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



DeLand Middle School

DeLand, FL





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

Assessment & Implementation Report DeLand Middle School DeLand, Florida

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EXECUTIVE SUMMARY

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

- Install sidewalk on the western side of Garfield Avenue from Beresford Avenue to New Hampshire Avenue (2,750 ft.)
- Install sidewalk on northern side of New Hampshire Avenue from Aquarius Avenue to Garfield Avenue (650 ft.), with simultaneous crosswalk installation in south and east quadrant of intersection at Aquarius Avenue
- Install sidewalk on northern side of Taylor Avenue from US 17/92 to Aquarius Avenue (1,850 ft.).

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 DeLand Middle School as part of a Bicycle and Pedestrian School Safety Review Study for the Volusia County TPO. DeLand Middle School is located at 1400 S Aquarius Avenue, in the City of DeLand, Florida. A school location map, that also illustrates the walk zone of the school, is presented as Figure 1.

Background on DeLand Middle School

The following information on DeLand Middle has been provided by Principal Krajewski:

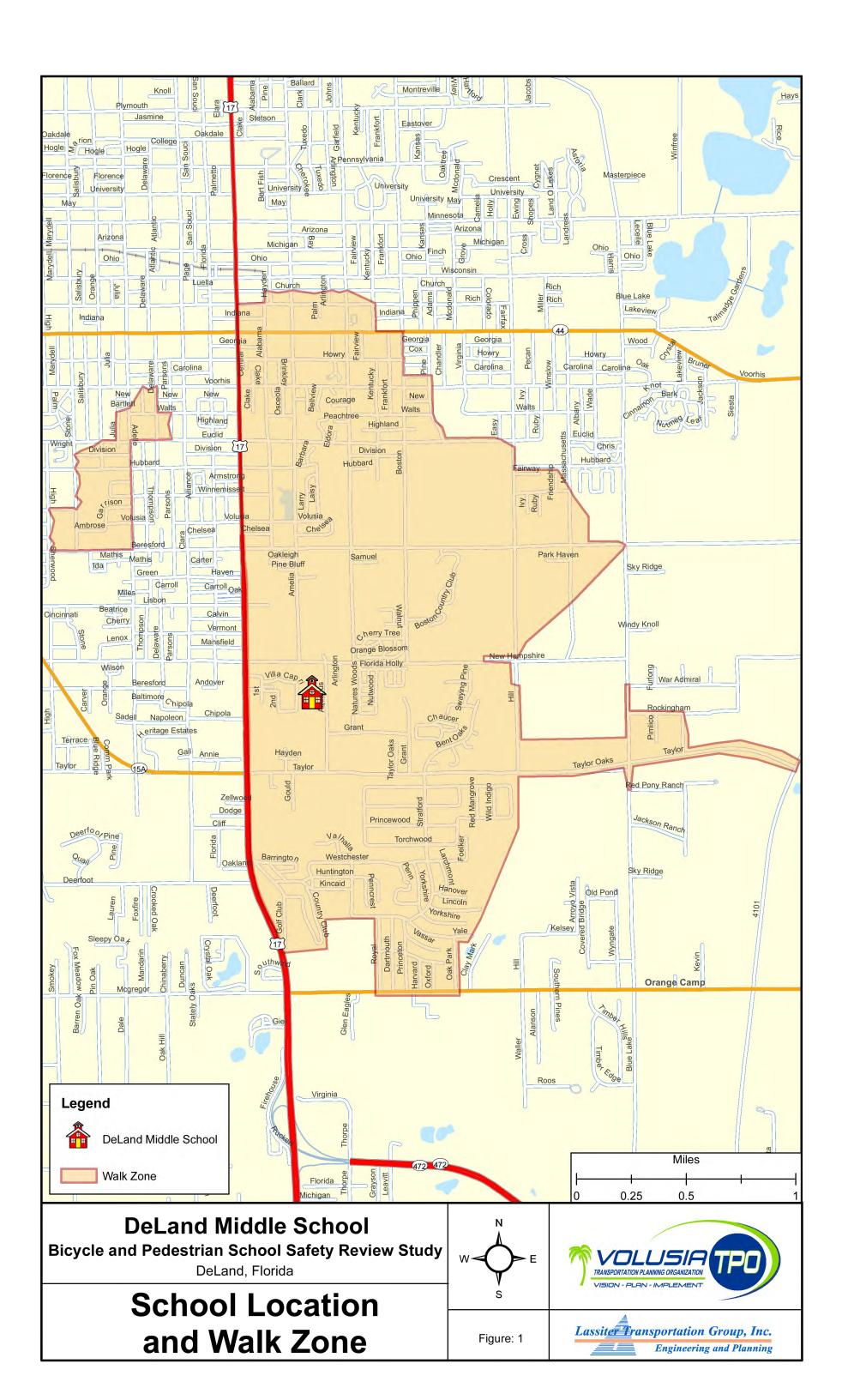
• Number of Volusia County Buses in Use: 23

Percentage of Walkers: Approximately 21%

• Student Population: 1,185 Students



Illustration 1: Buses stacked in bus loop



- Location and Description of Access Points (an aerial of the school with these locations highlighted has been attached as Figure 2):
 - o Entrance to bus loop on Aquarius Avenue/New Hampshire Avenue, adjacent to walker's gate.



Illustration 2: Bus loop entrance, adjacent to walker's gate

Bus loop exit on Aquarius Avenue.



Illustration 3: Bus loop exit

 Parent-loop driveway on Aquarius Avenue, which provides access to Visitor and Staff Parking Lot, and parent-loop.



o Parent-loop exit on Aquarius Avenue



Illustration 5: Parent-loop exit



EXISTING CONDITIONS

DeLand Middle School is located at 1400 South Aquarius Avenue in the City of DeLand. The adjacent New Hampshire Avenue segment is a local collector with a posted speed limit of 30 mph (except during the school arrival and dismissal time through the school zone, when the speed limit is 20 mph) throughout the DeLand Middle School walk zone.

School Walk Zone

The DeLand Middle School walk zone is (loosely) bounded by Church Street (north of SR 44) to the north, US 17/92 to the west, South Kepler Road to the east, and Orange Camp Road at its southernmost point.

The school is located within a predominantly residential area and the zone is served by a network of local streets. The zone is not served by transit since the closest Volusia County transit route is along Woodland Boulevard (the western limit of the attendance zone). There is one retention pond located within the zone to the east of Amelia Avenue, north of Beresford Avenue. Figure 3 shows the approximate locations of the other school, retention pond, as well as the crash locations to be discussed below. The locations of traffic signals are also indicated.

Crash Data

Pedestrian and bicycle crash data for DeLand 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





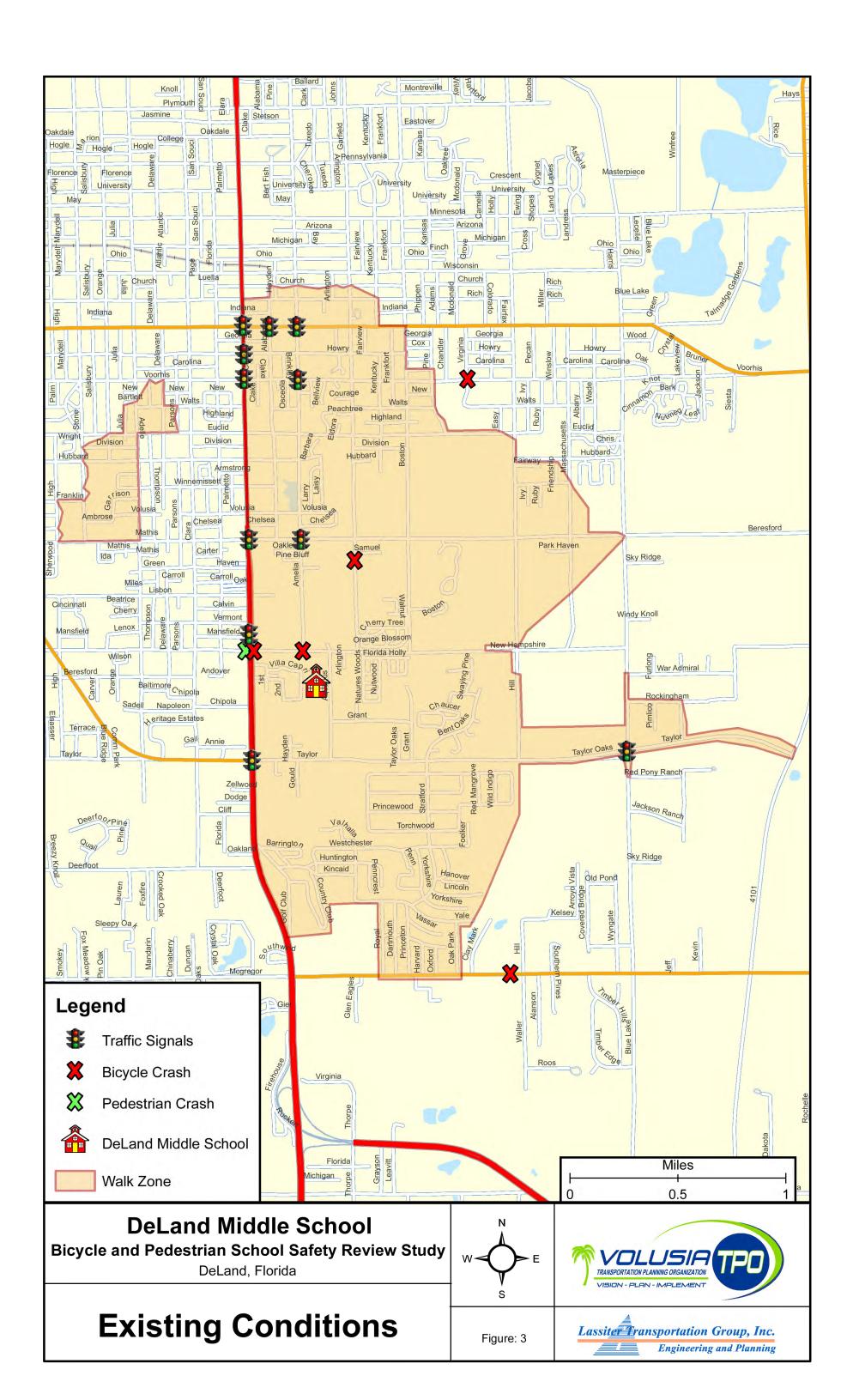


Table 1 Bicycle and Pedestrian Crash Data for DeLand Middle School DeLand Middle School Assessment Study

	ACCIDENT	BICYCLE/PEDESTRIAN		AGE OF
DATE	INTERSECTION	INVOLVMENT	DAY/NIGHT	CYCLIST/PEDESTRIAN
	South Amelia Avenue at			
10/18/2006	New Hampshire Avenue	COLL. W/ BICYCLE	DAYLIGHT	12
	US 17-92/Woodland			
	Boulevard at New			
12/26/2006	Hampshire Avenue	COLL. W/ BICYCLE	DAYLIGHT	12
	West Howry Avenue at			
6/28/2007	South Adelle Avenue	COLL. W/ BICYCLE	DAYLIGHT	12
	South Garfield Avenue at			
10/9/2007	Samuel Street	COLL. W/ BICYCLE	DAYLIGHT	14
	US 17-92/Woodland			
	Boulevard at New			
10/31/2007	Hampshire Avenue	COLL. W/ PEDESTRIAN	DAYLIGHT	13
	East Taylor Avenue at			
11/5/2007	Aquarius Avenue	COLL. W/ BICYCLE	DAYLIGHT	12
	East Voorhis Avenue at			
8/26/2009	South Virginia Avenue	COLL. W/ BICYCLE	DAYLIGHT	10

Data collected for this table is attached as Appendix A. The crash data shows that within the walk zone, there were six bicycle related accidents and one pedestrian collision. All of the accidents listed above except one involve middle-school aged children and it should be noted that the accident involving the pedestrian resulted in a fatality. The details of this accident, which state that two students attempted to run across Woodland Boulevard against the signal, indicate that some form of pedestrian control at this location via a Crossing Guard or a pedestrian signal as well as increased Bicycle and Pedestrian safety education may prevent similar occurrences. It should be noted that a pedestrian signal is present at the Woodland Boulevard/New Hampshire Boulevard intersection, where the fatality occurred, under existing conditions. Additionally, the collision that occurred near the East Taylor Avenue/Aquarius Avenue intersection reportedly involved the bicyclist moving from the sidewalk into the travelled way to avoid debris on the sidewalk. Accidents such as this emphasize the importance of sidewalk maintenance for walk zone safety.

MEETINGS

A meeting was held at DeLand Middle School on January 5, 2011. In attendance were members of LTG staff, Stephan Harris of the Volusia TPO, Principal Matt Krajewski, and Assistant Principal Terry Calk of DeLand Middle School. This meeting, along with questionnaires which were produced by LTG and completed by Principal Krajewski, 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 the Principal, is the absence of a sidewalk on Garfield Avenue.



Illustration 6: Looking north along Garfield Avenue from Aquarius Avenue

Other concerns highlighted in the meeting are as follows:

- There are no sidewalks present in the southwest quadrant of the Taylor Road/Aquarius Avenue intersection.
- Reported bad behavior by persons on Amelia Avenue is perceived to create a hazard to students walking along Amelia Avenue.

• Parents will often park along the shoulders of Aquarius Avenue instead of using the parent-loop. This has been observed to create a safety concern only when parent vehicles are parked in the northbound direction, thereby forcing students to cross the road in order to gain access to these vehicles.



Illustration 7: Parent vehicles parked northbound on Aquarius Avenue during dismissal period

FINDINGS AND RECOMMENDATIONS

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

For the subject middle school, LTG has evaluated the safety of sidewalk features based on conditions that are deemed hazardous in 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.

On-Site Investigation - A.M. Observations

LTG visited DeLand Middle School on Wednesday, January 19, 2011 during school arrival and dismissal time. Both periods were observed for an interval of 25 minutes before and after the bell for a comprehensive view of all queuing, entering, and exiting patterns at different entry/exit points around the school as well as student walking and cycling practices at the supervised crosswalk and along the adjacent roadways. The following general information was gathered:

Bicycles parked in bicycle rack: 10 (approximate)



Illustration 8: Bike Rack

- Number of skateboards: 0
- Number of helmets: 0
- Four school-related flashing signals located on Aquarius Avenue/New Hampshire Avenue and on Aquarius Avenue to the east and west and north and south of the school, respectively.







Illustration 9: Flashing beacon north of school driveway on Aquarius Avenue

Observation: Parents were observed to use the parent loop correctly for student drop-off. It was noted that the curb ramp serving the main drop-off point at the parent-loop did not end in crosswalk striping, but crosswalk striping was located elsewhere.



Illustration 10: Parent-loop during student arrival period

Recommendations: No safety issues were observed relative to the misaligned curb ramp and crosswalk. However, consideration should be given to relocating the crosswalk striping such that it serves the existing curb ramp at the main drop-off point.

Observation: As stated by the school Principal, biking is not a highly used transportation mode at this school. However, none of the observed bikers were wearing helmets.





Recommendations: DeLand Middle School can coordinate with programs headed by the Department of Health or the Sheriff's Office in order to obtain free bicycle helmets for students.

On-Site Investigations - P.M. Observations

Observation: Parent vehicles were observed to back-up from the parent-loop into the southbound through lane of Aquarius Avenue. These stacked vehicles forced southbound through vehicles into the lane of oncoming northbound traffic.



Illustration 11: Parent-vehicles backed up on to Aquarius Avenue from the parent loop

Recommendation: Due to the presence of the bi-directional turn-lane which serves as a buffer between northbound and southbound traffic at this location, no conflicts were observed between the overflow of parent-loop vehicles and adjacent street traffic. Nevertheless, parents should be encouraged to pull forward to the furthest point within the parent loop in order to achieve the maximum stacking capacity and minimize the overflow into the adjacent lane.

Off-Site Investigation

Observations: Parent vehicles were observed to park along the shoulder of Aquarius Avenue and in a vacant lot across New Hampshire Avenue from the school in order to pick up students.



Illustration 12: Parent-vehicles parked across the street from walker's gate on New Hampshire **Avenue**

Recommendations: The school Principal and staff have stated that the vehicles which park along the shoulders in order to avoid the queue in the parent loop do not create any issues, except when parents park southbound (on Aquarius Avenue) which forces students to cross the road. It should be noted that there are presently no signs in place which prohibit parking and standing at these locations. Therefore it is recommended that NO PARKING signs be established where this behavior is to be disallowed.



Engineering and Planning

Illustration 13: Western shoulder of Aquarius Avenue

Observations: There is no sidewalk in place on either side of New Hampshire Avenue, between Garfield Avenue and Aquarius Avenue. Additionally, there is no sidewalk coverage on Garfield Avenue.



Recommendations: Sidewalk should be installed between Aquarius Avenue and Garfield Avenue, along the south side of New Hampshire Avenue. This and other sidewalk connections are further examined in the following section on sidewalk inventory.

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, shown in Tables 2 and 3, respectively. 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.

The potential need for sidewalk improvements was examined in particular along routes which would provide the shortest and safest routes to the school. There are several portions of the walk zone that are very rural in nature, with little development and mostly forestry. Therefore, the walkers exist in clusters and will access the school via certain practical routes. In particular, the walkers from the north should use Amelia Avenue or Garfield Avenue and the walkers to the south that ultimately access Taylor Avenue should travel to and from school via Aquarius Avenue. In examining the existence of sidewalks and need for improved connectivity, segments of these collector roads along which no developments are located and which do not serve as a necessary and practical route, are not being recommended for improvement. The following sidewalk improvements are recommended to improve connectivity within the walk zone (note that lengths are approximate):

- Install sidewalk on the western side of Garfield Avenue from Beresford Avenue to New Hampshire Avenue (2,750 ft.)
- Install sidewalk on northern side of New Hampshire Avenue from Aquarius Avenue to Garfield Avenue (650 ft.), with simultaneous crosswalk installation in south and east quadrant of intersection at Aquarius Avenue
- Install sidewalk on northern side of Taylor Avenue from US 17/92 to Aquarius Avenue (1,850 ft.)



Illustration 14: Looking east on Taylor Avenue between US 17/92 and Aquarius Avenue



Table 2 East/West Urban Collector Sidewalk Inventory DeLand Middle School Assessment

Deland Middle School Assessment						
		Sidewalk Details				
East/West Roadway	Segment	Sidewalk .	Side of Road			
Noauway	US 17-92 to Amelia Avenue	✓	✓	1	- Company	
SR 44	Amelia Avenue to Garfield Avenue	· /		· ·		
	Garfield Avenue to Boston Avenue	· ·	<u> </u>	· ·		
	US 17-92 to Amelia Avenue		√		also on south side between US 17/92 and Amelia Avenue	
Howry	Amelia Avenue to Garfield Avenue				also sit south side between 50 11/02 and / titlelia / Worlds	
Avenue	Garfield Avenue to Boston Avenue	· ·	√		also on south side for approximately 460 ft. west of Frankfort Avenue	
	US 17-92 to Amelia Avenue	√	√	√	and on south side for approximatory for it wood or maintenance	
Voorhis Avenue	Amelia Avenue to Garfield Avenue	✓	√			
Avenue	Garfield Avenue to Boston Avenue	✓	✓			
	US 17-92 to Amelia Avenue	✓		✓		
Euclid	Amelia Avenue to Garfield Avenue	✓	✓			
Avenue	Garfield Avenue to Boston Avenue	✓	✓			
	Boston Avenue to Hill Avenue	No				
	US 17-92 to Amelia Avenue	✓	✓	✓		
	Amelia Avenue to Garfield Avenue	✓	✓	✓		
Beresford Avenue	Garfield Avenue to Boston Avenue	√	✓	√	Not present on south side for approximately 500 ft. west of Boston Avenue	
	Boston Avenue to Hill Avenue	✓		✓	No coverage for approximately 830 ft. east of Boston Avenue	
	Hill Avenue to Blue Lake Avenue	No			Sidewalk coverage present for approximately 630 ft. on north side just east of Hill Avenue	
New	US 17-92 to Amelia Avenue	✓		✓	Also on north side for approximately 290 ft. just east of US 17/92	
Hampshire Boulevard	Amelia Avenue to Garfield Avenue	✓		✓	No sidewalk coverage on south side for approximately 640 ft. east of Aquarius Avenue	
	US 17-92 to Aquarius Avenue	No				
Taylor	Aquarius Avenue to Bent Oaks Boulevard	✓	✓			
Avenue	Bent Oaks Boulevard to Hill Avenue	✓		✓		
	Hill Avenue to Blue Lake Avenue	✓		✓		

Table 3 North/South Urban Collector Sidewalk Inventory DeLand Middle School Assessment Study

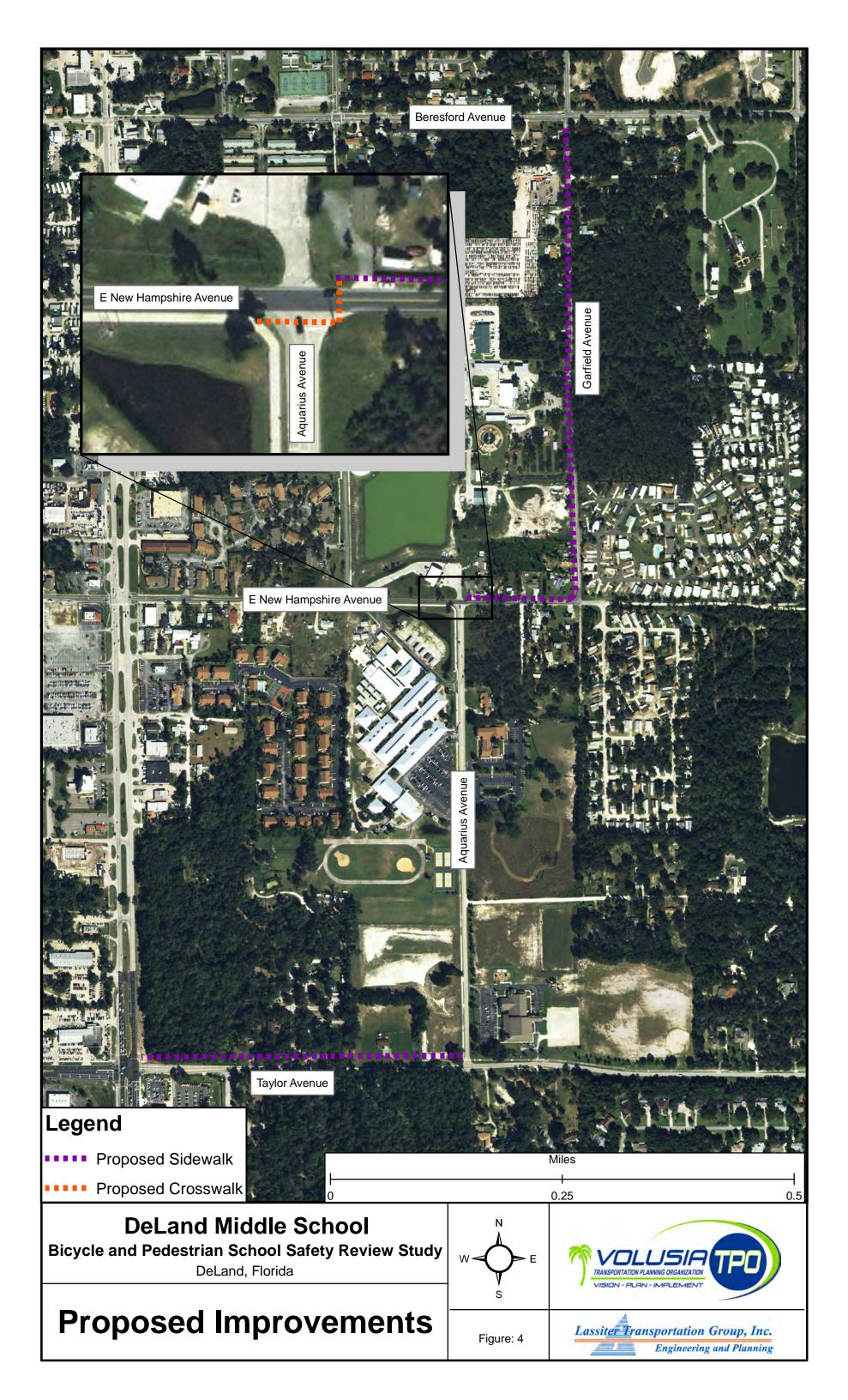
		Sidewalk Details				
North/South	Segment	Sidewalk _ Coverage	Side of Road			
Roadway			West	East	Exceptions	
Amelia Avenue	Church Street to SR 44	✓	✓	✓		
	SR 44 to Howry Avenue	✓		✓		
	Howry Avenue to Voorhis Avenue	✓		✓		
	Voorhis Avenue to Euclid Avenue	✓	✓			
	Euclid Avenue to Hubbard Avenue	✓	✓	✓		
	Hubbard Avenue to Beresford Avenue	✓	✓	✓		
	Beresford Avenue to New Hampshire Avenue	✓	✓	✓		
Garfield	Church Street to SR 44	✓	✓	✓		
	SR 44 to Howry Avenue	✓		✓		
	Howry Avenue to Voorhis Avenue	✓	✓			
	Voorhis Avenue to Euclid Avenue	✓	✓			
Avenue	Euclid Avenue to Hubbard Avenue	✓	✓	✓		
	Hubbard Avenue to Beresford Avenue	✓	✓	√	No sidewalk coverage on west side for 1,100 ft. north of New Hampshire Avenue	
	Beresford Avenue to New Hampshire Avenue	No				
	SR 44 to Howry Avenue	No				
	Howry Avenue to Voorhis Avenue	No				
Boston	Voorhis Avenue to Euclid Avenue	No				
Avenue	Euclid Avenue to Division Street	No				
	Division Street to Beresford Avenue	✓	✓	✓		
	Beresford Avenue to New Hampshire Avenue	No				
	Euclid Avenue to Hubbard Avenue	No				
Hill Avenue	Hubbard Avenue to Beresford Avenue	No			600 ft. of coverage present on east side, north of Beresford Avenue	

6 SUMMARY

Table 4 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 DeLand and the County collaborate to implement the recommendations of highest priority.

Table 4
Summary of Recommended Improvements
DeLand Middle School Assessment Study

Location	Observations	Recommendations		
	On-Ca	mpus		
Parent-loop main	The curb ramp and nearest crosswalk	The existing crosswalk striping should be removed and restriped		
drop-off point	striping is not aligned	such that it serves the curb-ramp at the main drop-off point		
		Although bike use at this school is low, free helmets may be		
		obtained through programs offered by the Sheriff's office and		
		Department of Health for those students that do wish to bike to		
General	Poor helmet usage	school		
		Parents should be encouraged, through the school newsletter		
		and the administrator on duty at the parent-loop during dismissal		
		time, to pull forward to the furthest point within the parent-loop to		
	Overflow from parent-loop into adjacent	await students. This should minimize the overflow onto Aquarius		
Parent-loop	through lane on Aquarius Avenue	Avenue		
Off-Campus				
	Parents stop and stand in their vehicles to			
On the east shoulder	pick up kids instead of using the parent	NO PARKING signs should be installed at this location to		
of Aquarius Avenue	loop	prohibit this practice		
Various sidewalk		Recommend that sidewalk be installed or continued on the		
locations in walk	There are gaps in sidewalk connectivity	relevant side of the roadway to increase connectivity in the walk		
zone	along major walk-zone routes	zone. See Section 5 for detailed segments		



EXECUTIVE SUMMARY – IMPLEMENTATION REPORT

Lassiter Transportation Group, Inc. (LTG) was retained by the Volusia Transportation Planning Organization (TPO) to prepare an Implementation Report for the Bicycle and Pedestrian School Safety Review Study for 17 Volusia County schools. The Implementation Report for the Pedestrian and Bicycle School Safety Review Study is based on observations and recommendations of the Assessment Report and includes cost data, ranking criterion for the recommended improvements, and the best practices to follow on old and new developments. The subject of this Implementation Report is DeLand Middle School. Recommendations for sidewalk improvements within this report have an associated total cost of \$182,489.51.

Assessment of Existing Conditions

Conditions within the walk zone of DeLand 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, increase the allowable densities near major intersections (wider sidewalks), are near major shopping areas and transit lines, and ensure pedestrian-friendly sidewalk designs. However, specific design principles must be in place before these options can be exercised. Planning for pedestrian sidewalk usage should be one of the primary goals for developers and should be an integral part of planning for walkable communities.

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.

Engineering and Planning



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, and 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 15) also play an important role in safety. Flashing beacons alert drivers that they are entering a school zone and indicate that the displayed speed limit is in effect. It was observed that SCHOOL flashing beacons can be operated manually or can be pre-set to turn off/on during pre-programmed timeframes. Manually run SCHOOL flashing beacons are usually operated by school crossing guards, who are primarily assigned to cross elementary school students. Unfortunately, this does not address the needs of middle school students.

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.
 - traffic signal control
- Students should be educated on the proper ways to cross an intersection when using a pedestrian signal head.
- For students who must cross more than two lanes of traffic, the assignment of crossing guards or overhead pedestrian bridges should be considered.
- U-turns and right-on-reds should be prohibited at intersections where students utilize pedestrian crossings.
- School attendance zones that have crossings at heavily congested intersections should have their walk zones re-evaluated so that students can either walk to another school or transportation could be provided.



Enforcement and Education

Findings

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

Regulations are not always followed by adults dropping off/picking up students (Illustration 16). Motorists were observed to park in No Parking areas and make prohibited vehicular movements, including u-turns. Some motorists were observed to be speeding within the reduced-speed zone.

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



Illustration 16: Parent Vehicle parked on shoulder of Aquarius Avenue

Best Practices

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



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

School Board Considerations

Findings

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

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

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

Best Practices

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





9

MASTER IMPROVEMENT PLAN

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

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CONSTRUCTABILITY MATRIX

The matrix in Table 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 \$132,601.09. 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 5
Constructability Matrix
DeLand Middle School Implementation Report

PROJECT NAME	· · · · · · · · · · · · · · · · · · ·		PAY ITEM	PAY ITEM	PLAN	UNIT	UNIT	CONTRACT
INVINE	northern side of New Hampshire Avenue from	RECOMMENDATION	NUMBER	DESCRIPTION	QTY	MEASURE	PRICE	AMOUNT
		Sidewalk should be installed	522-1	SIDEWALK CONC, 4" THICK	361.00	SY	\$45.22	\$16,324.42
	intersection of New Hampshire	Special emphasis	711-11- 125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	60.00	LF	\$4.51	\$270.60
Sidewalk Extension	Avenue/Aquarius Avenue	installed across south leg	711-11- 123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	60.00	LF	\$1.84	\$110.40
	intersection of New Hampshire	Special emphasis	711-11- 125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	45.00	LF	\$4.51	\$202.95
	Avenue/Aquarius Avenue	installed across east leg	711-11- 123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	60.00	LF	\$1.84	\$110.40
						SUE	TOTAL:	\$17,018.77
Sidewalk Extension	western side of Garfield Avenue from Beresford Avenue to New Hampshire	Sidewalk should be	500.4	SIDEWALK CONC, 4"	4.500.00	0.7	Ф.45. OO	фоо ооо <u>10</u>
	Avenue	Installed	522-1	THICK	1,528.00			\$69,096.16
	porthorn side of Taylor		1			305	IOTAL:	\$86,114.93
Sidewalk Should be SIDEWALK CONC, 4"						SY	\$45.22	\$46,486.16
	Sidewalk Extension	Aquarius Avenue to Garfield Avenue intersection of New Hampshire Avenue/Aquarius Avenue intersection of New Hampshire Avenue/Aquarius Avenue western side of Garfield Avenue from Beresford Avenue to New Hampshire Avenue Sidewalk Sidewalk Northern side of Taylor Avenue from LIS 17/92 to	Aquarius Avenue to Garfield Avenue Sidewalk Avenue intersection of New Hampshire Avenue/Aquarius Avenue Special emphasis crosswalk should be installed across south leg Special emphasis crosswalk should be installed across south leg Special emphasis crosswalk should be installed across east leg Sidewalk Extension Western side of Garfield Avenue from Beresford Avenue to New Hampshire Avenue Sidewalk Extension Northern side of Taylor Avenue from US 17/92 to Sidewalk should be installed Sidewalk should be installed	Sidewalk Extension Aquarius Avenue to Garfield Avenue Intersection of New Hampshire Avenue/Aquarius Avenue Special emphasis crosswalk should be installed across south leg Total Intersection of New Hampshire Avenue/Aquarius Avenue Special emphasis crosswalk should be installed across south leg Total Intersection of New Hampshire Avenue/Aquarius Avenue Special emphasis crosswalk should be installed across east leg Total Intersection of New Hampshire Avenue from Beresford Avenue from Beresford Avenue to New Hampshire Avenue installed Sidewalk should be installed	Aquarius Avenue to Garfield Avenue Sidewalk Avenue	Aquarius Avenue to Garfield Avenue Aquarius Avenue to Garfield Avenue Sidewalk Extension Sidewalk Extension Sidewalk Extension Sidewalk Extension Special emphasis crosswalk should be installed across south leg Intersection of New Hampshire Avenue/Aquarius Avenue Special emphasis crosswalk should be installed across south leg Special emphasis crosswalk should be installed across south leg THERMOPLASTIC, STD, WHITE, SOLID, 12" 60.00 THERMOPLASTIC, STD, WHITE, SOLID, 12" 5TD, WHITE, SOLID, 24" 45.00 THERMOPLASTIC, STD, WHITE, SOLID, 24" 45.00 THERMOPLASTIC, STD, WHITE, SOLID, 24" 45.00 THERMOPLASTIC, STD, WHITE, SOLID, 125 24" 45.00 THERMOPLASTIC, STD, WHITE, SOLID, 125 24" 45.00 THERMOPLASTIC, STD, WHITE, SOLID, 121" 45.00 THERMOPLASTIC, STD, WHITE, SOLID, 121" 45.00 Sidewalk Extension Sidewalk Avenue from Beresford Avenue to New Hampshire Avenue installed 522-1 THICK 1,528.00 Sidewalk Extension Northern side of Taylor Avenue from US 17/92 to Sidewalk should be installed Sidewalk should be SIDEWALK CONC, 4" THICK 1,528.00	Aquarius Avenue to Garfield Avenue Aquarius Avenue to Garfield Avenue	Aquarius Avenue to Garfield Avenue Aquarius Avenue to Garfield Avenue Aquarius Avenue to Garfield Avenue Intersection of New Hampshire Extension Sidewalk Extension Sidewalk Extension Sidewalk Extension Sidewalk Extension Avenue/Aquarius Avenue Intersection of New Hampshire Avenue/Aquarius Avenue Sidewalk Extension Western side of Garfield Avenue from Beresford Avenue to New Hampshire Avenue Sidewalk Extension Northern side of Taylor Avenue from US 17/92 to Avenue from US 17/92 to Sidewalk Sidewalk Should be installed across south leg installed across expected installed should be installed should be installed should be installed Sidewalk Sidewalk Sidewalk Should be installed Sidewalk Sidewalk Sidewalk Sidewalk Should be installed Sidewalk Sidewalk Sidewalk Should be Sidewalk Should be Sidewalk Sid

TOTAL: \$132,601.09

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RECOMMENDED PRIORITY PROJECTS

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

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

Project No. 1: Installation of sidewalk on the northern side of New Hampshire Avenue

Submitting Agency: City of DeLand

Project Location: New Hampshire Avenue
School Served: DeLand Middle School
Project Description: Installation of Sidewalk

LAP Coordinator: City of DeLand **Maintaining Agency:** City of DeLand

Project Description: This project will include the installation of five-foot sidewalks on the northern side of New Hampshire Avenue from Aquarius Avenue to Garfield Avenue (650 ft.). Also included will be the installation of special emphasis crosswalk markings across the south and east legs of the intersection at Aquarius Avenue.

Estimated Cost: The estimated cost for this project is \$17,018.77.

Project No. 2: Installation of sidewalk on western side of Garfield Avenue

Submitting Agency: Volusia County **Project Location:** Value Avenue

School Served: DeLand Middle School Project Description: Installation of Sidewalk

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

Project Description: This project will include the installation of five-foot sidewalks on the western side of Garfield Avenue from Beresford Avenue to New Hampshire Avenue (2,750 ft.).

Estimated Cost: The estimated cost for this project is \$69,096.16.

Project No. 3: Installation of sidewalk on the northern side of Taylor Avenue

Submitting Agency: Volusia County **Project Location:** Taylor Avenue

School Served: DeLand Middle School Project Description: Installation of Sidewalk

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



Project Description: This project will include the installation of five-foot sidewalks on the northern side of Taylor Avenue from US 17/92 to Aquarius Avenue (1,850 ft.).

Estimated Cost: The estimated cost for this project is \$46,486.16.

WORKS CITED

- "2010 Basis of Estimates Manual." < http://www.dot.state.fl.us/Specificationsoffice/Estimates/Basisof Estimates/BOEManual/BOEOnline.shtm>.
- "An Investigation into Application and Bonding Strengths of Thermoplastic Pavement Markers in Concrete and Asphaltic Roadway Surfaces." < http://www.dot.state.fl.us/research-center/Completed_Proj/Summary_SMO/FDOT_BC052_rpt.pdf>.
- "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. http://www.dot.state.fl.us/safety/ped_bike/brochures/pdf/SCG%20Training%20Guidelines2009.pdf.
- "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 DO NOT WRITE IN THIS SPACE LONG FORM MAIL TO DEPT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE FL 32399-0537 HSMV CRASH REPORT NUMBER TIME OF CRASH TIME OFFICER NOTIFIED TIME OFFICER ARRIVED INVEST AGENCY REPORT NUMBER W J8 07 Location 7.30 🌠 AM 3482978 AM 7/35 [X]AM 06070004475 PM PM COUNTY / CITY CODE FFFT CITY OR TOWN MILE(S) (Check if in City or Town) S E W VOLUSIA DelAnd NEXT NODE NO ON STREET, ROAD OR HIGHWA MILE(S) AT NODE NO FEET FROM NODE NO NO OF LANES 1 DIVIDED ø NODIDA u Honc 0 2 UNDIVIDED Time FROM INTERSECTION OF (street, road or highway) FEET AT THE INTERSECTION OF (street, road or highway) MILE(S) W S E STATE | VEHICLE IDENTIFICATION NUMBER VEH LICENSE NUMBER MAKE YEAR 1 Phantom 5 | 6 | 7 7 18 Undercamage 19 Overturn 20 Windshield 8 21 Trailer DRIVER 2 | 3 | 4 | 3 2 Hil & Run mousousa 10 0 ACTION 16 TRAILER TYPE TRAILER OR TOWED VEHICLE SHOW FIRST POINT INFORMATION 14 13 12 11 10 9 OF VEHICLE ΑĪ Est MPH osted Speed EST VEHICLE DAMAGE EST TRAILER DAMAG VEHICLE TRAVELLING ſΝ 1 Disabling C K 50 W AND CIRCLE 2 Functional N S Ε MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP 3. 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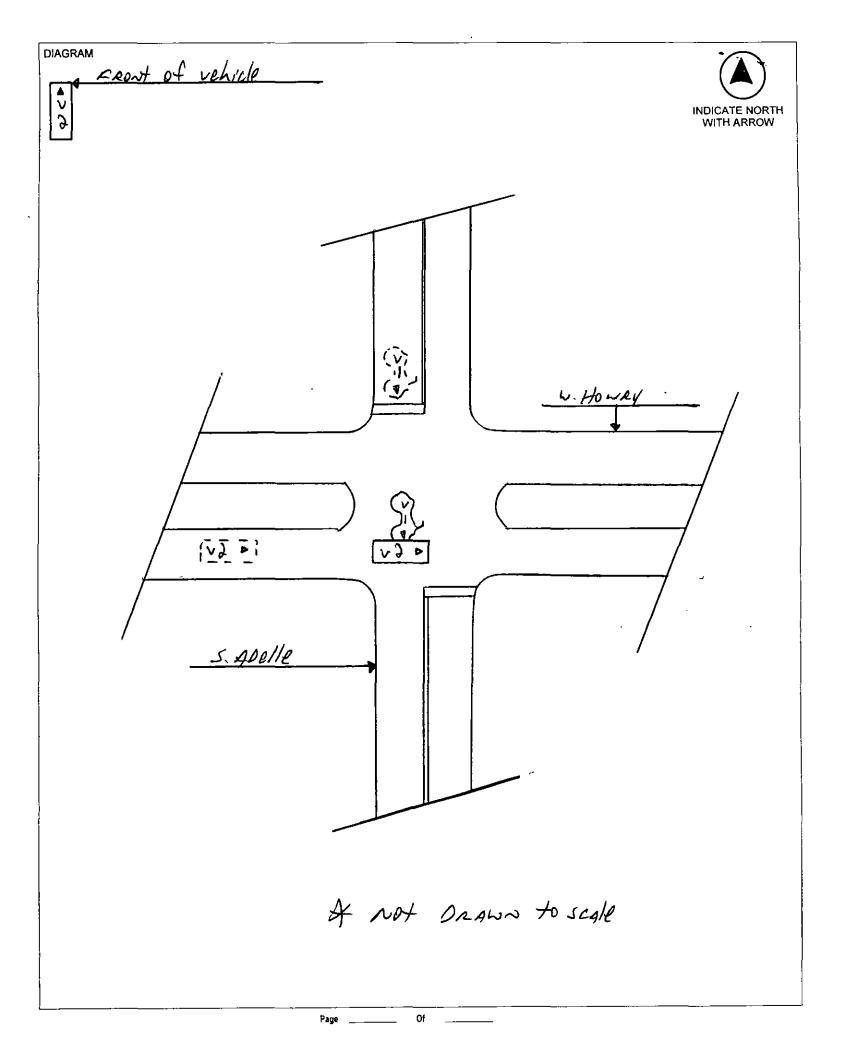
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	Į.	HAZARDOUS MAT BEING TRANSPO 1 Yes 2 No	RTED	ACARDED Yes 2 No.		THOICATE NAM ACARD, AND 11	ME OR 4 DIGIT DIGIT NUMBER	NUMBER FROM DIAJ FROM BOTTOM OF	DIAMOND DIAMOND		MAS HAZARDO MATERIAL SPIL 1 Yes 2 No	TEOS - IL	ECOMMENO DRIVE YES EXPLAIN IN N Yes 2 No			IVER'S PHON	IE NO			
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(06 lm 07 Ak	nproper Yurn cohot - Under Int	fuence			/ 0	5 Puncture / I 5 Steering Mi 7 Windshield	ech 🖊			06 Changing Lai 07 Entering / Lea 08 Property Park	aving / Parkin	12 Driverless or 6 Construction / Maintenance							
9	09 AM 10 Fc	rugs - Under Influ Icohol & Drugs - I ollowed Too Clos	Under Influence ely			OH CH	B Equipment Defect	/ Vehicle 77 /	Vehicle 77 All Other 09 Improperly Parked In Narrative) 2 Shipping Papers 3 Vehicle Side											
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- 11	17 Ex	rceeded Stated S bstructing Traffic	Speed Lund	24 Driver In Nar	Distraction (Expl mative)	an y	ORK ARE None Nearby	_ [1 2	3	04 Walking Alon	g Road With g Road Agast	Traffic In satTraffic 09 Sta	Road	estran is		Reside 3 Open (
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		Other (Explain)				0 Glare	In Narrativ		10 Officer	u Sigilai / Guard / Fl	agperson		Parking Lot - Provi			03 Curb		LAMBER		
	٠		<u>-</u>														CITATION NUMBER			
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		SECTION #		NA	ME OF VIOLATO)R		FL STATUTE	NUMBER		1		CHARGE				CITATION	IUMBER		

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

DO NOT WRITE IN THIS SPACE	 	 	
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TIME EMS NOTIFIED (FATALITIES ONLY) TIME EMS AR	RIVED (FATALITIES ONCY) DATE OF CRASH AM PM 06 28 07	COUNTY / CITY CODE	INVEST AGENCY REPOR	HANNER 4475	HSMV CRASH	8797	PER
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Intersection of He	oway where U-1	failed to	Stop for	the st	ان و م	ر این در	<u>≻</u> ~
doing so VI Inp	sched the Drive	s side of	1 L.2.	V.1 R	pont	ed y	Lax
"A dog was chas	ing him and he	didn't.	see the	1 Stop	<u> 5/5~).</u>	" v	.2
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SECTION # NAME OF VIC	LATOR FL STATUTE NUMBER		CHARGE			CITATION N	UMBER
WITNESS NAME (1) CURRENT ADDR		WITNESS NAME (2)	CURRENT AD		CITY & STA	1E Z	JP CODE
	1555 GREENS OAS), or Nurse 2 Paramedic or EMT 3 Police Officer 1st Aider 5 Other	IJURED TAKEN TO		BY - NAME			
WAS INVESTIGATION 1 YES IF NO, THEN WHEF MADE AT SCENE? 2 NO	IS INVESTIGATION 1 YES COMPLETE? 2 NO	DATE OF REPORT	07 PHOTOS	YES 2	IF YES (1 INVES 2 OTHE	BY WHOM? TIGATING AGE:	VCY
INVESTIGATOR RANK & SCHITURE	ID/BADGE NUMBER	DEPARTMENT	Police.				D OTHER
HSMV-90005 (Rev. 1/02)	Page	of _4_		- 471		i _	<u></u>



)		ORIDA TRAFFIC CRASH REPORT DO NOT WRITE IN THIS SPACE
1		MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537
	tion	TIME OF CRASH TIME OF CRASH TIME OFFICER NOTIFIED TIME OFFICER ARRIVED INVEST. AGENCY REPORT NUMBER 153 AM 3PM DL060008496 74668043
	Location	COUNTY / CITY CODE FEET OF MILE(S) N S E W CITY OR TOWN (Check if in City or Town) COUNTY OS 36 VOIUS 1 A
	8 S	AT NODE NO. OF FEET OF MILE(S) FROM NODE NO. NEXT NODE NO. NO. OF LANES 1. DIVIDED 1. DI
	Ĕ	AT THE INTERSECTION OF (street, road or highway) or FEET MILE(S) N S E W FROM INTERSECTION OF (street, road or highway) 106
Ī	DRIN ACT	VER 1. Phantom YEAR MAKE TYPE USE VEH. LICENSE NUMBER STATE VEHICLE IDENTIFICATION NUMBER 2 3 4 5 6 7 18. Undercarriage
s	TR	AILER OR TOWED VEHICLE TRAILER TYPE
e C		VEHICLE TRAVELLING ON AT Est MPH Posted Speed EST, VEHICLE DAMAGE 1, Disabling EST, TRAILER DAMAGE DAMAGE AND CIRCLE
t	X	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) DAMAGED AREA(S) POLICY NUMBER VEHICLE REMOVED BY: 1. Tow Rotation List 3. Driver 3
0	Vehicle	NAME OF VEHICLE OWNER (Check Box if Same As Driver) CURRENT ADDRESS (Number and Street) CTY AND STATE ZIP CODE
n	۶	NAME OF OWNER (Trailer or Towed Vehicle) CURRENT ADDRESS (Number and Street) CITY AND STATE ZIP CODE
1		DIANA JORDAN 315 W. Chipola Av. Delaw FZ 32770
	trian	NAME OF MOTOR CARRIER (Commercial Vehicle Only) CURRENT ADDRESS (Mumber and Street) CITY , STATE AND ZIP CODE US DOT or ICC MC IDENTIFICATION NUMBERS
	Pedestrian	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN CURRENT ADDRESS (Number and Street)) OITY, STATE & ZIP CODE DATE OF BIRTH 1/ALBRIE 5. LEGNARD 419 5. / HILL AV. DELAW FZ 32724 8-9-74
	۵	DRIVER LICENSE NUMBER STATE DL REQ. ALC/DRUG TEST TYPE RESULTS ALC/DRUG PHYS.DEF. RES. RACE SEX INJ. S. EQUIP. EJECT.
		HAZARDOUS MATERIALS PLACARDED IF YES, INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX BEING TRANSPORTED WAS HAZARDOUS RECOMMEND DRIVER RE-EXAM, OR PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND MATERIAL SPILLED? IF YES EXPLAIN IN NARRATIVE
l	DRIN	1 Yes 2 No
S	ACT	AN IF OR TOWER VEHICLE TRAILER TYPE TRAILER TYPE 19. Overturn 19. O
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c t		N, S E W Ancua 5 30 50 00 2. Functional 3. No Damage DAMAGED AREA(5)
i o	icle	2. Tow Owner's Request 4.Other
n	Vehicle	NAME OF VEHICLE OWNER (Check Box # Same As Driver) CURRENT ADDRESS (Number and Street)) CITY AND STATE ZIP CODE
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t - i -	മാ		LE INSURANCE	COMPAN	iy (Liability C)R PIP)			POLI	CY NUMBER	₹	VEHICL	E REMOVED BY:		l l	otation List wner's Requ	3. Driver
o - n -	Venic		ICLE OWNER (C			/er)	CURRENT	NDDRESS (Number	er and Street))			l	CIT	Y AND STAT	TE	• †	ZIP CODE
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٥		DRIVER LICEN	SE NUMBER		. •	STAT	TE DL PEC			RESI	JLTS A	LC/DRUG	PHYS.DEF. RE			inj.	S. EQUIP. EJECT
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FLORIDA-TRAFFIC CRASH REPORT ARRATIVE/DIAGRAM MAIL TO: DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH' RECORDS SECTION, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0500

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No Improper Driving / Action O1 No Defects O2 Def. Brakes O2 Def. Brakes O3 Worm / Smooth Tires O3 Worm / Smooth Tires O4 Defective / Improper Backing O4 Defective / Improper O4 Becking O4 Defective / Improper O4 Becking O4 Becking O5 Brakes O6 Brakes O6 Brakes O6 Brakes O7 Showing / Stopped / Staffed O7 Sho													
CONTRIBUTING CAUSES - DRIVER / PEDESTRIAN				E SPECIAL FL	JNCTIONS								
01 No Improper Driving / Action 02 Careless Driving (Explain In Narrative)													
03 Failed To Yield Right - of - Way	03 Worn / Smooth Tires	03 Making Left Turn	Police i										
04 Improper Backing 05 Improper Lane Change	04 Defective / Improper Lights	04 Backing 05 Making Right Turn		tional ency Operation									
06 Improper Turn	05 Puncture / Blowout	06 Changing Lanes		ction / Maintenan	ice								
97 Alcohol - Under Influence 08 Drugs - Under Influence	06 Steering Mech.	07 Entering / Leaving / Parking Space 11 Pass			RINFORMATION								
09 Alcohol & Drugs - Under Influence	07 Windshield Wipers L 08 Equipment / Vehicle 77 All Other	08 Properly Parked 12 Driver 09 Improperly Parked Runa	tess or 1 Not App way Vehicle 2 Shippin										
10 Followed Too Closely	Defect (Explain In Narrative)	10 Making U Turo 77 All Ot	ner (Explain 3 Vehicle		~~~								
11 Disregarded Traffic Signal 12 Exceeded Safe Speed Limit 19 Improper Load	POINT OF COLLISION 01 On Road	In Nar	rative) 4 Driver 5 Other										
		PEDESTRIAN ACTION	5 Outer										
14 Failed To Maintain Equip. / Vehicle 21 Driving Wrong Side / Way	03 Shoulder	91 Crossing Not at Intersection 07 Work											
15 Improper Passing 22 Fleeing Police 16 Drove Left of Center 23 Vehicle Modified	04 Median 05 Turn Lane	92 Crossing at Mid-block Crosswalk In Ho 93 Crossing at Intersection 98 Stand	ad ling/Playing	L									
17 Exceeded Stated Speed Limit 24 Driver Distraction (Explain	WORK AREA	04 Walking Along Road With Traffic In Ri	ad										
18 Obstructing Traffic in Narrative) 77 All Other (Explain In Narrative)	01 None 02 Nearby		ling in Pedestrian Island ther (Explain in Narrative		_								
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02 Collision With MV in Transport/ Head On) 16 MV Hit Sign / Sign Post	30 Ran Off Road Into Water												
03 Collision With MV in Transport Angle) 17 MV Hit Utility Pole / Light 04 Collision With MV in Transport (Left Turn) 18 MV Hit Gyardrail	t Pole 31 Overturned 32 Occupant Fell From Vehicle				•								
05 Collision With MV in Transport(Right Turn) 19 MV Hit Fence	33 Tractor/Trailer Jackknifed				,								
06 Collision With MV in Transport(Sideswipe) 20 MV Hit Concrete Barrier 07 Collision With MV in Transport(Backed Into) 21 MV Hit Bridge/Pier/Abut													
07 Collision With MV in Transport(Backed Into) 21 MV Hit Bridge/Pier/Abut 08 Collision With Parked Car 22 MV Hit Tree /Shrubbery		[]											
09 Collision With MV on Roadway 23 Collision With Construct	tion Barricade Sign 37 Cargo Loss or Shift [•								
10 Collision With Pedestrian 24 Collision With Traffic Ga 11 Collision With Bicycle 25 Collision With Crash Art					•								
12 Collision With Bicyale (Bike Lane) 26 Collision With Fixed Obj													
13 Collision With Moped 27 MV Hit Other Fixed Obje			•	•									
14 Collision With Train 28 Collision With Moveable			•										
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LONG FORM TO: DEPT, OF HIGHWAY SAFETY & MOTOR VEHICLES. TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537 TIME OFFICER NOTIFIED TIME OFFICER ARRIVED INVEST. AGENCY REPORT NUMBER DATE OF CRASI TIME OF CRASH HSMV CRASH REPORT NUMBER ам 🗶 РМ ам 🗶 РМ 08 26 09 2:51 2:53 3:02 AM X PM DL090005727 75507422 COUNTY / CIT COD MILE(S (Check if in City or Town) COUNTY of **DELAND VOLUSIA** 08/36 FROM NODE NO AT NODE NO NEXT NODE NO. NO. OF LANES MILE(S ON STREET, ROAD OR HIGHWA 1. DIVIDED οă 2 200 10183 10185 2 E. VOORHIS AVE 2. UNDIVIDED AT THE INTERSECTION OF MILE/S FROM INTERSECTION OF (street, road or highway) (street, road or highway 200 X VIRGINIA AVE VEHICLE IDENTIFICATION NUMBER VEH. LICENSE NUMBER 1 Phantom YFAR TYPF USE STATE 2 | 3 | 4 | 5 | 6 | 7 18. Undercarriage DRIVER 3 2. Hit & Run 7 19. Overturn 20. Windshield 21. Trailer 10 01 ACTION 15 16 TRAILER OR TOWED VEHICLE TRAILER TYPE S SHOW FIRST POINT INFORMATION 14 13 12 11 10 9 OF VEHICLE е 1 1. Disabling ΑT Est. MPH Posted Speed EST. VEHICLE DAMAGE EST, TRAILER DAMAGE DAMAGE ON С 2 Functional 1 AND CIRCLE 4 30 \$40.00 SIDEWALK X 3. No Damage DAMAGED AREA(S) MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) POLICY NUMBER VEHICLE REMOVED BY 1. Tow Rotation List 3 Driver Φ 2 Tow Owner's Request 4. Other 迃 0 NAME OF VEHICLE OWNER (Check Box If SAME AS DRIVER) CURRENT ADDRESS (Number and Street)) CITY AND STATE ZIP CODE Same As Driver NAME OF OWNER (Trailer or Towed Vehicle) CURRENT ADDRESS (Number and Street) CITY AND STATE ZIP CODE NAME OF MOTOR CARRIER (Commercial Vehicle Only) **CURRENT ADDRESS (Number and Street)** CITY . STATE AND ZIP CODE US DOT or ICC MC IDENTIFICATION NUMBERS Pedestri NAME OF DRIVER (Take From Driver License) / PEDESTRIAN **CURRENT ADDRESS (Number and Street)** CITY, STATE & ZIP AUSTIN KERSEY 128 S. CHANDLER ST DELAND FL 32724 03/29/1999 DRIVER LICENSE NUMBER ALC/DRUG TEST TYPE ALC/DRUG PHYS.DEF. RES RACE SEX S. EQUIP. EJECT TYPE END. 1 Blood 3 Urine 5 Non 5 1 1 1 1 1 NONE 3 1 2 Breath 4 Refused HAZARDOUS MATERIALS RECOMMEND DRIVER RE-EXAM. F YES, INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BO WAS HAZARDOUS DRIVER'S PHONE NO EING TRANSPORTED ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND MATERIAL SPILLED IF YES EXPLAIN IN NARRATIVE 386, 2 3 3 5 3 9 5 2 2 2 Yes 2 No 1. Phantom TYPE USE VEH. LICENSE NUMBER | STATE VEHICLE IDENTIFICATION NUMBER YEAR 3 4 5 6 7 18. Undercarriage 19. Overturn DRIVER 2. Hit & Run 3 F١ **HYUNDAI** 01 T968N1 KMHWF35HX4A005047 04 01 ACTION 8 20. Windshield 21. Trailer 3. N/A 17 15 16 TRAILER OR TOWED VEHICLE TRAILER TYPE S SHOW FIRST POINT INFORMATION 14 13 12 11 10 OF VEHICLE 2 Est. MPH EST. VEHICLE DAMAGE EST. TRAILER DAMAGE DAMAGE 1. Disabling VEHICLE TRAVELLING ΑT osted Spee С 2. Functional 2 AND CIRCLE S Е **E. VOORHIS AVE** 30 30 \$50.00 3. No Damage AMAGED AREA(S) MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) VEHICLE REMOVED BY 1. Tow Rotation List 3. Drive Φ 3 4002-81-41-45 **GEICO** 2. Tow Owner's Request 4. Other O NAME OF VEHICLE OWNER (Check Box If SAME AS DRIVER) CURRENT ADDRESS (Number and Street)) CITY AND STATE ZIP CODE n **1323 NATURES WOODS BLVD DELAND** FL 32724 R A TILLINGHASTIII NAME OF OWNER (Trailer or Towed Vehicle) CURRENT ADDRESS (Number and Street CITY AND STATE ZIP CODE 2 NAME OF MOTOR CARRIER (Commercial Vehicle Only) CURRENT ADDRESS (Number and Street) CITY, STATE AND ZIP CODE US DOT or ICC MC IDENTIFICATION NUMBERS an NAME OF DRIVER (Take From Driver License) / PEDESTRIAN CURRENT ADDRESS (Number and Street) CITY . STATE & ZI 1323 NATURES WOODS BLVD FL 32724 01/12/1972 DELAND **ANGELA TILLINGHAST** ALC/DRUG TEST TYPE ALC/DRUG I PHYS.DE RES. RACE SEX EJECT. DRIVER LICENSE NUMBER REQ. INJ. S. EQUIP. TYPE END. 1 Blood 3 Urine 5 None 1 1 1 2 2 1 2 5 1 T452-004-72-512-0 3 2 Breath 4 Refused RECOMMEND DRIVER RE-EXAM JE VES INDICATE NAME OF FOUR DIGIT NUMBER FROM DIAMOND OF ROX WAS HAZARDOUS DRIVER'S PHONE NO. IF YES EXPLAIN IN NARRATIVE ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND BEING TRANSPORTED 386, 7 4 8 2 8 4 9 2 2 2 2 RESIDENCE (Driver / Ped.) PHYSICAL DEFECTS LOCATION VEHICLE USE TRAILER TYPE ALCOHOL / DRUG USE VEHICLE TYPE 01 Single Semi Traile IN VEHICLE 2 Elsewhere in State 2 Evesight Defect Alcohol - Under Influence 02 TandemSemi Traile 02 Van 02 Commercial Passengers Information 03 Tank Trailer 3 Non-Resident Out of State Fatigue / Asleep Drugs - Under Influence 03 Light Truck / P.U.- 2 or 4 reartires 03 Commercial Cargo 1 Front Left 04 Medium Truck - 4 rear tires 04 Public Transportation 04 Saddle Mount / Flath 4 Foreign 5 Unknown 4 Hearing Defect Alcohol & Drugs - Under Influence 2 Front Center 05 Heavy Truck - 2 or more rear axles 05 Public School Bus 06 Private School Bus 05 Boat Trailer RACE 5 Iliness Had Been Drinking Front Right Pending ALC/DRUG Test 06 Utility Trailer 6 Seizure, Epilepsy, Blackout 06 Truck Tractor (Cab-Bobtail) 4 Rear Left 7 Other Physical Defect INJURY SEVERITY 07 Motor Home (RV) 07 Ambulance 07 House Trailer 4 D/ Chauffeur 2 Black Rear Center SAFETY EQUIPMENT IN US 08 Bus (driver + seats for 9-15) 08 Law Enforcement 08 Pole Trailer 5 E/ Operator 3 Hispar Rear Right None 09 Towed Vehicle 6 E/ Oper.-Rest 1 Not in use 09 Bus (driver + seats for over 15) 4 Other 09 Fire / Rescue In Body Of Truck 2 Possible 2 Seat Belt /Shoulder Harness 10 Military 10 Auto Transport 8 Bus Passenger 10 Bicycle Code 11 Other Government SEX 1 Male 11 Motorcycle 77 Other REQUIRED 3 Non-Incapacitating 3 Child Restraint 9 Other 4 Incapacitating 4 Air Bag -Deployed **ENDORSEMENTS** 12 Moped 12 Dump 13 All Terrain Vehicle 13 Concrete Mixer 2 Female 5 Fatal (Within 30 Days) 5 Air Bag - Not Deployed **EJECTED** 6 Non-Traffic Fatality 14 Garbage or Refuse 2 No 6 Safety Helmet 1 No 15 Low Speed Vehicle 15 Cargo Van 3 No Endorsement 7 Eve Protection 2 Yes 77 Other Required Partia

DO NOT WRITE IN THIS SPACE

77 Other

FI ORIDA TRAFFIC CRASH REPORT

	DRIVI AÇTI			YEAR	MAK	Έ	TYPE	USE	VEH. LICENSE N	NUMBER	STATE	VEHI	CLE IDENTI	FICATION N	UMBER			2 3 4		19.9	vertum	•						
3		NLER OR TOWN	ED VEHICLE				TRAILE	R TYPE									1	4 13 1	16 1	21. T SHOW	railer FIRST PO							
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-		MOTOR VEHIC	CLE INSURANCE	COMPANY	(LIABILITY O	R PIP)				P	OLICY NU	IMBER		VEHICLE	REMOVED	BY:	_		Rotation L Owner's R		19. Overtum 20. Windshield 21. Trailer 32. Mindshield 21. Trailer SHOW FIRST POINT OF VEHICLE DAMAGE DAMAGE DAMAGE AREA(S) t 3. Driver ZIP CODE ITE ZIP CODE TE ZIP TE Z							
	Vehicle	NAME OF VEH	ICLE OWNER (CI	heck Box If	SAME AS DE	RIVER)	_ c	URRENT	ADDRESS (Numbe	er and Stre	et))		 			CITY AN	ID STATE	!		ZI	P CODE							
		NAME OF OW	NER (Trailer or T	owed Vehic	cle)		C	URRENT	ADDRESS (Numbe	er and Stre	et)					CITY AN	ID STATE			Z	P CODE							
-1	듩	NAME OF MO	TOR CARRIER (C	Commercial	I Vehicle Only	r)	C	URRENT	ADDRESS (Numb	er and Stre	eet)			CITY, STA	TE AND ZIP	CODE	Ī,	US DOT or	ICC MC II	ENTIFICAT	ION NUM	IBERS						
	Pedestrian	NAME OF DRIV	VER (Take From	Driver Lice	nse) / PEDES	TRIAN	С	URRENT	ADDRESS (Numbe	er and Stre	et))				C	ITY, STAT	E & ZIP CO	ODE		DATE	OF BIRT	ГН						
1		DRIVER LICEN	CE NUMBER	,		lет	ATE	DL RE	Q. IALC/DRUG TE	ST TVDE		RESUL	те І	ALC/DRUG	DUVE DEE	RES.	I RACE	SEX	I INJ.	1 6 5/	iun Ir	FIFOT						
							יד	/PE EN	D. 1 Blood 3 Urin 2 Breath 4 Ref	ne 5 None fused		\square						MP.	EJEUI.									
	ľ	HAZARDOUS MA BEING TRANSPO 1 Yes 2 No	RTED	LACARDED Yes 2 No	IF Y ON	ES, INDICAT PLACARD, A	TE NAME O	R 4 DIGIT I T NUMBER	TUMBER FROM DIAN FROM BOTTOM OF	IOND OR BO DIAMOND	ox [WAS HAZARI MATERIAL SI 1 Yes 2 No	OOUS PILLED?	RECOMMEN IF YES EXPL 1 Yes 2 No	D DRIVER RE AIN IN NARR	ATIVE	DRIVER	\$ PHONE)	NO.								
Ī	#		AMAGED - OTHE		EHICLES				EST. AMOUN	T	OWNER'S	NAME		ADD	RESS	***	CIT	<u> </u>	ST	ATE ZIP								
╙	1 # 2	PROPERTY DA	AMAGED - OTHE	R THAN V	EHICLES				\$ EST. AMOUN	т	OWNER'S	NAME		ADD	RESS		CIT	Y	ST	ATE ZIP								
느		EDIDLITING C	AUSES - DRIV	/FD / DED	COTDIAN		Lveu	ICLE DE	S			Lve	EHICLE MO	OVEMENT				- Victoria	COTOLA	LEUNOT	010							
0	1 No 2 Ca	Improper Drivi reless Driving	ing / Action (Explain In Narra		1 2		01 N 02 D	o Defects ef. Brake:		1 2		01 02	Straight Al Slowing / S	nead Stopped / St			3	1 None 2 Farm			2	3						
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0	7 Alc	proper Turn cohol - Under Ir		Į		12	06 S	uncture / teering M	ech.			07		_eaving / Pa	rking Space		y Vehicle		E OF CAI	RIER IN		$\overline{}$						
1	9 Alc 0 Fol	llowed Too Clo	Under Influence sely			1	08 E	Equipment / Vehicle 77 All Other 09 Improperly Parked In Narrative) 2 Shipping Papers 0 Making U-Turn 2 Shipping Papers 3 Vehicle Side 1								<u></u>		<u>u</u>										
1:	2 Ex	sregarded Traff ceeded Safe Sp sregarded Stop	peed Limit	19 Improj	per Load arded Other Ti	raffic Cont	01 O	NT OF C In Road lot On Roa	OLLISION	1 2	3		EDESTRIA	N ACTION				4 Driver 5 Other		الــــا	ATION T	TYPE						
1:	4 Fai 5 Imp		n Equip. / Vehicle	21 Drivin	g Wrong Side		03 S 04 M	houlder ledian urn Lane	01 01 01 01 01 01 01 01 01 01 01 01 01 0							2 3	1 Prir	narily iness r										
1	7 Ex	ceeded Stated estructing Traffi	Speed Limit	24 Driver In Nari	Distraction(E		01 N	RK AREA		1 2	3	04 05	Walking Al Walking Al	ong Road W	ith Traffic gainst Traffi	In Roa 09 Standi	id ng In Pede:	strian Island In Narrative		Res	idential _							
L					ner (Explain In	i ivarrative		earby ntered	0	1 0	1	<u> </u>	working of			88 Unkno	wn	in Narrauve,		LUGHTING COND								
Г	01 Co	ollision With M\	UENT HARMF! / in Transport(Re / in Transport(He	ear End)	(S) 15 Collision 16 MV Hit Sig				29 MV Ran 30 Ran Off			1	2	[2] O	ROAD SYS 1 Interstate 2 U.S.	07 Fore 08 Priv	st Road ate Roadw		01	Daylight Dusk	Г	01						
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10	07 Cc		/ in Transport(Sid / in Transport(Ba	cked Into)	20 MV Hit Co 21 MV Hit Br 22 MV Hit Tre	idge/Pier/	Abutment	/Rail	34 Fire 35 Explosio 36 Downhill						6 Turnpike ROAD SUR 1 Dry		NDITION	WEATHI 01 Clear	R									
1	09 Cd	ollision With M\ ollision With Pe	on Roadway destrian		23 Collision 9 24 Collision 9	With Cons With Traffic	truction E c Gate		Sign 37 Cargo Lo 38 Separati	oss or Shif ion of Units	it s	/	14		2 Wet 3 Slippery		01	02 Cloud 03 Rain	02	02 Blackto 03 Brick/E	lock	02						
1	12 Cc	ollision With Bio ollision With Bio ollision With Mo	cycle (Bike Lane)			With Fixed	l Object A Object	bove Roa	Narrative	r (Explain I					4 Icy 7 All Other (Explain Ir	Narrative)	L	04 Fog 77 All Oth (Explain	er In	04 Concre 05 Dirt 77 All Othe	er (Explain	n in						
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0	2 Ob 3 Ob	struction With	out Warning		01	ment We ed / Stop		le 01	02 Spec	cial Speed ed Control			01 0	2 At Interse 3 Influence 4 Driveway	d By Interse	ction	77		nt - Upgrad grade	e/ [01							
0	5 Lo 6 Sh	ose Surface Ma oulders - Soft /	Low / High	On Vehic	cle ed Object		05 Traff 06 Stop	ic Signal Sign	12	Posted No No Passin	U-Turn 0 g Zone 0	5 Railroad 6 Bridge	11 12	Private Pro Toli Booth	perty	04. Curve Downs	- Upgrade / rade	,										
0	8 Sta	iles / Ruts / Uns anding Water orn / Polished F	safe Paved Edge Road Surface			08 Fog	s/Billboa ke 77/	ırds VII Other (I	Explain		l Sign hing Light oad Signa		' All Other (I Narrative)		7 Entrance 8 Exit Ramp 9 Parking L	77	All Other (E		TYPE SH 01. Paved 02. Unpav			01						
	7 AII	Other (Explain SECTION #	In Narrative)	NAM	ME OF VIOLA	10 Glare	· !	n Narrativ	e) FL STATUTE I		er / Guard	i / Flag	person	<u> </u>	0 Parking L CHARGE			ļ	03. Curb			R						
1:	SEE NARRATIVE SECTION # NAME OF VIOLATOR						,	FL STATUTE I	NUMBER	+				CHARGE					CITATIO	NUMBE	R							
	SECTION # NAME OF VIOLATOR SECTION # NAME OF VIOLATOR NAME OF VIOLATOR								FL STATUTE I	NUMBER					CHARGE	<u> </u>			_	CITATIO	NUMBE	R						
	<u></u>	SECTION # NAME OF VIOLATOR							FL STATUTE																			
		SECTION#		NAI	WIL OF VIOLA	ion			I COIMIUIEI											JIIAHUI	, ITOMOE	-11						

	•	ÖÉIDA TRAFF NARRATI O: DEPARTMENT.OF HIGHWAY RECORDS SECTION, NEIL F	VE/DIAGRA Y SAFETY & MOTOR VEH	AM HICLES, TRAFFIC C	RASH	DO NOT	WRITE IN THIS S	SPACE							
TIME	EMS N	DTIFIED (FATALITIES ONLY)	TIME EMS ARRIVED (FA		DATE OF	CRASH 26 09	COUNTY / CITY COD	DE INVEST. AGENCY	REPORT NUMBER		7550		EPORT NUI	MBER	==
V1, a 10 yoa male bicycle rider, was riding westbound on the sidewalk adjacent to th westbound traffic on E. Voorhis Ave. V2 was westbound on Voorhis Ave approaching bicyclist's location. The bicycle made a sudden left turn towards the roadway. V2 st emergency braking. The bicyclist seen the vehicle and began pushing the bicycle aw from him. V2 struck V1 on the front tire of the bicycle with the right front of the veh The steering wheel on the bicycle twisted quickly striking the boy's left knee causing minor abrasion. The parent of the juvenile was in the area and responded to the sce at which time he took charge of the juvenile. The child was treated by EVAC and rele to parent. The child is at fault for the collision for pulling out into on coming traffic. citation has been issued to the child. V2 has minor damage to the vehicle and V1 has bent front tire. No other injuries report on scene. N.F.I.										g the starte way hicle g a ene, eleas No ad a	ed e. , e				
EC#	PASS#	PASSENGER 'S NAME		CURRENT ADDRE	SS		CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX LOC	INJ	S. EQUI	P. EJE	.CT.
EC#	PASS#	PASSENGER 'S NAME		CURRENT ADDRE	SS		CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX LOC	INJ	S. EQUI	P. EJE	CT.
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EC#	PASS#	PASSENGER 'S NAME		CURRENT ADDRE	SS		CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE S	SEX LOC	INJ	S. EQUII	P. EJE	CT.
EC#	PASS#	PASSENGER 'S NAME		CURRENT ADDRE	SS		CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE S	SEX LOC	INJ	S. EQUII	P. EJE	ст.
EC#	PASS#	PASSENGER 'S NAME		CURRENT ADDRE	ss		CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE S	SEX LOC	INJ	S. EQUII	P. EJE	СТ.
Violator(s)	SECTION		AME OF VIOLATOR			ITE NUMBER		CHARGE CHARGE			<u>-</u>		TATION N		
VITNESS NAME (1) CURRENT ADDRESS CITY'S STATE 7/P CODE WITNESS NAME (2) CURRENT ADDRESS CITY'S STATE								IP CODE	_						

31 DELAND P.D. OFC T.J. PETRELLA Page 3 4 HSMV-90005 (Rev. 1/02)

IS INVESTIGATION

COMPLETE?

4. Certified 1st Aider 5. Other

Lake Helen

1. Physician or Nurse 2. Paramedic or EMT 3. Police Officer
4. Certified 1st Aider 5. Other 2

1. YES 2. NO

ID/BADGE NUMBER

FL 32744

IF NO , THEN WHY?

INJURED TAKEN TO:

released to parent

27

09

DATE OF REPORT

08

DEPARTMENT

BY - NAME **EVAC #46**

1. YES 2. NO

IF YES, BY WHOM?

1. INVESTIGATING AGENCY

2. OTHER

PD

PHOTOS TAKEN

Debbie Eckert

FIRST AID GIVEN BY - NAME

INVESTIGATION 1. YES MADE AT SCENE? 2. NO

INVESTAGATOR - RANK & SIGNATURE

247 Vermont st

IF NO , THEN WHERE?

.FLORIDA TRAFFIC CRASH REPORT

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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	 	 	

		NEOGNOS, NEIE KINKING BOILDIN									
	ation	DATE OF CRASH 12 1541	AM X PN 14	ME OFFICER NOTIFIED	PM 1541	7 (7)	PM DLOGE	01041	1 1	755C	0RT NUMBER 18319
	oca.	COUNTY / CITY CODE: FEET or	MILE(S)	S E W of	DELAY	nd		(Check if in City or	rfown) 🔀 🖔	701 u	sia
	8 9	AT NODE NO. or FEET or	MILE(S) FROM N	ODE NO. NEXT NODI	NO. OF LANE	2	1. DIMDED 2. UNDIMDED	S. W	ON LONG	7 BI	\overline{vD}
	Tim	AT THE INTERSECTION OF (Street, road or h	lond and	FEET MILE(S)	N S E V	y FR	OM INTERSECTION O	F (street, road or	highway)		
Ī	DRIV		MAKE DE	101 1348H	NUMBER STATE	EHICLE IDEN	R5228167	08411	2 3 4	5 6 7	18. Undercarriage 19. Overturn 20. Windshield
S		AILER OR TOWED VEHICLE FORMATION		LER TYPE		1 507		ă. (p	14 13 12	1111019	21. Trailer SHOW FIRST POINT OF VEHICLE
c t	c a l	VEHICLE TRAVELLING N S E W VEWN	<u> </u>	VE TVE			2. 3.	Disabling Functional No Damage	EST. TRAILE		AND CIRCLE DAMAGED AREA(S)
i ∫ o	ehicle	MOTOR VEHICLE INSURANCE COMPANY (LI SUH FAYM MU	tual		300 14 9	450	VEHICLE REMO		2. Taw C	otation List Winer's Reques	
ח	Vet	NAME OF VEHICLE OWNER (Check Box If Sar DUVILLE	San+1/10	CURRENT ADDRESS (Num	E. VIlla	la	<u>pri Cir</u>	- De	and R	1. 2	21P CODE 2794
1		NAME OF OWNER (Trailer or Towed Vehicle)		CURRENT ADDRESS (Nun	nber and Street)			CITY AND			ZIP CODE
ļ	Pedestrian	NAME OF MOTOR CARRIER (Commercial Vet	hicle Only)	CURRENT ADDRESS (Nun	nber and Street)		CITY, STATE AND			OC MC IDENTI	FICATION NUMBERS
	Pedes	NAME OF DRIVER (Take From Driver License) MICHELL WINN V	NASICKIC	CURRENT ADDRESS (Nun	ther and Street)	Cart	1/2 be	land, 4	I. BATA	40	1-24-81
		DRIVER LICENSE NUMBER V52256281764	O FL	DL REQ. ALC/DRUG TYPE END 1 Blood 3 U 2 Breath 4 F	rine 5 None	SULTS	ALC/DRUG PHYS	DEF. RES.	RACE SEX	. ги	S. EQUIP. EJECT.
j		HAZARDOUS MATERIALS PLACARDED BEING TRANSPORTED 1 Yes 2 No 1 Yes 2 No		E OR 4 DIGIT NUMBER FROM DI DIGIT NUMBER FROM BOTTOM O		WAS HAZZ MATERIAL 1 Yes 2 No	SPILLED? IF YES	MMEND DRIVER RÉ-I EXPLAIN IN NARRA ' No		S PHONE NO.	b-2297
	DRIV	/ER 2 Hit & Run	MAKE TYPI	E USE VEH. LICENSI	NUMBER STATE \		TIFICATION NUMBER		2 3 4	***	18. Undercarriage 19. Overturn 20. Windshield
S		AILER OR TOWED VEHICLE FORMATION	TRAI	LER TYPE					14 13 12		21. Trailer SHOW FIRST POINT OF VEHICLE
c t		VEHICLE TRAVELLING WOOD O	and Blva	AT Est	Posted Spee	d EST. VEH	5 <u>00</u> 2	Disabling Functional No Damage	EST. TRAILE]	DAMAGE AND CIRCLE DAMAGED AREA(S)
i	ehicle	MOTOR VEHICLE INSURANCE COMPANY (LI	IABILITY OR PIP)		POLICY NUME	BER	VEHICLE REMO	VED BY:	I -	otation List wner's Request	3. Driver t 4.Other
o n	Veh	NAME OF VEHICLE OWNER (Check Box If Sar	rne As Driver)	CURRENT ADDRESS (Nun	nber and Street)			CITY AND	STATE		ZIP CODE
2	⊅	NAME OF OWNER (Trailer or Towed Vehicle)		CURRENT ADDRESS (Nun	nber and Street)			CITY AND	STATE		ZIP CODE
		NAME OF MOTOR CARRIER (Commercial Vel	phicle Only)	CURRENT ADDRESS (Nun	nber and Street)		CITY, STATE AND	ZIP CODE	US DOT or)	CC MC IDENTI	FICATION NUMBERS
	Pedestrian	NAME OF DRIVER (Take From Driver License)	EYGUN	CURRENT ADDRESS (Num	pber and Street))	met	Ball	CITY, STATE	3 ZIP CODE	50 11	DATE OF BIRTH
	ď	DRIVER LICENSE NUMBER	STATE	DL REQ. ALC/DRUG TYPE END. 1 Blood 3 U	rine 5 None	SULTS	ALC/DRUG PHYS		RACE SEX	<u> </u>	S. EQUIP. EJECT.
		WAS HAZARDOUS MATERIAL PLACARDED BEING TRANSPORTED	ON PLACARD, AND 1.	2 Breath 4 R IE OR FOUR DIGIT NUMBER FR DIGIT NUMBER FROM BOTTOM C	OM DIAMOND OR BOX	WAS HAZ MATERIA	LISPILLED? IF YES	MMENÖ DRIVER RE- EXPLAIN IN NARRA	EXAM, DRIVER'S	PHONE NO.	<u>j l l l l l l l l l l l l l l l l l l l</u>
		1 Yes 2 No 1 YEHICLE TYPE	VEHICLE USE	TRAILER TYPE	RESIDENCE (Driv	1Yes 2 No	PHYSICAL D		ALCOHOL / DE		LOCATION
	<u> </u>	01 Automobile 01 02 Van 02	Private Transportation Commercial Passengers Commercial Cargo	01 Single Semi Trailer 02 Tandem Semi Trailer 03 Tank Trailer	1 County of Crash 2 Elsewhere in State 3 Non-Resident Out of	-, i	No Defects Known Eyesight Defect Fatigue / Asleep		Not Drinking or Usin Acohol - Under Influ Drugs - Under Influe	ence	IN VEHICLE
	Information	04 Medium Truck - 4 rear tires 04 05 Heavy Truck - 2 or more rear axtes 05	Public Transportation Public School Bus	04 Saddle Mount / Flatbed 05 Boat Trailer	4 Foreign 5 Unknown	RACE	4 Hearing Defect 5 Illness		Alcohol & Drugs - Ul Had Been Drinking		2 Front Center 3 Front Right
	orm	97 Motor Home (RV) 07	Private School Bus Ambulance Law Enforcement	06 Utility Trailer 07 House Trailer 08 Pole Trailer	1 A 2 B 3 C 4 D/ Chauffeur 5 E/ Operator	1 White 2 Black 3 Hispanic	6 Seizure, Epilepsy, 7 Other Physical De INJURY SE	fect	SAFETY EQUIPM		4 Rear Left 5 Rear Center 6 Rear Right
ļ		09 Bus (driver + seats for over 15) 09 10 Bicycle 10	Fire / Rescue Military	09 Towed Vehicle 10 Auto Transport	6 E/ OperRest. 7 None	4 Other	1 None 2 Possible		1 Not in use 2 Seat Belt / Shoulder		7 In Body Of Truck 8 Bus Passenger
	Code	12 Moped 12	Other Government Dump Concrete Mixer	77 Other	REQUIRED ENDORSEMENTS 1 Yes	SEX 1 Male 2 Female	Non-Incapacitating Incapacitating Fatal (Within 30 D)		3 Child Restraint 4 Air Bag - Deployed 5 Air Bag - Not Deploy	red .	9 Other EJECTED
		14 Train 14 15 Low Speed Vehicle 15	Garbage or Refuse Cargo Van Other		2 No 3 No Endorsement Required		6 Non-Traffic Fatalit	y	6 Safety Helmet 7 Eye Protection		1 No 2 Yes 3 Partial
- 1	í	71 Julio [//	O460		17040860	•	i		_		

CHARGE

CITATION NUMBER

FL STATUTE NUMBER

SECTION #

NAME OF VIOLATOR

2 8- W

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

	I THIS SPACE	

TIME EMS NOTIFIED (FATALITIES ONLY) TIME EMS ARRIVED (F.) AM PM AN		106 08136	DUDODIO			HREPORT NUM	
VI Was travelling	0 0 11	, (NARRATIVE) [/Nampsi	riri A	V0 .	V-2	
Was travelima sou	thoound o	n Woodlar	nd blyd	tn a	bicuc	10	
V1 was stopped	at a tra	FAC Signa	1. V-2 N	ias at	MARKE	inf	D
Masodia the inter	sortion a	nd was:	Struck 1	04 V-	1.1	ne .	
anver of V-1 Du	wed on v	Noodland	Blvd C	ontine	icina	504	th-
bound on the 'r	olvd. V-2 W	as Knocke	d off his	s bicy	Cle.	and	
Moured his loft	foot. V-3	was troa	ted by	EVAC	an	d	
LAMAN YOLLOSPOL 1	o his Mo	Mer, Ste	p hanie	Lon	erga	n.	
hater the ve	hicle was	3 10catea	at 10	09 D	8. VL	lla	,
Capri Circio.			-			<u></u>	
V-2 informati	ion was pr	ovided a	nd dol	ume	n+06	/	
	1				, —-		
1/0				····			
SEC# PASS# PASSENGER 'S NAME	CURRENT ADDRESS	CITY & STATE		ATE OF BIRTH RACI		NJ S. EQUI	P. EJECT.
SEC# PASS# PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE D	ATE OF BIRTH RAC	E SEX LOC	INJ S. EQUII	P. EJECT.
SEC# PASS# PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE D	ATE OF BIRTH RACI	E SEX LOC	NJ S. EQUII	P. EJECT.
SEC# PASS# PASSENGER S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE D	ATE OF BIRTH RAC	E SEX LOC	INJ S. EQUI	P. EJECT.
SEC# PASS# PASSENGER 'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE D	ATE OF BIRTH RAC	E SEX LOC	INJ S. EQUI	P. EJECT.
SEC# PASS# PASSENGER S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE D.	ATE OF BIRTH RAC	E SEX LOC	INJ S. EQUI	P. EJECT.
SECTION# NAME OF VIOLATOR	FL STATUTE NU	IMBER	CHARGE			CITATION	NUMBER
SECTION# NAME OF VIOLATOR NAME OF VIOLATOR NAME OF VIOLATOR	FL STATUTE NU	JMBER	CHARGE			CITATION	NUMBER
	CITY & STATE ZIP	P CODE WITNESS NAME (2)	CURRENT A	DDRESS	CITY & ST	ATE	ZIP CODE
1	e 2. Paramedic or EMT 3. Police Offic	CORT INJURED TAKEN TO:		BY - NAME			
4. Certified 1st Aider WAS IF NO, THEN WHERE? IS INVESTIGATION 1. YES	L	NONE O, THEN WHY? DATE OF REPOR	T PHOTOS	1. YES 72	IF YES	BY WHOM? STIGATING AGI	ENCY [
	MPLETE? 2. NO ID/BADGE NUMBER	DEPARTMENT	Dating On	1 YES 2	2. OTH	ER	PD OTHER
HSMV-90005 (Rev. 1/02)	48 Page 3	- Deland	roult De	p1·			<u> </u>

DIAGRAM

INDICATE NORTH WITH ARROW

NO Magram.
Provided

Page 4 Of 4

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	 	 	

Γ	٦	TE OF CRASH TIME OF CRASH TIME OFFICER NOTIFIED TIME OFFICER ARRIVED INVEST AGENCY REPORT NUMBER HISMY CRASH REPORT NUMBER
- {	Location	1 OS 07 ISUE AM VPM ISUE DAM VPM ISS2 DAM PPM DEUTUOUTTAL 75509242
	Ğ	UNITY / CITY CODE FEET Or MILE(S) N S E W CITY OR TOWN (Check if in City or Town) _ COUNTY
Ì	2	o 分 / 3 6
ļ	∞	
	Time	THE INTERSECTION OF (street, road or highway) or FEET MILE(S) N S E W FROM INTERSECTION OF (street, road or highway)
İ	F	200 XIII = TAYLOR RA
Ĭ	DRIV	1 Phantom YEAR MAKE TYPE USE VEH LICENSE NUMBER STATE VEHICLE IDENTIFICATION NUMBER 3.14.15.16.15.16.18. Undercarriage
L	ACT	3 N/A RONDAUSTER 10 OI NONE SNESDO4JUL793 115 115 12 Windshield
S		R ON TOWED VEHICLE SHOW PIRST POINT
е		14 113 / 12 11 110 9 OF VENICLE HICLE TRAVELLING ON AT ESL MPH Posted Speed EST VEHICLE DAMAGE 1 DISABING EST TRAVELE DAMAGE DAMAGE DAMAGE
c	انہ	S E W AND CIRCLE AND CIRCLE
t	Þ	TOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) DAMAGED AREA(S) DAMAGED AREA(S) DAMAGED AREA(S) DAMAGED AREA(S)
i	용	1 10W 10W 10W 11W 11
0	Vehicle	ME OF VEHICLE OWNER (Check Box II Same As Driver) CURRENT ADDRESS (Number and Street)) CITY AND STATE ZIP CODE
n	حّ	
		RICHARD BOWER (FATIVE) SIZ PRINCEWOWD AVE DELICADITE ZIP CODE
1		
- }	듩	ME OF MOTOR CARRIER (Commercial Vehicle Only) CURRENT ADDRESS (Number and Street) CITY STATE AND ZIP CODE US DOT or ICC MC IDENTIFICATION NUMBERS
	Pedestrian	
	Ģ	ME OF DRIVER (Take From Driver License) / PEDESTRIAN CURRENT ADDRESS (Number and Street)) CITY , STATE & ZIP CODE DATE OF BIRTH
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		ME OF OWNER (Trailer or Towed Vehicle) CURRENT ADDRESS (Number and Street) CITY AND STATE ZIP CODE
2		
	듄	ME OF MOTOR CARRIER (Commercial Vehicle Orizy) CURRENT ADDRESS (Number and Street) CITY , STATE AND ZIP CODE US DOT or ICC MC IDENTIFICATION NUMBERS
	Pedestrian	
	g	ME OF DRIVER (Table From Dirver License) / PEDESTRIAN CURRENT ADDRESS (Number and Street)) CITY , STATE & ZIP CODE DATE OF BIRTH
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		IG TRANSPORTED ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND MATERIAL SPILLED? If YES EXPLAIN IN NARRATIVE 1 Yes 2 No 2 1 Yes 2 No 2 ()
ř	一	VEHICLE TYPE VEHICLE USE TRAILER TYPE RESIDENCE (Driver / Ped.) PHYSICAL DEFECTS ALCOHOL (DRUG USE LOCATION
ı	1	Automobile 01 Private Transportation 01 Single Semi Trailer 1 County of Crash 1 No Defects Known 1 Not Drinking or Using Drugs IN VEHICLE 2 Eyesight Defect 2 Alcohol Under Influence
	.5	Light Truck / P.U. 2 or 4 rear tires
	7at	Heavy Truck 2 or more rear axies 05 Public School Bus 05 Boal Trailer <u>DL TYPE RACE</u> 5 Illness 5 Had Been Drinking 3 Front Right
	Information	Motor Home (RV) 07 Ambulance 07 House Trader 4 D/ Chauffeur 2 Black 7 Other Physical Defect 5 Rear Center
- }	틸	Bus (driver - seats for over 15) D9 Fire / Rescue D9 Towed Vehicle 6 E/ Oper - Rest 4 Other 1 None I Not In use 7 In Body Of Truck
-	위	Bucycle 10 Military 10 Auto Transport 7 None 2 Possible 2 Seat Belt / Shoulder Harness 8 Bus Passenger 11 Other Government 77 Other REQUIRED SEX 3 Non-Incapacitating 3 Child Restraint 9 Other
	Š	Moped 12 Dump ENDORSEMENTS 1 Male 4 Incapacitating 4 Air Bag Deployed All Terrain Vehicle 13 Concrete Mixer 1 Yes 2 Female 5 Fatal (Within 30 Days) 5 Air Bag - Not Deployed EJECTED
	_	Train 14 Garbage of Refuse 2 No 6 Non-Traffic Fatality 6 Safety Helmet 1 No 15 Cargo Van 3 No Endorsement 7 Eye Protection 2 Yes
	- 1	Other 77 Other Required 3 Partial

'	DRIV ACTI	2 Hd & Hair	`	YEAR	MAKE	TYPE	USE R TYPE	VEH LICENSE NUMBER	STATE VE	HICLE IDENTIF	ICATION NU	IMBER	- 'Z	15 (C 16	6 3 18 Undercar 19 Overturn 20 Windshie 21 Trailer	eld	
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t				COMPAN	Y (LIABILITY OR PI	P)			OLICY NUMBE	R	VEHICLE	3 No Damage REMOVED 8Y		1 Tow Rotation 2 Tow Owner's	DAMAGED AR List 3 Driver Request 4 Other	EA(S)	
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1/ 1: 10 1	4 Fa 5 Im 6 Dr 7 Ex 8 Or	proper Passing rove Left of Cente roseded Stated Si bstructing Traffic	Equip / Vehicle r peed Limit	21 Drive 22 Fleesi 23 Vehic 24 Drive in Na 77 All Ot	ie Modified r Distraction (Explair trative) her (Explain in Nam	y 03 8 04 1 05 1 n W O 01 1 artive) 02 1	Shoulder Median Furn Lane PRK ARE	01/	Intersection ng Road Witt ng Road Aga Vehicle In Ro	ntersection 07 Worfung 1 2 3 1 1 Pnma Busin Section 08 Standing/Playing 2 2 9 Pnma oad With Traffic 09 Standing In Pedestrian Island 3 Open 3 Open							
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00000	11 No 12 O 13 O 14 Ro 15 Lo 16 Si 17 H	DAD CONDITIONS AT TIME OF CRASH No Defects Obstruction With Warring Obstruction Without Warring Road Under Repair / Construction Loose Surface Materials Shoulders - Soft / Low / High Holes / Rufs / Unserfe Paved Edge Standing Water VISION OBSTR 01 Vision Not Obst 02 Inclement Weat 03 Parked / Stoppe 04 Trees / Crops / 05 Load On Vehicl 06 Building / Fixed 07 Signs / Billboard 08 Fog 08 Fog						01 No 02 Sp 03 Sp 04 Sc 05 Tra 06 Sk 07 Ye	FIC CONTRO Control acial Speed Zon acial Speed Zon acial Speed Zon acial Speed Zon acial Speed Zon acial aci	e [0: 0: 0: 0: 0: 0: 0: 0: 0: 0: 0: 0: 0: 0	6 Bridge 7 Entrance Ramp	section 11 Private Prop 12 Toll Booth	01 Str 02 Str 03 Cu erty 04 Cu Do Stop Zone TYPE	aight - Level aight - Upgrade / wngrade rve - Level rve - Upgrade / wngrade se - Upgrade / wngrade SHOULDER	01	
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	r(s)							FL STATUTE NUMBER				CHARGE			CITATION NUM		
	Violator(s)	SECTION#		N.	AME OF VIOLATOR			FL STATUTE NUMBER	3			CHARGE			CITATION NUM	IBER	
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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

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FEORIDA TRAFFIC CRASH REPORT DO NOT WRITE IN THIS SPACE LONG FORM MAIL TO DEPT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537 HSMV CRASH REPORT NUMBER INVEST, AGENCY REPORT NUMBER DATE OF CRASH TIME OFFICER NOTIFIED TIME OFFICER ARRIVED AM NPM AM X PM 000007670 AM X PM 1456 1458 10 31 07 1455 CITY OR TOWN (Check if in City or Town) COUNTY / CITY CODE FEET MILE(S) S W 08 NO OF LANES ON STREET, ROAD OR HIGHWAY NEXT NODE NO AT NODE NO. MILE(S) FROM NODE NO FEET 1 DIVIDED නේ SOUTH WOODLAND BLUD, 2 UNDIVIDED AT THE INTERSECTION OF (street, road or highway) FROM INTERSECTION OF (street, road or highway) FEET MILE(S) S E W NEW HAMPSHIRE AVE VEHICLE IDENTIFICATION NUMBER VEH LICENSE NUMBER STATE LISE YEAR 5 6 7 18 Undercamage 2 Hit & Run 99 IFVGHTAAOXHA23510 NBB-12 A 04 F۷ ACTION FRGHT 03 8 21 Trailer 3 N/A 15 16 TRAILER OR TOWED VEHICLE SHOW FIRST POINT INFORMATION 99 14 13 12 11 10 9 OF VEHICLE ┒ N 88-12A FRGHT EST TRAILER DAMAGE VEHICLE TRAVELLING Est MPH Posted Speed EST VEHICLE DAMAGE 1 Disabino DAMAGE C N S E W 2 Functional AND CIRCLE 40 800 S MOOJENNY BLAD 40 3 No Damage 卤 DAMAGED AREA(S) POLICY NUMBER VEHICLE REMOVED BY MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) 1 Tow Rotation List 3 Dover ψ 2 Tow Owner's Request 4 Other 9621366901 D, O. AUTO OWNERS INSURINCE Vehic 0 NAME OF VEHICLE OWNER (Check Box If Same As Driver) CURRENT ADDRESS (Number and Street)) CITY AND STATE ZIP CODE n ORMOND BEACH, IFL タスィフチ 4 N. PERROTT DR. S.R. PERROTT INC. ZIP CODE CURRENT ADDRESS (Number and Street) 4 ~ ORMOND BEACH CITY, STATE AND ZIP CODE PERROTT 32174 US DOT OF ICC MC IDENTIFICATION NUMBERS SIR. PERROTT INC. NAME OF MOTOR CARRIER (Commercial Vehicle Only) CURRENT ADDRESS (Number and Street) 25986 81 6 6 ERROTT DR. S.R. PERROTT INC ろミハヒドノ CITY STATE A ZIP CODE NAME OF DRIVER (Take From Driver License) / PEDESTRIAN CURRENT ADDRESS (Number and Street)) DATE OF BIRTH JERRID THOMS BELKHAM 09 /2 83 DRIVER LICENSE NUMBER REQ | ALC/DRUG TEST TYPE RESULTS ALC/DRUG PHYS DEF RES RACE 5EX S EQUIP FJECT TYPE ENΩ 1 Blood 3 Unne 5 None BASO 438 83 332 HAZARDOUS MATERIALS PLACARDED IF YES INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX 0 WAS HAZARDOUS RECOMMEND DRIVER RE-EXAM, DRIVER'S PHONE NO BEING TRANSPORTED ON PLACARD, AND I DIGIT NUMBER FROM BOTTOM OF DIAMOND MATERIAL SPILLED? IF YES EXPLAIN IN NARRATIVE 1386, 612-2275 2 2 Yes 2 No 1 Yes 2 No 1 Yes 2 No VEH LICENSE NUMBER | STATE | VEHICLE IDENTIFICATION NUMBER 1 Phant USE YEAR DRIVER 1 Phantom ACTION 2 H/A 3 | 4 | 5 | 6 | 7 | 18 Undercamage 3 8 20 Windshield 21 Travier 17 3 N/A 16 TRAILER TYPE TRAILER OR TOWED VEHICLE S SHOW FIRST POINT INFORMATION 14 13 12 11 10 9 OF VEHICLE θ Posted Speed EST VEHICLE DAMAGE EST TRAILER DAMAGE DAMAGE VEHICLE TRAVELLING ÓN ΑT Est MPH 1 Disabling C AND CIRCLE N S E W 2 Functional 3 No Damage DAMAGED AREA(S) t MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) VEHICLE REMOVED BY POLICY NUMBER 1 Tow Rotation List 3 Driver 2 Tow Owner's Request 4 Other 0 Vehi CITY AND STATE ZIP CODE NAME OF VEHICLE OWNER (Check Box If Same As Driver) CURRENT ADDRESS (Number and Street)) n NAME OF OWNER [Trailer or Towed Vehicle] CITY AND STATE ZIP CODE CURRENT ADDRESS (Number and Street) 2 V CITY, STATE AND ZIP CODE US DOT or ICC MC IDENTIFICATION NUMBERS CURRENT ADDRESS (Number and Street) NAME OF MOTOR CARRIER (Commercial Vehicle Only) Pedestrian NAME OF DRIVER (Take From Driver License) / PEDESTRIAN CURRENT ADDRESS (Number and Street)) CITY STATE & ZIP CODE DATE OF BIRTH REMONTE 701 NEWHAMASHIRE 32720 Rashad G1350~ ω. NUE. DEMMS, FO 30 94 DL | REQ | ALC/DRUG TEST TYPE EJECT ALC/ORUG PHYSIDEF RACE SEX INJ DRIVER LICENSE NUMBER STATE ! RES S EQUIP TYPE END 1 Blood 3 Unne 5 None 2 Breath 4 Refused RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE IF YES, INDICATE NAME OR FOUR DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND WAS HAZARDOUS MATERIAL WAS HAZARDOUS DRIVER'S HONE MATERIAL SPILLED? BEING TRANSPORTED 1336,626 2092 2 1 Yes 2 No VEHICLE TYPE ALCOHOL / DRUG USE VEHICLE USE TRAILER TYPE RESIDENCE (Driver / Ped.) PHYSICAL DEFECTS LOCATION 01 Single Semi Trailer 02 Tandem Semi Trailer 1 County of Crash 2 Elsewhere in State Not Drinking or Using Drugs Alcohol Under Influence 01 Private Transportation 1 No Defects Known IN VEHICLE 2 Eyesight Defect 02 Commercial Passengers 02 Van tion 03 Light Truck / P U - 2 or 4 rear tires 03 Tank Trader 3 Non-Resident Out of State 3 Fabgue / Asleep Drugs - Under Influence 03 Commercial Cargo 1 Front Left 04 Saddle Mount / Flathed 04 Medium Truck - 4 rear tires 05 Heavy Truck 2 or more rear axles 5 Unknown 4 Heanna Defect Alcohol & Orugs - Under Influence 04 Public Transportation 4 Foreign Front Center Informat 05 Public School Bus 05 Boat Trailer 5 Iliness DL TYPE 2 B RACE Front Right 06 Truck Tractor (Cab-Bobtail) 06 Utility Trailer 6 Seizure Epilepsy Blackout 6 Pending ALC/DRUG Test Results 06 Private School Bus Rear Left 4 D/ Chauffeur

13 Ali Terrain Vehicle

07 Motor Home (RV)

10 Bicycle

12 Moned

14 Train

77 Other

11 Motorcycle

08 Bus (driver + seats for 9-15)

09 Bus (driver + seats for over 15)

07 Ambutance

09 Fire / Rescue

10 Military

12 Dump

77 Other

08 Law Enforcement

11 Other Government

14 Garbage or Refuse

13 Concrete Mixer

15 Cargo Van

07 House Trailer

08 Pole Trailer

09 Towed Vehicle

10 Auto Transport

3 No Endorsement

5 Er Operator

7 None

i Yes

6 E/ Oper Rest

REQUIRED

ENDORSEMENTS 1 Mate

7 Other Physical Defect INJURY SEVERITY

1 None

2 Possible

3 Non-Incapacitating

6 Non Traffic Fatality

4 Incapacitating 5 Fatal (Within 30 Days)

Rear Center

7 In Body Of Truck

B Bus Passenger

EJECTED

6 Rear Right

9 Other

2 Yes

3 Parta

SAFETY EQUIPMENT IN USE

2 Seat Belt / Shoulder Harness

3 Child Restraigt

6 Safety Helmet

7 Eye Protection

4 Air Bag - Deployed

5 Air Bag - Not Deployed

2 Black

4 Other

3 Hispanic

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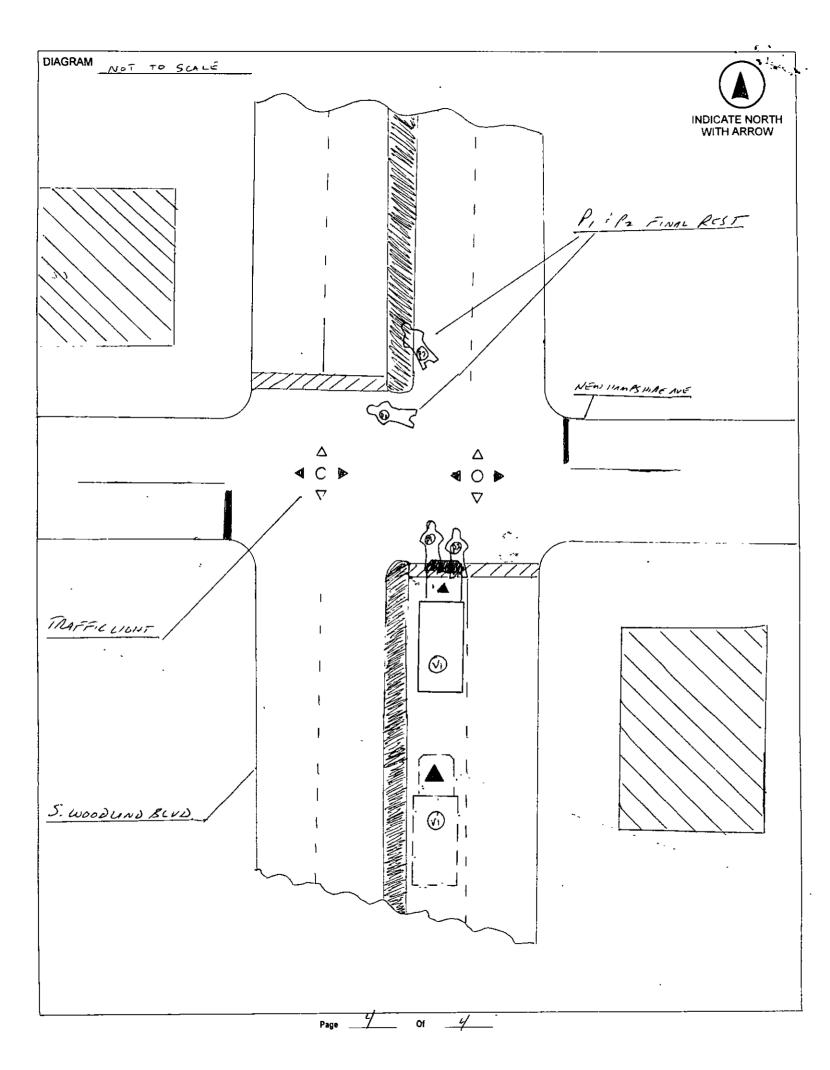
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e c t		VEHICLE TRAVELLING N S E W MOTOR VEHICLE INSURANCE	COMPANY (LIABILITY O	ON AT		d Speed EST VEHICLE DA	MAGE 1 Disabling 2 Functional 3 No Damage HICLE REMOVED BY	EST TRAILER DAM	AGE DAMAGE AND CIRCLE DAMAGED AREA(S)
i o	Vehicle	NAME OF VEHICLE OWNER (C	·		DDRESS (Number and Street))	- Nombell	CITY AND STA		Request 4 Other ZIP CODE
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	Pedestrian	NAME OF MOTOR CARRIER (C			ADDRESS (Number and Street) DDRESS (Number and Street))	DATE OF BIRTH			
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	# 1	PROPERTY DAMAGED - OTHE	Yes 2 No 2 2		EST AMOUNT OWI	L 1 Yes 2 No L NER'S NAME	ADDRESS		269-1283 STATE ZP
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	18 O	bstructing Traffic ST / SUBSEQUENT HARMF	in Narrative) 77 All Other (Explain in	01 None	01 /		88 Unknown	plan in Namative)	3 Open Country LIGHTING CONDITION
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MAIL TO DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS SECTION, NEIL KIRKMAN BUILDING TALLAHASSEE FL 32399-0500

DO NOT WRITE IN THIS SPACE	 	

TIME EMS NOTIFIED (FATALITIES ONLY) TIME EMS ARRIVED (FATALITIES ONLY) DATE OF CRASH									COUNT	/ / CITY CODE	INVEST AGEN	CY REPORT NUMBER		HSM	IV CRA	SH RE	PORT N	UMBER					
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FLORIDA TRAFFIC CRASH REPORT TO UPDATE CONTINUATION						1	DO NOT WRITE IN THIS SPACE																	
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FLORIDA TRAFFIC CRASH REPORT

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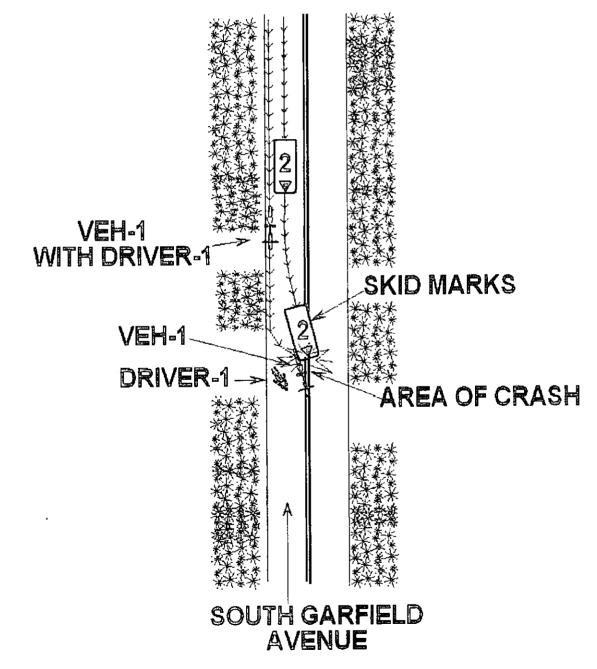
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APPENDIX B

Letter to Principal and Completed Principal Questionnaire



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

Ref: 3706.11

November 30, 2010

Principal Matt Krajewski DeLand Middle School 1400 S Aquarius Ave DeLand, FL 32724

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

Dear Mr. Krajewski:

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 DeLand 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

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

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



PRINCIPAL QUESTIONNAIRE

TO: DeLand Middle School

Principal Matt Krajewski 1400 S Aquarius Ave DeLand, FL 32724 (filled out by Criptol)

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. DeLand 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.

1.	Number of students currently enrolled:
	Comments:
2.	Number of students (or approximate percentage) who walk/bicycle to/from school:
	Comments: 2 separate entrances to two Orine rooms. 23 Ouses Gen Orine
3.	Are you aware of any facility (sidewalk, crosswalk, etc.) maintenance issues? If yes, please explain.
	sidewalls have been recently redone > NO
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?
	Parents part along like poth to sword pict up lines -> not a
	Description Out on a start
	Their sit in Gild Ireland FDOT abrandoned Irulding to water for
	kids - MOST parents park SB Ird some park NB, which follow
	They site in Gild Jehind FDOT abrandoned Irulding to with for kids - MOST parents park SB Ird some park NB, which force students to cross the road
	signal and theme and



Are you aware of any safety hazards or issues along the school's war small such parent with parent fights. MOST abildren walk along	Is and students howing
Please list all known crash incidents within the walk zone. Did any of yes, please explain. (TWIN & New Hompshire/W)	
What is your biggest concern relative to the conditions faced by the same and sometimes; now the same and some and so	
3. What changes/improvements would you like to see relative to the co to/from school?	
Comments: Revents enter compus st les Cropping: Viscolland M. Alump	exit gale
Mitamp / Amelia Amelia 1 Beredgord Boresford 1 Dargield	

APPENDIX C2009 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 Fig. 15(c) and Million diagonal curb ramps are provided at marked crossings, the 48 in (1220 mm) clear space shall be within the markings (see Fig. 15(c) and Million diagonal curb ramps have flared sides, they shall also have at least a 24 in (610 mm) long segment of straight curb located on each side of the curb ramp and within the marked crossing (see Fig. 15(c)).
- **4.7.11 Islands.** Any raised islands in crossings shall be cut through level with the street or have curb ramps at both sides and a level area at least 48 in (1220 mm) long between the curb ramps in the part of the island intersected by the crossings (see Fig. 15(a) and (b)).

4.8 Ramps.

- **4.8.1* General.** Any part of an accessible route with a slope greater than 1:20 shall be considered a ramp and shall comply with 4.8. <u>Appendix Note</u>
- **4.8.2* Slope and Rise.** The least possible slope shall be used for any ramp. The maximum slope of a ramp in new construction shall be 1:12. The maximum rise for any run shall be 30 in (760 mm) (see Fig. 16). Curb ramps and ramps to be constructed on existing sites or in existing buildings or facilities may have slopes and rises as allowed in <u>4.1.6(3)(a)</u> if space limitations prohibit the use of a 1:12 slope or less. <u>Appendix Note</u>
- **4.8.3 Clear Width.** The minimum clear width of a ramp shall be 36 in (915 mm).
- **4.8.4* Landings.** Ramps shall have level landings at bottom and top of each ramp and each ramp run. Landings shall have the following features:
- (1) The landing shall be at least as wide as the ramp run leading to it.
- (2) The landing length shall be a minimum of 60 in (1525 mm) clear.
- (3) If ramps change direction at landings, the minimum landing size shall be 60 in by 60 in (1525 mm by 1525 mm).
- (4) If a doorway is located at a landing, then the area in front of the doorway shall comply with <u>4.13.6</u>. <u>Appendix Note</u>
- **4.8.5* Handrails.** If a ramp run has a rise greater than 6 in (150 mm) or a horizontal projection greater than 72 in (1830 mm), then it shall have handrails on both sides. Handrails are not required on curb ramps or adjacent to seating in assembly areas. Handrails shall comply with <u>4.26</u> and shall have the following features:
- (1) Handrails shall be provided along both sides of ramp segments. The inside handrail on switchback or dogleg ramps shall always be continuous.
- (2) If handrails are not continuous, they shall extend at least 12 in (305 mm) beyond the top and bottom of the ramp segment and shall be parallel with the floor or ground surface (see Fig. 17).
- (3) The clear space between the handrail and the wall shall be 1 1/2 in (38 mm).
- (4) Gripping surfaces shall be continuous.
- (5) Top of handrail gripping surfaces shall be mounted between 34 in and 38 in (865 mm and 965 mm) above ramp surfaces.
- (6) Ends of handrails shall be either rounded or returned smoothly to floor, wall, or post.

- (7) Handrails shall not rotate within their fittings. Appendix Note
- **4.8.6 Cross Slope and Surfaces.** The cross slope of ramp surfaces shall be no greater than 1:50. Ramp surfaces shall comply with 4.5.