the bicycle crash locations identified in Table 1.

#### **Crash Data**

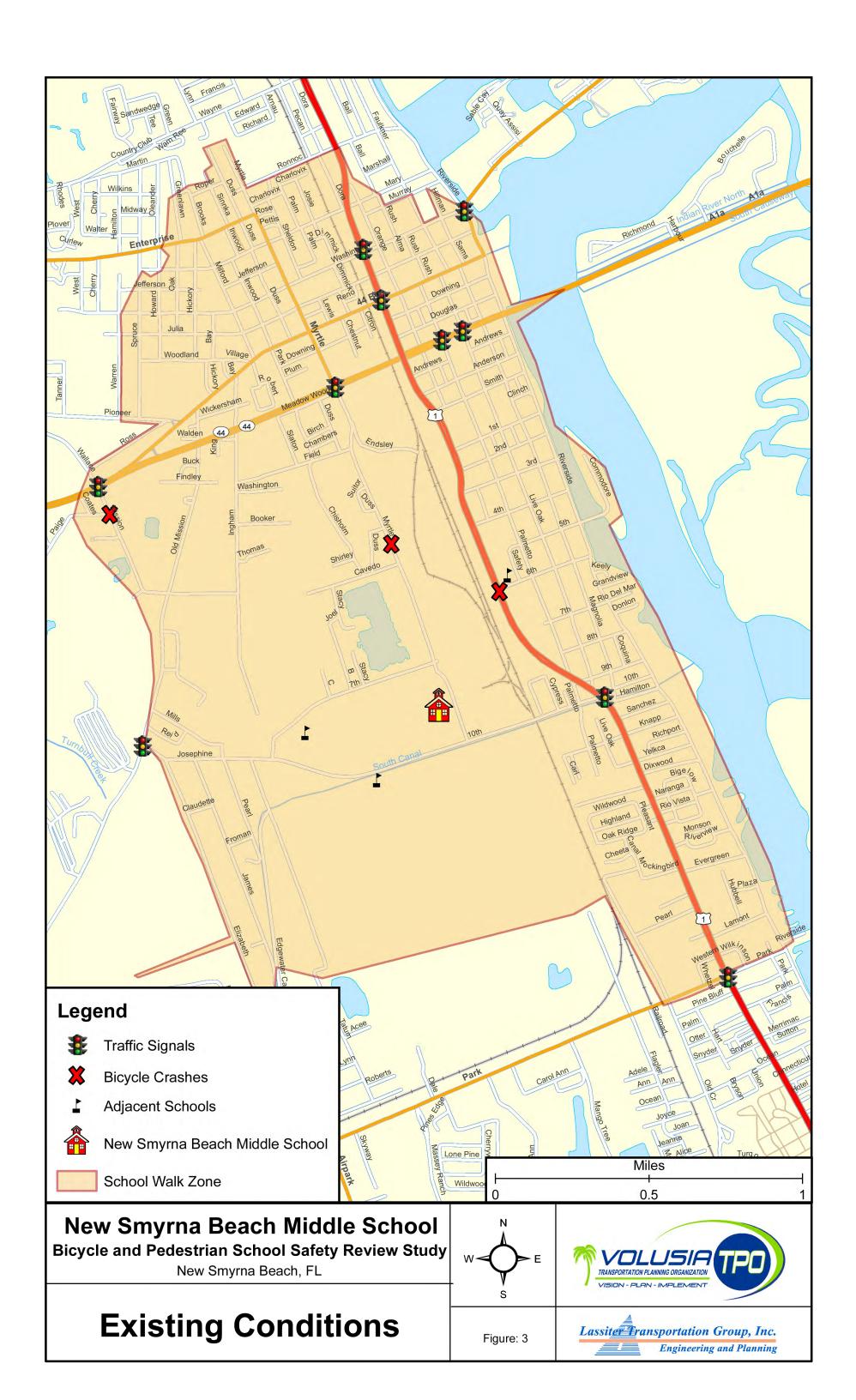
Pedestrian and bicycle crash data for New Smyrna Beach Middle School's walk zone was obtained from Volusia County and is presented in Table 1. The data in Table 1 was generated based on the following guidelines:

- 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
New Smyrna Beach Middle School Assessment Study

DATE	ACCIDENT INTERSECTION	BICYCLE/ PEDESTRIAN INVOLVMENT	DAY/NIGHT	AGE OF CYCLIST/ PEDESTRIAN
10/15/2008	S. Myrtle Avenue, 50 feet N of Joel St	Collision with Bicycle	Daylight 2:56 p.m.	14
1/26/2009	6 <sup>th</sup> Street at S. Dixie Freeway	Collision with Bicycle	Daylight 3:37 p.m.	69
4/22/2009	Mission Drive at Paige Avenue	Collision with Bicycle	Daylight 2:05 p.m.	Estimated mid to early 20s

Data collected for this table is attached as Appendix A. The crash data shows that within the walk zone, there were three bicycle-related accidents. In the first incident listed in the table, the bicyclist was at fault and issued a citation for failure to yield right-of-way. In the second incident, the bicyclist was found at fault and not cited and in the third incident, the bicyclist left the scene of the accident.



#### **MEETINGS**

A meeting was held at New Smyrna Beach Middle School on Tuesday, December 7, 2010. In attendance were members of LTG Staff, Volusia TPO Staff, New Smyrna Beach Middle School Principal Joe Rawlings, New Smyrna Beach Police Officers Joshua Holloway and Daniel LaPolla, and City of New Smyrna Beach Planning Manager Gail Henrikson. This meeting, along with questionnaires which were produced by LTG and completed by Principal Rawlings, assisted in identifying matters of concern within the school walk zone (see completed questionnaires as well as initial letters sent to establish this meeting in Appendix B).

#### **Meeting Summary**

Most prevalent among the concerns discussed in the meeting, as expressed by Principal Rawlings, is the heavy vehicle traffic in the parent loop during afternoon dismissal period. Principal Rawlings has proactively assisted in the safe operation of the parent pick-up loop by having administration and teachers present during the arrival and dismissal periods. This staff presence allows for the safe crossing of students who enter the school at the walker's gate and need to cross the parent loop and for smooth operation of the traffic in the parent loop. Other concerns pointed out by Principal Rawlings are as follows:

 The absence of flashing beacons on Myrtle Avenue 10<sup>th</sup> Street to indicate the school zone and reduced speed limit associated with the school arrival and dismissal periods.

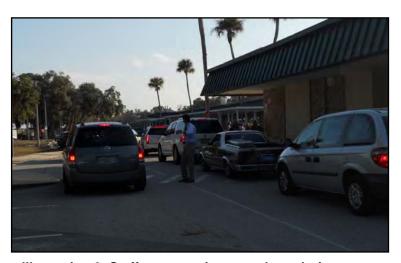


Illustration 2: Staff presence in parent loop during afternoon dismissal

- The sidewalk on Myrtle Avenue changes from the west side to the east side about halfway between the school and SR 44. At the crossing there are small STOP signs controlling the pedestrian movement that are visible from the roadway. This causes confusion to the drivers who sometimes stop at these STOP signs and cause rear end collisions.
- The vacant property across the street adjacent to the railroad is an area of concern to the principal and police since students hang out in the woods on that property which creates potential safety issues.
- Votran Bus stop at the corner of 10<sup>th</sup> Street and Palmetto is heavily used by students. The waiting area
  for the bus stop is along the narrow sidewalk and becomes congested with pedestrian traffic and those
  waiting for the bus. Additionally, Palmetto Street is very narrow and does not have a sidewalk.

#### FINDINGS AND RECOMMENDATIONS

The amount of walkers to New Smyrna Beach Middle, estimated by the Principal is approximately 200 students or 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. Portions of the school's walk zone lie east of US 1 and north of SR 44 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 New Smyrna Beach Middle School and its walk zone. Areas of interest identified in the meeting with Principal Rawlings 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 - A.M. Observations

LTG visited New Smyrna Beach Middle School on Thursday, January 20, 2011, 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:

**Observation:** LTG began the investigation by observing the parent loop. The presence of a staff member allowed for safe crossing of students at the crosswalk across the parent loop and smooth operation of the traffic utilizing the parent loop. A few vehicles dropped students off along Myrtle Avenue and adjacent to the walker's gate.

**Recommendations**: Continue to send information to the parent's regarding the importance of utilizing the parent loop for dropping off their students.

**Observation:** The school had one bike rack area with approximately 40 bicycles. On the day of observation, helmet usage was poor among the observed bikers.

**Recommendations:** This school may be a good candidate for the receipt of free bicycle helmets through programs headed by the Department of Health or the Sheriff's Office.

**Observation:** All four sidewalk crossings on Myrtle Avenue at the school's driveways do not have crosswalks.

**Recommendations:** Crosswalks should be installed at all four sidewalk crossings across the school's driveways on S. Myrtle Avenue.



Illustration 3: Bike Rack



Illustration 4: Broken sidewalk on Myrtle Ave.



Illustration 5: Sidewalk of Myrtle Avenue at driveway to pedestrian gate.

**Observation:** The sidewalk in front of the school on S. Myrtle Avenue is broken.

**Recommendations:** The sidewalk should be repaired.

**Observation:** The sidewalk approaching the drive to the walker's/bicyclist's gate from the south does not have a ramp.

**Recommendations:** A sidewalk ramp should be installed at this location

#### On-Site Investigations - P.M. Observations

**Observation:** The absence of sidewalk crossings along Myrtle Avenue at the school's driveways present the same hazardous situation during the dismissal period for students as it does on the arrival period.

**Recommendation:** As previously recommended, crosswalk markings should be placed across the school's driveways.

**Observation:** Prior to afternoon dismissal, vehicles stack up both adjacent to Myrtle Avenue and on Myrtle Avenue waiting for students to be dismissed. In the principal meeting, this situation was discussed with the principal and the City's Police Department. This occurrence is necessary to allow enough stacking space for parents arriving prior to dismissal and is allowed as long as the through travel lanes on Myrtle Avenue are not blocked. On the day of the observation, vehicles were stacking in the Myrtle Avenue southbound through-lane, blocking traffic. Cars were also stacked in the northbound left-turn lane into the parent loop. These vehicles, however, were not blocking the through travel lanes on Myrtle Avenue.

**Recommendation:** It is recommended that this situation continue to be monitored and that parents be reminded that they may not block the through travel lanes on Myrtle Avenue.

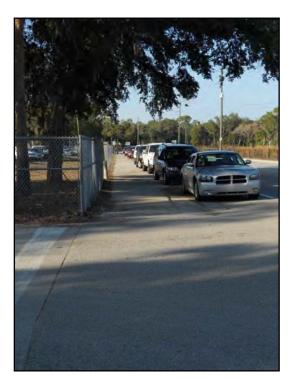


Illustration 7: Vehicles stacking adjacent to Myrtle Avenue, not blocking travel lanes.



Illustration 6: Students crossing entrance to parent loop during afternoon dismissal, conflict with vehicles turning into parent loop and no helmet usage



Illustration 8: Vehicles stack up in the Myrtle Avenue southbound through-lane prior to afternoon dismissal

#### **Off-Site Investigation**

Observation: There are two conflicting crosswalks across Myrtle Avenue, south of Cavedo Street, one on a diagonal and one perpendicular to the roadway. Both are faded and worn. The sidewalk on the east side of the roadway intersects the roadway on an angle. The small STOP signs for the pedestrian crossing are angled so that they are visible from the roadway and cause confusion of drivers approaching the area. It was discussed in the meeting that a number of rear end collisions occur at this location.

**Recommendation:** The diagonal pavement markings at this location should be removed and the perpendicular pavement markings should be refurbished. The sidewalk on the east side of the roadway should be reconstructed at 90 degrees to the roadway. Additionally, the pedestrian control STOP signs should be angled so that they are not visible from vehicles on the roadway.

**Observation:** There is no pedestrian gate across the sidewalk at the railroad crossing and Canal Street.

**Recommendation:** A pedestrian gate should be installed at this crossing

**Observation:** Students cross SR 44 at Myrtle Avenue without waiting for the pedestrian signal.

**Recommendation:** This action is a behavioral issue and it is recommended that this situation continue to be monitored and that students be reminded of the dangers of crossing this roadway

**Observation:** The waiting area for the Votran bus stop at 10<sup>th</sup> street and Palmetto Street is along the narrow sidewalk and becomes congested with pedestrian traffic and those waiting for the bus.



Illustration 9: Crosswalk across S. Myrtle Avenue



Illustration 10: Students crossing SR 44 against the signal

**Recommendation:** Coordinate with the County and their proposed widening of 10<sup>th</sup> Street from Myrtle Avenue to US 1 to ensure that a sufficient waiting area is provided. Additionally, coordinate with Votran to install a bench.

#### 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 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
New Smyrna Beach Middle School Assessment Study

East/West		Sidewalk			Side of Road	Hazardous
Roadway	Segment			Condition?		
	Old Country Rd					
Park	to Us 1	✓	✓	✓		No
Avenue	US 1 to					
	Riverside Dr	✓	✓	✓		No
	Old Mission Rd					
	to Tatum Ave	✓	✓			No
10 <sup>th</sup> Street	Tatum Ave to					
10 Otroct	Myrtle Ave	✓	✓			No
	Myrtle Ave to					
	US 1	✓	✓			No
	Mission Dr to					
	Myrtle Ave	✓	✓	✓		No
SR 44	Myrtle Ave to					
OIX 44	Palmetto St	No			Not a likely pedestrian route.	No
	Palmetto St to					
	Live Oak St	✓	✓	✓		No
	SR 44 to					
	Myrtle Ave	✓		✓		No
Canal	Myrtle Ave to					
Street	US 1	✓	✓	✓		No
	US 1 to					
	Riverside Dr	✓	✓	✓		No

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Table 3
North/South Parallel Collector Sidewalk Inventory
New Smyrna Beach Middle School Assessment Study

North/					dewalk Details	
South		Sidewalk	Hazardous			
Roadway	Segment	Coverage	East West		Side of Road  Exceptions/Comments	Condition?
Mission Drive	Old Mission Rd to SR 44	<b>✓</b>	<b>√</b>	<b>✓</b>	·	No
Old Mission	Josephine St to Mission Dr	<b>✓</b>	<b>✓</b>	✓		No
Road	Mission Dr to SR 44	<b>✓</b>	<b>✓</b>	✓		No
	10 <sup>th</sup> St to 7 <sup>th</sup> St	<b>✓</b>		<b>✓</b>		No
	7 <sup>th</sup> St to Joel St	<b>✓</b>		<b>✓</b>		No
Myrtle Avenue	Joel St to SR 44	<b>✓</b>	<b>√</b>			No
	SR 44 to Canal St	<b>✓</b>	<b>√</b>	<b>√</b>		No
	Canal St to Enterprise Rd	<b>✓</b>		<b>√</b>		No
	Park Ave to 10 <sup>th</sup> St	<b>✓</b>	<b>√</b>	✓		No
US 1	10 <sup>th</sup> St to Canal St	<b>✓</b>	✓	<b>√</b>	No sidewalk on the west side of US 1 adjacent to the FEC Railroad property	No
	Canal St to Ronnoc Ln	<b>✓</b>	✓	<b>√</b>		No

Table 4
Perpendicular Sidewalk Evaluation
New Smyrna Beach Middle School Assessment Study

	B	Daily Traffic	Peak-Hour Directional	Exceed Volume	Traffic Signal or	Hazardous
Roadway	Perpendicular Street	Volume	Traffic Volume	Threshold	Stop Sign	Condition
	Myrtle Ave	25,500	1,370	Yes	Yes	No
SR 44	Palmetto St	22,000	1,182	Yes	Yes	No
	Live Oak St	22,000	1,182	Yes	Yes	No
Canal St	Myrtle Ave	12,500	672	Yes	No	Yes
Canai Si	US 1	12,500	672	Yes	Yes	No
	10 <sup>th</sup> St	27,000	1,451	Yes	Yes	No
110.4	Palmetto St	25,000	1,343	Yes	No	Yes
US 1	Canal St	25,000	1,343	Yes	Yes	No
	Washington St	26,000	1,397	Yes	Yes	No

Based on the criteria for hazardous conditions identified above, there are no roadways with hazardous conditions identified in the walk zone. The perpendicular sidewalk inventory identifies 2 crossings deemed hazardous based on predicted walk routes; US 1 at Palmetto Street and Canal Street at Myrtle Avenue.

It should be noted that while there is no crosswalk at Palmetto and US 1, there is a signal controlled crossing of US 1 at 10<sup>th</sup> Street to accommodate pedestrians needing to cross US 1 from the eastern portion of the walk zone. Additionally, there is a crosswalk at the crossing of Canal Street at Myrtle Avenue; however the traffic on Canal Street does not stop. Given the peak-hour directional volume on Canal Street, this creates a hazardous condition based on the criteria for perpendicular roadways. It is recommended that a study be conducted to determine if a pedestrian signal is warranted at the Myrtle Avenue crossing of Canal Street.

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 crosswalk on Myrtle Avenue across all four school driveways.
- Install sidewalk landing on Myrtle Avenue at the driveway accessing the walker/bicycle gate.
- Repair/replace the sidewalk on S. Myrtle Avenue in front of the school.
- Refurbish crosswalk on Myrtle Avenue where the sidewalk switches from the east side of the road to the
  west side on the road (approximately 0.10 mile south of Cavedo Street).
- Conduct a study to determine if a pedestrian crossing is warranted at the Myrtle Avenue crossing of Canal Street.
- Install a pedestrian gate at the Canal Street crossing of the railroad.

## 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 New Smyrna Beach and the County collaborate to implement the recommendations of highest priority.

Table 5
Summary of Recommended Improvements
New Smyrna Beach Middle School Assessment Study

Location	Observations	Recommendations
	On-Campus	
Sidewalk crossings in front of four school driveways on S. Myrtle Avenue	All four sidewalk crossings on Myrtle Avenue at the school's driveways do not have crosswalks.	Crosswalks should be installed at all four sidewalk crossings across the school's driveways on S. Myrtle Avenue.
Myrtle Avenue at the driveway accessing the walker/bicycle gate	The sidewalk approaching the drive to the walker's/bicyclist's gate from the south does not have a landing.	A sidewalk landing should be installed at this location.
S. Myrtle Avenue in front of the school	The sidewalk on S. Myrtle Avenue in front of the school is broken in places	The sidewalk should be replaced or repaired
General	Poor helmet usage.	School should work with programs that provide free helmets to school students such as those offered through the Sheriff's office and Department of Health
	Off-Campus	
S. Myrtle Avenue,		Diagonal crosswalk should be removed, perpendicular crosswalk should be restriped, sidewalk on the east side of the roadway should be reconstructed at 90 degrees to the roadway and pedestrian STOP signs should
approximately 0.1 miles south of Cavedo Street	Conflicting crosswalk markings and angle of pedestrian STOP signs.	be angled so they are not confused as roadway STOP signs
Intersection of Canal Street and Myrtle Avenue	The crossing of Canal Street is an uncontrolled crossing site. Given the traffic volumes on Canal Street, this is considered a hazardous condition.	Conduct a study to determine if a pedestrian crossing is warranted at the Myrtle Avenue crossing of Canal Street.
10 <sup>th</sup> Street at Palmetto Street	The waiting area for the Votran bus stop at 10 <sup>th</sup> street and Palmetto Street is along the narrow sidewalk and becomes congested with pedestrian traffic and those waiting for the bus.	Coordinate with the County and their proposed widening of 10 <sup>th</sup> Street from Myrtle Avenue to US 1 to ensure that a sufficient waiting area is provided. Additionally, coordinate with Votran to install a bench.
Canal Street crossing of the FEC Railroad	The sidewalk crossing is not protected by a railroad crossing gate.	Recommend that a pedestrian gate be installed at this location  Growth of the Walking Bus Program targeted
General	Group walking, headed by parents or adults.	at existing groups with view to expand.

#### Figure 4

#### **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 New Smyrna Beach Middle School. Recommendations for sidewalk improvements within this report have an associated total cost of \$22,157.29.

#### **Assessment of Existing Conditions**

Conditions within the walk zone of New Smyrna Beach 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 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 D presents the FHWA's guidelines of best practices for the installation of new sidewalks. New developments should consider the following sidewalk safety features to plan for walkers and bicyclists:

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



#### **Sidewalk Retrofit**

#### **Findings**

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

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

#### **Best Practices**

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

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



#### **Existing Substandard Sidewalk**

#### **Findings**

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

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

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

#### **Best Practices**

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

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

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

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

#### **Sidewalk Maintenance**

#### **Findings**

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

- Step separation a vertical displacement of 13 mm (0.5 in) or greater that could cause pedestrians to trip or prevent the wheels of a wheelchair or stroller from rolling smoothly
- Badly cracked concrete holes and rough spots ranging from hairline cracks to indentations wider than 13 mm (0.5 in)



- Spalled areas fragments of concrete or other building material detached from larger structures
- Settled areas that trap water sidewalk segments with depressions, reverse cross slopes, or other indentations that make the sidewalk path lower than the curb; these depressions trap silt and water on the sidewalk and reduce the slip resistant nature of the surface.
- Tree root damage roots from trees growing in adjacent landscaping that cause the walkway surface to buckle and crack
- Vegetation overgrowth ground cover, trees, or shrubs on properties or setbacks adjacent to the path that have not been pruned can encroach onto the path and create obstacles
- Obstacles objects located on the sidewalk, in setbacks, or on properties adjacent to the sidewalk that
  obstruct the passage space or the visibility of sidewalk users; obstacles commonly include trash
  receptacles, utility poles, newspaper vending machines, and mailboxes
- Blocked or inadequately protected drainage inlets and inadequate flow planning
- Temporary construction interruptions
- Inadequate patching after utility installation

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

#### **Best Practices**

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

#### **Improving Existing Roadway Conditions**

#### **Findings**

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

#### **Best Practices**

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

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



#### **Pavement Markings**

#### **Findings**

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

#### **Best Practices**

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

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

#### **Traffic Signal Control**

#### **Findings**

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

School flashing beacons (Illustration 11) also play an important role in safety. Flashing beacons alert drivers that they are entering a

school zone and indicate that the displayed speed limit is in effect. It was observed that



Illustration 11: Flashing beacon traffic signal control

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



#### **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. (Illustration 12).

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 uturns. Some motorists were observed to be speeding within the reduced-speed zone.

Students who choose to ride their bicycles to school do not always wear helmets (Illustration 13).



Illustration 12: Students crossing SR 44 against the signal



#### **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 dropoff/pick-up procedures. Strict enforcement of these procedures should eventually deter parents from practicing unsafe drop-off/pick-up actions.
- Prohibited vehicular movements should be strictly handled and higher fines could be considered, where allowable by law, during the arrival and dismissal times of school.
- Helmets should always be worn by bicycling students.
   Parents, school staff, crossing guards, and school
   resource officers should encourage helmet usage. Noncompliant helmet users should be dealt with consistently
  and strictly.
- Encourage walking and bicycling by providing free helmets, stickers, reflective gear, or create an incentive program.
- Schools should provide a safe and secure bicycle storage facility for students who choose to ride their bicycles to school.
- Parents should be informed about the different walking and bicycling programs available and the school and its volunteers should assist in planning and implementing those programs.



Illustration 13: Students crossing entrance to parent loop during afternoon dismissal, conflict with vehicles turning into parent loop and no helmet usage

- Students who are regular walkers and bicyclists should be paired with other walkers and bicyclists who live in the same area.
- Crossing guards should be involved in the re-zoning of walk zones since they have a better understanding of the distribution of the walker and bicyclist population.

#### **School Board Considerations**

#### **Findings**

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

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

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

#### **Best Practices**

- As defined in F.S. 1006.23, the School District staff collaborates with the Sheriff's crossing guards, City and County Public Works and FDOT to evaluate a school's walk zone and its hazardous walking conditions as defined.
- In effort to avoid the inter-mingling of elementary, middle, and high school traffic, school arrival and dismissal, 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
  - o A set of textbooks should be available at the local library
  - Provide students with a set of textbooks to keep at home
- Each school should enforce bicycle safety, helmet usage should be closely monitored for compliance, and PTA meetings to ensure parent support and compliance with these policies should be promoted.
- All teachers assisting during arrival/dismissal should wear safety vests when they are crossing students
  or interacting with vehicular traffic.



#### **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 5 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 \$22,157.29. 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
New Smyrna Beach Middle School Implementation Report

PRIORITY	PROJECT			PAY ITEM	PAY ITEM	PLAN	UNIT	UNIT	ESTIMATED
#	NAME	LOCATION	RECOMMENDATION	NUMBER	DESCRIPTION	QTY	MEASURE	PRICE	COST
	Sidewalk Repair Pavement Markings		Replace missing asphalt sidewalk	339-1	MISCELLANEOUS ASPHALT PAVEMENT	0.25	TN	\$149.52	\$37.38
			Remove portion of concrete sidewalk to install ramp	110-4	REMOVAL OF EXISTING CONCRETE PAVEMENT	1.00	SY	\$12.07	\$12.07
			Install sidewalk ramp according to Std. Index No. 310	522-1	SIDEWALK CONC, 4" THICK	1.00	SY	\$45.22	\$45.22
		S. Myrtle Avenue in front of school  Spenderment skings  Spenderment skings	Special emphasis crosswalk should be installed at the parent	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	150.00	LF	\$4.51	\$676.50
			lloop exit driveway		THERMOPLASTIC, STD, WHITE, SOLID, 12"	120.00	LF	\$1.84	\$220.80
1			adjacent to the walkers gate	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	160.00	LF	\$4.51	\$721.60
				711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	130.00	LF	\$1.84	\$239.20
			loop entrance driveway	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	240.00	LF	\$4.51	\$1,082.40
				711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	190.00	LF	\$1.84	\$349.60
			loop exit driveway	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	190.00	LF	\$4.51	\$856.90
					THERMOPLASTIC, STD, WHITE, SOLID, 12"	150.00	LF	\$1.84	\$276.00
									\$4,517.67

## Table 6 (cont'd.) Constructability Matrix New Smyrna Beach Middle School Implementation Report

2	Sidewalk Installation  Pavement Markings	S. Myrtle Avenue approximately 0.1 mile south of Cadevo Street ement kings	Remove Miscellaneous Asphalt		MILLING OF EXISTING ASPHALT PAVEMENT, 4" THICK	22.00	SY	\$1.10	\$24.20
			Install sidewalk at 90 degrees to roadway	522-1	SIDEWALK CONC, 4" THICK	31.00	SY	\$45.22	\$1,401.82
			Remove diagonal crosswalk pavement markings	710-17	THERMOPLASTIC, REMOVE	180.00	SF	\$2.11	\$379.80
			Special emphasis crosswalk should be installed at 90	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	140.00	LF	\$4.51	\$631.40
			degrees to Pavement. Reinstall pedestrian STOP signs		THERMOPLASTIC, STD, WHITE, SOLID, 12"	110.00	LF	\$1.84	\$202.40
							SU	BTOTAL:	\$2,639.62
3	Warrant Study	10 <sup>th</sup> Street at Palmetto Street	Conduct pedestrian signal warrant study						\$5,000
4	Railroad crossing gate	Canal Street Crossing of FEC Railroad	Pedestrian crossing gate should be installed						\$10,000
	TOTAL:								

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 VTPO 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 four 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: S. Myrtle Avenue Crosswalk and Sidewalk Repairs

**Submitting Agency:** Volusia County

**Project Location:** S. Myrtle Avenue in front of school **School Served:** New Smyrna Beach Middle School

Project Description: Crosswalk pavement markings, sidewalk repair, sidewalk landing

**LAP Coordinator:** Volusia County **Maintaining Agency:** Volusia County

**Project Description:** This project includes installing special emphasis crosswalks at the four school driveways

on the west side of S. Myrtle Avenue, repairing the damaged sidewalk and installing a

ramp at the walkers/bicyclists gate.

**Estimated Cost:** The estimated cost for this project is \$4,517.67.

Project No. 2: Installation of Crosswalk

**Submitting Agency:** Volusia County

Project Location: S. Myrtle Avenue approximately 0.1 miles south of Cadevo Street

School Served: New Smyrna Beach Middle School

Project Description: Sidewalk installation Volusia County

Maintaining Agency: Volusia County

Project Description: This project includes removing a portion of the existing asphalt pavement on the east

side of the roadway, north of the crossing, and replacing with a concrete sidewalk constructed at 90 degrees to the crossing, removing the existing diagonal crosswalk and restriping the existing perpendicular special emphasis crosswalk across Myrtle Avenue. The pedestrian STOP signs should be reinstalled and angled to control the pedestrian

movement.

**Estimated Cost:** The estimated cost for this project is \$2,639.62.



Project No. 3: Pedestrian Signal Warrant Study

**Submitting Agency:** Volusia County

Project Location: Canal Street crossing of Myrtle Avenue School Served: New Smyrna Beach Middle School Project Description: Pedestrian Signal Warrant Study

**LAP Coordinator:** Volusia County **Maintaining Agency:** Volusia County

Project Description: This project includes conducting a study to determine if a pedestrian signal is warranted

at the Myrtle Avenue crossing of Canal Street.

**Estimated Cost:** The estimated cost for this project is \$5,000

Project No. 4: Installation of Pedestrian Gate at Railroad Crossing

**Submitting Agency:** Volusia County

Project Location: Canal Avenue at FEC Railroad School Served: New Smyrna Beach Middle School

**Project Description:** Install pedestrian gate at railroad crossing

**LAP Coordinator:** Volusia County

Maintaining Agency: FEC

Project Description: This project includes installing pedestrian gate and the Canal Street crossing of the FEC

Railroad.

**Estimated Cost:** The estimated cost for this project is \$10,000.

#### **WORKS CITED**

- "2010 Basis of Estimates Manual." < http://www.dot.state.fl.us/Specificationsoffice/Estimates/Basisof Estimates/BOEManual/BOEOnline.shtm>.
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- "Curb Ramps." ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). < http://www.access-board.gov/adaag/html/adaag.htm>.
- "Florida School Crossing Guard Training Guidelines'." Florida Department of Transportation Safety Offices. <a href="http://www.dot.state.fl.us/safety/ped\_bike/brochures/pdf/SCG%20Training%20Guidelines2009.pdf">http://www.dot.state.fl.us/safety/ped\_bike/brochures/pdf/SCG%20Training%20Guidelines2009.pdf</a>.
- "KidsWalk-to-School." U.S. Department of Health and Human Services Centers for Disease Control and Prevention. < http://www.cdc.gov/nccdphp/dnpa/kidswalk/pdf/kidswalk.pdf>.
- "Manual on Uniform Traffic Control Devices." < http://mutcd.fhwa.dot.gov/htm/2009/part7/part7\_toc.htm>.
- "Safe Routes to School Guideline." < http://www.saferoutesinfo.org/guide/pdf/SRTS-Guide\_full.pdf>.

# 12 APPENDICES

# **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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١.	T	NAME OF OWNER (Trader or Towed Vehi	cle)	CURRENT	ADDRESS (Number	and Street)			CITY AND ST	ATE		ZIP CODE
1_	ار											(A) \$1 \$1 \$
1 -	- [	NAME OF MOTOR CARRIER (Commercia	l Vehicle Only)	CURRENT	ADDRESS (Number	and Street)	CIT	Y, STATE AND	ZIP CODE	USDO	T OF ICC MC TOENT	IFICATION NUMBERS
strian	3										<u></u>	
a st	į	NAME OF DRIVER (Taken From Driver Lic	ense) / PEDESTRIAN	CURRENT	ADDRESS (Number	and Street)			CITY, ST	ATE & ZIP CODE		DATE OF BIRTH
1	31	BRANDON M. BECK		6	07 DOWNI							7/23/1994
ļã		DRIVER LICENSE NUMBER	S1	TATE DL TYPE	REQ ALC/DRUGTI ND 1 Blood 3 Ur	C 51 .	RESULTS	ALC/DRU	JG PHYS DEF   R	ES RACE	SEX INJ -	S EQUIP EJECT
1				7	3 2 Breath 4 Re	fused	<b>—</b> II	1	1 1	1 1		1 2
	ľ	HAZARDOUS MATERIALS PLACARDED BEING TRANSPORTED	) IF YES, INDICATE ON PLACARD AN	E NAME OR 4 DIG! ND 1 DIGIT NUMBE	R FROM BOTTOM OF D	OND OR BOX IAMOND	WAS HAZ MATERIA	ARDOUS L \$PILLED?	RECOMMEND DRIVER IF YES EXPLAIN IN NA		RIVER'S PHONE NO	
-	1	1 Yea 2 No 2 No	<u> </u>	·			1 Yes 2	<sub>10</sub> 2	1_Yes 2 No	2	386 )847	7-0689
	Dist	/ER 2 Ht 2 Rup	MAKE T	YPE USE	VEH LICENSE NUN	BER STATE	VEHICLE IDENTI	FICATION NUM	BER	2 3	4   5   6   7	18 Undercamage 19 Overturn
		ION 3 N/A 3 99	MITS (	01 01	366KGD	FL	443/	K34YX	(E058658	\\\	<del>7-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1</del>	OV WINOSINEIO
s⊢	TD	AILER OR TOWED VEHICLE		RAILER TYPE	BOOKED	<u></u>	17.07	1110 1111		1 15	16 17 8	SHOW FIRST POINT
- 1		FORMATION								13	12 11 10 9	OF VEHICLE 14
շ ├	Т	VEHICLE TRAVELING	ON.	AT TA	Est MPH	Posted Spec	d EST. VEHIC	LE DAMAGE	1. Disabling	1 1	RAILER DAMAGE	AND CIRCLE
t DE	اه	<b>Å</b> Å Å Ä	S MYRTLE A	V	30	30	510	000.00	2 Functional 3 No Damage	1		DAMAGED AREA(S)
ا ا	г	MOTOR VEHICLE INSURANCE COMPAN		-		POLICY NUMBE		EHICLE REMO		1 Tow	Rotation List	3 Driver
		PROGRESSIVE AMER	ICAN INS. CO	<b>)</b> .	21745765		i,	DGEWA"	TER TOWIN	IG 2 Tow	Owner's Request	4 Other 2
미	하	NAME OF VEHICLE OWNER (Check Box			ADDRESS (Number	and Street)			CITY AND ST	ATE		ZIP CODE
_ >	۱	GARY L. STEWART	_	3	980 CRES	THILL LA	NE . NEV	/ SMYRI	NA BEACH	FL 32168		
2		NAME OF OWNER (Trailer or Towed Vehi	cle)	CURRENT	ADDRESS (Number	and Street)		•	CITY AND ST	ATE		ZIP CODE
I⊏	٦[											_
- 1	- 1	NAME OF MOTOR CARRIER (Commercial	J Vehicle Only)	CURRENT	ADDRESS (Number	and Street)	ÇI	Y, STATE AND	ZIP CODE	US DO	OT OF ICC MC IDENT	IFICATION NUMBERS
ctrian	5										<u></u>	
ļ.	וֹהֵ	NAME OF DRIVER (Yaken From Driver Le	cense) / PEDESTRIAN	CURRENT	ADDRESS (Number	and Street)			CITY, ST	ATE & ZIP CODE		DATE OF BIRTH
=	٦.	JENNA L. STEWART			3980 CRES			<u>W SMY</u> R	NA BEACH	I FL 32168		4/04/1992
ä		DRIVER LICENSE NUMBER	s		REQ ALC/DRUG T	EŞT TYPE	RESULTS	ALÇ/DRI	JG PHYS DEF	RES RACE	SEX INJ	S EQUIP EJECT
	-	5363432926240		FL   5	1 2 Breath 4 Re	fused	<b>—</b>	1		1 1	2 1	1
	İ	HAZARDOUS MATERIALS BEING TRANSPORTED PLACARDE	D IF YES INDICATE ON PLACARD A	E NAME OR 4 DIGI NO 1 DIGIT NUMBE	T NUMBER FROM DIAMER FROM BOTTOM OF D	OND OR BOX IAMOND	WAS HAZ MATERIA	ARDOUS L SPILLED?	RECOMMEND DRIVE IF YES EXPLAIN IN N	ARRATIVE	RIVER'S PHONE NO	
		1 Yes 7 No 2 1 Yes 7 No					1 Yes 2	No 2	1 Yata 2 No	2	( )	
	T	VEHICLE TYPE	VEHICLE USE	TF	AILER TYPE	RESIDENCE	(Driver / Ped )		AL DEFECTS		DRUG USE	LOCATION
	Ī	01 Automobile	01 Private Transportatio		e Semi Trailer	1 County of Cra 2 Elsewhere in		1 No Defects 2 Eyesight De		1 Not Drinking or U 2 Alcohol - Under I		IN VEHICLE
1_	_[	02 Van 03 Light Truck / PU - 2 or 4 rear bres	02 Commercial Passens 03 Commercial Cargo	gers 02 land 03 Tank	em Sømi Trader Trader	2 Elsewhere in 3 Non-Resideni		3 Fatgue / As		3 Drugs - Under In	fluence	1 Front Left
5	إٍق	84 Medium Truck - 4 rear tres	64 Public Transportation		le Mount / Flatbed		Unknown	4 Hearing Del 5 Diness	iect	4 Alcohol & Drugs 5 Had Been Drinki		2 Front Center 3 Front Right
)atio	₫	05 Heavy Truck - 2 or more rear axles 06 Truck Tractor (Cab-Bobtail)	05 Public School Bus 06 Private School Bus	05 Boat 06 Utility		DLTYPE 1 A 2 B 3	C 1 White	6 Seizure, Ep	ilepsy, Blackout	6 Pending ALC/OR		4 Rear Left
oform	ξl	07 Motor Home (RV)	07 Ambulance	07 Hous 08 Pole		4 D/ Chauffeur	2 Black	7 Other Physi	cal Defect r SEVERITY	SAFETY EATI	IPMENT IN USE	5 Rear Center 6 Rear Right
1	Ĕ۱	08 Bus (driver + seats for 9-15) 09 Bus (driver + seats for over 15)	08 Law Enforcement 09 Fire / Rescue		raier d Vehicle	5 E/Operator 6 E/Oper-Rest	3 Hispanic 4 Other	1 None	- OFACUILI	1 Not in use		7 In Body of Truck
–	- 1	10 Bicycle	10 Mulitary		Transport	7 None		2 Possible	crtanon	2 Seat Belt / Shoul	der Harness	8 Bus Passenger 9 Other
مام	ξŀ	11 Motorcycle 12 Moped	11 Other Government 12 Dump	77 Othe	Ī	REQUIRED ENDORSEMEN	ITS 1 Male	3 Non-Incapa 4 Incapacitati		3 Chād Restraint 4 Air Bag - Deploy-	ed	
۱۲	1	13 At Terrain Vehicle	13 Concrete Mixer			1 Yes	2 Female	5 Fatal (Within	n 30 Days)	5 Air Bag Not De		EJECTED 1 No
		14 Train	14 Garbage or Refuse	1		2 No	1	6 Non-Traffic	· pupity	6 Salety Helmet 7 Eye Protection		2 Yes
	١	15 Low Speed Vehicle	15 Cargo Van			3 No Endorsem	ani	1				3 Partial

		VER 1. Phantom 2 Hit & Run IION 3 N/A		YEAR	MAI	KE	TYPE	USE	VEH LICENSE	NUMBER	STATE	/EHICLE I	DENTIFICA	ATION NU	MBER		\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	<del>7/</del>	∓~\	7 18 Underca 7 19 Overturn 20 Windshie	١
3		RAILER OR TOWED	VEHICLE		-		TRAILE	RTYPE										<u> </u>	#-	<ul> <li>8 21 Traver</li> <li>SHOW FIRS</li> <li>OF VEHICLI</li> </ul>	
•		VEHICLE TRAVEL	NG			ON	L	AT	Est N	ири (Р	osted Speed	EST	VEHICLE (	DAMAGE	1 Disabing 2 Functiona			13   12   1 TRAILER I		DAMAGE AND CIRCL	E
!		MOTOR VEHICLE	<u>                                       </u>	e Magan	V /I IAB/I IT	Y NO PIPI				POUR	CY NUMBER	Щ.	T VEH	IĆI E REM	3 No Dama	pe	<u> </u>	7 O		DAMAGED A	AREA(\$)
,	ehicle	MOTOR POPULE	113010-6101		i (Livericii					7 02.0	31110111021	,		.022 113.			- 1	Tow Rotation Tow Owner's		3 Driver 4 Other	
וי	칠	NAME OF VEHICL	E OWNER (	Check Box	lf Same As	Driver)	(	URRENT	ADDRESS (Nu	imber and S	peet)				CITY A	ND STATE	•			ZIP CODE	
3		NAME OF OWNER	(Listle: or	Towed Vehi	cle)		- (	URRENT	ADDRESS (Nu	imber and S	teet)			_	CITY A	ND STATE				ZIP CODE	
		NAME OF MOTOR	CARRIER I	(Commercia	al Vehicle Or	nly}		URRENT	ADDRESS (No	mber and S	treet)		CITY, S	STATE AN	D Z:P CODE		US	DOT or ICC	MC IDE	NTIFICATION N	JMBERS
-	trian	Lusse At Shuer	(*-) F	()	inche	DEPTRIAL.		TINACIT	ADDRESS (No	-mbos and S	(troot)				Č.	TY, STATE &	21P CODS			DATE OF BIR	<u> </u>
	edestrian	NAME OF DRIVER	(Taken Flo	KII DIIVEI LK	,ensej/ FEL	)ESTRIAN	,	JORREITI	ADDAESS (AC	THOSE SILO O	o con				Į.	i i, oinica					
	٦	DRIVER LICENSE	NUMBER				STATE	TYPE E	ND 1 Blood	UG TEST T 3 Urine 5 I 4 Refused	None	RES	ULTS	ALC/D	RUG PHYS DE	FRES	RACE	SEX	INJ	S EQUIP	EJECT
		HAZARDOUS MATER BEING TRANSPORTE	IALS	PLACARDED		IF YES, INDIC ON PLACARD	ATE NAME ), AND 1 DI	OR 4 DIGI GIT NUMBE	T NUMBER FROM R FROM BOTTON			<u>~</u>  "	IAS HAZARD IATERIAL SP	HOUS HLLED?	RECOMMEND IF YES EXPLA	DRIVER RE-EX IN IN NARRATIV	(AM VE	DRIVER S	PHONE	NO	<u> </u>
ļ		1 Yes 2 No	CED OTH	1 Yes 2 No					LEST	AMOUNT	T OWN	ER'S NAM	Yes 2 No		1 Yes Z No	<u>-</u>	CITY	(	STA	TE ZIP	
	# 1	PROPERTI DAMA	IGED - OTH	EK I MANI V	EUICTES				[231	-WOOH											
	#	PROPERTY DAMA	GED - OTH	ER THAN V	EHICLES		·		EST	AMOUNT	OWN	ER'S NAM	Œ	A	DDRESS		CITY		STA	TE ZIP	
		I TRIBUTING CAUSE		/ PEDESTA	tiAN	-		VEHICLE				_	IICLE MOV				_	<del></del>	SPECIAL	FUNCTIONS	
	02 (	No Improper Driving (Exp Careless Driving (Exp	ola:n in Nart	atve)	<u> </u>	<u>[2]</u>	[3]	01 No De 02 Del B				<u>-</u>   02	Straight At Slowing / S Making Let	Stopped / S		06 01	<u> </u>	1 None 2 Farm 3 Poice	Durant	1 1	]
	04 1	Falled To Yield Right Improper Backing Improper Lane Chani	•		03	01	ᆀ		tive / Improper	01	01	⊷ا⊫	Backing Making Rk		Į	11 Passing		4 Recrei	atonal		لــاك
	06 1	improper Carle Chari; Improper Turn Alcohol - Under Influe	-						ure / Blowout			06	Changing	Lanes	Partung Space	12 Driveries		6 Constr	uction / N	fainterrance RIER INFORMA	TIÓN
	08 (	Drugs - Under Influer Alcohol & Drugs - Un	ice					07 Winds	shield Wipers ment / Vehicle	77 All Ot	her	08	Property P	arked		77 All Other In Narrat	r (Explain	1 Not Ap	phcable	[1]	
	10 i	Followed Too Closely Disregarded Traffic S	,	•				Defe			ain in Narrat		Making U-					3 Vehicle 4 Driver	Side	1 1	
	12 (	Exceeded Safe Spee Disregarded Stop Sig	d Lumit		roper Load regarded Oti	her Traffic C	1	01 On R: 02 Not 0	pad		[2]	3 657	DESTRIAN	ACTION				5 Other	<del></del> •	LOCATION	ON TYPE
	14 1	Failed To Maintain Ed Improper Passing		le 21 Driv				03 Shoul 04 Media	der	1	1	01	Crossing h	Vot at Inte	rsection ck Crosswalk	07 Workin	•		2 [	3 1 Primani Busine	ly
		Drove Left of Center Exceeded Stated Spe	eed Limit		ricie Modifier ver Distractio		-	05 Turn I WORK AF	Lane			03	Crossing a	at Intersec		08 Standin	g/Playing		_IL	2 Primari Reside	,
	18 (	Obstructing Traffic			Narrative) Other (Expla	in in Narrati	ve)	01 None 02 Neart	у			3] 05		long Road	i Against Traffic	77 All Othe	er (Explair	stran Island n in Narrative		3 Open C	Country
	FIRS	ST / SUBSEQUENT H	IARMFUL E	VENT(S)				03 Enter	ed	01	01	ــالــ			ROAD SYSTE	88 Unknon MIDENTIFIER				GHTING CONDI	TION
		Collision With MV in Collision With MV in				sion With An Li Sign / Sig				Ran Into Di n Off Road I		1	[2]		01 interstate 02 U S	07 Foresti 08 Private	Roadway		02	Daylight Dusk	01
:	03	Cottsion With MV in ' Cottision With MV in '	Transport (A	ngle)		61 Utility Pol 61 Guardrad		ole	32 Oc		rom Vehicle		11		03 State 04 County	77 All Othe In Narra		رخت ،	04	Dawn Dark (Street Lig	ht)
į		Cothsion With MV in Cothsion With MV in 1				fil Concrete			34 Fire	}	Jackknifed				05 Locasi 06 Turnpike/T					Dark (No Street Unknown	• •
	80	Collision With MV in Collision With Parket	l Car	acked into)	22 MV H	fd Bndge/Pw fd Tree / Sh	rubbery			enhill Runa				٦ŀ	ROAD SURFA 01 Dry	CE CONDITIO	0	WEATHER 11 Clear		01 Slag/Gravel	
	10	Collision With MV on Collision With Pedes:	tnan ´		24 Collis	sion With Co sion With Tri	affic Gate		38 Ser	rgo Loss or 1 paration of U	ints	$\vdash$			02 Wet 03 Slippery	Ţ,	ດາ∄≎	2 Cloudy 3 Rain	01	02 Blacktop 03 Brick/Block	02
	12	Collision With Bicycle Collision With Bicycle	(Bike Lane	)	26 Cotis	uon With Cr.	ced Objec	t Above Ro	oad 77 AII	dian Crosso Other (Expla			الـــال		04 lcy 77 All Other		ı v	7 All Other		04 Concrete 05 Dert	
	14 :	Collision With Moped Collision With Train			28 Collis	fit Other Fixe	oveable O	bject on R		rative)	AAIRAA				(Explain in i			(Explain th Narrative)		77 All Other (E Narrative) CWAY CHARAC	,
	01	AD CONDITIONS AT No Defects		RASH	0	SION OBST 1 Vision No	t Obstruct			01 No C					01 Not At Inter	section / RR X	Cing / Brid	lge	01 Stra	aght - Level	
	03	Obstruction With War Obstruction Without I	Warning		<b>01</b>   0:	2 Inclement 3 Parked / S	Stopped V		01	03 Spee	cial Speed Zo od Control Si		L	03	02 At Intersect 03 Influenced	By Intersection	п	01	Dov	aight - Upgrade / wngrade rve - Level	01
	05	Road Under Repair / Loose Surface Mater	nais	ń	0:	4 Trees / Cr 5 Load On 1	Vehicle			04 Scho	ic Signal		osted No U		04 Driveway A 05 Radroad 06 Bridge	11	Private Pr Toll Booth		04 Cui	rve - Level rve - Upgrade / wngrade	
	07	Shoulders - Soft / Lor Holes / Ruts / Unsafe		8	0	6 Building/ 7 Signs/Bi		ect		06 Stop 07 Yield	Sign	77 A	ll Other (Ex		07 Entrance R 08 Exit Ramp	атр 13	Public Bu	i s Stop Zona (Explain In		SHOULDER	
	09	Standing Water Worn / Polished Roa All Other (Explain In I			0	8 Fog 9 Smoke 0 Glare		Other (Exp larrative)	olain	09 Radr	hing Light oad Signal er / Guard / I		arrative) [ n		09 Parking Lot 10 Parking Lot	- Public	Narrative)		02 Uni 03 Cur	paved	02
		SECTION#		NA	ME OF VIOL	ATOR			FL STATU	TE NUMBE	R				CHARGE				T	ÇÎTATIÔN NU	MBER
	(S	1 SECTION#			NDON ME OF VIOL					<b>121-1</b> TE NUMBE	R	F	FAILUF	RE TO	CHARGE	IGHT O	F WA	Y		9311-F CITATION NU	
	Violator(s)	SECTION #		Lina	ME OF VIOL	ΑΤΛΩ			FI STATII	TE NUMBE	R				CHARGE		_		$\perp$	CITATION NU	MBER
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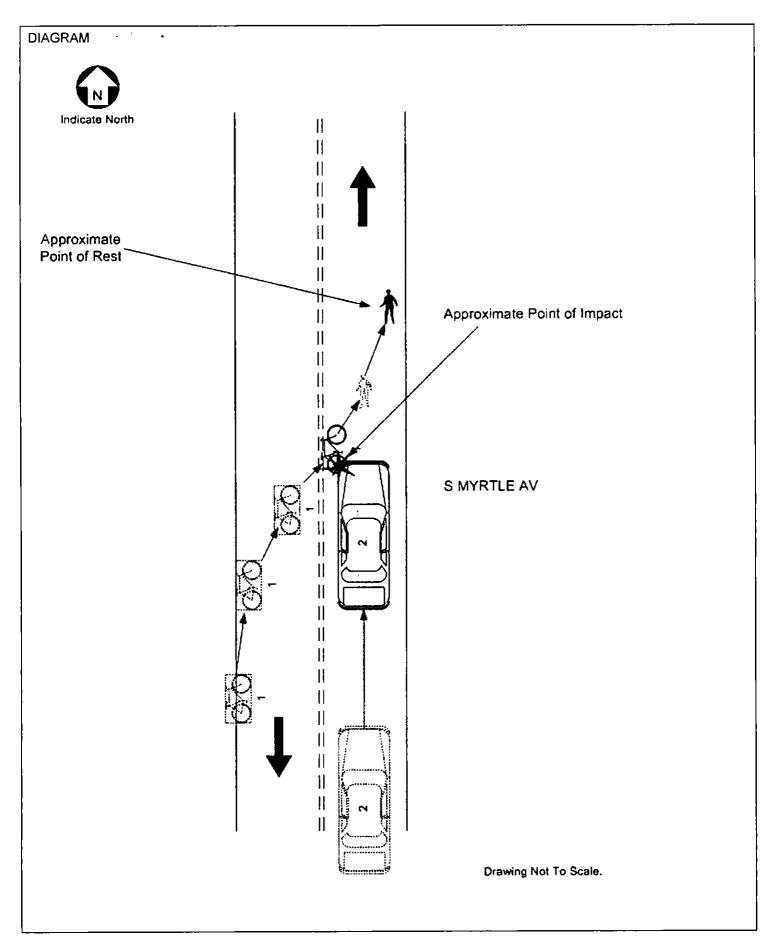
### FLORIDA TRAFFIC CRASH REPORT

NARRATIVE/DIAGRAM

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

DO NOT WRITE IN THIS SPACE	<del></del>	

TIME	EMS NO	OTIFIED (FATALITIES ONLY)	TIME EMS ARR	RIVED (FATALITIES C	NEY)	DATE OF CRASH	COUNTY / CITY CODE	INVEST AGENCY	Y REPORT NUMBER		HSMV	RASHR	EPORT N	JMBER
		M PM		AM PM		10/15/200	8 08/44	200	8100216	1		803	0539	<del>9</del> 6
on V- th No ci ab	th th 1 w e w te: tat	cle l (V-1) ne left side ne right side vas ejected vindshield o	e of the de of the off of V-2 later of V-3 driver of V-3 d	veling nor roadway eroadway veling of anding of was for Veliwa velice ve	orth The care of t	on Myrtle he driver ausing V-2 g the wind e roadway. at fault f ken to Ber	Avenue. Vof V-1 fail to strike shield of Vor violation to Fish Medi	Vehicle 2 led to obsethe rear V-2. The on of right	(V-2) waserve V-2 of V-1. driver o	pr Th f V , a	ior e d -1 nd ate	elir to rive came	ng no movier of officers of the officers of the officers of the officers of the or the	orth ing f f
														D * *
SEC#	PASS#	PASSENGER S NAME		ÇURRE	NT ADDRE	ŠS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEXILO	CINI	S EQUI	EJECT
SEC#	PASS#	PASSENGER'S NAME		CURRE	NT ADORE	\$\$	CITY & STATE	ŽIP CODE	DATE OF BIRTH	RACE S	SEX LC	C INJ	S EQU	IP EJECT
SEC#	PASS#	PASSENGER'S NAME		CURRE	NT ADDRE	SS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE :	SEX LC	C NJ	S EQU	IP. EJECT
SEÇ#	PASS#	PASSENGER'S NAME		CURRE	NT ADDRE	ŚŚ	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE !	SEX LC	СИЛ	S EQU	IP EJECT
SEC#	PASS#	PASSENGER'S NAME		CURRE	NT ADDRE	\$S	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE !	SEX LC	СПИЛ	S EQU	IP EJECT
SEC#	PASS#	PASSENGER'S NAME		CURRE	NT ADDRE	SS	CITY & STATE	ZIP ÇÖDE	DATE OF BIRTH	RACE !	SEX LC	C INJ	S EQU	IP. EJECT.
$\overline{a}$	SECTION	N#	NAME OF VIOLATO	DR .	<u> </u>	FL STATUTE NUMBER	<del></del>	CHARGE	<u> </u>			<del>                                     </del>	TATION N	UMBER }
tor(s														, , , , , , , , , , , , , , , , , , ,
Violator(s)	SECTION	ON#	NAME OF VIOLATO	OR		FL STATUTE NUMBER		CHARGE					ITATION N	IUMBER .
		ME (1) CURRI	NT ADDRESS	CITY &	STATE	ZIP CODE	WITNESS NAME (2)	CURRENT AD	DRESS	CIT	Y & STA	ΥE	Z/P CC	)DE
			1 Physician or Nier	YRNA BEACH			URED TAKEN TO		BY - NAME			_		
		RESCUE/EVAC	4 Centified 1st Aide			2	BERT FISH ME	DICAL CENTE	R		ΕV	'AC		
WAS INVES	STIGAT E AT SC	ION 1 YES 1	NO, THEN WHERE?	IS INVESTIGATION COMPLETE?	1 YES 2 NO	1	DATE OF REPOR 10/15/	PHOTOS TAKEN	1 YES 2		IF YE	S, BY WI ÆSTIGA	HOM? TING AGEI	NCY
		OR - RANK & SIGNATURE					DEPARTMENT	DEAGU SA	YOU DESA	T	NI-	ĘH.		PD OTHER
Jo	<u>sht</u>	<u> 1a Holloway</u>				0987	NEW SMYRNA	BEACH POL	TCE DEPAR	IME	N I		<u> </u>	△Ш



# FLORIDA TRAFFIC CRASH REPORT LONG FORM MAIL TO DEPT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS NEIL KIRKMAN BUILDING, TALLAHASSEF 51, 32498-0537

Γ	OO NOT WRITE IN THIS SPACE	 •	

		RECORDS, NEIL KIRKMAN BUILDING, TALCARASSEE, FL 3.					
Γ		DATE OF CRASH TIME OF CRASH TI	AÉ OFFICER NOTIFIED	TIME OFFICER ARRIVED	INVEST. AGENCY REPORT NUM	MBER HSMV CRASH REP	ORT NUMBER
	힐	01 26 2009 3:37 AM X PM	3:39 🗀 AM 🗶 PM	3:44 □ AM <b>X</b>	₽₩ 20090104	57 8030	<b>05516</b>
	cat	COUNTY/CITY CODE FEET or MILE(S) N	S E W	CITY OR TOWN	(Check if in City		
	Ē	08/44		<u> / SMYRNA BEAG</u>	14: 4-4- 44		LUSIA
	ᇮ	AT NODE NO. or FEET or MILE(S) FROM N	ODE NO. NEXT NODE NO	NO OF LANES	1 OIVIDED ON STREET, ROA	ID OR HIGHWAY	
	밁	AT THE INTERSECTION OF (street road or highway) or	FEET MILE(S) N	4 1	2 UNDIVIDED 6TH ST INTERSECTION OF (street, road or high	way)	·
	티	S DIXIE FRWY	LEEL   WILE(2)   N	SEW FROM	The control of the co		
L			E I USE I VEH LICENSENUM	MBER I STATÉ I VÉHICLÉ IDEN	TELEVATIONI NI INDEED		18 Undercamage
		WER 2 Hit & Run 3	- I I	WIBER   STATE   VEHICLE IDEN	III CATION NOMBEN	<u> </u>	19 Overturn 20 Windshield
s ŀ		784	O1				21 Trader
e		RAILER OR TOWED VEHICLE TOWN		1 1		000000	SHOW FIRST POINT (
$\bar{c}$		VEHICLE TRAVELING ON	AT ESL MPH	Posted Speed   EST. VEH	CLE DAMAGE   1 Disabling	EST TRAILER DAMAGE	DAMAGE 1
t 📗	x	៉ា 🛣 📩 S∪S1	5	i 40 s	100.00   2 Functional   1	.   ]	DAMAGED AREA(S)
• [	m	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)		POLICY NUMBER	VEHICLE REMOVED BY.	1 Tow Rotation List	3 Driver
o   '	Vehicl				DRIVER	2 Tow Owner's Request	4 Other 4
n	餇	NAME OF VEHICLE OWNER (Check Box If Same As Driver)	CURRENT ADDRESS (Number	r and Street)	CITY AND STATI	-	ZIP CODE
1	7	DAVID SEYMOUR	1410 F	PALMETTI AVE , I	IEW SMYRNA BCH F	L 32168	
١,		NAME OF OWNER (Trader or Towed Vehicle)	CURRENT ADDRESS (Number	and Street)	CITY AND STATI		ZIP CODE
		THE PLANT OF THE PARTY OF THE P	Aunoria	(B	mr of the stip and Abord	LICENT - INC. USING -	FIGHTION NUMBERS
-	a	NAME OF MOTOR CARRIER (Commercial Vehicle Only)	CURRENT ADDRESS (Number	r and Street) C	ITY, STATE AND ZIP CODE	US DOT OF ICC MC IDENTI	FICATION NUMBERS
-	Strie	NAME OF DRIVER (Taken From Driver License) / PEDESTRIAN	CURRENT ADDRESS (Number	e and Chanti	MITV BYATE	& ZIP CODE	DATE OF BIRTH
-1.	യ		•	•		i	
	Ped	JOHN E. SEYMOUR DRIVER LICENSE NUMBER   \$741	2378 OTISC		[ETTA NY 13110 TALC/DRUG [PHYS DEF ] RES		2/28/1940 S EQUIP   EJECT
-	۲	Į ·	TYPE END   Blood 3 Lin	nne 5 None	1 1 3		
	ŀ	638978775 NY  MAZARDOUS MATERIALS PLACARDED IF YES INDICATE NA BEING TRANSPORTED ON PLACARD, AND S	4 3 2 Breath 4 Re	iluseu	ZÄRDOUS RECOMMEND DRIVER RE AL SPILLED? IF YES EXPLAIN IN NARR		
	I	1 1011 10111	DIGIT NUMBER FROM BOTTOM OF DI		[ <b>5</b> ]	( )	
L	_	1 Phantom YEAR MAKE TYPI	E I USE I VEH LICENSE NUM	MBER I STATE I VEHICLE IDEN	1.00 1.00	T	18 Undercamage
		VER 2 Hrt & Run				2 3 4 6 6 7	19 Overturn 20 Windshield
sŀ		V 00 1011 01	O1 WEI1K	FL JIM	ZK33V166001397	1 15 16 17 8	21 Trailer SHOW FIRST POINT
e		RAILER OR TOWED VEHICLE 1 150				14 13 12 11 10 9	OF VEHICLE
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. ا		VEHICLE TRAVELING ON	AT ESL MPH	Posted Speed   EST VER	CLE DAMAGE 1. Disabling	EST. TRAILER DAMAGE	DAMAGE AND CIRCLE
1	X	VEHICLE TRAVELING ON	AT ESL MPH		\$0.00 1. Disabling 2 Functional 3 No Damage	EST. TRAILER DAMAGE	
i	X a	VEHICLE TRAVELING ON			2 Functional =	EST, TRAILER DAMAGE	AND CIRCLE DAMAGED AREA(S)
i	اه	VEHICLE TRAVELING ON  ON OTHER ST MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)  STATE FARM MUTUAL AUTOMORTI F	201401559	30 POLICY NUMBER	\$0.00 2 Functional 3 No Damage 2 VEHICLE REMOVED BY:	EST, TRAILER DAMAGE  1 Tow Rotation List 2 Tow Owner's Request	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other
i o n	ehicle	VEHICLE TRAVELING ON  TO THE ST  MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)  STATE FARM MUTUAL AUTOMOBILE  NAME OF VEHICLE OWNER (Check Box If Same As Briver)	5	30 POLICY NUMBER	\$0.00 2 Functional 3 No Damage VEHICLE REMOVED BY:	EST, TRAILER DAMAGE  1 Tow Rotation List 2 Tow Owner's Request	AND CIRCLE DAMAGED AREA(S)
i o n	اه	VEHICLE TRAVELING ON  STATE FARM MUTUAL AUTOMOBILE  NAME OF VEHICLE OWNER (Check Box If Same As Driver)  SAME AS DRIVER	201401559 CURRENT ADDRESS (Number	POLICY NUMBER  94 r and Street)	\$0.00 2 Functional 3 No Damage VEHICLE REMOVED BY:  DRIVER  CITY AND STATI	EST. TRAILER DAMAGE  1 Tow Rotation List 2 Tow Owner's Request	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other ZIP CODE
i o n	Vehicle	VEHICLE TRAVELING ON  TO THE ST  MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)  STATE FARM MUTUAL AUTOMOBILE  NAME OF VEHICLE OWNER (Check Box If Same As Briver)	201401559	POLICY NUMBER  94 r and Street)	\$0.00 2 Functional 3 No Damage 2 VEHICLE REMOVED BY:	EST. TRAILER DAMAGE  1 Tow Rotation List 2 Tow Owner's Request	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other
i o n 2	☐ Vehicle	VEHICLE TRAVELING ON  STATE FARM MUTUAL AUTOMOBILE  NAME OF VEHICLE OWNER (Check Box If Same As Driver)  SAME AS DRIVER	201401559 CURRENT ADDRESS (Number	POLICY NUMBER  94 r and Street)	\$0.00 2 Functional 3 No Damage VEHICLE REMOVED BY:  DRIVER  CITY AND STATI	EST. TRAILER DAMAGE  1 Tow Rotation List 2 Tow Owner's Request	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other ZIP CODE
i o n 2	☐ Vehicle	VEHICLE TRAVELING  ON  STATE FARM MUTUAL AUTOMOBILE  NAME OF VEHICLE OWNER (Check Box If Same As Driver)  SAME AS DRIVER  NAME OF OWNER (Trailer or Yowed Vehicle)	201401559 CURRENT ADDRESS (Number	POLICY NUMBER  94 r and Street)	\$0.00 2 Functional 3 No Damage VEHICLE REMOVED BY:  DRIVER  CITY AND STATI	1 Tow Rotation List 2 Tow Owner's Request	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other ZIP CODE
i o n 2	strian 🗆 Vehicle	VEHICLE TRAVELING  ON  STATE FARM MUTUAL AUTOMOBILE  NAME OF VEHICLE OWNER (Check Box If Same As Driver)  SAME AS DRIVER  NAME OF OWNER (Trailer or Yowed Vehicle)	201401559 CURRENT ADDRESS (Number	POLICY NUMBER  94 r and Street) r and Street)	\$0.00 2 Functorial 3 No Damage 2 Functorial 3	1 Tow Rotation List 2 Tow Owner's Request  US DOT or ICC MC IDENTI	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other ZIP CODE
i o n 2	estrian 🗆 Vehicle	VEHICLE TRAVELING  N S S S S STATE FARM MUTUAL AUTOMOBILE  NAME OF VEHICLE OWNER (Check Box If Same As Driver)  SAME AS DRIVER  NAME OF OWNER (Trailer or Towed Vehicle)  NAME OF DRIVER (Commercial Vehicle Only)  NAME OF DRIVER (Taken From Driver License) / PEDESTRIAN  LAREN S. BARRETT	201401559 CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number	POLICY NUMBER  94 r and Street) r and Street) r and Street) VISTA DR , DAY	\$0.00 2 Functional 3 No Damage 2 Functional 3 Punctional 3 No Damage 2 Functional 3 No Damage	Tow Rotation List 2 Tow Owner's Request  US DOT or ICC MC IDENTIL  2 ZIP CODE	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other 3  ZIP CODE  ZIP CODE  FICATION NUMBERS  DATE OF BIRTH  3/08/1946
i o n	strian 🗆 Vehicle	VEHICLE TRAVELING  ON  S S S S S S S S S S S S S S S S S	201401559 CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number 3306 OAK	POLICY NUMBER  94 r and Street) r and Street) r and Street) VISTA DR DAY EST TYPE RESULTS	\$0.00 2 Functional 3 No Damage 2 Functional 3 Punctional 3 No Damage 2 Functional 3 No Damage	Tow Rotation List 2 Tow Owner's Request  US DOT or ICC MC IDENTIL  2 ZIP CODE	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other 3  ZIP CODE  ZIP CODE  FICATION NUMBERS  DATE OF BIRTH
i o n	edestrian 🛚 Vehicle	VEHICLE TRAVELING  ON  S  GTH ST  MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)  STATE FARM MUTUAL AUTOMOBILE  NAME OF VEHICLE OWNER (Check Box If Same As Driver)  SAME AS DRIVER  NAME OF DRIVER (Trailer or Towed Vehicle)  NAME OF DRIVER (Taken From Driver License) / PEDESTRIAN  LAREN S. BARRETT  DRIVER LICENSE NUMBER  B630537465880  FILE  FILE  FILE  STAT  B630537465880	CURRENT ADDRESS (Number 3306 OAK E DL REG. ALCORUG 31 Un 15 3 2 Breath 4 Re	POLICY NUMBER  94 r and Street) r and Street) r and Street)  VISTA DR , DAY EST TYPE Intue 5 None Intused  For a continue to the continue to t	\$0.00 2 Functorial 3 No Damage 2 Functorial 3 No Damage 2 No Damag	US DOT or ICC MC IDENTIFE E& ZIP CODE  RACE SEX INJ  1 2 1	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other 3  ZIP CODE  ZIP CODE  FICATION NUMBERS  DATE OF BIRTH  3/08/1946 S EQUIP EJECT  1
i o n	edestrian 🛚 Vehicle	VEHICLE TRAVELING  N S E	201401559 CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number 3306 OAK E DL 180od 3 Un	POLICY NUMBER  94 r and Street) r and Street) r and Street)  VISTA DR , DAY EST TYPE Intue 5 None Intused  For a continue to the continue to t	\$0.00 2 Functional 3 No Damage 2 Functional 3 No Damage 2 VEHICLE REMOVED BY:  DRIVER  CITY AND STATI  TONA BEACH FL 3212  ALCIDRUG PHYS DEF RES  ALSPILLED RECOMMEND DRIVER RIA  ALSPILLED RECOMMEND RIVER RI	US DOT or ICC MC IDENTIL  3 Tow Owner's Request  4 ZIP CODE  4 ZIP CODE  5 RACE SEX INJ  1 2 1	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other 3  ZIP CODE  ZIP CODE  FICATION NUMBERS  DATE OF BIRTH  3/08/1946 S EQUIP EJECT  1
i o n	edestrian 🛚 Vehicle	VEHICLE TRAVELING  ON  S  GTH ST  MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)  STATE FARM MUTUAL AUTOMOBILE  NAME OF VEHICLE OWNER (Check Box If Same As Driver)  SAME AS DRIVER  NAME OF DRIVER (Trailer or Towed Vehicle)  NAME OF DRIVER (Taken From Driver License) / PEDESTRIAN  LAREN S. BARRETT  DRIVER LICENSE NUMBER  B630537465880  FILE  FILE  FILE  STAT  B630537465880	201401559 CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number 3306 OAK E DL REG ALCORUG TI TYPE END 1 Blood 3 Une TYPE END 2 BROWN A UNIT OF DIGIT NUMBER FROM BOTTOM DIGIT NUMBER FROM BOTTOM DIGIT NUMBER FROM BOTTOM DIGIT NUMBER PROM BOTTOM DIGIT NUMBER BOTTOM DIGIT NUMBER BOTTOM DIGIT NUMBER	POLICY NUMBER  94 r and Street) r and Street) r and Street)  VISTA DR , DAY EST TYPE Intue 5 None Intused  For a continue to the continue to t	\$0.00 2 Functional 3 No Damage 2 Functional 3 No Damage 2 VEHICLE REMOVED BY:  DRIVER  CITY AND STATI  CITY ST	US DOT or ICC MC IDENTI	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other 3  ZIP CODE  ZIP CODE  FICATION NUMBERS  DATE OF BIRTH  3/08/1946 S EQUIP EJECT  1
i o n	edestrian 🛚 Vehicle	VEHICLE TRAVELING  ON  S S S S S S S S S S S S S S S S S	201401559 CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number 3306 OAK E DL REG ALCORUGTI TYPE END 1 Blood 3 Un 1 Blood 3 Un 2 Breath 4 Re DIGIT NUMBER FROM BOTTOM OF DI TRAILER TYPE	POLICY NUMBER  94  r and Street)  r and Street)  r and Street)  VISTA DR , DAY  EST TYPE nne 5 None 5 None 6 Stused  NAMOND  RESIDENCE (Driver / Ped.)	\$0.00 2 Functional 3 No Damage 2 Functional 3 No Damage 2 VEHICLE REMOVED BY:  DRIVER  CITY AND STATI  CITY AND STATI  CITY AND STATI  CITY AND STATI  CITY STATE AND ZIP CODE  CITY. STATI  A CODRUG PHYS DEF RES  A SPILLED, RECOMMEND DRIVER RES  A SPILLED, RECOMMEND DRIVER RES  A SPILLED, RECOMMEND DRIVER RES  2 No. 22 No. 1 Yes 2 No. 1 Yes	US DOT OF ICC MC IDENTI  US DOT OF ICC MC IDENTI  US DOT OF ICC MC IDENTI  ACC SEX INJ  1 2 1  EXAM. DRIVER'S PHONE NO  ALCOHOL / DRUG USE	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other 3  ZIP CODE  ZIP CODE  FICATION NUMBERS  DATE OF BIRTH  3/08/1946 S EQUIP EJECT 2 1
i o n	edestrian 🛚 Vehicle	VEHICLE TRAVELING  N S S GTH ST MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)  STATE FARM MUTUAL AUTOMOBILE  NAME OF VEHICLE OWNER (Check Box If Same As Driver)  SAME AS DRIVER  NAME OF DRIVER (Trailer or Towed Vehicle)  NAME OF DRIVER (Taken From Driver License) / PEDESTRIAN  LAREN S. BARRETT  DRIVER LICENSE NUMBER  B630537465880  FL HZZAROOUS MATERALS BEING TRANSPORTED  1 Yes 2 No  VEHICLE TYPE  VEHICLE USE  11 Automobile  01 Privata Transportation 02 Commercial Passengeri	CURRENT ADDRESS (Number ALCIDEUS (Number 3306 OAK E DL 1800d 3 Un 5 3 2 Breath 4 Re UME OR 4 DIGIT NUMBER FROM DIAM DIGIT NUMBER FROM BOTTOM OF DI TRAILER TYPE 01 Single Serm Trailer 102 Tandem Serm Trailer	POLICY NUMBER  94  r and Street)  r and Street)  r and Street)  VISTA DR , DAY  EST TYPE nne 5 None 3 None 3 None OND OR BOX JAMOND  RESIDENCE (Driver / Ped) 1 County of Crash 2 Elsewhere in Slate	SO.00 2 Functional 3 No Damage 2 Purchicle Removed BY:  DRIVER  CITY AND STATI  CITY STATE  ALC/DRUG PHYS DEF RES  ALC/DRUG PHYS DEF RES  1 1 1 1  ZARDOUS  ALC/DRUG PHYS DEF RES  1 1 1 1  ZARDOUS  ALC/DRUG PHYS DEF RES  1 1 1 1  ZARDOUS  ALC/DRUG PHYS DEF RES  1 1 1 1  ZARDOUS  ALC/DRUG PHYS DEF RES  1 1 1 1  ZARDOUS  ALC/DRUG PHYS DEF RES  1 1 1 1  ZARDOUS  ALC/DRUG PHYS DEF RES  1 1 1 1  ZARDOUS  ALC/DRUG PHYS DEF RES  1 1 1 1  ZARDOUS  ALC/DRUG PHYS DEF RES  1 1 1 1  ZARDOUS  ALC/DRUG PHYS DEF RES  1 1 1 1  ZARDOUS  ALC/DRUG PHYS DEF RES  1 1 1 1  ZARDOUS  ALC/DRUG PHYS DEF RES  1 1 1 1  ZARDOUS  ALC/DRUG PHYS DEF RES  1 1 1 1  ZARDOUS  ALC/DRUG PHYS DEF RES  1 1 1 1  ZARDOUS  ALC/DRUG PHYS DEF RES  ALC/DRUG P	US DOT or ICC MC IDENTI  2 Tow Owner's Request  US DOT or ICC MC IDENTI  2 Tow Owner's Price IDENTI  3 Tow Owner's Price IDENTI  4 Tow Owner's Price IDENTI  5 Tow Owner's Price IDENTI  5 Tow Owner's Price IDENTI  6 Tow Owner's Price IDENTI  7 Tow Owner's Price IDENTI  8 Tow Owner's Price IDENTI  8 Tow Owner's Price IDENTI  9 Tow Owner's Price IDENTI  9 Tow Owner's Price IDENTI  1 Tow Owner's	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other 3  ZIP CODE  ZIP CODE  FICATION NUMBERS  DATE OF BIRTH  3/08/1946 S EQUIP EJECT  LOCATION IN VEHICLE
i o n	Pedestrian 🗌 Vehicle	VEHICLE TRAVELING  ON  S S S S S S S S S S S S S S S S S	201401559 CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number 3306 OAK E DL REQ   ALC/DRUGTI TYPE END   1 Blood 3 Uni 5   3   2 Breath 4 Re ME OR 1 DIGIT NUMBER FROM DIAM DIGIT NUMBER FROM BOTTOM OF DI TRAILER TYPE 01 Single Serie Trailer	POLICY NUMBER  94  r and Street)  r and Street)  r and Street)  r and Street)  VISTA DR , DAY  EST TYPE nne 5 None 5  Slussed  OND OR BOX  MAS IN  MAS IN  NAM TER  1 Yes  RESIDENCE (Driver / Ped)  1 County of Crash	\$0.00 2 Functional 3 No Damage 2 Purchicle REMOVED BY:  DRIVER  CITY AND STATI   US DOT OF ICC MC IDENTIL  2 Tow Owner's Request  US DOT OF ICC MC IDENTIL  3 ZIP CODE  4 ZIP CODE  4 RACE SEX INJ  1 2 1  EXAM. DRIVER'S PHONE NO ALCOHOL / DRUG USE  Not Drinking or Using Drugs	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other 3  ZIP CODE  ZIP CODE  FICATION NUMBERS  DATE OF BIRTH  3/08/1946 S EQUIP EJECT  LOCATION IN VEHICLE  1 Front Left 2 Front Center	
i o n	ation Pedestrian Vehicle	VEHICLE TRAVELING  N S E W 6TH ST  MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)  STATE FARM MUTUAL AUTOMOBILE  NAME OF VEHICLE OWNER (Check Box If Same As Driver)  SAME AS DRIVER  NAME OF DRIVER (Trailer or Yowed Vehicle)  NAME OF DRIVER (Trailer or Yowed Vehicle)  NAME OF DRIVER (Taken From Driver License) / PEDESTRIAN  LAREN S. BARRETT  DRIVER LICENSE NUMBER  B630537465880  FL  MAZAROOUS MATERALS BEING TRANSPORTED  1 yes 2 No  VEHICLE TYPE  O1 Automobile O2 Van O3 Light Truck / P U - 2 or 4 rear tires O4 Medium Truck - 4 rear tires O5 Heavy Truck - 2 or more rear autes O5 Public School Bus	201401559 CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number 3306 OAK E DL REQ ALC/DRUGTI TYPE END 1 Blood 3 Un 5 3 2 Breath 4 Re ME OR 1 DIGT NUMBER FROM DIAM DIGT NUMBER FROM BOTTOM OF DI TRAILER TYPE 01 Single Serm Trailer 02 Tandem Serm Trailer 03 Tank Trailer 04 Saddle Mount / Flatbed 05 Boat Trailer	POLICY NUMBER  94  r and Street)  r and Street)  r and Street)  VISTA DR , DAY  EST TYPE nne 5 None 5  NAMOND  RESULTS  RESULTS  RESULTS  RESULTS  AMATER  1 Yes  RESIDENCE (Driver / Ped.)  1 County of Crash 2 Elsewhere in State 3 Non-Resident Out of State 4 Foreign 5 Unknown  DL TYPE RACE	2 Functional 3 No Damage   3	US DOT or ICC MC IDENTI  2 Tow Owner's Request  US DOT or ICC MC IDENTI  2 Tow Owner's Price IDENTI  2 Tow Owner's Price IDENTI  3 ZIP CODE  28  RACE SEX INJ  1 2 1  EXAM. DRIVER'S PHONE NO ATIVE  2	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other 3  ZIP CODE  ZIP CODE  ZIP CODE  TICATION NUMBERS  DATE OF BIRTH  3/08/1946 S EQUIP EJECT  1 Front Left 1 Front Left 2 Front Center 3 Front Right
i o n	rmation   Pedestrian 🗆 Vehicle	VEHICLE TRAVELING  N S E W 6TH ST  MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)  STATE FARM MUTUAL AUTOMOBILE  NAME OF VEHICLE OWNER (Check Box If Same As Driver)  SAME AS DRIVER  NAME OF OWNER (Trailer or Towed Vehicle)  NAME OF DRIVER (Taken From Driver License) / PEDESTRIAN  LAREN S. BARRETT  DRIVER LICENSE NUMBER  B630537465880  HZARDOUS MATERIALS BENC TRANSPORTED  1 Yes 2 No  VEHICLE TYPE  VEHICLE TYPE  O1 Automobile O2 Van USHICLE TYPE  O2 Commercial Passenger O3 Light Truck / P U -2 or 4 rear bires O4 Medium Truck - 4 rear bires O4 Medium Truck - 2 or more rear axies O6 Truck Tractor (Cab-Bobtau) O7 Motor Home (RV)  O7 Motor Home (RV)  O8  O PWATE School Bus O6 Private School Bus O7 Ambufance	CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number  3306 OAK E DL REG ALCORUGTI TYPE END 1 Blood 3 Un 2 Breath 4 Re DLGH NUMBER FROM BOTTOM OF DI TRAILER TYPE 01 Single Sems Trailer 02 Tandem Sems Trailer 03 Tank Trafer 04 Saddle Mount / Flatbed 05 Boat Trailer 06 Ubfity Trailer 07 House Trailer	POLICY NUMBER  94 r and Street)  r and Street)  r and Street)  VISTA DR , DAY EST TYPE nne 5 None slused OND OR BOX JIAMOND  RESIDENCE (Driver / Ped) 1 County of Crash 2 Elsewhere in State 3 Non-Resident Out of State 4 Foreign 5 Unknown DL TYPE RACE 1 A 2 B 3 C 1 Whole	PHYSICAL DEFECTS  1 No Defect Known 2 No Defect 2 Segue / Asleep 3 Heaning Defect 5 Gestler, Starter  2 Functional 3 No Damage 3 City And Start  C	US DOT or ICC MC IDENTI  2 Tow Owner's Request  US DOT or ICC MC IDENTI  2 Tow Owner's PHONE NO  2 Tow Owner's PHONE NO  ALCOHOL / DRUG USE Not Dranking or Using Drugs Alcohol - Under Influence Drugs - Under Influence Drugs - Under Influence Had Been Dranking Pending AL C/DRUG Test Results	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other 3  ZIP CODE  ZIP CODE  ZIP CODE  FICATION NUMBERS  DATE OF BIRTH  3/08/1946 S EQUIP EJECT  LOCATION IN VEHICLE  1 Front Left 2 Front Center 3 Front Right 4 Raar Left 5 Rear Center
i o n	rmation   Pedestrian 🗆 Vehicle	VEHICLE TRAVELING  N S E W 6TH ST  MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)  STATE FARM MUTUAL AUTOMOBILE  NAME OF VEHICLE OWNER (Check Box If Same As Driver)  SAME AS DRIVER  NAME OF OWNER (Trailer or Towed Vehicle)  NAME OF DRIVER (Taken From Driver License) / PEDESTRIAN  LAREN S. BARRETT  DRIVER LICENSE NUMBER  B630537465880  HAZARDOUS MANSTERALS BEING TRANSPORTED  1 Yes 2 No  VEHICLE TYPE  O1 Automobile O2 Van O3 Light Truck / P U -2 or 4 rear tires O4 Medium Truck - 4 rear tires O5 Heavy Truck - 2 or more rear axies O5 Heavy Truck - 2 or more rear axies O6 Truck Tractor (Cab-Bobbau) O7 Motor Home (RV) O8 Bus (driver - seats for 9-15)	CURRENT ADDRESS (Number  3306 OAK E DL REG ALCIDRUGT I TYPE END ALCIDRUGT I Blood 3 Ung 5 3 Breath 4 Re ME OR 4 DIGIT NUMBER FROM DIAM DIGIT NUMBER FROM BOTTOM OF DI  TRAILER TYPE 01 Single Semi Trailer 02 Tandem Semi Trailer 03 Tank Trailer 04 Saddle Mount / Flatbed 05 Boat Trailer 06 Utility Trailer 07 House Trailer 08 Pole Trailer	POLICY NUMBER  94  r and Street)  r and Street)  r and Street)  VISTA DR , DAY  EST TYPE nne 5 None 5 (Sused)  RESULTS  AMANNO  RESIDENCE (Driver / Ped )  1 County of Crash 2 Elsewhere in State 3 Non-Resident Out of State 4 Foreign 5 Unknown  DL TYPE RACE 1 A 2 B 3 C 1 White 4 D/ Chauffeur 2 Black 5 E/ Operator 3 Hispani	2 Functional 3 No Damage   3	US DOT OF ICC MC IDENTIL  2 Tow Owner's Request  US DOT OF ICC MC IDENTIL  2 Tow Owner's Pequest  US DOT OF ICC MC IDENTIL  2 Tow Owner's Pequest  3 Tow Owner's Pequest  4 Tow Owner's Pequest  4 Tow Owner's Pequest  4 Tow Owner's Pequest  5 Tow Owner's Pequest  6 Tow Owner's Pequest  7 Tow Owner's Pequest  7 Tow Owner's Pequest  8 Tow Owner's Pequest  9 Tow Owner's	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other 2IP CODE  ZIP CODE  ZIP CODE  FICATION NUMBERS DATE OF BIRTH  3/08/1946 S EQUIP EJECT 2 1  LOCATION IN VEHICLE 1 Front Left 2 Front Center 3 Front Right 4 Rear Left 5 Rear Center 6 Rear Right
i o o n 2	e Information   Pedestrian   Vehicle	VEHICLE TRAVELING  N S E W 6TH ST  MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)  STATE FARM MUTUAL AUTOMOBILE  NAME OF VEHICLE OWNER (Check Box If Same As Driver)  SAME AS DRIVER  NAME OF DWNER (Trailer or Yowed Vehicle)  NAME OF DWNER (Trailer or Yowed Vehicle)  NAME OF DRIVER (Taken From Driver License) / PEDESTRIAN  LAREN S. BARRETT  DRIVER LICENSE NUMBER  B630537465880  H2AZAROOUS MATERIALS B1NG TRANSPORTED  1 Yes 2 No  VEHICLE TYPE  VEHICLE USE  01 Automobile 02 Van  VEHICLE TYPE  VEHICLE USE 01 Automobile 03 Light Truck / P U - 2 or 4 rear bres 04 Medium Truck - 4 rear bres 05 Heavy Truck - 2 or move rear autes 05 Truck Transportation 05 Truck Transportation 06 Truck Transportation 07 Motor Home (RV) 08 Bus (driver + seats for 9-15) 09 Bus (driver + seats for over 15) 10 Bucycle  NON  6TH STATE  10 PROTECTED  11 PROTECTED  11 PROTECTED  12 PROTECTED  13 Capter Transportation 14 PROTECTED  15 Public School Bus 16 ProtecteD  17 ProtecteD  18 Public Transportation 19 Public Transportation 19 Public Transportation 10 ProtecteD  10 ProtecteD  11 ProtecteD  12 ProtecteD  13 ProtecteD  14 ProtecteD  15 ProtecteD  16 ProtecteD  17 ProtecteD  18 ProtecteD  19 ProtecteD  10 ProtecteD  10 ProtecteD  10 ProtecteD  10 ProtecteD  10 ProtecteD  11 ProtecteD  12 ProtecteD  13 ProtecteD  14 ProtecteD  15 ProtecteD  16 ProtecteD  17 ProtecteD  18 ProtecteD  18 ProtecteD  18 ProtecteD  19 ProtecteD  19 ProtecteD  10 ProtecteD  10 ProtecteD  10 ProtecteD  10 ProtecteD  10 ProtecteD  11 ProtecteD  12 ProtecteD  13 ProtecteD  15 ProtecteD  16 ProtecteD  17 ProtecteD  17 ProtecteD  18 ProtecteD  18 Prot	CURRENT ADDRESS (Number  CURRENT ADDRESS (Number  CURRENT ADDRESS (Number  CURRENT ADDRESS (Number  3306 OAK  E DL REG. ALCORUGTI TYPE END 1 Blood 3 Un 1 Blood 3 Un 2 Breath ADDRESS (Number  TYPE END 1 Sereath ADDRESS (Number  TYPE END 1 Sereath ADDRESS (Number  1 Straight ADDRESS	POLICY NUMBER  94  r and Street)  r and Street)  r and Street)  VISTA DR , DAY  EST TYPE nne 5 None affused  OND GR BOX JIAMOND  RESIDENCE (Driver / Ped.)  1 County of Crash 2 Elsewhere in State 3 Non-Resident Out of State 4 Foreign 5 Unknown  DL TYPE RACE 1 A 2 B 3 C 1 White 4 D/ Chauffeur 2 Black	SO.00 2 Functional 3 No Damage 2 Purchicle REMOVED BY:  DRIVER  CITY AND STATI  ALCORUG PHYS DEF RES  1 SPILLED?  1 YES EXPLAIN IN NARR  1 STATISTICAL STATISTICS  1 NO Defects Known  1 Service Spillepsy, Blackout  1 Other Physical Defect  1 None  1 None  1 Possible  2 Possible  2 2	US DOT or ICC MC IDENTI  2 Tow Owner's Request  US DOT or ICC MC IDENTI  2 Tow Owner's Request  E & ZIP CODE  28  RACE SEX INJ  1 2 1  EXAM. DRIVER'S PHONE NO ATIVE  2 I DRIVER'S PHONE NO ATIVE  3 I DRIVER'S PHONE NO ATIVE  4 I DRIVER'S PHONE NO ATIVE  4 I DRIVER'S PHONE NO ATIVE  5 I DRIVER'S PHONE NO AT	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other 3  ZIP CODE
on 2	e Information   Pedestrian   Vehicle	VEHICLE TRAVELING  N S S S S S S S S S S S S S S S S S	201401559 CURRENT ADDRESS (Number CURRENT ADDRESS (Number CURRENT ADDRESS (Number  3306 OAK E DI REQ ALC/DRUGTI TYPE END 1 Blood 3 Unit 5 3 2 Breath 4 Re ME OR I DIGIT NUMBER FROM DIAMA DIGIT NUMBER FROM BOTTOM OF DI  TRAILER TYPE 101 Single Semi Trailer 102 Tandem Sems Trailer 103 Tank Trailer 104 Saddte Mount / Flatbed 105 Boat Trailer 105 Until Trailer 106 Until Trailer 107 House Trailer 108 Pole Trailer 109 Towed Vehicle	POLICY NUMBER  94  r and Street)  r and Street)  r and Street)  VISTA DR , DAY  EST TYPE nne 5 None sidused  OND GR BOX DIAMOND  RESIDENCE (Driver / Ped)  1 County of Crash 2 Elsewhere in State 3 Non-Resident Out of State 4 Foreign 5 Unknown  DL TYPE RACE 1 A 2 B 3 C 1 White 4 D/ Chauffeur 2 Black 4 D/ Chauffeur 2 Black 5 E/ Oper Rest 7 None REQUIRED SEX	PHYSICAL DEFECTS  1 No Defect Known 2 No Defect Spring A Spilled 2 No Defect Spring A Spilled 3 No Defect Spring A Spilled 3 No Defect Spring A Spilled 3 Non-Incapacitating 3 No Damage 3 No Damage 3 Functional 3 Functional 3 Functional 3 No Damage 3 Functional	US DOT or ICC MC IDENTI  2 Tow Owner's Request  US DOT or ICC MC IDENTI  2 Tow Owner's Price IDENTI  2 Tow Owner's Price IDENTI  2 Tow Owner's Request  E & ZIP CODE  28  RACE SEX INJ  1 2 1  E EXAM. DRIVER'S PHONE NO AITIVE  ( )  ALCOHOL / DRUG USE  Not Drinking or Using Drugs  Alcohol - Under Influence  Drugs - Under Influence  Had Been Drinking  Pending AL C/DRUG Test Results  SAFETY EQUIPMENT IN USE  Not in use	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other 3  ZIP CODE  ZIP CODE  ZIP CODE  ZIP CODE  AND CIRCLE 3  ZIP CODE  ZIP CODE  ZIP CODE  AND CIRCLE 3  ZIP CODE  ZIP CODE  ZIP CODE  ZIP CODE  ZIP CODE  AND CODE
i o n 2	Information Pedestrian Vehicle	VEHICLE TRAVELING  N S E S 6TH ST  MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)  STATE FARM MUTUAL AUTOMOBILE  NAME OF VEHICLE OWNER (Check Box If Same As Driver)  SAME AS DRIVER  NAME OF DRIVER (Trailer or Yowed Vehicle)  NAME OF DRIVER (Taken From Driver License) / PEDESTRIAN  LAREN S. BARRETT  DRIVER LICENSE NUMBER  B630537465880  FL  HAZAROOUS MATERIALS BEING TRANSPORTED  1 Yes 2 No  VEHICLE TYPE  VEHICLE USE  01 Automobile 02 Van 03 Light Truck / P U - 2 or 4 rear tires 04 Medium Truck - 4 rear tires 05 Heavy Truck - 2 or more rear axies 05 Heavy Truck - 2 or more rear axies 05 Heavy Truck - 2 or more rear axies 05 Truck Traction (Cath Bobbau) 07 Motor Home (RV) 08 Bus (driver + seats for 9-15) 10 Bus (driver + seats for over 15) 10 Bus (driver + seats for over 15) 10 Bus (driver + seats for over 15) 11 Motorcycle 12 Moped 13 Aul Terrain Vehicle	CURRENT ADDRESS (Number  CURRENT ADDRESS (Number  CURRENT ADDRESS (Number  CURRENT ADDRESS (Number  3306 OAK  E DL REG. ALCORUGTI TYPE END 1 Blood 3 Un 1 Blood 3 Un 2 Breath ADDRESS (Number  TYPE END 1 Sereath ADDRESS (Number  TYPE END 1 Sereath ADDRESS (Number  1 Straight ADDRESS	POLICY NUMBER  94  r and Street)  r and Street)  vista Dr, Day  EST TYPE nne 5 None foused  OND OR BOX JAMOND  RESIDENCE (Driver / Ped)  1 County of Crash 2 Elsewhere in State 3 Non-Resident Out of State 4 Foreign 5 Unknown  DL TYPE 1 A 2 B 3 C 1 White 4 D/ Chauffeur 2 Black 5 E/ Operator 3 Hispan 6 E/ Oper Rest 4 Other 7 None  REQUIRED SEX ENDORSEMENTS 1 Yes 2 Female 3 Female 3 Female 3 Female 4 Female 5 Female 5 Female 5 Female 6 Female 6 Female 7 None 8 Fequire D SEX 8 Female 9 Female	SO.00 2 Functional 3 No Damage 2 No Damage 3 No Damage	US DOT or ICC MC IDENTI  2 Tow Owner's Request  1 Tow Rotation List 2 Tow Owner's Request  2 Tow Owner's Request  E & ZIP CODE  28  RACE SEX INJ  1 2 1  EXAM. DRIVER'S PHONE NO ALCOHOL/DRUG USE  Not Drinking or Using Drugs  Acohol - Under Influence  Drugs - Under Influence  Drugs - Under Influence  Acohol & Drugs - Under Influence  Had Been Druhung  Pending ALC/DRUG Test Results  SAFETY EQUIPMENT IN USE  Not in use  Seat Belt / Shoulder Harness  Chald Restraint  Au Bag - Deployed  Au Bag - Deployed  Au Bag - Deployed	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other 3  ZIP CODE  ZIP CODE  ZIP CODE  ZIP CODE  ZIP CODE  AND CIRCLE SIP CODE  ZIP CODE  ZIP CODE  ZIP CODE  ZIP CODE  ZIP CODE  ZIP CODE  LOCATION NUMBERS  AND COMPANY OF COMPANY
i o o n 2	e Information   Pedestrian   Vehicle	VEHICLE TRAVELING  N S S S S S S S S S S S S S S S S S S	CURRENT ADDRESS (Number  CURRENT ADDRESS (Number  CURRENT ADDRESS (Number  CURRENT ADDRESS (Number  3306 OAK  E DL REG. ALCORUGTI TYPE END 1 Blood 3 Un 1 Blood 3 Un 2 Breath ADDRESS (Number  TYPE END 1 Sereath ADDRESS (Number  TYPE END 1 Sereath ADDRESS (Number  1 Straight ADDRESS	POLICY NUMBER  94  r and Street)  r and Street)  r and Street)  VISTA DR , DAY  EST TYPE nne 5 None 5  NOND CR BOX AAMOND  RESIDENCE (Driver / Ped.)  1 County of Crash 2 Elsewhere in State 3 None Resident Out of State 4 Foreign 5 Unknown  DL TYPE RACE 1 A 2 B 3 C 1 Whate 4 Foreign 5 Unknown  DL TYPE RACE 4 D/ Chauffeur 2 Black 5 E/ Oper Rest 4 Other 7 None  REQUIRED SEX ENDORSEMENTS 1 Male	SO.00 2 Functional 3 No Damage 2 No PHYSICAL DEFECTS 1 No Defect Known 2 Eyesight Defect 2 September 2 No Defect 3 Fatigue / A September 2 No Defect 4 September 2 No Defect 5 September 2 No Defect 6 September 2 No Defect 1 No Defect No Defect 6 September 2 No Defect 1 N	US DOT or ICC MC IDENTI  2 Tow Owner's Request  US DOT or ICC MC IDENTI  2 Tow Owner's Price IDENTI  3 ZIP CODE  28  RACE SEX INJ  1 2 1  EXAM. DRIVER'S PHONE NO ATIVE  2  1  ALCOHOL / DRUG USE Not Drinking or Using Drugs Alcohol & Drugs - Under Influence Drugs - Under Influence Had Been Drinking Pending AL C/DRUG Test Results  SAFETY EQUIPMENT IN USE Not in use Seat Belf / Shoulder Harness Child Restraint As Bag - Deployed	AND CIRCLE DAMAGED AREA(S)  3 Driver 4 Other 3  ZIP CODE  LOCATION NUMBERS  AND

	DRI\ ACT		om . Run	YEAP.	MAKE	TYPE USE	VEH LIÇENSE NU	MBER   ST	TATE VE	HICLE IDENTI	FICATION N	JMBER		2 3 4 6	13 20	Undercamage Overturn Windshield
s		AILER OR TOV	WED VEHICLE			TRAILER TYPE						• • •	<u> </u>	15 16 16 4 13 12 11	SHC	Trader OW FIRST POINT VEHICLE
c -		VEHICLE TRA	VELING	<u> </u>	ON	AT	Est MPH	Poste	ed Speed	EST VEHIC	CLE DAMAGE	1 Disabling 2 Functional	<del> </del>	EST. TRAILER DAI	MAGE DAN	MAGE D CIRCLE
t l	<b>그</b>		CLE INSURANCE	COMPAN	IY (LIABILITY OR PIP)			POLICY	NUMBÉR		VEHICLE RÉ	3 No Damage		1 Tow Rotation Li	<u>.</u>	MAGED AREA(S)
•	ehicle													2 Tow Owner's R	equest 4.0	Other
" :	\$	NAME OF VE	HICLE OWNER (	Check Box	If Same As Driver)	CURREN	FADDRESS (Numbe	er and Stree	ŧÿ			CITY AN	D STATE		ZI	PCODE
3	Ì	NAME OF OW	/NER (Traderor 1	owed Veh	icle)	CURREN	ADDRESS (Number	er and Stree	et)			ČITY AN	DSTATE	····································	ZI	P CODE
- 1	미	NAME OF MO	TOR CARRIER (	Соттеты	al Vehicle Only)	CURREN	FADDRESS (Numbe	and Stree	(t)	cr	TY, STATE AI	ND ZIP CODE		US DOT or ICC M	C IDENTIFICA	TION NUMBERS
	strian			<u> </u>		Augustia	Cibbosoo iii						STATE & ZIP (	ODE .		E OF BIRTH
	edes	NAME OF DR	IVER (Taken Fro	m Unver Li	cense) / PEDESTRIAN	CORREN	FADDRESS (Numbe	and Stee	14)			Cit	1, 31A1E 6 ZIP (	JOUE	DATE	: OF BIKTH
	า	DRÍVER LICE	NSE NUMBER			STATE DL TYPE	1 0-200 0 0	Inne 5 Non		RESULTS	ALC/C	PHYS DEF	RES RA	CE SEX II	NJ SEC	OUIP EJECT
	ł	HAZARDOUS M BEING TRANSP	ATERIALS PORTED	PLACARDE	D IF YES, INDICON PLACAR	CATE NAME OR 4 DIG D AND 1 DIGIT NUMB	2 Breath 4 R IT NUMBER FROM DIAM ER FROM BOTTOM OF		×	WAS HAZ	ZARDOUS L SPILLED?	RECOMMEND D	RIVER RE EXAM, IN NARRATIVE	DRIVER'S PI	HONE NO	<u> </u>
Ĺ		1 Yes 2 No		1 Yes 2 No					L	1 Yes 2		1 Yes 2 No	[		)	
	# 1	PROPERTY D	DAMAGED - OTHE	ER THAN V	/EHICLES		EST AMO	DUNT	OWNER	'S NAME	,	ADDRESS	,	CITY	STATE 2	ZIP
f	#	PROPERTY	AMAGED - OTH	R THAN V	/EHICLES		EST AMO	DUNT	OWNER	'S NAME	,	ADDRESS		CITY	STATE Z	ŽIP
ᆫ	2	TRIBUTING CA	NUSES - DRIVER	/ PEDESTI	RIAN	I VEHIÇLE	DEFECT			VEHICLE	MOVEMENT			VEHICLE SF	PECIAL FUNCT	TIONS
٦	01 N	No improper Dri			1 2	3 01 No 0 02 Def			<u> </u>	01 Straig	ht Ahead ng / Stopped /	Stalled	1 [2]	3 1 None 2 Farm	П	2 3
	03 F	ailed To Yield I	Right - of - Way	1010)	77 01	03 Worr		01 0	1		g Left Turn		1 05	3 Police Pu 4 Recreato		
	05 h	mproper Backir mproper Lane (				Ligh	ts i			05 Makin	g Right Turn		I1 Passing	5 Emergen	cy Operation	
		mproper Turn Nicohol - Under	Influence			06 Stee	ture / Blowout ing Mech	_		07 Enteri		Parking Space	12 Driverless or Runaway Ve	hicle SOURCE OF	ton / Maintenai F CARRIER IN	
		Drugs - Under li Nochol & Drugs	nfluence : - Under Influence	,			shield Wipers ment / Vehicle 77	All Other		09 Impro	rly Parked perly Parked	;	77 All Other (Exp In Narrative	plain 1 Not Appli 2 Shapping		2 3
		oflowed Too C Disregarded Tra				Dete POINT O	ct F COLLISION	(Explain I	n Narrative	10 Makun	g L-Turn			3 Vehicle S 4 Driver	ide 1	11
	12 E	Exceeded Safe Disregarded Sto	Speed Limit		roper Load regarded Other Traffic (	01 On F	oad	1 2	2 3	DEDEATE	ULU LOTIOL			5 Other		LOCATION TYPE
1	14 F		ain Equip / Vehick	e 21 Dm	ving Wrong Side / Way eing Police	03 Shou	kder	1   1	ւ	01 Cross	IAN ACTION ing Not at Inte		07 Working	① ②		Primarity
1	16 [	Drove Left of Ce	enter	23 Vet	ncle Modified	04 Medi 05 Turn	Lane		ĺ	03 Cross	ung at intersed		In Road 08 Standing/Pta	rying	2	Primarily 1
		Exceeded State Obstructing Trai		ın İ	ver Distraction (Explain Narrative)	01 None		(T) [2	2] [3]	05 Wadkı		d Against Traffic		Pedestrian Island		Residential Open Country
				77 AU	Other (Explain in Namal	1778) 02 Near 03 Ente	by red	01 0	1	06 Works	ng on Vehicle		77 All Other (E) 88 Unknown	iplain in Narrative)		
			NT HARMFUL E									ROAD SYSTEM				CONDITION
	02 (	Collision With M	IV in Transport (Ri IV in Transport (Hi	ead On)	15 Collision With Ar 16 MV Hit Sign / Sig	n Post	29 MV Ran 30 Ran Off	Road Into V		<u> </u>		02 U S	07 Forest Road 08 Private Road	heay 02	01 Dayngn 02 Dusk	" <b>01</b>
			IV in Transport (Ai IV in Transport (Le		17 MV Hit Utility Pol 18 MV Hit Guardras		31 Overturi 32 Occupa	nt Fell From		05 0!	5	04 County	77 All Other (Ex In Narrative	plain ———		Street Light)
			IV in Transport (Ri IV in Transport (Si		19 MV Hit Fence 20 MV Hit Concrets	Barner Wall	33 Tractor 34 Fire	/TraderJac	kknded			05 Local 06 Tumpike / Toll			05 Dark (N 88 Unknow	koStreetLight) w⊓
1		Collision With M Collision With P	IV in Transport (Ba arked Car	acked Into)	21 MV Hit Bridge/Pr 22 MV Hit Tree / Sh		35 Explosx 36 Downhi				ī i i i	ROAD SURFACE 01 Dry	CONDITION	WEATHER 01 Clear		SURFACE TYPE ng/Gravel/Stone
-1		Collision With M Collision With P	IV on Roadway edestnan		23 Collision With Co 24 Collision With Tr		e Sign 37 Cargo L 38 Separat					02 Wet 03 Slippery	-	02 Cloudy	02 Bla	
1	11 (	Collision With B			25 Collision With Ci 26 Collision With Fi	rash Attenuators	39 Median	Crossover				04 lcy 77 All Other	01	04 Fog	03 Bro 04 Cor 05 Diri	ncrete UZ
1	13 (	Collision With M	loped	,	27 MV Hit Other Fix 28 Collision With M	ed Object	Narrativ					(Explain in Na	rrabve)	(Explain in Narrative)	77 All	Other (Explain In πative)
	ROA		SATTIME OF CR	ÁSH	VISION OBS	RUCTED	ŢŢ	RAFFIC CO				SITE LOCATION		·	RAFFICWAY C	CHARACTER
	02 (	No Defects Obstruction With		ſ	01 Vision No 02 Inclemen	l Weather		1 No Contr 2 Special S	Speed Zone		06	01 Not Al Interse 02 At Intersection	· _		01 Straight - Le 02 Straight - Up	pgrade /
		Obstruction Witt Road Under Re	hout Warning pair / Construction			Stopped Vehicle rops / Bushes	0	3 Speed Ci 4 School Z	one		06	03 Influenced By 04 Driveway Acc	ess		Downgrade 3 Curve - Lev	nel
		.oose Surface I Shoulders - Sofi			05 Load On 06 Building (	Vehicle Fixed Object		5 Traffic Sig 6 <b>Stop S</b> ign		11 Posted No 12 No Pass		05 Railroad 06 Bridge	11 Priva 12 Foll 8	Booth	34 Curve - Upg Downgrade	
		Holes / Ruts / U Standing Water	nsafe Paved Edge		07 Signs / Bi	illboards		7 Yield Sigi 8 Flashing		77 All Other Narrative		07 Entrance Ram 08 Exit Ramp			TYPE SHOULD 01 Paved	ER
			Road Surtace in In Narrative)	L	09 Smoke 10 Glare	77 All Other (Ex In Narrative)		9 Radroad 0 Officer/0		gperson		09 Parking Lot - 1 10 Parking Lot - 1			02 Unpaved 03 Curb	03
Ī		SECTION#		NA	ME OF VIOLATOR		FE STATUTE N	IUMBER	Τ			CHARGE			CITAT	TIÖN NUMBER
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	tor(s															
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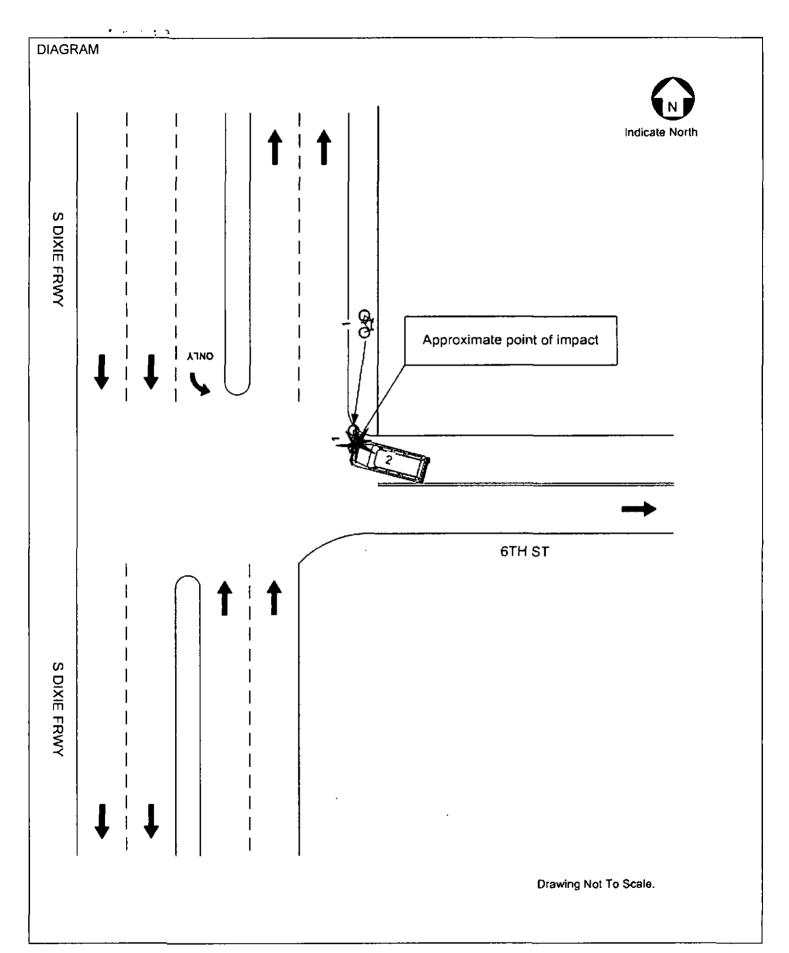
## FLORIDA TRAFFIC CRASH REPORT

NARRATIVE/DIAGRAM

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

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TIME	FMS N	SYIFIE	D (FATALITIES ONLY)	TIME EMS ARRI	VED (FATALITIES (	INI VI	DATE OF CRASH	I COUNTY / CITY CODE	TINVEST	ÁĞENCY RE	PORT NUMBER		THS	AV CR	ASH RE	PORT	VUMBE	
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					<u> </u>			RATIVE)		2003	J10437					033	10	
si V- th in le	dew 2 c ey ter ft s c	ou. we: se- le- wn	k of north ld not see re going t ction resu g but refu . There we	bound S V-1 on o wait lting i sed med re no o	S. US 1.  the si before  N V-2 s  lical tr  other in	V-2 dewa maki trik eatm juri	was making the drawing the right on scene of the received as the reporter of t	RATIVE) ad S. US 1. ag a right to tiver of V-1 wht turn, so the driver of the and advised. Both vehicled.	urn on advisor he proof V-1.	nto S sed he rocee sust e woul	. US 1, e saw V ded tho ained i ld go t	tl -2 ugl nji	he an h t uri the	dr: d:he es	tho to sp	r o ugh hi ita	f t s	
SEC#	PASS#	PASS	SENGER'S NAME		CURRE			CITÝ & STATE	21P COC	·Ε · · · · · ·	DATE OF BIRTH ]	RACE	SEX	LOC		<i>E</i> ∧	_	
*=**	- 1 8 A	D. D.	DENOEDIC TOTAL		A		-	A.T. 1. 67.44°	ZIP COL		DATE OF BIRTH	DACE	פרע	100		<u> </u>	UD.	EJECT
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<u>ٿ</u>	SECTION	)N #	N/	AME OF VIOLATO	R	T	FL STATUTE NUMBER			HARGE				<u> </u>	CIT	ATIÓN	NUMBI	ER
Vrolator(s)	CECT!			AMÉ OF VIOLATO			P1 54141 100 100 100 100 100 100 100 100 100	<u> </u>		HARGE				$\downarrow$	Are	ATION	iii uzor	<del></del>
Ž	SECTION	)N #	N.	AWE OF MODA (O	н	]	FL STATUTE NUMBER		·	MARGE					GII	AHONI	NOMO	,,,
	ESS NA	ME (1)	CURRENT	ADDRESS	City 8	STATE	ZIP CODE	WITNESS NAME (2)	CURR	ENT ADDRES	SS	С	ITY & S	STATE		ZIP C	ODE	=
FIRST	FAID G	VEN B			e 2 Paramedic or I	EMT 3	. 0464 0-1661	URED TAKEN TO	<del></del>		BY - NAME				_			
WAS		Ε\	/AC	Centred 1st Avier THEN WHERE?			[2]	/HY?   DATE OF REPORT	16	HOTO5			IC	YEC -	1 <b>7 M/L</b> I/	M2		
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OI	FC V	Vill	<u>iam Schaeff</u>	er			1112	NEW SMYRNA	BEACH	POLIC	E DEPAR	TMI	ENT		<u> </u>	الــا	X	



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

DO NOT WRITE IN THIS SPACE			···

٦	-1		IME OFFICER NOTIFIED	TIME OFFICER ARRIV			ISMV CRASH REPORT NUMBER
1.5	2 04 22 2009 2:0 COUNTY/CITY CODE FEET	100 500	2:11 M X	CITY OR TOWN	AM X PM 200904	IO402   in City or Town)	80305621 TCOUNTY
oration	08/44	MILE(2)	Ŝ Ē ₩ ø NI	EW SMYRNA I	**	<b>IX</b>	VOLUSIA
~		MILE(S) FROM	NODE NO. NEXT NODE		1. DIVIDED ON STREE	T, ROAD OR HIGHWAY	
a				4		BLK MISSION	N DR
į	AT THE INTERSECTION OF (street, ro	ad or highway) or	FEET MILE(S)		FROM INTERSECTION OF (street, road		
Ļ	1. Phantom C YEAR	MAKE TY	25 PET USE   VEH LICENSE		LE IDENTIFICATION NUMBER	PAIGE AV	4   5   6   - 18. Undercarriage
	RIVER 1. Phantom TION 3. N/A	_	_	NUMBER STATE VEHIC.	LE IDENTIFIÇATION NOMBER	2 3	4 5 6 7 18. Olicerca hage 19. Overturn 20. Windshield
$\vdash$	3.100	1 1 TR/	O O1			1 (15)(	16 17 8 21. Trailer SHOW FIRST POIN
	RAILÉR OR TOWED VEHICLE NFORMATION					14 13	12 11 10 9 OF VEHICLE
$\vdash$	VEHICLE TRAVELING	ON	AT Est W	PH Posted Speed E	ST. VEHICLE DAMAGE 1. Disabling 2. Functional		NLER DAMAGE AND CIRCLE
X	<u> </u>	O BLK MISSIO	N DR	0 40	\$0.00 3. No Damage	2	DAMAGED AREA(S
<u>a</u>	MOTOR VEHICLE INSURANCE COMPA	NY (LIABILITY OR PIP)		POLICY NUMBER	VEHICLE REMOVED BY:	l	otation List 3. Driver
Vehick	NAME OF VEHICLE OWNER (Check Bo	ny If Same As Driver)	CURRENT ADDRESS (Nu	other and Street)	CITY AND		wner's Request 4. Other ZIP CODE
٦	NAME OF VEHICLE OFFICE (CIRCX BC	IX II SAINE AS DITVEI)	CORNERI ADDRESS (NO	nicer and society	OTT AID	JINIC	Zii CODE
	NAME OF OWNER (Trailer or Towed Ve	hicle)	CURRENT ADDRESS (Nu	mber and Street)	CITY AND	STATE	ZIP CODE
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].5	04 Medium Truck - 4 rear tires	04 Public Transportation	04 Saddle Mount / Flatbed	4 Foreign 5 Unknow	wn 4 Hearing Defect	4 Alcohol & Drugs - Un	
lä	05 Heavy Truck - 2 or more rear axles 06 Truck Tractor (Cab-Bobtail)	05 Public School Bus 06 Private School Bus	05 Boat Trailer 06 Utility Trailer		RACE 5 Illness 6 Seizure, Epilepsy, Blackout	5 Had Been Drinking 6 Pending ALC/DRUG	Test Results 4 Rear Left
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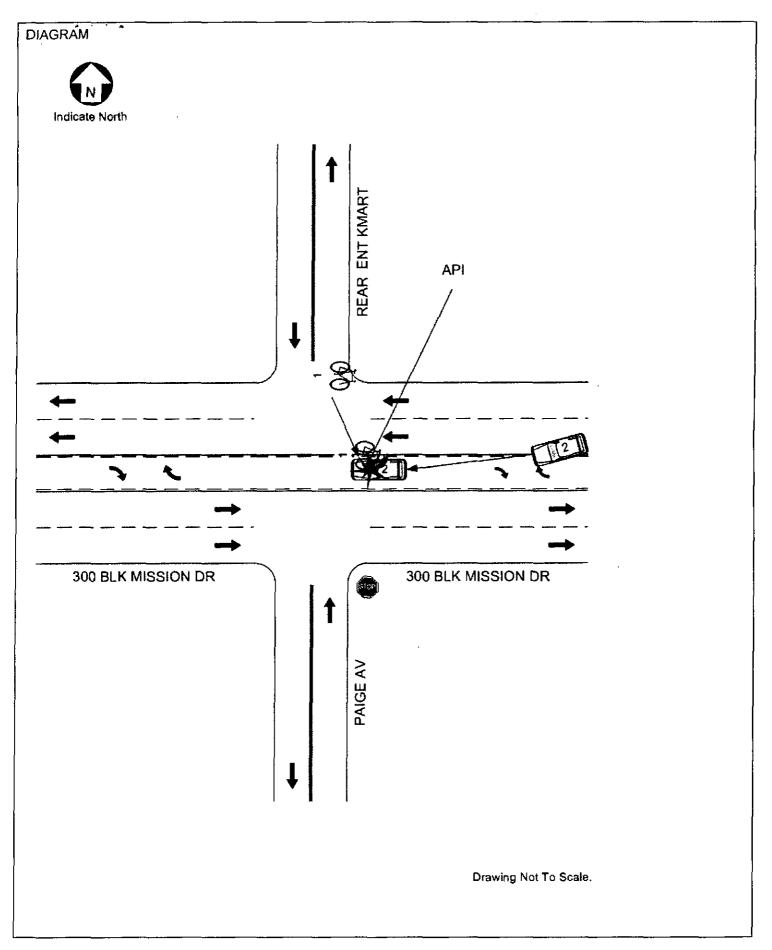
### FLORIDA TRAFFIC CRASH REPORT

NARRAT! VE/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		 	

	,				<del></del>			
TIME EMS NOTIFIED (FATALITIES ONLY)	TIME EMS ARRIVED (FATALITIES	ONLY) DATE OF CRASH	COUNTY / CITY CODE	INVEST. AGENCY RI	EPORT NUMBER	HSMV	CRASH REP	ORT NUMBER
AM PM	AM P	<del>                                    </del>		2009	040402		8030	5621
(NARRATIVE)  Vehicle #2 (V-2) was traveling northbound on Mission Drive and entered the center turn lane to turn left onto Paige Avenue. As V-2 began to slow, a bicyclist traveled westbound across Mission Drive and struck V-2. The bicyclist fell on the hood of V-2 but was not injured. The driver of V-2 advised the bicyclist that she was going to phone the police, at which time the bicyclist mounted his bicycle and fled westbound.								
The bicyclist is described as a white male in his mid to early 20`s, unshaven and wearing a white shirt and short pants.								
-	The bicyclist was not located in the immediate area and a report was filed for documentation purposes.							
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							7	D 317 30 41 41
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SECTION#	NAME OF VIOLATOR	FL STATUTE NUMBER		CHARGE	<del></del>		CITATI	ION NUMBER
<del></del>	TADDRESS CITY	& STATE ZIP CODE	WITNESS NAME (2)	CURRENT ADDRES	SS -	CITY & STAT	E Z	IP CODE
	Physician or Nurse 2, Paramedic or Certified 1st Aider 5, Other	EMT 3. Police Officer	JURED TAKEN TO:	·	BY - NAME			
WAS 1. YES 1 IF NO	), THEN WHERE?   IS INVESTIGATION	1. YES 2 NO INFO	HIT	PHOTOS TAKEN	1. YES 2	IF YES	BY WHOM: STIGATING	AGENCY
MADE AT SCENE? 2. NO LELINVESTIGATOR - RANK & SIGNATURE	COMPLETE?	ID/BADGE NUMBER	N 04/22/20	09		2. OTH	FHP S	
PO Christopher Salo	omone	0565	NEW SMYRNA B	EACH POLIC	E DEPART	MENT		



## **Appendix B**

Letter to Principal and Completed Principal Questionnaire



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

Ref: 3706.12

November 30, 2010

Principal Joe Rawlings New Smyrna Beach Middle School 1200 South Myrtle Avenue New Smyrna Beach, Florida 32168

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

Dear Mr. Rawlings:

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 New Smyrna Beach Middle School, 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

> 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 Gail Henrikson, AICP, Planning Manager, City of Port New Smyrna Beach Joan Carter, M.A., Bicycle & Pedestrian Coordinator, FDOT D-5



### PRINCIPAL QUESTIONNAIRE

**TO**: New Smyrna Beach Middle School

Principal Joe Rawlings 1200 South Myrtle Avenue

New Smyrna Beach, Florida 32168

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. New Smyrna Beach 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:
2.	Number of students (or approximate percentage) who walk/bicycle to/from school:
	Comments:
3.	Are you aware of any facility (sidewalk, crosswalk, etc.) maintenance issues? If yes, please explain.
4.	Are you aware of any parents who stop and/or park along the walk zone route to drop-off/pick-up their students to avoid the regular school pick-up lines? If yes, does this cause a safety issue with the students who walk/bicycle?



5.	Are you aware of any safety hazards or issues along the school's walk zone?
6.	Please list all known crash incidents within the walk zone. Did any of the crashes cause an issue for walkers/bikers? It yes, please explain.
7.	What is your biggest concern relative to the conditions faced by the students who walk/bicycle to/from school?
8.	What changes/improvements would you like to see relative to the conditions faced by the students who walk/bicycle to/from school?
CC	DMMENTS:

# Appendix C 2009 Florida Statute 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 <a href="Fig. 15(c">Fig. 15(c</a>) and <a href="Million diagonal curb">Million diagonal curb</a> ramps are provided at marked crossings, the 48 in (1220 mm) clear space shall be within the markings (see <a href="Fig. 15(c">Fig. 15(c</a>) and <a href="Million diagonal curb">Million diagonal curb</a> 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 <a href="Fig. 15(c">Fig. 15(c</a>)).
- **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.