Chattahoochee Greensboro Capital Region Transportation Planning Agency Gretna Havana Midway Monticello Quincy Sopchoppy St. Marks Tallahassee Gadsden County Jefferson County Leon County Wakulla County Leon County School Board

> CRTPA Board Meeting January 28, 2013

1 P.M. City of Tallahassee Commission Chambers



CRTPA BOARD

MEETING OF MONDAY, JANUARY 28, 2013 AT 1:00 PM

CITY OF TALLAHASSEE COMMISSION CHAMBERS 300 S. ADAMS STREET TALLAHASSEE, FL 32301

MISSION STATEMENT

"The mission of the CRTPA is to act as the principal forum for collective transportation policy discussions that results in the development of a long range transportation plan which creates an integrated regional multimodal transportation network that supports sustainable development patterns and promotes economic growth."

FINAL AGENDA

1. <u>AWARDS AND SPECIAL PRESENTATIONS</u>

- CRTPA 2012 Chair Award to Commissioner Sauls
- 2. <u>AGENDA MODIFICATIONS</u>

3. <u>CONSENT AGENDA</u>

- A. Minutes of the November 26, 2012 CRTPA Board Meeting
- **B.** CRTPA Congestion Management Process Plan Adoption The CRTPA's Congestion Management Process Plan has been developed for board adoption.
- C. Jefferson County Bicycle and Pedestrian Plan The Jefferson County Bicycle and Pedestrian Plan, adopted by Jefferson County on January 17, 2013, is proposed to be adopted by the CRTPA for incorporation into the next Regional Mobility Plan (the agency's long range transportation plan) update.

Recommended Action: Approve consent agenda

4. <u>CONSENT ITEMS PULLED FOR DISCUSSION</u>

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-6800. The telephone number of the Florida Relay TDD Service is # 711.

5. ROLL CALL VOTE AGENDA ITEMS

A. Fiscal Year (FY) 2013 - FY 2017 Transportation Improvement Program (TIP) Amendment

The CRTPA FY 2013 – FY 2017 TIP is proposed to be amended to reflect the following:

- CR 12 (Fairbanks Ferry Road) Study (Project #4333891): Add new project related to the study and preliminary design of CR 12 (Gadsden County) from 5th Street (Havana) to the Leon County line to address lane departure crashes (Total funding: \$220,000 in FY 2013).
- City of Tallahassee StarMetro (Project #4336851): Add new project related to use of Federal Transit Administration Section 5310 funds (Total funding: \$200,000 in FY 2013).
- Capital Circle, Southwest (Crawfordville Road to Springhill Road) (Project #2197492): Add this project to TIP to reflect the receipt of design funding (Total funding: \$1,969,500 in FY 2013).

Recommended Action: Approve agenda item by roll call vote

6. <u>CRTPA DISCUSSION (85 MINUTES)</u>

The public is welcome to comment on any discussion item after a motion has been made and seconded. Each member of the public is provided three (3) minutes to address the CRTPA.

A. Capital City to the Sea Consultant Selection (Action) (15 minutes)

The Capital City to the Sea Consultant Selection Committee has reviewed and ranked proposals for the Board's consideration.

Recommended Action: For Board Approval

B. Monroe Street Access Management and Lake Ella Implementation Study Approval (Action) (20 minutes)

The Monroe Street Access Management and Lake Ella Implementation Study has been developed for board approval.

Recommended Action: For Board Approval

C. CRTPA 2010 Urbanized Boundary Maps (Action) (5 minutes)

Updated Urbanized Boundary maps reflecting the most recent US Census information have been developed for CRTPA adoption.

Recommended Action: For Board Approval

D. CRTPA Geographic Information System (GIS) Data Discovery and Assessment and Gap Analysis Approval (Action) (10 minutes)

CRTPA Staff is seeking approval of \$42,935 to be used for regional GIS Data Discovery and Assessment and Gap Analysis activities to be performed by the Environmental Systems Research Institute, Inc. (ESRI) through the Tallahassee-Leon County GIS (TLCGIS).

Recommended Action: For Board Approval

E. Orange Avenue Resurfacing (Information) (10 minutes)

Consultant staff for the resurfacing project will provide an update on the resurfacing project of Orange Avenue (from Lake Bradford Road to Monroe Street), including soliciting input from the Board concerning the concepts for addressing the improvements at the St. Marks Bike Trail.

Recommended Action: For Board information

F. Sustainability Calculator Update (Information) (15 minutes)

An update on the CRTPA's Sustainability Calculator will be provided by consultant staff.

Recommended Action: For Board Information

G. CRTPA Webpage Update (Information) (10 minutes)

At the November 26, 2012 CRTPA Board meeting, members approved a resolution related to updating the agency's webpage. Project consultants will provide an update on this project.

Recommended Action: For Board Information

7. <u>EXECUTIVE DIRECTOR'S REPORT</u>

A status report on CRTPA activities and items of interest will be provided, including the following:

Recommended Action: Information only - No action required

8. <u>ITEMS FROM MEMBERS</u>

This portion of the agenda is provided to allow members an opportunity to discuss issues relevant to the CRTPA.

9. <u>CITIZEN COMMENT</u>

This portion of the agenda is provided to allow for citizen input on any CRTPA issue. Those interested in addressing the CRTPA should complete a speaker request form located at the rear of the meeting room. Speakers are requested to limit their comments to three (3) minutes.

10. **INFORMATION**

- A. FY 2013 FY 2017 Transportation Improvement Program Administrative Amendment
- B. Correspondence
- C. Committee Actions (Citizen's Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)
- D. Future Meeting Dates and Agenda Items (Next Meeting: March 25, 2013)
- E. CRTPA Expense Reports
- F. News Articles/For Your Information
 - "A Carolina Governor Who Breaks All Molds" (January 10, 2013, Neil Pierce, Washington Post Writers Group)

Recommended Action: Information only - No action required

Capital Region Transportation Planning Agency CRTPA AGENDA	January 28, 2013 A ITEM 1
AWARDS AND SPECIAL PRESENTATIONS	
REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Award

• A service award will be presented to Commissioner Sauls for her dedicated service to the Capital Region Transportation Planning Agency as Chair of the organization during 2012.

January 28, 2013



AGENDA ITEM 2

AGENDA MODIFICATIONS

Capital Region Transportation Planning Agency CRTPA AGENDA 1	January 28, 2013 ТТЕМ 3 А
MINUTES	
REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Consent

The minutes from the November 26, 2012 CRTPA meeting are provided as Attachment 1.

RECOMMENDED ACTION

Option 1: Approve the November 26, 2012 CRTPA Minutes.





CRTPA BOARD

MEETING OF MONDAY, NOVEMBER 26, 2012 AT 1:00 PM

CITY OF TALLAHASSEE COMMISSION CHAMBERS 300 S. ADAMS STREET TALLAHASSEE, FL 32301

MISSION STATEMENT

"The mission of the CRTPA is to act as the principal forum for collective transportation policy discussions that results in the development of a long range transportation plan which creates an integrated regional multimodal transportation network that supports sustainable development patterns and promotes economic growth."

FINAL MINUTES

MEMBERS PRESENT:

Commissioner Jane Sauls, Leon County, Chair Commissioner Mary Ann Lindley, Leon County Commissioner Kristen Dozier, Leon County Commissioner Nick Maddox, Leon County Commissioner Bryan Desloge, Leon County Commissioner John Dailey, Leon County Commissioner Bill Proctor, Leon County Commissioner Bill Proctor, Leon County Commissioner Doug Croley, Gadsden County Commissioner Nancy Miller, City of Tallahassee Commissioner Hines Boyd, Jefferson County Commissioner Randy Merritt, Wakulla County

STAFF AND OTHERS PRESENT: Thornton Williams, CRTPA Attorney; Bryant Paulk, FDOT; Ivan Maldonaldo, StarMetro; Jay Townsend, City of Tallahassee; Wayne Tedder, PLACE; Greg Burke, CRTPA; Colleen Roland, CRTPA; Harry Reed, CRTPA; Yulonda Mitchell, CRTPA; Tony Park, Leon County Public Works.

1. AGENDA MODIFICATIONS

The agenda was modified to remove item 5F Federal Highway Administration Certification Report from the agenda.

Board Action: Commissioner Dozier made a motion to accept the modification to the agenda. Commissioner Miller seconded the motion and the motion was unanimously passed.

2. <u>CONSENT AGENDA</u>

A. Minutes of the September 24, 2012 CRTPA Board Meeting

B. 2013 CRTPA Meeting Calendar

The CRTPA Board meeting calendar for 2013 has been developed for board approval.

- C. CRTPA General Planning Consultant Website Implementation Work Order Authorization
- D. FY 2011-2012 Federal Transit Administration (FTA) Job Access and Reverse Commute (JARC) and New Freedom Grant Applications and Ranking Applications for the JARC and New Freedom Grant have been reviewed and ranked by a selection committee staffed by Star Metro. The CRTPA must approve this ranking before it is submitted to the FTA.

Board Action: Commissioner Dozier made a motion to accept the Consent Agenda as presented by staff. Commissioner Madison seconded the motion and the motion was unanimously passed.

- 3. <u>Consent Items Pulled for Discussion</u> None
- 4. ROLL CALL VOTE AGENDA ITEMS

A. Fiscal Year (FY) 2013 – FY 2017 Transportation Improvement Program (TIP) Amendment

The CRTPA FY 2013 – FY 2017 TIP is proposed to be amended to reflect the following:

- Gadsden County Bike Lane/Sidewalk (Project #4281032): Delete project and place funding on new project (Florida Arts Bicycle Trail Project (Project #4333801)); consolidate funding (currently in FY 13 and FY 14) to FY 2013; add additional funding (portion allocated to Gadsden County) to FY 2013 (\$65,000) from CRTPA Bicycle and Pedestrian Project (Project #4098036) (Total funding: \$527,000 in FY 2013).
- CRTPA Bicycle and Pedestrian Projects (Project #4098036): Amend project to place Gadsden County's bicycle and pedestrian funding share for FY 2015 on Florida Arts Bicycle Trail Project (Project #4333801) in FY 2013 (\$65,000) (see above).
- Franklin Boulevard (Project #4318991): Delete project funding and place funding (\$550,000) on the Capital Cascade Connector Bridge Project (Project #4259411) in FY 2013 and in the CRTPA's Unified Planning Work Program (UPWP) (\$150,000) in FY 2013.
- Capital Cascade Connector Bridge Project (Project #4259411): Amend project to place additional funding on project in FY 2013 (\$550,000) from the Franklin Boulevard Project (Project #4318991).
- Wakulla County Bike Lane/Sidewalk (Ochlocknee Bay Trail Phase 5A) (Project #4301491): Delete project and place funding on new Ochlocknee Bay Trail Phase 5A

Project (Project #4140322) and update funding to support design efforts in FY 2013 (\$34,700) and construction efforts in FY 2015 (\$312,300) (Total Funding: \$347,000).

- Capital Circle, NW (Blueprint 2000 payback) (Project #2197221): Amend project to advance FDOT payback funds to Blueprint 2000 (\$1,000,000) from FY 2014 to FY 2013.
- Apalachee Parkway Landscaping Project (Project #4322101): Add project to TIP related to landscape funding on Apalachee Parkway (Monroe Street to Magnolia Drive) in FY 2013.
- Capital Circle (Springhill Road to Orange Avenue) (Project #4157829): Add project to TIP in FY 12 & FY 13 to reflect project being developed by the Florida Department of Transportation.
- Add a new appendix ("Appendix G") to the document reflecting three (3) transportation projects located on public lands in Wakulla County that have received funding by the Federal Highway Administration- Eastern Federal Lands Highway Division (as requested by FHWA).

Board Action: Commissioner Merritt made a motion to accept the Fiscal Year (FY) 2013 – FY 2017 Transportation Improvement Program (TIP) Amendment. Commissioner Maddox seconded the motion. A roll call vote was conducted and the motion passed unanimously.

B. Regional Mobility Plan (RMP) Administrative Amendment

Staff is seeking approval to administratively amend the adopted Regional Mobility Plan (the agency's Long Range Transportation Plan) to add financial information related to Capital Circle, Southwest. The project, already in the Regional Mobility Plan (RMP), is proposed to be amended to ensure consistency with upcoming project development activities.

Board Action: Commissioner Merritt made a motion to accept the Regional Mobility Plan (RMP) Administrative Amendment. Commissioner Maddox seconded the motion. A roll call vote was conducted and the motion passed unanimously.

5. <u>CRTPA Discussion (90 Minutes)</u>

A. DRAFT Fiscal Year (FY) 2014 - FY 2018 Work Program (Discussion) (45 minutes)

Regina Battles, Florida Department of Transportation (FDOT), District 3, will present the Draft FY 2014 – FY 2018 Work Program. CRTPA written comments on the Draft Work Program must be provided to the FDOT by January 22, 2013.

Commissioners Madison and Croley discussed the need for bridge repairs and replacements within Gadsden County.

Board Action: This item was for information, therefore no action was taken.B. CRTPA Safety Grant Approval for Teen Driver Program in Leon County and Associated Unified Planning Work Program (UPWP) Amendment (Action) (10 minutes)

Staff is seeking approval to accept a teen driving safety grant award in association with the Tallahassee Police Department and in coordination with the Leon County CTST. Approval of this grant award requires an amendment to the CRTPA's UPWP to enable the CRTPA to accept the safety grant from FDOT to fund this project.

Board Action: Commissioner Merritt made a motion to accept the CRTPA Safety Grant Approval for Teen Driver Program in Leon County and Associated Unified Planning Work Program (UPWP) Amendment. Commissioner Dailey seconded the motion and the motion was unanimously passed.

C. Sixth Avenue Sidewalk (Tallahassee) Update (Action) (15 minutes)

The 6th Avenue Sidewalk project was presented to the CRTPA Board in June 2012. Since that time, staff has been working with City of Tallahassee and Leon County staff as well as utilizing public input to develop a concept to move forward with and present to the Tallahassee City Commission. CRTPA staff is seeking approval of the 6th Avenue concept to present to the Tallahassee City Commission.

Board Action: Commissioner Merritt made a motion to accept the Sixth Avenue Sidewalk (Tallahassee) Update. Commissioner Desloge seconded the motion and the motion was unanimously passed.

D. Designation of CRTPA Chair and Vice-Chair (Action) (5 minutes)

Annually, CRTPA members elect a new Chair and Vice-Chair to serve for the upcoming calendar year. Currently, Commissioner Sauls and Commissioner Miller hold the CRTPA Chair and Vice-Chair positions, respectively.

Board Action: Commissioner Croley nominated Commissioner Miller for Chair. Commissioner Merritt seconded the motion and the nomination was accepted unanimously.

Board Action: Commissioner Desloge nominated Commissioner Merritt for Vice-Chair. Commissioner Maddox seconded the motion and the nomination was accepted unanimously.

E. Designation of MPOAC Representative and Alternate (Action) (5 minutes)

Annually, the CRTPA approves an appointment and alternate to serve on the Governing Board for the Florida Metropolitan Planning Organization Advisory Council (MPOAC). The current CRTPA representative is Commissioner Madison. Commissioner Dozier and Commissioner Maddox serve as MPOAC Alternate.

Board Action: Commissioner Croley made a motion have the designation remain the same with Commissioner Madison serving as the CRTPA's MPOAC representative and Commissioner Dozier and Commissioner Maddox serving as the MPOAC alternates. Commissioner Merritt seconded the motion and the motion was unanimously passed.

6. <u>Executive Director's Report</u>

A status report on CRTPA activities and items of interest will be provided, including the following:

- No Cost Work Order Time Extensions for CRTPA's General Planning Consultants
- Draft Congestion Management Process Plan Update

Board Action: This item was an informational item, therefore no action was taken.

7. <u>Items From Members</u>

This portion of the agenda is provided to allow members an opportunity to discuss issues relevant to the CRTPA.

8. <u>CITIZEN COMMENT</u>

None

9. INFORMATION

- A. News Articles/For Your Information
 - "Bicycling for Better Business" (October 31, 2012, Jay Walljasper, Citiwire.net)
 - "How biking can help a company's bottom line" (June 7, 2011, Christine Fruechte, StarTribune)
 - "Chicago's Green Alley Initiative" (May 26, 2009, Benjamin Roman)
 - "Housing In America: The Baby Boomers Turn 65" (October 17, 2012, New ULI Report)
 - "The Fuel Tax: An Unsustainable Transportation Revenue Source" (October 31, 2012, Mark Reichert, Florida Transportation Commission, Transpo 2012)
- B. CRTPA Draft Congestion Management Process Plan
- C. Correspondence
- D. Committee Actions (Citizen's Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)

E. Future Meeting Dates and Agenda Items (Next Meeting: January 28, 2013)

- F. CRTPA Expense Reports
- G. October 15, 2012 CRTPA Retreat Summary

Attested:

Yulonda Mitchell, Recording Secretary

Nancy Miller, Chair

4



STATEMENT OF ISSUE

The purpose of this agenda item is to seek approval of the Update to the Congestion Management Process Report for the CRTPA.

CRTPA SUBCOMMITTEE ACTIONS

On January 15, 2013, the CRTPA's Citizens Multimodal Advisory Committee (CMAC) recommended approval of the Congestion Management Process Plan with a request that the Plan include language that highlights the need to evaluate existing facilities for deficiencies in accessibility (related to the Americans With Disabilities Act) when evaluating areas for appropriate strategies to address congestion. The Plan has been amended to address this request and can be seen in Changes 6 and 7 in *Attachment 2*.

On January 15, 2013 the CRTPA's Technical Advisory Committee (TAC) recommended CRTPA approval of the Congestion Management Process Plan.

RECOMMENDED ACTION

Option 1: Approve the Update to the Congestion Management Process Report for the CRTPA.

HISTORY AND ANALYSIS

As a Transportation Management Area, Federal law requires that the CRTPA develop a Congestion Management Process Plan (CMP). This document serves to measure the system performance of transportation facilities within the planning boundary, and identifies various low-cost strategies that could be employed to alleviate congestion and maximize the mobility options available (such as operational improvements, initiation of park-and ride lots, increased transit service, etc.).

The CRTPA local governments utilize the CMP when making decisions regarding the investment of resources in the transportation infrastructure of the region, and the CRTPA utilizes the document to identify potential solutions to congestion that can be accomplished as a companion to the adopted Regional Mobility Plan. The report outlines different types of congestion management strategies that can be utilized to improve the efficiency and functionality of the roadway network.

The CMP Update was prepared by the consulting firm URS in accordance with the guidelines provided by the Federal Highway Administration. The Plan Update utilizes the most current traffic data available for the CRTPA region by the Florida Department of Transportation and was improved to provide crash data and maps depicting the location of crashes by type (involving bicycle, pedestrian, or automotive crashes). The CMP Update replaces the current CMP that was adopted in September of 2009 and can be found on the CRTPA's webpage at <u>www.crtpa.org</u> as part of the Board Meeting's agenda PDF file.

RECENT ACTIVITY

The Draft CMP Update was released for intergovernmental, CRTPA, and public review on Tuesday, November 13, 2012. Since that date, comments were received by current members of the CRTPA's Citizen's Multimodal Advisory Committee (CMAC) and forwarded to the consultant for their consideration in updating the final document. The comments received were included in the agenda item for the CRTPA committees to review and were addressed in discussion form at the committee meetings. This committee item and the comments received are included as *Attachment 1*.

Changes were made to the Draft CMP to address a majority of the comments and concerns raised by the committee members in *Attachment 1*. These changes are listed in *Attachment 2*, and represent all changes made to the document since its release for public review in November of 2012.

NEXT STEPS

Following adoption of the Updated Congestion Management Process Report, the document will be forwarded to the Florida Department of Transportation and the Federal Highway Administration for review.

OPTIONS

Option 1: Approve the Updated Congestion Management Process Report. (Recommended)

Option 2: Provide other direction.

ATTACHMENTS

- Attachment 1: CRTPA Committee Agenda Item & Comments Received on the *Draft* Congestion Management Process Report.
- Attachment 2: Reflected Changes to the Draft Congestion Management Process Report.

Capitol Region Transportation Planning Agency	January 15, 2013
COMMITTEE Agenda Item 3 A	
Congestion Management Process Report	
Requested by: CRTPA Staff	TYPE OF ITEM: Committee Action

STATEMENT OF ISSUE

The purpose of this agenda item is to provide information on the upcoming update to the Congestion Management Process Report (CMPR) for the CRTPA, which was originally adopted in September of 2009. A draft of the CMPR is provided on CRTPA's website for review.

HISTORY AND ANALYSIS

As a Transportation Management Area, Federal law requires that the Capital Region Transportation Planning Agency (CRTPA) develop a Congestion Management Process Plan (CMP). The document serves to measure the system performance of transportation facilities within the planning boundary, and identifies various low-cost strategies that could be employed to alleviate congestion and maximize the mobility options available (such as operational improvements, initiation of park-and ride lots, increased transit service, etc.).

The CMP is a tool used by the CRTPA local governments when making decisions regarding the investment of resources in the transportation infrastructure of the region. As such, the report outlines a process whereby site-specific congestion management strategies can be identified, and recommended for future funding programming.

RECENT ACTIVITY

Under the CRTPA's General Consultant Contract, the CRTPA's CMP has been under review. Currently, segments of the CMP are being revised to reflect updated information pertaining to crash data, operating level of service, and current operations by Star Metro and the City of Tallahassee Traffic Engineering Department. The CMP has been improved to provide crash data and maps depicting the location of crashes by type (involving bicycle, pedestrian, or automotive crashes).

The Draft CMP was released for intergovernmental, CRTPA, and public review in November of 2012. Comments received by CMAC Members have been forwarded and will be considered by the consultant in preparation of the final document. Comments received are included below:

Member 1:

- What are "on system" versus "off system" roads?
- Are there performance measures of transit, bike and ped service (including accident rates)? If not, are there plans to develop some over time?

- What is the status of the midterm transit improvements? 2015 is within the 5 year budget window.
- Page 3-5 discussion on concurrency reads as though concurrency only applies to local streets. Also, on page 4-3, it sounds as though there are no concurrency programs.
- I'd appreciate some explanation from staff as to how well access management techniques are working, particularly on state roads.
- Page 5-5: Would appreciate some clarification on "public acceptance" barriers. Maybe there is a better way to address this issue.
- Consider depicting congested roads on map. In Leon County, show the MMTD boundary, as the nature of improvements should be different inside and outside the District.
- Street name is Blair Stone, not Blairstone
- Consider using shortened names in lieu of so many acronyms (e.g., "Study" in lieu of CMS)

Member 2:

- In a word search, the terms 'disability' was only referenced once, and 'accessibility' twice.
- Under our performance measures and evaluations, is there a better way for us to capture and document how this community makes accessibility enhancements that better serve the senior and disabled populations?
- For example: "Tallahassee has 30 miles of accessible sidewalks, and by 2020 will have 100 miles." Another measure could be "CRTPA has 50 accessible bus stops... by 2020 all shall be accessible."
- The region's demographics are changing to an older population. Moreover, we are aggressively recruiting seniors, and thus, we should more clearly document mobility enhancements that speak to our population needs.
- Could we route/highlight accessible paths of travel on our website and maps?

Member 3:

• Realization that the wording of 4.2.3 Analysis, Design, and Construction (page 4-10, 2012 report) is the same as the wording of from page 24 of the 2009 report –Does the highlighted portion below mean existing median or bike/ped facilities could be redesigned to create a HOV lane? If not, it should be reworded so that the redesign could create HOV lanes/new travel lane or bike/ped facilities from the existing median/reduced lane width in the ROW.

"Software exists today that can be of great benefit to planners and engineers when determining if physical changes to the roadway network should be done to increase the efficiency or safety of the system. One strategy to reduce congestion is intersection redesign to increase capacity or allow pedestrian refuge. Existing roadways can also be redesigned or restriped to designate existing lanes as High Occupancy Vehicle Lanes (HOV lanes), or to create a new travel lane from the existing median or bicycle and pedestrian facilities in the existing right-of-way."

• Since the RMP and the Trails & Greenways Master Plan is referenced in paragraph 3– Section 4.1.5 Alternative Modes (page 4-8) could paragraph 2 include multi-use trails?

NEXT STEPS

The comments received will be considered by the consultant and addressed at the Committee Meetings. The proposed final CMP, including any revisions made as a result of comments received, will be presented to the CRTPA Committees and Board at the January meetings. The CRTPA Board is expected to adopt the final document on January 28, 2013.

ATTACHMENT 2

Changes to CMP as of January 16, 2013.

Change #1 - Changed Title on cover page to "January 2013".

Change #2 - Added "Acknowledgements" Page.

Change #3 - Changed "Blairstone" to "Blair Stone"

Change #4 – Added "As an Example:" to page 4-10, under Analysis, Design and Construction Section.

Change #5 - Added "multi-use trails" to page 4-8, under Alternatives Modes Section.

Change #6 – Added to fourth bullet item on page 4-27, "Does modification correct any existing ADA issues?", under Identifying Appropriate Strategies Section.

Change #7 – Added "Strategies to improve alternative modes of travel must include the evaluation of the existing facility for deficiencies related to the Americans with Disability Act (ADA). ", to page 4-8 under Alternative Modes Section.

Change #8 – Added "The City has also created a Multi-Modal Transportation District (MMTD) to create a pedestrian-friendly and transit-supportive downtown district. This district treats several areas experiencing congestion differently to improve the urban environment through an increased emphasis on urban design. The MMTD district and related codes and regulations focus on different types of improvements within the district to promote Multi-Modal transportation choices. Projects undertaken in the MMTD district to address congestion need to be consistent with the vision and policies within the MMTD. More information and maps can be located at this website:

http://www.talgov.com/planning/planning-trans-mmtd-code.aspx" to page 3-5 under Local Roads Section.", under the Local Roadways Section.

Congestion Management Process Report

for the



January 2013

Acknowledgements

Document Content

The Capital Region Transportation Planning Agency thanks the following citizen groups, and governmental agencies for their contributions to the content of this document:

Citizens Multimodal Advisory Committee; Technical Advisory Committee; StarMetro; City of Tallahassee Public Works Department; Florida Department of Transportation; Federal Transit Administration; Federal Highway Administration

Financial

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

"This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation."

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Appendices

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Appendix D	Raw Crash Data

CONGESTION MANAGEMENT REQUIREMENTS

The Capital Region Transportation Planning Agency (CRTPA) is the region's metropolitan planning organization (MPO). As such, the CRTPA is responsible for coordinating transportation planning within Florida's Capital Region. The CRTPA includes all of Leon, Wakulla, Gadsden, and Jefferson Counties. The general population of the planning area is between 370,000 and 371,000 people.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) designates areas with populations of 200,000 or greater as Transportation Management Areas (TMA's) and furthermore, requires that these areas have a Congestion Management System (CMS) as part of the transportation planning process. A CMS is defined as, "a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs" (23CFR 500.109). As a designated TMA, the CRTPA must have a CMS in place.

On August 10, 2005, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law (Public Law 109-59). It authorized \$286 billion in spending for the six-year period from 2004-2009 for a number of surface transportation programs, including highways, transit, bridge, freight, safety, and research. The act first expired September 30, 2009. Since that time, the program has been temporarily extended nine times; Resolution was reached with the enactment of MAP-21, which now replaces the SAFETEA-LU.

MAP-21 was signed into law P.L. 112-141 by the President on July 6, 2012 and extends current law through September 30, 2012. MAP-21 went into effect on October 1, 2012 and authorizes programs for two years, through September 30, 2014. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

CONGESTION MANAGEMENT PROCESS REPORT

The Congestion Management Process (CMP) Report for the CRTPA, as required under MAP-21, is presented in the subsequent sections of this document. In summary, the report outlines the process and provides the basic information needed that will enable the CRTPA to implement metropolitan-wide strategies on addressing traffic congestion in the CRTPA.

The CMP Report begins by identifying the existing performance of transportation facilities (roadways, bike lanes, sidewalks, and transit services) in the planning area, which serves as the ground-work for selecting strategies for improving the system. Following this identification, a

process is identified to incorporate the values of the CRTPA community into the planning and programming of congestion management projects so that they are identified in an objective, manageable fashion that can lead to greater cost effectiveness and utility of the entire multi-modal system. This is achieved through the application of existing established evaluation criteria utilized in other CRTPA planning efforts. By following this process, the resulting information is intended to be used by several groups of people including elected officials, engineers, planners, developers, and consultants, as future planning documents such as Long Range Transportation Plans, Master Plans, local government development orders, Florida Department of Transportation (FDOT) Work Programs, and the CRTPA's Transportation Improvement Programs (TIP's) are developed. The resulting plans will then be grounded in values representative of the planning area and representative of the visions of individual transportation plans (such as the Regional Mobility Plan, Transit Development Plan, etc.) for the planning area.

To effectuate a streamlined approach to addressing congestion and improving the transportation network, a team of transportation professionals in the region review the traffic system throughout the year and make recommendations to the CRTPA and affected local governments on instituting congestion management strategies for identified facilities. The status of the system, as reflected in the CMP Report, and the findings of the review team will together form the foundation from which all future transportation planning documents and plans will stem. Reviewers are involved throughout the year in the development of local priority project lists for various transportation plans and documents, the FDOT's Five-Year Work Program, the local government TIP, Long Range Transportation Plans, and through association with their respective local governments, the local capital improvement project lists.

The CMP is updated in accordance with the requirements of MAP-21, which reauthorizes the Congestion Mitigation and Air Quality Improvement Program (CMAQ). This program provides funding to states and localities for transportation projects that help meet the goals of the Clean Air Act. The CMAQ program has new performance-based features, in which the Secretary will establish measures for States to use to assess traffic congestion and on-road mobile source emissions. Each Metropolitan Planning Organization (MPO) with a transportation management area of more than one million in population representing a nonattainment or maintenance area is required to develop and update biennially a performance plan to achieve air quality and congestion targets. A CMAQ outcomes assessment study for the program is also required.

Because this is a continuous planning and monitoring process, the benefits of the individual congestion mitigation strategies employed in the previous year will not necessarily be immediately apparent. However, the proposals identified and employed will be monitored and tracked for qualitative and quantitative improvements on the target area and system as a whole.

1.1 PURPOSE

The Congestion Management Process (CMP) Report exists to provide the necessary information for the identification of areas with congestion or safety issues, to develop and assess potential mitigation strategies, and to support prioritization decisions on investments in short-term congestion and safety improvements. The creation and maintenance of the CMP Report is a requirement for all MPO's under Florida Law and for all TMA's under federal law. However, before an analysis of congestion can begin, the terms and identification of why congestion is a serious issue must first be defined.

Congestion can be defined qualitatively as a function of actual facility volume to accepted facility capacity (how many of a particular modal choice are utilizing a facility designed to accommodate "x" number of users), or qualitatively as how well you feel the facility is meeting your needs (taking too long, degree of maintenance satisfaction, etc.). Because planning for and providing safe and efficient mobility for people and goods is one of the most essential functions of transportation, identifying congestion management strategies that allow cost-effective ways to maintain and improve mobility is a high priority.

The CMP Report has an important role in the transportation planning process, but it is important to remember that the role of the CMP Report is to *support*, not supersede ongoing transportation planning processes. The report is designed to provide the framework within which decisions regarding cost-and-time effective investments in the transportation system can be readily made. The CMP Report accomplishes this by identifying congestion (through utilization of established methods of performance evaluation and monitoring), identifying alternative actions, and framing a process whereby recommended actions can be easily and cost-effectively incorporated into the pertinent planning and programming documents of the CRTPA and local governments where appropriate.

1.2 ORGANIZATION OF REPORT

This report is divided into seven sections. Section One summarizes state and federal requirements with respect to the CMP Report and identifies the CMP modes of transportation within the reporting area (planning area). Section Two focuses on the establishment and subsequent results from the application of performance measures per travel mode. Section Three outlines CRTPA project evaluation criteria. Section Four identifies congestion management strategies/projects that could be undertaken or are being utilized currently in the planning area. Section Five outlines a CMS implementation plan, Section Six outlines the implementation plan, and Section Seven summarizes the conclusions of the report.

2.1 CONGESTION MANAGEMENT PROCESS STUDY AREA

The Capital Region Transportation Planning Agency (CRTPA) is the region's metropolitan planning organization (MPO). As such, the CRTPA is responsible for coordinating transportation planning within Florida's Capital Region. The CRTPA includes all of Leon, Wakulla, Gadsden, and Jefferson Counties. The general population of the planning area is between 370,000 and 371,00 people and is the home to the State Capitol, three large institutions of higher learning (Florida A&M University, Florida State University, and Tallahassee Community College), and several state parks and environmentally significant lands.

Figure 1, shown below, shows the planning area boundary of the CRTPA. Within this boundary, the CRTPA has the responsibility of coordinating safe and efficient mobility for cyclists, pedestrians, transit providers and passengers, air traffic, and automotive/truck transportation. With limited dollars, an ever growing population, and high community values on protecting and preserving the environment and "neighborhood feel" of the planning area, the CRTPA shoulders a daunting responsibility that is scrutinized by both state and federal governments.





2.2 STATE AND FEDERAL REQUIREMENTS OF THE CONGESTION MANAGEMENT PROCESS

The legislation under which the state and federal governments direct the CRTPA to institute and manage a Congestion Management System (CMS) and concurrent Implementation Process *for* that system are identified below.

2.2.1 Federal Requirements

Federal regulations define a CMS as a systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods.

Federal regulations provide insight into the rationale behind the requirement of MPOs and TMA's to develop a CMS. The federal regulations for the development and implementation of CMS's were provided in 23 Code of Federal Regulations (CFR) Part 599 and 626, Management and Monitoring Systems, Subpart E – Traffic Congestion Management System, published December1, 1993. A summary of relevant information from these regulations is provided below.

- Each state shall develop, establish, and implement, on a continuing basis, a CMS that result in the identification and implementation of strategies that provide the most efficient use of existing and future transportation facilities in all areas of the state, including metropolitan and non-metropolitan areas, where congestion is occurring or is expected to occur.
- In both metropolitan and non-metropolitan areas, consideration shall be given to strategies that reduce single occupant vehicle (SOV) travel and improve existing transportation system efficiency. Where the addition of general purpose lanes is determined to be an appropriate strategy, explicit consideration shall be given incorporating appropriate features into the SOV project to facilitate further demand management and operational improvement strategies to maintain the functional integrity of those lanes.
- Transportation corridors or facilities with existing or potential recurring congestion shall be identified and an assessment of the level of the current or potential congestion shall be made on a continuing basis.

The federal regulations define the CMS components as follows:

- *Performance Measures* Parameters shall be defined that will provide a measure of the extent of congestion and permit the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods.
- **Data collection and systems monitoring** A continuous program of data collection and system monitoring shall be established to determine and monitor the duration and magnitude of congestion and to evaluate the effectiveness of implemented actions.
- *Identification and evaluation of proposed strategies* The anticipated performance and expected benefits of traditional and nontraditional strategies that will contribute to the more efficient use of existing and future transportation systems shall be identified and evaluated based upon the established performance measures. Strategies, or combinations of strategies, to be appropriately considered include, but are not limited to:

- Transportation demand management measures, such as carpooling, vanpooling, alternative work hours, telecommuting, and parking management;
- Traffic operational improvements, such as intersection and roadway widening, channelization, traffic surveillance and control systems, motorist information systems, ramp metering, traffic control centers, and computerized signal systems;
- Measures to encourage high occupancy vehicle (HOV) use, such as HOV lanes, guaranteed ride home programs, and employer trip reduction ordinances;
- Public transit capital improvements, such as exclusive rights-of-way (rail, bus ways, bus lanes) bus bypass ramps, park and ride and mode changes facilities, and paratransit services;
- Public transit operational improvements, such as service enhancements or expansions, traffic signal preemption, fare reductions, and transit information systems;
- Measures to encourage the use of non-traditional modes such as bicycle facilities, pedestrian facilities, and ferry service;
- o Congestion pricing;
- o Growth Management and activity center strategies;
- o Access management techniques;
- o Incident Management;
- Intelligent vehicle highway system and advanced public transportation system technology, and
- The addition of general purpose lanes.
- **Implementation of strategies** For each strategy (or combination of strategies) proposed for implementation, an implementation schedule, implementation responsibilities, and possible funding sources shall be identified.
- Evaluation of the effectiveness of implemented strategies A process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures, shall be implemented. The results of this evaluation shall be provided to decisions makers to provide guidance on selection of effective strategies for future implementation.

2.2.2 MAP-21

MAP-21 retains much of the existing law regarding metropolitan planning organizations (MPOs), including the 50,000 population threshold for creating an MPO. The law also encourages a performance-based approach to decision making and the development of transportation plans, coordinated with the states to ensure consistency. MAP-21 keeps most current Highway Trust Fund taxes intact, including the 18.4 cents-per-gallon tax on gasoline and the 24.4 cents-per-gallon surcharge on diesel purchases, and fills the funding gap with a financing package that includes private-sector pension changes. The Act continues to provide a majority of Federal highway funds to states through core programs of the Act. Listed below are highlights of MAP-21:

• Strengthens America's highways

MAP-21 expands the National Highway System (NHS) to incorporate principal arterials not previously included. Investment targets the enhanced NHS, with more than half of highway funding going to the new program devoted to preserving and improving the most important highways -- the National Highway Performance Program.

• Establishes a performance-based program.

Under MAP-21, performance management will transform Federal highway programs and provide a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal highway programs. MPOs are to establish performance targets.

• Creates jobs and supports economic growth

MAP-21 authorizes \$82 billion in Federal funding for FYs 2013 and 2014 for road, bridge, bicycling, and walking improvements. In addition, MAP-21enhances innovative financing and encourages private sector investment through a substantial increase in funding for the TIFIA program. It also includes a number of provisions designed to improve freight movement in support of national goals.

• Supports the Department of Transportation's (DOT) safety agenda

MAP-21 continues the successful Highway Safety Improvement Program, doubling funding for infrastructure safety, strengthening the linkage among modal safety programs, and creating a positive agenda to make significant progress in reducing highway fatalities. It also continues to build on other safety efforts, such as reducing distracted driving, improve transit and motor carrier safety.

• Streamlines Federal highway transportation programs.

The Act substantially consolidates the program structure into a smaller number of core programs. The new law authorizes appropriations of \$37.5 billion in fiscal 2013 and \$37.8 billion in fiscal 2014 for the federal highway aid program, which includes a new national highway performance program, the surface transportation program, the highway safety improvement program, and the congestion mitigation and air quality improvement program. The measure consolidates federal surface transportation programs by two-thirds and speeds up the environmental review of new transportation projects, helping to significantly shorten approval periods and allow construction to be started and be completed more quickly. It also provides \$1.75 billion for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides low-interest federal loans, loan guarantees, and standby lines of credit to finance nationally or regionally significant surface transportation projects. In addition, TIFIA can now finance up to 49 percent of a project's costs, up from 33 percent.

• Accelerates project delivery and promotes innovation.

MAP-21 incorporates several changes aimed at ensuring the timely delivery of transportation projects. Changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery

MAP-21 modifications include Sections 5303 and 5304 related to Metropolitan and Statewide Planning. Modifications require MPOs that serve TMAs to include transit agency officials in their governing structures, and to establish performance targets. The performance based planning process:

- Requires MPOs to establish performance targets that address both the surface transportation performance measures set forth in 23 U.S.C 150(c), in coordination with the state, and public transportation performance measures in coordination with providers of public transportation, to ensure consistency with performance targets related to transit asset management and transit safety, as set forth in 49 U.S.C. 5326(c) and 5329(d).
- MPO plans must include performance targets that address performance measures and standards and a System Performance Report.
- Transportation Improvement Programs (TIP) must include a description of the anticipated progress brought about by implementing the TIP toward achieving the performance targets and the TIP should be updated at least every four years.

Other Provisions of MAP-21

- Retains the Transportation Enhancement Program but provides states with greater flexibility to use the enhancement funding for other purposes. Under the new law, half of a state's transportation enhancement funding will be allocated directly to local governments for enhancements such as pedestrian and bicycle infrastructure, safety programs, and scenic and historic highway programs. States will have the flexibility to use the other half of the funding for enhancements or road construction or related projects.
- Authorizes \$10.6 billion in fiscal year 2013 and \$10.7 billion in fiscal year 2014 for programs administered by the Federal Transit Administration. This includes \$17.1 billion from the Mass Transit Account of the Highway Trust Fund for several formula grant programs, including urbanized area formula grants, bus formula grants, rural area formula grants, and mobility program formula grants. As for other urbanized area grants, the new law retains the existing criteria for using the funds for capital projects in urban areas with populations of more than 200,000.
- Retains the off-system bridge program, a local government-supported program that has provided significant funding--\$650 million a year--to repair mostly locally owned bridges that are not included as part of the federal aid system. The National Association of Counties estimates that continued funding will help repair 80,000 deficient off-system bridges
- Expands states' ability to use federal funds for toll roads, so long as the federal share of toll road projects does not exceed 80 percent. The law encourages public-private partnerships by requiring the Department of Transportation compile best practices on

how the government can work with the private sector on developing, financing, constructing, and operating transportation infrastructure.

2.2.3 State Requirements

Relevant portions of the applicable Florida Statutes are provided below. These requirements guide the development and application of the CRTPA Congestion Management Process.

- Chapter Title XXVI, Chapter 339.175 (2002), Metropolitan Planning Organization "In order to provide recommendations to the department and local government entities regarding transportation plans and programs, each MPO shall prepare a congestion management system for the metropolitan area and cooperate with the department in the development of all other transportation management systems required by state or federal law."
- Chapter Title XXVI, Chapter 339.177 (2002), Transportation Management Programs "Each MPO within the state must develop and implement a congestion management system." It continues that the CMS "should be developed and implemented so as to provide the information needed to make informed decisions regarding the proper allocation of transportation resources." The CMS "must use appropriate data gathered at the state or local level to define problems, identify needs, analyze alternatives, and measure effectiveness."

This section presents a performance review of the CRTPA's multi-modal system.

3.1 MEASUREMENT OF CONGESTION AND TRANSPORTATION SYSTEM PERFORMANCE

There are numerous ways to measure congestion and system performance. Examples include roadway and transit level of service (LOS), crash rates, transit headways, vehicle miles traveled, volume to capacity ratios, and travel delay. Some of these performance measures require intricate data collection efforts or model simulations to produce detailed measurements of system performance. In updating the current Congestion Management Process (CMP) for the expanded CRTPA planning area, the availability of system wide comparable data was an important factor when selecting the performance measures per transportation mode.

3.2 REVIEW OF BEST PRACTICES

A review of existing practices both in Florida and nationally was performed to help evaluate the existing congestion management performance measures and to identify possible alternative approaches.

3.2.1 Roadway Congestion Management Performance Measures

By far, the most widely used measure for roadway analysis appeared to be a two-tiered approach, whereby FDOT's generalized LOS tables are used as a first step of analysis (to determine congestion) followed by a second level of more detailed analysis on select congested roadway facilities. Generally, this second level of analysis involves intersection analyses, model runs, the initiation of corridor management plans, or intricate software applications.

3.2.2 Pedestrian, Bicycle, and Transit Performance Measures

For pedestrian, bicycle, and transit performance measures there appears to be little, if any consensus on a preferred approach. On one end of the spectrum, some Congestion Management Process Reports have treated these modes as strategies to manage congestion, and therefore, did not include any performance measures for them. Other reports have conducted extensive analyses on these modes, all with varying degrees and sophistication of available data.

3.3 EXISTING PERFORMANCE MEASURES

The existing CRTPA Congestion Management Process Plan was reviewed and evaluated against current state and federal CMS requirements to determine the applicability of current performance measures for roadway, transit, and bicycle and pedestrian features. Guidelines for developing and selecting performance measures are as follows:

- Performance measures should provide a tool to evaluate transportation system performance and identify system deficiencies, based on an accepted standard of operation;
- Performance measures should provide the means to identify roadway system congestion at a level that facilitates the development of congestion management strategies;
- Performance measures should provide the means to evaluate the use of transit and nontraditional modes of transportation to alleviate roadway congestion and enhance mobility of persons and goods; and
- Performance measures should use, to the greatest extent practical, existing or easily obtainable data and resources to efficiently identify transportation system deficiencies.

Upon reviewing the current performance measures against the guidelines outlined above, it was determined that they were consistent with the current regulations and suitable for continued use. The performance measures chosen and resulting operational status of the transportation system are discussed on the following pages.

3.4 ROADWAY PERFORMANCE MEASURES

The approach the CRTPA CMP takes regarding performance measures for roadway evaluations is a modified two-level approach. During the first level, the roadway system is evaluated utilizing the 2010 Level of Service Analysis Tables for state roadways for Leon, Wakulla, Jefferson, and Gadsden Counties (and their municipalities). Note at the time of this analysis, the 2010 counts from FDOT were the latest data available. These LOS tables provide a quantitative stratification of quality of service that is easy to understand. Beginning in 1965, the Highway Capacity Manual (HCM) divided highway quality of service into six letter grades that indicate operational conditions on roadways. The level of service ranges from LOS A (highest achievable) to LOS F (lowest achievable), and can be considered a qualitative measure of driver satisfaction. Additionally, a quantitative measure of maximum automotive volume is associated with the letter grades, A through F. Depending on several roadway characteristics such as number of lanes, population densities, and signal spacing, an acceptable maximum number of vehicles for each LOS category is determined. The 2010 Level of Service Analysis Tables take all of the FDOT roadway factors into consideration, and summarizes the current operating LOS of the roadway calculated from current traffic counts, as well as projections of LOS from projected growth trends. The LOS Analysis Tables are provided in Appendix B

For purposes of this first level of analysis, if the level of service on the roadway exceeds the adopted FDOT LOS for the roadway, it is considered congested. At times, the local government may have adopted a higher or lower level of service standard for these roadways, where this is the case, a note will be made. Upon identifying congested roadways, they can then be further analyzed using highway planning software and more specific roadway data conducted in level 2 of the analysis.

The second level of analysis will be conducted on an on-going basis by a combination or "team" of transportation professionals throughout the year. This team of professionals will be coordinating reviews of transportation projects and safety concerns throughout the year as they build toward the programming of transportation dollars throughout this region. This second tier analysis is explained in further detail in *Sections 4 and 5*. The results of this level of analysis are not reported in this Process Report, but are included in subsequent work products (such as the Regional Mobility Plan for this region) and implemented as part of ongoing transportation plans and funding programs.

3.5 ROADWAY PERFORMANCE EVALUATIONS

Upon reviewing the 2010 Level of Service Analysis Tables and projections for state roadways within the CRTPA boundary, summary tables were generated to identify those roadways identified as experiencing congestion in 2010, or projected to be experiencing congestion by 2015, or 2020. These Tables are provided as *Table A* for Leon County, *Table B* for Gadsden County, *Table C* for Chattahoochee in Gadsden County, *Table D* for Jefferson County, and *Table E* for Wakulla County. All five tables are included in *Appendix A* of this report.

Based on the AADT criteria from the FDOT Level of Service Analysis Tables, 31 roadway segments were identified to be congested in the year 2010 in Leon County by both FDOT and Leon County standards (23 operating at LOS F, 6 operating at LOS E, and 1 operating at LOS D). One roadway segment which met FDOT's adopted LOS of D was shown to be deficient by Leon County standards (operating at LOS D, with a Leon County adopted LOS of C). By the year 2015, 48 roadway segments (38 at LOS F, and 7 at LOS E and 2 at LOS D) are projected to be congested, and 60 in year 2020 (52 at LOS F, 4 at LOS E, and 2 at LOS D.) (Table A).

For Gadsden County, no state roadways are projected to be operating below the adopted LOS. (Table B)

For the Town of Chattahoochee, no state roadways are projected to be operating below the adopted LOS. (Table C)

For Jefferson County, no state roadways are projected to be operating below the adopted LOS. (Table D)

Wakulla County has 3 roadway segments that are identified as congested per FDOT standards either by existing counts or projections for the years 2015 and 2020. The FDOT LOS in Wakulla County is C while the County LOS is E. Only 2 of the 3 roadway segments are identified as failing in 2010 and in 2015 (1 at LOS F, and 1 at LOS D). Two roadway segments are projected to be LOS F in 2020. (Table E)

Below is a list of the state roadways shown to be operating at LOS F after analyzing the 2010 FDOT traffic counts. These roadways offer a first glimpse of those that show an immediate need for congestion relief if possible. Those roadways shown in **bold** have been identified in whole or in part for improvement in the Regional Mobility Plan. Roadways #3 and #19, shown in **bold**, have improvements funded for the roadway segment by Blueprint 2000. Roadways shown with an asterisk* represent roadways which may no longer be operating at LOS F due to roadway improvements now on the ground.

3.6 ROADWAY SEGMENTS CURRENTLY (2010) OPERATING AT LOS F IN THE CRTPA AREA:

Leon County

- 1. S.R. 10/U.S. 90/Tennessee Street/Mahan Drive (S.R. 61/U.S. 27/North Monroe Street to North Meridian Road)
- 2. S.R. 10/U.S. 90/Tennessee Street/Mahan Drive (S.R. 261/U.S. 319/Capital Circle to C.R. 1568/Buck Lake Road)

- 3. S.R. 10/U.S. 90/Tennessee Street/Mahan Drive (C.R. 1568/Buck Lake Road to S.R. 8/I-10) (Roadway widening currently under construction from Dempsey Mayo Road to Interstate 10)
- 4. SR10/ US 90/ Tennessee Street/Mahan Drive (Appleyard Drive to Ocala Road)
- 5. S.R. 20/U.S. 27/Apalachee Parkway (Blair Stone Road to S.R. 261/U.S. 319/Capital Circle)
- 6. S.R. 61/South Monroe Street (SR 20/US 27/Apalachee Parkway to East Pensacola Street)
- 7. S.R. 61/South Monroe Street (East Pensacola Street to SR 10/US 90/Tennessee Street)
- 8. S.R. 61//South Monroe Street (SR 10/US 90/Tennessee Street to Brevard Street)
- 9. S.R. 61/U.S. 27/South Monroe Street (Brevard Street to SR 63/US 27/North Monroe Street)
- S.R. 61/U.S. 319/Thomasville Road (SR 63/US 27/North Monroe Street to SR 155/Meridian Road/7th Avenue)
- 11. S.R. 63/U.S. 27/North Monroe Street (7th Avenue to C.R. 158/Tharpe Street)
- S.R. 63/U.S. 27/North Monroe Street (CR 158/Tharpe Street to John Knox Road/Monticello Drive)
- 13. S.R. 63/U.S. 27/North Monroe Street (Allen Road to SR 8/I-10)
- 14. S.R. 261/U.S. 319/Capital Circle (SR 363/Woodville Highway to Tram Road)
- 15. S.R. 261/U.S. 319/Capital Circle (Park Avenue to SR 10/US 90/Mahan Drive)
- 16. S.R. 261/U.S. 319/Capital Circle (SR 10/US 90/Mahan Drive to CR 146/Miccosukee Road)
- 17. S.R. 261/U.S. 319/Capital Circle (CR 146/Miccosukee Road to CR 151/Centerville Road)
- 18. S.R. 261/U.S. 319/Capital Circle (CR 151/Centerville Road to Eastgate Way)

19. S.R. 263/Capital Circle (SR 371/Orange Avenue to SR 20/Blountstown Highway)

(Blueprint 2000 is anticipating construction on this roadway from approximately 1,650 feet north of Blountstown Highway to south of U.S. 90 in 2012. Additionally, TIGER grant funds have been requested to construct the project to approximately 1,850 feet south of the Blountstown Highway intersection and east and west along Blountstown Highway for about 1,000 feet.)

20. S.R. 263/Capital Circle (SR 20/Blountstown Highway to SR 10/US 90/Tennessee Street)

- 21. S.R. 363/Adams Street (Putnam Drive to Magnolia Drive)
- 22. S.R. 363/Adams Street (Magnolia Drive to Bronough Street)
- 23. S.R. 366/Pensacola Street (South Ocala Road to Stadium Drive West)
- 24. S.R. 371/Lake Bradford Road (Colman Street/Springhill Road/End Exception to SR 371/Gaines Street)
- 25. S.R. 373/Orange Avenue (C.R. 2203/Springhill Road to Holton Street)

Wakulla County

26. U.S. 319 (Lower Bridge Road to S.R. 267/Bloxham Cutoff Road)

This list of roadways, combined with those identified in the Regional Mobility Plan provides a narrowed list of areas experiencing *recurring* congestion. That is, areas that are experiencing

congestion as a factor of too many vehicles trying to use the roadway at the same time. Roadways listed above that are not currently under construction should be studied further to identify congestion management strategies that could be effective in those locations.

3.6.1 Non-Recurring Congestion

Another type of congestion that affects roadways is *non-recurring*. Non-recurring congestion occurs when the roadway's carrying capacity is <u>temporarily</u> disrupted. FHWA identifies four causes of non-recurring congestion: roadway construction, weather-related conditions, special events, and incidents, such as crashes and disabled vehicles. The FHWA estimates that about 25 percent of all congestion is incident related.

One way that incident-related congestion can be managed is through the review of safety data/crash data. Departments within the various CRTPA local governments frequently collect crash data on their own and conduct analyses for their respective local governments on how to address safety concerns. From a regional perspective, the CRTPA coordinates with the local governments of the region to collaboratively address safety issues and share information. This information is utilized in updates to the Regional Mobility Plan as well as on-going corridor studies, design, and construction projects within the CRTPA area. Additionally, the CRTPA participates in safety focus groups in the region including formalized groups such as the Community Traffic Safety Team and informal groups such as the Leon County Bicycle Safety Work Group. Attending and participating in meetings such as these helps the CRTPA filter the safety and congestion information into ongoing plans and public participation efforts.

For other types-of non-recurring congestion, the local police and sheriff's departments have done an effective job of responding to incidents and redirecting traffic away from the affected areas. Temporary road closures and change of travel direction on roadways has also been implemented to handle the efficient flow of heavy traffic to, from, and around special events, such as the Downtown Get Down, University Football games, and local events such as the Winter Festival of Lights, Springtime Tallahassee, and Holiday Parades.

3.6.2 Local Roadways

Note that there are other roadways within the CRTPA boundary with identified congestion problems. These roadways are under the jurisdiction of the City or Town within which they operate.

The City of Tallahassee and Leon County both implement a concurrency management system (CMS), in which the transportation impacts, trip by trip, are loaded into a spreadsheet that tracks the amount of capacity remaining on a given segment of roadway. This CMS allows local governments to protect the capacity of the roadway segment through the requirement to mitigate, when appropriate. Applicants may decide to limit development, including building a project by phase, based on the cost of concurrency mitigation. The funds collected are programmed to provide transportation improvements that enhance the capacity of the CMS. The City has also created a Multi-Modal Transportation District (MMTD) to create a pedestrian-friendly and transit-supportive downtown district. This district treats several areas experiencing congestion differently to improve the urban environment through an increased emphasis on urban design.

The MMTD district and related codes and regulations focus on different types of improvements within the district to promote Multi-Modal transportation choices. Projects undertaken in the MMTD district to address congestion need to be consistent with the vision and policies within the MMTD. More information and maps can be located at this website: http://www.talgov.com/planning/planning-trans-mmtd-code.aspx

Wakulla County has adopted a concurrency management system whereby they annually update traffic counts and predict future year "development trips" to the roadway system based on historical growth trends. The County has adopted its CMS as an Element in the County's Comprehensive Plan. Policy 1.5.6 provides guidance for completing traffic impact analyses for minimal, small and large developments and the County per Policy 1.5.7 also allows applicants to satisfy transportation concurrency through a Proportionate Fair Share Ordinance.

CRTPA staff will coordinate with the CRTPA local governments, including those in Jefferson and Gadsden Counties to identify a regional mechanism for sustaining growth in a fiscally responsible manner.

Jefferson County adopted a new concurrency management system in September 2011 and the adopted amendment currently is being reviewed by the DEO. The CMS has been adopted into the County's Comprehensive Plan. This CMS tracks only impacts from transportation and parks and recreation projects. For traffic analysis, the County uses the Institute of Transportation Engineers Trip Generation, trip generation rates. If a development concurrency analysis reveals that the proposed development would cause any roadway segment to drop below the adopted LOS, the development order would be denied, unless the developer mitigates the capacity deficiency.

Gadsden County has adopted its CMS in to the County's Land Development Code. No land development order (DO) will be issued until the County's Department of Planning and Zoning (the Department) has evaluated the DO and determined that the proposal is consistent with the Comprehensive Plan, zoning and building regulations or other applicable regulations. In order to determine whether the proposal is in compliance with the Comprehensive Plan and land development regulations, a concurrency evaluation must be conducted to determine that the proposal does not exceed the level of service (LOS) standards established in the adopted Comprehensive Plan. The Department will conduct concurrency evaluations through a comparison of the demand requirements of proposed developments with the capacity of existing facilities. No DO shall be issued by Department of Planning and Zoning or any other Department unless LOS for all public facilities and services meet or exceed LOS standards adopted by the County.

3.6.3 Identified High Crash Roadway Segments

Roadway performance can also be assessed by examining the number of accidents that occur along a roadway segment and comparing the accident rate derived to accident rates on similar roadways. Federal Highway Administration (FHWA) uses a formula to determine the average crash rates for roadways of similar characteristics. Those roadways identified as having a higher crash rate than the expected average are reported by FHWA. **Figures 2** through **5** along with their accompanying tables, detail the 2010 High Crash Segments for Leon, Gadsden, Jefferson, and Wakulla Counties. **Figures 6** through **9** along with their accompanying tables, detail the 2010 High Risk Rural Segments for Leon, Gadsden, Jefferson, and Wakulla Counties.



Мар	Roadway	Beginning	Ending	Number of
ID		Milepost	Milepost	Crashes
1	State Road 261/Capital Circle	5.429	5.829	128
2	State Road 20/US 27/Apalachee Parkway	1.821	2.821	169
3	State Road 10/US 90/Tennessee Street	7.606	8.455	330
4	State Road 10/US 90/Tennessee Street	6.202	7.102	407
5	County Road 2146/Old St. Augustine Road	0.0	1.9	87
6	Duval Street	0.0	1.0	90
7	Bronough Street	0.000	1.793	112
8	County Road 361/Old Bainbridge Road	0.1	2.0	126
9	High Road	0.2	1.3	84
10	County Road 158/Tharpe Street	0.4	1.7	123
11	County Road 158/Tharpe Street	1.7	2.4	75
12	County Road 158/Tharpe Street	2.4	3.6	129
13	Ocala Road	0.000	1.585	82

Capital Region Transportation Planning Agency—2010 High Crash Segments Leon County

Capital Region Transportation Planning Agency—2010 High Crash Intersections Leon County

Мар	Roadway 1	Roadway 2	Milepost	Number of
ID				Crashes
Α	State Road 10/US 90/Tennessee Street	Ramp to Ocala Road	6.177	110
В	State Road 10/US 90/Tennessee Street	Ocala Road	6.196	103
С	State Road 261/Capital Circle, north of	Raymond Diehl Road	10.998	69
	Raymond Diehl Road			
D	Raymond Diehl Road, west of SR 261/ US	SR 261/US 319/Capital Circle	0.278	71
	90/Capital Circle			
E	State Road 261/Capital Circle, south of State	State Road 10/US 90/Mahan Drive	7.852	77
	Road 10/US 90/Mahan Drive			
F	State Road 261/Capital Circle	State Road 10/US 90/Mahan Drive	7.872	75
G	State Road 261/Capital Circle, north of State	State Road 10/US 90/Mahan Drive	7.894	76
	Road 10/US 90/Mahan Drive			



Roadway	Beginning Milepost	Ending Milepost	Number of Crashes
County Highway 268	2.1	2.6	9

Capital Region Transportation Planning Agency—2010 High Crash Segments Gadsden County



Capital Region Transportation F	Planning Agency—2010 F	ligh Crash Segments Jo	efferson County
Roadway	Beginning Milepost	Ending Milepost	Number of Crashes
State Road 259/Waukeenah Highway	12.2	13.9	4

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Roadway	Beginning Milepost	Ending Milepost	Number of Crashes
Cajer Posey Road	1.9	2.6	8



Мар	Roadway	Beginning	Ending	Number of
ID		Milepost	Milepost	Crashes
1	County Highway 373/Springhill Road	1.4	1.9	4
2	County Highway 361/Old Bainbridge Road	9.7	10.2	6
3	County Highway 157/Old Bainbridge Road	10.3	11.1	9
4	County Highway 344/Orchard Pond Road	0.000	4.612	8
5	County Highway 155/Meridian Road	6.3	7.0	6
6	County Highway 12/Fairbanks Ferry Road	0.2	0.8	4
7	County Highway 12/Fairbanks Ferry Road	5.4	6.1	4
8	County Highway 151/Centerville Road	7.8	8.2	7
9	County Highway 347/Miccosukee Road	9.3	9.9	4
10	County Highway 347/Miccosukee Road	0.0	1.4	7
11	County Highway 142/Old Magnolia Road	0.000	6.674	4
12	County Highway 1540/Capitola Road	2.9	3.5	6

Capital Region Transportation Planning Agency—2010 High Risk Rural Segments Leon County



Мар	Roadway	Beginning	Ending	Number of
ID		Milepost	Milepost	Crashes
1	County Highway 270/Little Sycamore Road	2.3	3.8	4
2	County Highway 270/Little Sycamore Road	5.2	6.3	5
3	County Highway 270A/Flat Creek Road	3.8	5.2	7
4	County Highway 268/High Bridge Road	2.1	2.6	6
5	County Highway 268/High Bridge Road	3.5	4.0	4
6	Brickyard Road	0.1	0.6	4
7	Lanier Road	1.4	2.3	4
8	County Highway 153/Iron Bridge Road	0.5	1.5	6
9	County Highway 12/Fairbanks Ferry Road	5.1	5.6	4
10	County Highway 12/Fairbanks Ferry Road	4.0	4.5	6
11	County Highway 12/Fairbanks Ferry Road	2.9	3.5	6
12	County Highway 159/Salem Road	3.7	4.3	4
13	County Highway 159/Salem Road	4.4	5.2	5
14	County Highway 159/Salem Road	6.1	7.7	6

Capital Region Transportation Planning Agency—2010 High Risk Rural Segments Gadsden County



Roadway	Beginning Milepost	Ending Milepost	Number of Crashes
Asheville Highway	6.5	7.0	3

Capital Region Transportation Planning Agency—2010 High Risk Rural Segments Jefferson County



Map ID	Roadway	Beginning Milepost	Ending Milepost	Number of Crashes
1	Northwood Lane	0.7	1.9	4
2	Lower Bridge Road	2.4	3.4	7

Capital Region Transportation Planning Agency—2010 High Risk Rural Segments Wakulla County

3.7 TRANSIT PERFORMANCE MEASURES AND EVALUATION

The CRTPA recognizes the importance of having a quality transit system for the area. The presence of a safe, affordable, and efficiently operating transit system is viewed as essential by the CRTPA and the communities it serves, as is an extended service area that eventually would cover the entire CRTPA region. An effective and accessible transit system would assist those outside the current service area hit hardest by rising fuel costs to travel more cost effectively, would help reduce automobile vehicle miles traveled, and would contribute greatly toward achieving the multi-modal transportation network that this CRTPA desires.

The continual monitoring and updating of system performance indicators are key to building a successful transit system. A major update to StarMetro's Transit Development Plan (TDP) was completed in 2011 in association with the development of the Regional Mobility Plan (RMP).

Additionally, after more than a half century of running a downtown-oriented transit system, StarMetro undertook a complete route restructuring in July of 2011 and is based on several high frequency, unscheduled, independent routes that traverse the city without necessarily going downtown. Several other less frequent routes complete the system for a total of 12 routes.

Furthermore, efforts to address regional transit issues were initiated in 2009 with the Regional Transit Study (RTS). The study's purpose was to develop a long-term vision for transit within the capital region (Gadsden, Jefferson, Leon and Wakulla counties).

The CRTPA in 2010 adopted the above referenced Regional Transit Study which identifies two types of transit improvements for the region. The Study identifies service improvements and capital projects. Service improvements include fixed route services and capital projects include fixed guideway, bus rapid transit and streetcar. The two types of transit improvements are listed as near term, mid-term and long term projects and are listed below:

Near Term (2010-2014)

• Gadsden Express (already started)

Mid Term (2015-2024)

- North Leon County StarMetro Local Bus Service Expansion
- Capital Circle Office Complex/Southwood StarMetro Local Bus Service Expansion
- Tram Road StarMetro Local Bus Service Expansion
- Crawfordville Express Bus Service
- East Leon County StarMetro Local Bus Service Expansion
- Quincy Fixed Route Expansion
- Havana Fixed Route
- Monticello Fixed Route
- Woodville Highway Express Bus Service

- Capital Circle East Express Bus Service
- Havana Express Bus Service
- Monticello Express Bus Service
- Airport Express Bus Service
- West Tennessee Street Bus Rapid Transit
- Thomasville Road Bus Rapid Transit
- Apalachee Parkway Bus Rapid Transit
- Gaines Street Streetcar Line
- Campus Streetcar Line

Long Term (2024-2050)

- Crawfordville Fixed Route
- Quincy Fixed Route Expansion
- Havana Fixed Route Expansion
- Havana/Quincy Express Bus Service
- Capital Circle East Bus Rapid Transit
- Monroe Street Bus Rapid Transit
- East Tennessee Street (Mahan Drive) Phase 1 & 2 Bus Rapid Transit

More information about the RTS study can be found in Appendix C.

StarMetro is committed to the continued performance monitoring of the system so that everchanging needs of the community are met as the CRTPA develops and expands. Additionally, CRTPA staff is committed to working with StarMetro to promote transit opportunities in the area. The cooperative working relationship is a winning combination and can be seen as transit representatives are becoming more visible and vocal at the CRTPA's subcommittee meetings (technical advisory committee and citizen's multi-modal advisory committee meetings.

It should be noted that StarMetro is also the Community Transportation Coordinator (CTC) for Leon County. The CTC is responsible for overseeing the operations of the local transportation disadvantaged coordinating board for their county. These local coordinating boards are responsible for reviewing and discussing issues related to the provision (or lack thereof) of transportation services to those members in the community who are unable to provide their own transportation to vital services, such as medical appointments and employment due to physical or mental disability, economic status, or age. The CTC for Gadsden and Jefferson County is Big Bend Transit. The CTC for Wakulla County is the Senior Citizens Council. Information on the service needs in the respective counties inside the CRTPA boundary is shared with CRTPA and StarMetro staff. Coordination of this type helps in future planning of routes that can provide needed service to the transportation disadvantaged. Multi-county routes are understudy for feasibility and cost-sharing.

3.8 BICYCLE AND PEDESTRIAN PERFORMANCE MEASURES AND EVALUATION

The CRTPA is committed to expanding and improving the bicycle and pedestrian network in the CRTPA boundary. The commitment to planning for these modes of transportation was clear in the vision of the adopted Year 2025 Bicycle and Pedestrian Master Plan:

"Ensure that Tallahassee-Leon County becomes a premier community known for its safe, accessible and interconnected pedestrian and bicycle system that provides mobility for all ages and abilities supports economic opportunity, and enhances public health."

The initiation of a Bicycle and Pedestrian Master Plan for Tallahassee-Leon County was a turning point in transportation planning for this community. The Plan is strategic -- planning for facilities and programs to improve safety, connectivity and comfort for the users on a 20-year horizon. The Plan development was built upon a combination of analytical methods, extensive research, and public participation. As with the Transit Renaissance Plan, discussed in the previous section, the Bicycle and Pedestrian Master Plan was initiated with the goal of reforming the transportation network into one that would not only improve upon the existing conditions for current users, but also expand facilities to entice new users and provide new options for travel.

Since the adoption of the Bicycle and Pedestrian Master Plan for Tallahassee-Leon County, the Long Range Transportation Plan (LRTP) for the CRTPA has been updated. The updated LRTP included the revolutionary Regional Mobility Plan (RMP), which incorporates the Bicycle and Pedestrian Master Plan. The RMP is inclusive of all mobility options and acknowledges them all as integral to overall mobility for the area. Bicycle, Pedestrian, Transit, and vehicular mobility are all planned for under the one RMP document.

The resolve to improve the attractiveness and efficiency of the bicycle and pedestrian system in the CRTPA area is high. The Bicycle and Pedestrian Master, currently a stand-alone document, is currently in the process of being updated for the entire CRTPA area as part of the Regional Mobility Plan. The intent is to maximize the non-automotive mobility options available to people throughout the region for daily living. In the current economy, the region needs to be forward-thinking and provide for more affordable methods of transportation. Recognizing the importance of cost-effective choices for mobility, the local governments of Gadsden County and Wakulla County have submitted applications for the development of Bicycle and Pedestrian Master Plans for their jurisdictions through the SAFETEA-LU Transportation Enhancement Funding Program. Additionally, active neighborhood groups are submitting applications for SAFETEA-LU funding for neighborhood sidewalk projects connecting their homes to area businesses, schools, and parks in the City of Tallahassee. Clearly the region is exhibiting signs of multimodal acceptance, and a desire turn ideas into reality via funding projects.

In 2009, the City of Tallahassee received a Bronze Status designation as a "Bicycle Friendly Community" through the League of American Bicyclists. Through the application process, much data had to be gathered on the bicycle programs and infrastructure available within the City of Tallahassee. The designation recognizes communities for their efforts to increase the safety for cyclists and for providing infrastructure and planning that enables and encourages safe cycling in the community. The Bronze Status designation was a step forward for the CRTPA local government as it constitutes an outward statement that the local government is bicycle friendly, and sees value in this transportation mode as not only an environmentally wise transportation choice, but an economical alternative to congestion.

The "Bicycle Friendly Community" Bronze Status designation will be reviewed by the League of American Bicyclists in October of 2013. The City of Tallahassee is working diligently to increase its status designation in the next cycle. Leon County will also be applying for a designation from the League of American Bicyclists in 2013.

3.8.1 Identified High Crash Roadway Segments

Pedestrian and bicycle safety is an important performance measure in the evaluation of the effectiveness of implementing new pedestrian and bicycle facilities. Pedestrian and bicycle crash are monitored to identify problem areas.

Figures 10 through **13** details the available pedestrian crashes for the last 5 years, 2008 through 2010 for Leon, Gadsden, Jefferson, and Wakulla Counties. **Figures 14** through **17** details the available bicycle crashes for the last 5 years, 2008 through 2010 for Leon, Gadsden, Jefferson, and Wakulla Counties.



	Capital Region Transportation Planning Agency2010 Pedestrian CrashesLeon County							
						ROAD NAME ON WHICH	ROAD NAME TO THE NEAREST	
	SYSTEM	CRASHNUM	CRASHDATE	CRASHTIME	DAYOFWEEK	CRASH OCCURRED	INTERSECTION CRASH OCCURRED	
1	OFF	108777310	2/1/2010	1700	1	CALL ST	COPELAND AVE	
2	OFF	718887300	1/6/2010	0809	3	LAFAYSTTE ST	INDIANHEAD DR	
3	OFF	718888130	1/8/2010	2018	5	EDDIE RD	TUDOR RD	
4	OFF	718890110	1/16/2010	0129	6	THARPE ST W		
5	OFF	718893930	1/29/2010	1932	5	COLLEGE AVE W	MACOMB ST S	
6	OFF	718895870	2/5/2010	1928	5		HERITAGE GROVE CIR	
7	OFF	718898350	2/14/2010	2139	7	MACOMB ST S	PENSACOLA ST	
8	OFF	718899630	2/18/2010	1045	4		BREVARD ST W	
9	OFF	718900110	2/20/2010	0230	6	1505 W THARPE ST	1505 W THARPE ST	
10	OFF	718905020	3/12/2010	1954	5	SAXON ST	POPPY ST	
11	OFF	718905180	3/13/2010	1752	6	805 COBLE ST		
12	OFF	718915300	4/17/2010	1637	6	BREVARD ST	MALCOMB ST	
13	OFF	718917250	4/25/2010	0357	7			
1/	OFF	718922460	5/16/2010	0016	7			
15	OFF	718923210	5/15/2010	1107	6			
15		718023210	5/21/2010	0200	5			
17		718923030	5/27/2010	0200	3	439 W COLLEGE 31		
10		718924820	6/9/2010	0546	2			
10		718928100	6/17/2010	2112	3			
20		718930000	6/17/2010	1224	4			
20		718930120	7/2/2010	1524	4 E			
21		710934140	7/2/2010	1032	5			
22		710934430	7/3/2010	1332	2			
23		718935140	7/10/2010	0145	5		SODELAND ST	
24		718935790	//10/2010	1516	6			
25		718942520	8/7/2010	1516	0			
20		718943110	8/10/2010	0942	2	JEFFERSON ST W		
27		718948190	8/2//2010	2048	5			
28	OFF	718956280	9/25/2010	1514	6			
29		718956400	9/25/2010	2059	0			
30		718957230	9/27/2010	1740	1			
31		718957570	9/28/2010	1740	2			
32		718957640	9/28/2010	1755	2			
20		718958480	10/2/2010	1507	0			
34		718958860	10/3/2010	1007	7			
35		718958930	10/3/2010	1922	/			
30	OFF	718960430	10/7/2010	2000	4			
37	OFF	718961140	10/11/2010	1835	1	3360 THOMAS BUTLER RD		
38	OFF	718961630	10/13/2010	1108	3			
39	OFF	718967000	10/30/2010	2038	6			
40		71890/030	10/30/2010	2139	0			
41		71896/250	10/31/2010	1208	/			
42		718972400	11/1//2010	2028	э г			
43		/189/2850	11/19/2010	0827	5			
44		/189/4680	11/28/2010	0313	/	TOAR 21 OCKET AVE		
45		/189/5690	12/2/2010	1031	4			
46		/189//930	12/9/2010	2345	4	PAUL RUSSELL RD		
47		/18981/90	12/29/2010	1330	5			
48		/19/4/310	8/31/2010	0624	2			
49		131030/300	2/10/2010	1213	5			
50	UFF	770003390	5/25/2010	1900	2	1/THAVEE		
51		//0139/90	6/4/2010	2225	5	CK 149A DILLS KD		
52	UFF	770144400	//2/2010	2218	5			
53	UFF	//0144440	//22/2010	0630	4			
54	UFF	//0156150	5/29/2010	2130	b 2		PETERS ROAD	
55	UFF	//0156260	8/4/2010	1516	3	HUTCHINSON FERRY RD		
56	UFF	//0161170	7/3/2010	2125	b	AENON CHURCH RD	SK 20	
57	OFF	813118500	8/18/2010	2035	3	OTTER LAKE RD	PIGOTT ROAD	
58	OFF	813118910	8/11/2010	2106	3	SHADEVILLE RD	SR 61	

Capital Region Transportation Planning Agency2010 Pedestrian CrashesLeon County							
						ROAD NAME ON WHICH	ROAD NAME TO THE NEAREST
	SYSTEM	CRASHNUM	CRASHDATE	CRASHTIME	DAYOFWEEK	CRASH OCCURRED	INTERSECTION CRASH OCCURRED
59	OFF	905754170	2/5/2010	1705	5	SALINGER WAY	BECKETT RD
60	OFF	905771180	9/11/2010	1919	6	BILL HEADLEY RD	BANNESMAN RD
61	OFF	908361120	11/12/2010	1730	5	COLLEGE AVE	DUVAL ST
62	OFF	908362860	9/21/2010	1750	2	PARK AVF	
63	OFF	908364250	9/17/2010	0239	5		
64	OFF	908364420	6/9/2010	2300	3		ΡΟΙΝΣΕΤΤΙΔ ΔΙ/Ε
65	OFF	908373690	10/6/2010	1038	3		
66	OFF	908375990	9/24/2010	0700	5		
67		008376030	11/6/2010	1626	6		
68		008383560	10/26/2010	1546	2		
60		008308600	11/0/2010	1725	2		
70		110788860	8/2/2010	1235	1		
70		110788800	6/2/2010	2102	1		
71		719050900	0/5/2010	1400	4		
72		718950800	9/0/2010	1409	1		
73		718903590	10/20/2010	0710	э г		
74		718914910	4/16/2010	1149	5		
75		718910760	4/2/2010	2011	5		
/6	ON	718981610	12/29/2010	1512	3		
//	ON	718940530	//30/2010	2020	5		
78	ON	718933870	7/1/2010	2246	4		BASIN ST
79	ON	718902580	3/2/2010	1153	2	TENNESSEE ST W	COPELAND ST N
80	ON	718951870	9/9/2010	1528	4	REMINGTON GREEN N	CAPITAL CIR
81	ON	718958800	10/2/2010	2323	6	MONROE ST	PUTNAM DR
82	ON	718956070	9/24/2010	1809	5	TENNESSEE ST	CALHOUN ST N
83	ON	718901790	2/27/2010	0135	6	TENNESSEE ST	DEWEY ST N
84	ON	718907820	3/23/2010	0751	2	PENSACOLA ST	WHITE DR L
85	ON	718939930	7/28/2010	1511	3	LAKE BRADFORD R	GAINES ST
86	ON	718934570	7/4/2010	2229	7	TENNESSEE ST	WEST 10
87	ON	718917090	4/24/2010	1420	6	PENSACOLA ST	LIPONA RD S
88	ON	718962110	10/15/2010	0110	5	BRONOUGH ST N	TENNESSEE ST
89	ON	718951710	9/9/2010	1554	4	MONROE ST N	4TH AVE
90	ON	718962980	10/17/2010	1946	7	DIXIE DR	TENNESSEE ST W
91	ON	718930870	6/21/2010	0727	1	I 10	MONROE ST N
92	ON	718891660	1/21/2010	1424	4	CALL ST	TENNESSEE ST
93	ON	718970100	11/9/2010	1703	2	MICCOSUKEE RD	MAGNOLIA DR N
94	ON	718929050	6/13/2010	1752	7	CALHOUN ST N	TENNESSEE ST
95	ON	718958430	10/1/2010	1804	5	KISSIMMEE ST	LAKE BRADFORD RD
96	ON	718923030	5/18/2010	1736	2	PENSACOLA ST	AUSLEY RD S
97	ON	718964080	10/22/2010	0220	5	TENNESSEE ST W	RAVEN ST
98	ON	718961340	10/12/2010	0753	2	PENSACOLA ST	CHAPEL DR
99	ON	718888170	1/9/2010	0102	6	TENNESSEE ST	COPELAND ST N
100	ON	718887600	1/6/2010	1115	3	SR 63	CALLAWAY RD
101	ON	718906970	3/20/2010	0231	6	TENNESSEE ST	BREVARD ST
102	ON	718912720	4/9/2010	1221	5	APALACHEE PKWY	ALBRITTON DR
103	ON	718981470	12/27/2010	2124	1	US 27	MARIANNA DR
104	ON	718923640	5/20/2010	1611	4	OCALA RD	TENNESSEE ST W
105	ON	718970950	11/12/2010	1814	5	BASIN ST	TENNESSEE ST W
106	ON	718976030	12/3/2010	1532	5	PUTNAM DR	MONROE ST
107	ON	731816840	4/21/2010	0809	3	SPRINGHILL RD	ORANGE AVE
108	ON	770130360	5/17/2010	1750	1	US 90	IDA RD
109	ON	770163280	10/29/2010	1500	5	BEN BOSTICK RD	US 90
110	ON	770156460	9/29/2010	2106	3	US 319	NEW LIGHT CHURCH RD
111	ON	820107920	12/11/2010	1846	6	US 27	MCNAIR RD
112	ON	819960560	12/11/2010	2335	6	US 90	WOODBERRY RD
113	ON	820454530	12/17/2010	1150	5	110	CR 270A
114	ON	905751360	3/14/2010	2300	7	110	WB ENT FROM NB SR 63 L
115	ON	905750500	3/17/2010	1415	3	MERIDIAN ST N	TENNESSEE ST
116	ON	905774960	11/11/2010	1630	4	SR 10	BUCK LAKE RD
	1 ·		,, _010		1		

	Capital Region Transportation Planning Agency2010 Pedestrian CrashesLeon County									
						ROAD NAME ON WHICH	ROAD NAME TO THE NEAREST			
	SYSTEM	CRASHNUM	CRASHDATE	CRASHTIME	DAYOFWEEK	CRASH OCCURRED	INTERSECTION CRASH OCCURRED			
117	ON	905786770	11/26/2010	1815	5	CRAWFORDVILLE RD	RIDGE RD			
118	ON	908355860	2/3/2010	2240	3	TENNESSEE ST	OCALA RD			
119	ON	908377170	10/20/2010	1655	3	I 10	MONROE ST			
120	ON	908356130	2/23/2010	2004	2	ORANGE AVE E	SR 61			
121	ON	908368190	10/29/2010	1546	5	OCALA RD S	PENSACOLA ST			
122	ON	908390480	1/1/2010	0618	5	SR 63	HARRIETT DR			
123	ON	908376160	9/28/2010	1745	2	PENSACOLA ST	APPLEYARD DR			
124	ON	908359260	10/10/2010	1349	7	FOUR POINTS WAY	CRAWFORDVILLE RD			
125	ON	908383210	11/22/2010	1930	1	BLOUNTSTOWN HWY	CRICKET RD			



Capital Region Transportation Planning Agency2010 Pedestrian CrashesGadsden County								
						ROAD NAME ON WHICH	ROAD NAME TO THE NEAREST	
	SYSTEM	CRASHNUM	CRASHDATE	CRASHTIME	DAYOFWEEK	CRASH OCCURRED	INTERSECTION CRASH OCCURRED	
1	OFF	770003390	5/25/2010	1900	2	17TH AVE E	COYNERS ST	
2	OFF	770156150	5/29/2010	2130	6	TENNEL ROAD	PETERS ROAD	
3	OFF	770156260	8/4/2010	1516	3	HUTCHINSON FERRY RD	GLORY ROAD	
4	ON	770163280	10/29/2010	1500	5	BEN BOSTICK RD	US 90	
5	ON	820107920	12/11/2010	1846	6	US 27	MCNAIR RD	
6	ON	819960560	12/11/2010	2335	6	US 90	WOODBERRY RD	
7	ON	820454530	12/17/2010	1150	5	I 10	CR 270A	





Capital Region Transportation Planning Agency2010 Pedestrian CrashesWakulla County								
ROAD NAME ON WHICH ROAD NAME TO THE NE							ROAD NAME TO THE NEAREST	
	SYSTEM	CRASHNUM	CRASHDATE	CRASHTIME	DAYOFWEEK	CRASH OCCURRED	INTERSECTION CRASH OCCURRED	
1	OFF	813118500	8/18/2010	2035	3	OTTER LAKE RD	PIGOTT ROAD	
2	OFF	813118910	8/11/2010	2106	3	SHADEVILLE RD	SR 61	
3	ON	770156460	9/29/2010	2106	3	US 319	NEW LIGHT CHURCH RD	



Capital Region Transportation Planning Agency2010 Bicycle CrashesLeon County							
						ROAD NAME ON WHICH	ROAD NAME TO THE NEAREST
	SYSTEM?	CRASHNUM	CRASHDATE	CRASHTIME	DAYOFWEEK	CRASH OCCURRED	INTERSECTION CRASH OCCURRED
1	OFF	108776810	10/15/2010	1330	5	CHIEFTAN WAY	CALL ST
2	OFF	111124190	8/23/2010	1726	1	JACKSON BLUFF RD	MABRY ST
3	OFF	718894110	1/30/2010	1133	6	FRANKLIN BLVD N	PARK AVE
4	OFF	718898970	2/16/2010	0700	2	CENTERVILLE DR	MEDICAL DR
5	OFF	718900450	2/21/2010	1929	7	LAFAYETTE ST	MARVIN ST
6	OFF	718902380	3/1/2010	1451	1	GADSDEN ST N	BREVARD ST E
7	OFF	718903140	3/3/2010	1428	3	UNKNOWN	UNKNOWN
8	OFF	718904500	3/10/2010	1202	3	MISSION RD	THARPE ST
9	OFF	718908410	3/25/2010	0900	4	CALL ST	CHAPEL DR
10	OFF	718910400	4/1/2010	1840	4	CONTINENTAL AVE	OCALA RD
11	OFF	718913210	4/10/2010	1938	6	RIDGE RD N	SPRINGSAX RD
12	OFF	718914320	4/14/2010	1155	3	EUGENIA ST	PINELLAS ST
13	OFF	718920130	5/4/2010	2205	2	BRONOUGH ST S	GEORGIA ST W
14	OFF	718927000	6/3/2010	1557	4	BUFORD BLVD	CENTERVILLE RD
15	OFF	718927410	6/6/2010	1907	7	LAURA LEE AVE	KEVIN ST
16	OFF	718931640	6/23/2010	2044	3	VICTORIA ST	BETHUNE ST
17	OFF	718932450	6/27/2010	1132	7	HIGH RD	CONTINENTAL AVE
18	OFF	718932760	6/28/2010	1740	1	LEVY AVE	PAUL DIRAC DR F
19	OFF	718940120	7/29/2010	1606	4	DESOTO PARK DR	LAFAYETTE ST
20	OFF	718942320	8/6/2010	1646	5		GEORGIA ST
21	OFF	718943190	8/10/2010	1446	2		
22	OFF	718944780	8/16/2010	1728	1		
22	OFF	718944810	8/16/2010	1029	1	WOODWARD ST	ST ALIGUSTINE ST
24	OFF	718946940	8/24/2010	1242	2	3000 JACKSON BLUEF RD	
25	OFF	718947450	8/25/2010	1/11	3		
25	OFF	718949490	8/31/2010	1318	2	MARKET ST	
20		718040000	8/31/2010	1755	2		
27		718949170	0/0/2010	1/35	2		
20		7189531050	0/12/2010	1717	1		
20		7189555070	9/15/2010	1945	6		
21		718950550	9/23/2010	0820	2		
37		718957050	3/23/2010	1811	3		
22		718959240	10/4/2010	1011	1		
31		718959550	10/16/2010	1979	6		
25		718966430	10/20/2010	1712	5		
20		718900430	10/29/2010	1620	2		
20		718970400	11/10/2010	1629	2 2		
20		718972330	11/1//2010	1333	5		
20		718973120	11/19/2010	1920	5		
39		710075200	11/20/2010	1020	2		
40		721606700	2/10/2010	1212	2		
41		731607000	2/10/2010	2010	2		
42		765656700	4/20/2010 0/20/2010	1842	4		
43		703030720	7/10/2010	1757	1		
44		770156220	7/22/2010	1015	1		
45		770162500	7/0/2010	0006	4 E		
40		770103590	1/9/2010	1654	5		
47		00120020	1/8/2010 6/15/2010	1615	3 2		
48		000264420	6/0/2010	2200	2		
49		506504420	0/9/2010	2300	э 2		
50		3003030309U	11/30/2010	0930	<u>د</u>		
51		314390100	4/30/2010	1240	3		
52		100330230	40381	1248	4		
53		710020440	40400	2110	2		
54		718938410	40379	0540	2		
55		718971490	40496	2010	/		
56		718953040	40434	2016			
57		/18910/10	40270	1750	5		
58		118958400	40452	1/24	Э	PEINSACULA SI	AUSLET KU S
	Capital Region Transportation Planning Agency2010 Bicycle CrashesLeon County						
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						ROAD NAME ON WHICH	ROAD NAME TO THE NEAREST
	SYSTEM?	CRASHNUM	CRASHDATE	CRASHTIME	DAYOFWEEK	CRASH OCCURRED	INTERSECTION CRASH OCCURRED
59	ON	718920470	40304	1325	4	MONROE ST	GAINES ST
60	ON	718947650	40416	0803	4	ORANGE AVE	WAHNISH WAY
61	ON	718903220	40240	1830	3	MONROE ST	PAUL RUSSELL RD
62	ON	718932090	40354	1559	5	MONROE ST N	7TH AVE E
63	ON	718959170	40455	1525	1	EDWARDS ST	PENSACOLA ST
64	ON	718959630	40455	1414	1	LAKE BRADFORD RD	JACKSON BLUFF RD
65	ON	718891960	40200	0950	5	5TH AVE E	MONROE ST N
66	ON	718893370	40206	1140	4	EPPES DR	LAKE BRADFORD RD
67	ON	718913760	40280	1643	1	CAPITAL CIR	REMINGTON GREEN
68	ON	718924380	40323	1053	2	HIGH RD	TENNESSEE ST W
69	ON	718935340	40367	1315	4	PENSACOLA ST	AUSLEY RD S
70	ON	718975130	40512	1000	2	TENNESSEE ST	CALHOUN ST N
71	ON	731816580	40186	1542	5	JACKSON BLUFF RD	BLOUNTSTOWN HWY
72	ON	765658880	40366	1425	3	THOMASVILLE RD	PROCTOR RD
73	ON	908375890	40495	1130	6	TENNESSEE ST	BICYCLE RD



	Capital Region Transportation Planning Agency2010 Bicycle CrashesGadsden County						
						ROAD NAME ON WHICH	ROAD NAME TO THE NEAREST
	SYSTEM	CRASHNUM	CRASHDATE	CRASHTIME	DAYOFWEEK	CRASH OCCURRED	INTERSECTION CRASH OCCURRED
1	OFF	770134870	7/12/2010	1757	1	CR 268	JOE ADAMS RD
2	OFF	770156230	7/22/2010	1815	4	CR 274	IMPERIAL NURSERY RD
3	OFF	801588580	1/8/2010	1654	5	LAURA ST	11TH ST S
4	OFF	801589070	6/15/2010	1615	2	B W ROBERTS ST	SHADOW ST S





In the past, efforts to manage traffic congestion were aimed primarily at expanding roadway infrastructure, typically adding additional through lanes for vehicular use. Today, it is understood that other measures can be employed to improve the operating efficiency of the existing transportation infrastructure. These measures are referred to as congestion management strategies.

4.1 EXISTING STRATEGIES TO REDUCE CONGESTION

There are numerous technologies and administrative policies that have been used nationally and locally to manage congestion. These strategies improve the efficiency of the existing transportation infrastructure, without necessarily demanding a large cash-outlay to accomplish it. These strategies can be grouped into three general categories of application: Policy, Alternative Mode, and Technological.

4.1.1 Policy Applications

Employment

Policy applications can alter trip patterns on the roadways, and thereby, reduce congestion. For example, employers can allow flexible work hours, telecommuting, and incentives for carpooling to have a positive impact on alleviating congestion. The City of Tallahassee and Leon County governments, for example, both allow for flexible work hours and telecommuting within established parameters. Additionally, the City of Tallahassee provides incentives to employees for carpooling (in terms of parking fee waivers or reductions) and for choosing transit as a means to travel to and from work. Wakulla County through its Transportation Demand Management program promotes compressed work weeks, staggered and flexible work hours, ride sharing, telecommuting and transit fare discounts as applicable.

Transportation and Land Use

Land Use policies are in effect in the CRTPA boundary that encourage mixed use developments, provide for sector planning, require provisions for bicycles, pedestrians, and transit stops in large scale developments, and which require good access management standards to be upheld. Together, these requirements shape the CRTPA into a livable space that is multi-modal friendly.

Access Management includes everything from curb cut restrictions on local roads to minimum interchange spacing on freeways. Restricting turning movements on local roads can reduce accidents and prevent turning vehicles from impeding traffic flow. Other strategies include requiring shared access driveways, alleyways, and frontage roads when planning large scale developments or reviewing applicable site plans.

Transportation Concurrency

Concurrency Management is another tool that is used in the CRTPA boundary to manage congestion. This tool allows the local government to protect the capacity of the roadway system by disallowing or limiting further development in an area that is projected to experience transportation failure as a result of the project. In regard to roads, a developer could be required

to construct additional travel lanes or make improvements to intersections, incorporate bicycle and pedestrian amenities into the development plan, provide money or infrastructure for transit, or reduce the size of the project as a condition of approval.

Although no longer required to conduct concurrency analyses on new developments, the City of Tallahassee, Leon County, Wakulla County, Jefferson County and Gadsden County will continue to utilize concurrency as a tool for managing roadway capacity.

CRTPA staff will coordinate with the CRTPA local governments, including those in Jefferson and Gadsden Counties to identify a regional mechanism for sustaining growth in a fiscally responsible manner. The creation of a mobility fee structure is currently being explored.

4.1.2 Transportation Systems Management Strategies for Congested Links

Transportation Systems Management (TSM) is an integrated program for optimizing the performance of existing infrastructure through the implementation of systems, services, and projects designed to preserve capacity and improve security, safety, and reliability. Below is a list of areas and specific strategies where TSM can be implemented to create a more efficient, safe, and mobile transportation facility.

A. Transportation System Management Strategies

- 1. Traffic Signalization and Control
 - New Signal Installation
 - Modifying Signal Phase Sequences
 - Signal Re-timing/Updating Timing Plans
 - Signal Hardware Updates/Updating Equipment
 - Signal Interconnection
 - Demand-responsive Signal Systems
 - Eliminate Unnecessary Traffic Control Signs
- 2. Intersection and Street Improvements
 - Intersection/Street Widening
 - Lane Assignment Changes/Re-striping
 - Install Turn Lanes
 - Turning Movement and Lane Use Restrictions
 - Bus Loading Bays
- 3. <u>Bottleneck Removal</u>
 - Re-striping
 - Install Signage
 - Add Lanes

SECTIONFOUR

- Reduce Merging and Weaving
- 4. Special Events
 - Traffic Management Plans
 - Signal Re-timing Plans
 - Dynamic Lane Assignments
- 5. Access Management
 - Turn Lanes
 - Close Driveways/Driveway Spacing
 - Access Spacing
 - Median Treatments

B. Travel Demand Strategies

- 1. <u>Improve Transportation Options</u>
 - Alternative Work Schedules/Flex Time
 - Commute Trip Reduction Programs
 - Carpooling
 - Telework/Telecommute
 - Vanpooling
 - HOV Priority/Managed Lanes
 - Park and Ride
 - Shuttle Services
 - Bicycle and Pedestrian Improvements
 - Transit Improvements
 - Car Sharing/Ride Leasing/Station Car
 - Taxi Service Improvements
 - On-Site Employee Services
 - Live Near Your Work
 - Worksite Locations and Design
 - Real-Time Commuter Services
 - Advanced Route Planning
- 2. Incentives to Use Alternative Modes
 - Commuter Financial Incentives

- Parking Management/Share Parking
- Congestion Pricing/Road Pricing
- Distance-Based Pricing/Pay-As-You-Drive Insurance
- Guaranteed Ride Home
- Parking—Time of Day Pricing
- 3. <u>Sustainable Development</u>
 - Transit Oriented Development (TOD)
 - Land Use Density and Clustering
 - Location Efficient Development
 - Bike/Transit System Integration
 - Pedestrianized Streets
 - Bicycle Parking Facilities
- 4. Policy and Institution Reform
 - Asset Management
 - Car-Free Parking
 - Context Sensitive Design
 - Road Space Reallocation
 - Speed Reduction
 - Street Reclaiming
- 5. TDM Marketing and Education
 - TDM Marketing to Schools (K-12)
 - Walking and Cycling Encouragement
 - Transit and Alternative Mode Encouragement
 - TDM Marketing/Ride Matching Services
 - Transportation Management Associations (TMA)
- 6. <u>TDM Planning and Evaluation</u>
 - Auto Dependency
 - Land Use Evaluation
 - Parking Evaluation
 - Evaluating Pricing Strategies
 - Evaluating Effectiveness of TDM Programs

C. Intelligent Transportation System Strategies

- 1. Archived Data Management
 - ITS Data Mart
 - ITS Data Warehouse
 - ITS Virtual Data Warehouse
- 2. Public Transportation
 - Transit Vehicle Tracking
 - Transit Fixed-Route Operations
 - Demand Response Transit Operations
 - Transit Passenger and Fare Management
 - Transit Security
 - Transit Maintenance
 - Multimodal Coordination
 - Transit Traveler Information
- 3. Traveler Information
 - Broadcast Traveler Information
 - Interactive Traveler Information
 - Autonomous Route Guidance
 - Dynamic Route Guidance
 - Information Service Provider Based Trip Planning and Route Guidance
 - Integrated Transportation Management/Route Guidance
 - Yellow Pages and Reservations
 - Dynamic Ridesharing
 - In-Vehicle Signing
- 4. Traffic Management
 - Network Surveillance
 - Probe Surveillance
 - Surface Street Control
 - Freeway Control
 - HOV/Managed Lane Management
 - Traffic Information Dissemination

- Regional Traffic Control
- Traffic Incident Management System
- Traffic Forecast and Demand Management
- Electronic Toll Collection
- Emissions Monitoring and Management
- Virtual TMC and Smart Probe Data
- Standard Railroad Grade Crossing
- Advanced Railroad Grade Crossing
- Parking Facility Management
- Regional Parking Management
- Reversible Lane Management
- Speed Monitoring
- Roadway Closure Management
- Vehicle Safety Monitoring
- Driver Safety Monitoring
- Longitudinal Safety Warning
- Lateral Safety Warning
- Intersection Safety Warning
- Pre-Crash Restraint Development
- Driver Visibility Improvement
- Advanced Vehicle Longitudinal Control
- Advanced Vehicle Lateral Control
- Intersection Collision Avoidance
- Automated Highway System
- 5. <u>Commercial Vehicle Operations</u>
 - Fleet Administration
 - Freight Administration
 - Electronic Clearance
 - Commercial Vehicle Administrative Process
 - Weigh-In Motion
 - Roadside Commercial Vehicle Operation Safety

- On-Board Commercial Vehicle Operation and Freight Safety and Security
- Commercial Vehicle Operation Maintenance
- Hazardous Materials Management
- Roadside Hazardous Materials Security Detection and Mitigation
- Commercial Vehicle Driver Security Administration
- Freight Assignment Tracking
- 6. Emergency Management
 - Emergency Call-Taking and Dispatch
 - Emergency Routing
 - Mayday and Alarms Support
 - Roadside Service Patrols
 - Transportation Infrastructure Protection
 - Wide-Area Alert
 - Early Warning System
 - Disaster Response and Recovery
 - Evacuation and Reentry Management
 - Disaster Traveler Information
- 7. Maintenance and Construction Management
 - Maintenance and Construction Vehicle and Equipment Tracking
 - Maintenance and Construction Vehicle Maintenance
 - Road Weather Data Collection
 - Weather Information Processing and Distribution
 - Roadway Automated Treatment
 - Roadway Maintenance and Construction
 - Work Zone Management
 - Work Zone Safety
 - Maintenance and Construction Activity Coordination

4.1.3 Parking Management

Parking Management strategies can also be used with great success in the CRTPA boundary. Parking management reduces automotive trips to work, school, and shopping by reducing the number of parking opportunities in the area, and/or charging a large amount of money to park in the few spaces that exist. A successful parking management strategy depends on the presence of good bicycle, pedestrian, and transit services to and from large activity centers and neighborhoods to ensure that the lack of parking does not result in the inability to frequent the workplace, school, or shopping and entertainment centers.

4.1.4 Congestion Pricing

Charging user fees for roadway travel is another strategy to not only reduce congestion and encourage alternative mode travel (non-charged), it also generates revenue. Congestion pricing can include charging prices to utilize higher level of service travel lanes, charging for use of an entire road or "zone" and even charging fees for use of the entire roadway system.

Introducing "user fees" for the roadway system can alter traveler mode choice, route choice, and even residence, school, and employment choices. However, congestion pricing carries with it an environmental justice issue that is not yet well-understood throughout the nation. Additionally, there are revenue collection and investment issues as well as administrative and technological costs to be considered when entertaining this type of pricing system.

The CRTPA area has examined the possibility of congestion pricing and the use of toll facilities in updates to the long range transportation plan. However, because of the environmental justice issues and political questions of how to successfully and responsibly administer such a system in a planning area that is neither economically vibrant nor critically congested, congestion pricing strategies have not been embraced.

4.1.5 Alternative Modes

Congestion can be reduced through the introduction and promotion of alternative modes of transportation to the personal automobile. Improving and expanding the facilities that service pedestrians, bicyclists, and transit providers/users can have a positive impact on changing the way people travel. Additionally, investments in these modes is often less expensive than adding travel lanes to roadway segments.

Strategies that can be employed in the alternative mode category include increasing the amount of resources allocated to these modes in financial program documents (Long Range Transportation Plan, Transportation Improvement Plans, etc.), building additional sidewalks and bicycle lanes, multi-use trails, park and ride lots for car pools and transit, funding activity center shuttles, and adding safety features to the amenities such as proper lighting, shelter, and emergency phones (call stations). Strategies to improve alternative modes of travel must include the evaluation of the existing facility for deficiencies related to the Americans with Disability Act (ADA).

The Regional Mobility Plan and the Trails and Greenways Master Plan provide a wealth of guidance on where additional bicycle and pedestrian improvements are needed in the CRTPA area. Likewise, the Tallahassee Transit Renaissance Plan provides guidance on the types of improvements that could really have a positive impact on transit ridership, and subsequently, congestion. Some of these suggestions include increasing transit coverage area, providing new shuttle services between employers and activity/shopping centers, providing more bus shelters, and constructing sidewalks to existing bus shelters.

4.2 TECHNOLOGY

4.2.1 Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) have been shown to be very effective tools in the CMS process. ITS can be defined as the application of management strategies and technologies to better increase the efficiency and safety of the surface transportation system.

The benefits of an ITS system are many. Everything from increased traffic signal synchronization to hurricane evacuation to early warning systems for congested highways can be achieved through deployment of ITS strategies. The ITS aspect is important to the CMS process.

The City of Tallahassee has been continually updating and expanding its ITS architecture to provide more efficiency and safety to the transportation system. Each year dollars are spent on ITS architecture that can sophisticate our methods of detecting and responding to inefficiencies of the transportation network. In place are traffic monitoring cameras on a majority of the downtown traffic signals which allow engineers in the command station to observe traffic congestion problems over a wide area. Detection of problems at select intersections can alert engineers of a need to repair a signal, or adjust signal timing at that intersection. There are also advance traveler information signs on I-10 that can alert drivers of travel conditions within other areas of the boundary so that they can avoid certain areas, and reduce congestion.

4.2.2 Technology: Red Light Safety Cameras in the City of Tallahassee

Many Florida cities are utilizing red light camera safety programs to deter red light running violations. This technology improves public safety by providing an additional deterrent to traffic signal violations and reducing accidents and injuries associated with such violations. The automated Red Light Camera Safety Program provides consistent enforcement on a continual basis and significantly deters violations.

The City of Tallahassee officially began a red light camera safety program on July 1, 2010. Currently, there are nineteen (19) red light cameras installed at seven (7) intersections in the City of Tallahassee. The City of Tallahassee Red Light Camera Safety Program's goals are to provide additional enhancement for motorist safety at signalized intersections and to potentially free up law enforcement personnel to perform other duties.

Public Works staff has worked closely with the vendor to design, permit and construct these red light cameras. All equipment and installation costs are incurred by the vendor. The Red Light Camera Safety Program operates at no cost to the City.

Current Red Light Safety Camera Locations

From July 2010 through March 2012, the City of Tallahassee has activated 19 red light cameras at intersections that have the highest numbers of traffic violations and collisions, including the following:

- Monroe Street/Tennessee Street (eastbound, southbound, and northbound approaches)
- Capital Circle Northeast/Killearn Center Boulevard (westbound and northbound approaches)
- Ocala Road/Tennessee Street (northbound, westbound, and eastbound approaches)

- Capital Circle Northwest/Tennessee Street (northbound, eastbound, and westbound approaches)
- Apalachee Parkway/Magnolia Drive (southbound, westbound, and eastbound approaches)
- Apalachee Parkway/Capital Circle southeast (northbound, eastbound, and westbound approaches)
- Capital Circle Northeast/Mahan Drive (northbound, southbound)

A violation occurs only when a motorist enters the intersection and crosses the stop line after the light has turned red. When a yield sign controls a dedicated right turn lane at a signalized intersection with a red light safety camera, the right turn lane is not monitored by the camera. However, red light safety cameras do monitor right turn lanes when the lane is controlled by a traffic signal and not a yield sign.

Every potential violation that is recorded by the camera is reviewed by a Tallahassee Police officer to determine if a violation did in fact occur. If it is determined that a violation did occur, a Notice of Violation is mailed to the vehicle owner's registered address within 30 days of the incident. This program has been approved by the State of Florida and specifies that motorists receiving a violation issued through the Red Light Camera Safety program will be issued a \$158 civil penalty. Funds collected from violations will be allocated to research brain and spinal cord injuries, the State of Florida and the City of Tallahassee. The City receives 47 percent of the fines collected, but has to pay the vendor for the installation, operation, and maintenance of the cameras from its share of the revenue. A recent Audit Report on the City's Red Light Camera Safety Program revealed that the City of Tallahassee ultimately retains approximately 15 percent of the monies collected through the red light camera program. While the City's primary goal is safety, revenue will also be used to pay for City services.

On June 8, 2011, the City Commission approved the installation of seven (7) additional camera locations. The intersections being monitored have some of the highest numbers of red light violations and traffic collisions in the City. The current agreement with the City's vendor allows for the installation of a total of 24 cameras. However, at this time the City of Tallahassee does not anticipate installing any additional cameras in addition to the 19 existing cameras. In the future, City staff will assess whether the continued use of red light cameras at each location is justified. Existing cameras may be relocated as needed for continued red light running enforcement.

4.2.3 Analysis, Design, and Construction

Software exists today that can be of great benefit to planners and engineers when determining if physical changes to the roadway network should be done to increase the efficiency or safety of the system. One strategy to reduce congestion is intersection redesign to increase capacity or allow pedestrian refuge. As an example: Existing roadways can also be redesigned or restriped to designate existing lanes as High Occupancy Vehicle Lanes (HOV lanes), or to create a new travel lane from the existing median or bicycle and pedestrian facilities in the existing right-of-way. Software and analysis techniques can help planners and engineers determine with more accuracy the viability of a particular proposed strategy on a given intersection or roadway link.

4.2.4 Coordination between Agencies

Leon County and the City of Tallahassee are jointly constructing a \$47.5 million, 90,000 square foot, multi-purpose facility to house the Tallahassee Regional Transportation Management Center, the Leon County Emergency Operations Center, a joint Emergency Dispatch Center for the County and City, the Leon County Emergency medical and Emergency Operations Center.

The Tallahassee Regional Management Center is a partnership between the City and FDOT that employs advanced technologies to improve traffic flow throughout the area. The center will monitor traffic flow along the 18-mile I-10 corridor with traffic monitoring cameras every mile along with congestion and incident detectors every half-mile.

Coordination of incident management, emergency management, and ITS infrastructure reduces congestion by minimizing the secondary impacts caused by accidents. The coordination of emergency assets provides timely help at accidents, reducing the delay to those involved and to clear the incident from the roadway.

4.3 ACCIDENT REDUCTION COUNTER MEASURES

High crash areas threaten any community's health, safety, and welfare goals. Countermeasures have been formulated that can help with determining the causes behind high crash roadway segments and intersections. The table provided details recommended countermeasures by the Federal Highway Administration (FHWA) and the National Cooperative Highway Research Program (NCHRP) to alleviate high crashes areas.

Table 1 lists general countermeasures that can possibly be implemented to mitigate a particular crash type. Before implementing any countermeasure, accident data should be collected for the high crash area and analyzed for safety problems. The crash study should include but not be limited to the following: accident type, severity, contributing circumstances, environmental conditions, time of day, and location. Data should also be collected for at least three years for reliability and identification of crash patterns.

The countermeasures apply to crash patterns at unsignalized intersections, signalized intersections, and both types of intersections. For example, rear-end collisions at unsignalized and signalized intersections have specific countermeasures. Left-turn-head-on-collision countermeasures can be applied to both types of intersections. Most of the countermeasures affect the physical environment, but there are a few that relate to driver compliance and public education. The physical improvements address geometric design and traffic signals. Things to consider when deciding on a countermeasure in addition to its safety effectiveness are cost and time.

Crash Pattern	Probable Cause	General Countermeasure
	Large volume of left-turns	 Create one-way street Widen road Provide left-turn signal phases Prohibit left-turns Reroute left-turn traffic Channelize intersection Install stop signs (see MUTCD) Revise signal sequence Provide turning arrows or guide markings (if there is a dual left-turn lane) Provide multiphase traffic signal if warranted by MUTCD Retime signals Provide center two-way left-turn lanes for four- and two-lane roads
Left-turn head-on collisions	Restricted sight distance	 Remove obstacles Provide adequate channelization Provide special phase for left-turning traffic Provide left-turn slots Install warning signs Reduce speed limit on approaches Clear sight triangles Redesign intersection approaches
	l oo-short yellow phase	 ✓ Increase yellow phase ✓ Provide all-red phase
	Absence of special left-turn phase	✓ Provide special phase for left turning traffic
	Excessive speed on approaches	✓ Reduce speed on all approaches

 Table 1

 General Crash Pattern and Countermeasures*

 * Implementing countermeasures should be based on appropriate studies

Crash Pattern	Probable Cause	General Countermeasure
	Driver unaware of intersection	 Install/improve warning signs Consider flashing signal Provide pavement markings with supplementary messages, such as "STOP AHEAD" Improve visibility of intersection through lighting or enhanced signing
Rear-end collisions at unsignalized	Slippery surface	 Overlay pavement Provide adequate drainage Reduce speed limit on approaches Groove pavement Provide "slippery when wet" signs
intersections	Large number of turning vehicles	 ✓ Create or lengthen left or right-turn lanes ✓ Prohibit turns ✓ Increase curb radii
	Inadequate roadway lighting	✓ Improve roadway lighting
	Lack of adequate gaps	 ✓ Provide traffic signal if warranted by MUTCD ✓ Provide stop signs
	Crossing pedestrians	✓ Install/improve signing or marking of pedestrian crosswalks
	Excessive speed on approach	✓ Reduce speed limit on approaches
	Slippery surface	 Overlay pavement Provide adequate drainage Groove pavement Reduce speed limit on approaches Provide "slippery when wet" signs
Rear-end collisions at signalized intersections	Large number of turning vehicles	 Create left-turn lanes for left turning vehicles hit from behind Create right-turn lanes for right turning vehicles hit from behind Prohibit turns Increase curb radii Provide special phase for left-turning traffic Provide roundabouts at appropriate locations

Crash Pattern	Probable Cause	General Countermeasure
Rear-end collisions at signalized	Poor visibility of signals	 Install/improve advance warning devices Install overhead signals Install 12-inch signal lenses (see MUTCD) Install visors Install back plates Relocate signals Add additional signal heads Remove obstacles Reduce speed limit on approaches
intersections	Inadequate signal timing	 ✓ Adjust yellow phase ✓ Provide progression through a set of signalized intersections ✓ Add all-red clearance
	Unwarranted signals	✓ Remove signals (see MUTCD)
	Inadequate roadway lighting	✓ Improve roadway lighting
	Crossing pedestrians	 Install/improve signing or marking of pedestrian crosswalks Provide pedestrian "WALK" phase
Right-angle collisions at signalized intersections	Restricted sight distance	 Remove sight obstructions or relocate signal hardware out of clear zone Restrict or eliminate parking near corners Install warning signs (see MUTCD) Reduce speed limit on approaches Channelize intersections Clear sight triangles Redesign intersection approaches Install advance markings to supplement signs
	Excessive speeding on approaches	 ✓ Increase yellow phase ✓ Install rumble strips

Crash Pattern	Probable Cause	General Countermeasure
	Poor visibility of signal	 ✓ Install advance warning devices ✓ Install 12-inch signal lenses (see MUTCD) ✓ Install overhead signal ✓ Install visors ✓ Install back plates ✓ Improve location of signal heads ✓ Add additional signal heads ✓ Add illuminated name signs
Right-angle collisions at signalized	Inadequate signal timing	 Adjust yellow phase Provide all-red clearance phase Add multiphase controller Install signal actuation Retime signals—optimize change intervals Provide progression through a set of signalized intersections
intersections	Inadequate roadway lighting	✓ Improve roadway lighting
	Inadequate advance intersection warning signs	 Install advance intersection warning signs Improve visibility of intersections on approach(es) Improve visibility of signals and signs at intersections
	Large total intersection volume	 ✓ Retime signals ✓ Add traffic lane
	Traffic control and operational improvements	 Employ multiphase signal operation Optimize clearance intervals Restrict or eliminate turning maneuvers (including right turns on red) Employ signal coordination along a corridor or route Employ emergency vehicle preemption Improve operation of pedestrian and bicycle facilities at signalized intersections Remove unwarranted signal

Crash Pattern	Probable Cause	General Countermeasure
	Geometric improvements	 Provide/improve left-turn channelization Provide/improve right-turn channelization Improve geometry of pedestrian and bicycle facilities Revise geometry of complex intersections Construct special solutions
Right-angle collisions at signalized intersections	Disobedience of traffic signal	 Provide Public Information and Education (PI&E) Provide targeted conventional enforcement of traffic laws Implement automated enforcement of red-light running (cameras) Implement automated enforcement of approach speeds (cameras) Control speed on approaches
	Nearby driveways	 Restrict access to properties using driveway closures or turn restrictions Restrict cross-median access near intersections
	Infrastructure treatments	 Improve drainage in intersection and on approaches Provide skid resistance in intersection and on approaches Coordinate closely spaced signals near at-grade railroad crossings Relocate signal hardware out of clear zone Restrict or eliminate parking on intersection approaches
Right-angle collisions at unsignalized intersections	Restricted sight distance	 ✓ Remove sight obstructions ✓ Restrict parking near corners ✓ Install stop signs (see MUTCD) ✓ Install warning signs (see MUTCD) ✓ Install signal (see MUTCD) ✓ Install yield signs (see MUTCD) ✓ Channelize intersection
	Restricted sight distance	 ✓ Install advance markings to supplement signs ✓ Install guide markings
	Large total intersection volume	 ✓ Install signal (see MUTCD) ✓ Reroute through traffic

Crash Pattern	Probable Cause	General Countermeasure
	Excessive speed on approaches	 ✓ Install rumble strips ✓ Provide targeted speed enforcement ✓ Provide traffic calming on intersection approaches through a combination of geometrics and traffic control devices ✓ Post appropriate speed limit on intersection approaches
	Inadequate roadway lighting	✓ Improve roadway lighting
	Inadequate advance intersection warning signs	✓ Install advance intersection warning signs
	Inadequate traffic control devices	 ✓ Upgrade traffic control devices ✓ Increase enforcement
Right-angle collisions at unsignalized intersections	Poor visibility of signal	 Clear sight triangles on stop- or yield-controlled approaches to intersections Clear sight triangles in the medians of divided highways near intersections Change horizontal and/or vertical alignment of approaches to provide more sight distance Eliminate parking that restricts sight distance
	Nearby driveways	 ✓ Implement driveway closures/relocations ✓ Implement driveway turn restrictions
	Intersection conflicts through geometric design improvements	 Provide left-turn lanes at intersections Provide longer left-turn lanes at intersections Provide offset left-turn lanes at intersections Provide bypass lanes on shoulders at T-intersections Provide left-turn acceleration lanes at divided highway intersections Provide right-turn lanes at intersections Provide longer right-turn lanes at intersections Provide longer right-turn lanes at intersections Provide longer right-turn lanes at intersections Provide offset right-turn lanes at intersections Provide full-width paved shoulders in intersection areas Restrict or eliminate turning maneuvers by signing Close or relocate "high-risk" intersections

Crash Pattern	Probable Cause	General Countermeasure
	Intersection conflicts through geometric design improvements	 Restrict or eliminate turning maneuvers by providing channelization or closing median openings Convert four-legged intersections to two T-intersections Convert offset T-intersections to four-legged intersections Realign intersection approaches to reduce or eliminate intersection skew Use indirect left-turn treatments to minimize conflicts at divided highway intersections Improve pedestrian and bicycle facilities to reduce conflicts between motorists and non-motorists
	Inadequate availability of gaps	 Provide an automated real-time system to inform drivers of the suitability of available gaps for making turning and crossing maneuvers Provide roadside markers or pavement markings to assist drivers in judging the suitability of available gaps for making turning and crossing maneuvers Retime adjacent signals to create gaps at stop-controlled intersections
Right-angle collisions at unsignalized intersections	Drivers unaware of intersections	 Improve visibility of intersections by providing enhanced signing and delineation Improve visibility of the intersection by providing lighting Install splitter islands on the minor-road approach to an intersection Provide a stop bar (or provide a wider stop bar) on minor-road approaches Install larger regulatory and warning signs at intersections Call attention to the intersection by installing rumble strips on intersection approaches Provide dashed markings (extended left edgelines) for major road continuity across the median opening at divided highway intersections Provide supplementary stop signs mounted over the roadway Provide pavement markings with supplementary messages, such as STOP AHEAD Provide improved maintenance of stop signs Install flashing beacons at stop-controlled intersections
	Intersection traffic control	 Avoid signalizing through roads Provide all-way stop control at appropriate intersections Provide roundabouts at appropriate locations

Crash Pattern	Probable Cause	General Countermeasure
	Violation of traffic laws	 Provide targeted enforcement to reduce stop sign violations Provide targeted public information and education on safety problems at specific intersections
Right-angle collisions at unsignalized intersections	Complex intersections (use to guide motorists more effectively)	 Provide turn path markings Provide a double yellow centerline on the median opening of a divided highway at intersections Provide lane assignment signing or marking at complex intersections
Dedectrice uchicle collicione	Restricted sight distance (use to improve sight distance and/or visibility between motor vehicles and pedestrians)	 Remove sight obstructions Install pedestrians crossings Install/improve pedestrian crossing signs Reroute pedestrian paths Prohibit curb parking near crosswalks Provide crosswalk enhancements Implement lighting/crosswalk illumination measures Eliminate screening by physical objects Add signals to alert motorists that pedestrians are crossing Improve reflectorization/conspicuity of pedestrians
	Inadequate protection for pedestrians (use to reduce pedestrian exposure to vehicular traffic)	 ✓ Add pedestrian refuge islands ✓ Install pedestrian barriers ✓ Provide sidewalks/walkways and curb ramps ✓ Provide vehicle restriction/diversion measures ✓ Install overpasses/underpasses
	School crossing area	 ✓ Use crossing guard at school crossing areas ✓ Provide school route improvements
	Inadequate signals	✓ Install pedestrian signals (see MUTCD)
	Inadequate phasing signal	✓ Change timing of pedestrian phase

Crash Pattern	Probable Cause	General Countermeasure
	Driver had inadequate warning of frequent midblock crossings	 ✓ Prohibit parking ✓ Install warning signs ✓ Lower speed limit ✓ Install pedestrian barriers
	Inadequate pavement markings	 ✓ Install thermoplastic markings ✓ Supplement markings with appropriate signing (see MUTCD) ✓ Upgrade pavement markings (see MUTCD)
Pedestrian-vehicle collisions	Inadequate gaps at unsignalized intersections	 Install traffic signal if warranted by MUTCD Install pedestrian crosswalk and signs Install pedestrian "WALK-DON'T WALK" signals
	Inadequate roadway lighting	 ✓ Install roadway lighting
	Excessive vehicle speed	 ✓ Install proper warning signs ✓ Install pedestrian barriers ✓ Enforcement ✓ Implement road narrowing measures ✓ Install traffic calming
	Pedestrian and motorist safety awareness and behavior	 ✓ Provide education, outreach, and training ✓ Implement enforcement campaigns
Run-off-roadway collisions	Slippery pavement	 Overlay existing pavement Provide adequate drainage Groove existing pavement Reduce speed limit Provide "slippery when wet" signs
	Roadway design inadequate for traffic conditions	 ✓ Widen lanes ✓ Relocate islands ✓ Close curb lanes ✓ Install guardrails

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
	Poor delineation	 Install/improve pavement markings Install roadside delineators Install advance warning signs Improve design of roadside hardware (e.g., light poles, signs, bridge rails) Improve design and application of barrier and attenuation systems
	Inadequate roadway lighting	✓ Improve roadway lighting
	Inadequate shoulder	 Provide full-width paved shoulders in intersection areas
	Improper channelization	✓ Improve channelization
	Inadequate pavement maintenance	✓ Perform road surface repair
	Poor visibility	✓ Increase size of signs
Run-off-roadway collisions	Vehicles encroaching on the roadside	 Install shoulder rumble strips Install edgeline "profile marking," edgeline rumble strips or modified shoulder rumble strips on section with narrow or no paved shoulders Install mid-lane rumble strips Provide enhanced shoulder or in-lane delineation and marking for sharp curves Provide improved highway geometry for horizontal curves Provide enhanced pavement markings Provide skid-resistant pavement surfaces Apply shoulder treatments—eliminate shoulder drop-offs, widen and/or pave shoulders
	Crashing into an object or overturning if the vehicle travels off the shoulder	 Design safer slopes and ditches to prevent rollovers Remove/relocate objects in hazardous locations Delineate trees or utility poles with retroreflective tape
Fixed-object collisions	Obstructions in or too close to roadway	 ✓ Remove obstacles ✓ Install barrier curbing ✓ Install breakaway features to light poles, signposts, etc. ✓ Install guardrail ✓ Install crash cushioning devices
	Inadequate roadway lighting	✓ Install roadway lighting

Crash Pattern	Probable Cause	General Countermeasure
	Inadequate pavement markings	✓ Install reflector pavement markings
Fixed-object collisions	Inadequate signs, delineators, and guardrails	✓ Install reflector paint and/or reflectors on the obstruction
	Inadequate roadway design	 Provide proper superelevation Improve superelevation at curves Install appropriate warning signs and delineators
	Slippery pavement	 ✓ Improve skid resistance ✓ Provide adequate drainage ✓ Provide "slippery when wet" signs ✓ Provide wider lanes
Collisions with trees	Trees growing in hazardous locations	 Develop, revise, and implement planting guidelines to prevent placing trees in hazardous locations Mowing and vegetation control guidelines Remove trees in hazardous locations Shield motorists from striking trees Modify roadside clear zone in the vicinity of trees Delineate trees in hazardous locations
Collisions with utility poles	Specific utility poles in high-crash and high-risk spot locations.	 Remove poles in high-crash locations Relocate poles in high-crash locations farther from the roadway and/or to less vulnerable locations Shield drivers from poles in high-crash locations Improve the drivers' ability to see poles in high-crash locations Apply traffic calming measures to reduce speeds on high-risk sections Develop, revise, and implement policies to prevent placing or replacing poles within the recovery area.
	Several utility poles along a corridor (to minimize the likelihood of crashing into a utility pole if a vehicle runs off the road)	 ✓ Place utilities underground ✓ Relocate poles along the corridor farther from the roadway and/or to less vulnerable locations ✓ Decrease the number of poles along the corridor

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Collisions with parked vehicles	Improper pavement markings	✓ Paint parking stall limits 7 feet from curb face
	Improper parking clearance	✓ Post parking restrictions near driveways
	Angle parking	✓ Convert angle parking to parallel parking
	Excessive vehicle speed	 ✓ Reduce speed limit if justified by spot speed studies ✓ Widen lanes
	Illegal parking	✓ Enforcement
	Improper parking	 ✓ Prohibit parking ✓ Create off-street parking
	Large parking turnover	 ✓ Create one-way streets ✓ Reroute through traffic
	Inadequate roadway design	✓ Create one-way streets to provide wider lanes
	Improper roadway maintenance	✓ Perform necessary road surface repairs
	Inadequate shoulders	 Provide full-width paved shoulders in intersection areas
Sideswipe of head-on collisions	Excessive vehicle speed	 ✓ Install median devices ✓ Remove constriction such as parked vehicles
	Inadequate pavement markings	 ✓ Install or refurbish centerlines, lane lines, and pavement edge lines ✓ Install reflectorized lines, edges
	Inadequate channelization	 ✓ Install acceleration and deceleration lanes ✓ Channelize intersection ✓ Provide turning bays
	Inadequate signing	 ✓ Place direction and lane change signs to give proper advance warning ✓ Add illuminated name signs
	Vehicles encroaching into opposite lane	 ✓ Install centerline rumble strips for two-lane roads ✓ Install profiled thermoplastic strips for centerlines ✓ Provide wider cross sections on two-lane roads

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Sideswipe of head-on collisions	Minimize the likelihood of crashing	✓ Use alternating passing lanes or four-lane sections at key intersections
		 Install median barriers for narrow-width medians on multilane roads
		 If possible, regulate minimum spacing of driveways
		 Regulate minimum corner clearance
	Improperly located driveways	 If possible, move driveway to side street
		 Install curbing to define driveway locations
		 If possible, consolidate adjacent driveways
	Right-turning vehicles	✓ Provide right-turn lanes
		 Restrict parking near driveways
		 Increase the width of driveways
		✓ Widen through lanes
		✓ Increase curb radii
	Large volume of through traffic	✓ If possible, move driveway to side street
		✓ Construct a local service road
Driveway-related collisions		✓ Reroute through traffic
		✓ Signalize driveway
		 Provide acceleration and deceleration lanes
		✓ Channelize driveway
	Restricted sight distance	✓ Remove sight obstructions
		 Restrict parking near driveway
		✓ Install/improve street lighting
		✓ Reduce speed limit
	Inadequate roadway lighting	✓ Improve street lighting
	Inadequate access management	 Restrict access to properties using driveway closures or turn restrictions
		 Restrict cross-median access near intersections
		 Close or relocate of driveways adjacent to unsignalized intersections.

Crash Pattern	Probable Cause	General Countermeasure
Train-vehicle accidents	Restricted sight distance	 ✓ Remove sight obstructions ✓ Reduce grade ✓ Install train actuated signals (see MUTCD) ✓ Install advance warning signs (see MUTCD) ✓ Install automatic flashers and gates
	Poor visibility	 ✓ Improve roadway lighting ✓ Increase size of signs
	Improper traffic signals preemption timing	✓ Coordinate closely spaced signals near at-grade railroad crossings
	Inadequate pavement markings	 ✓ Install advance markings to supplement signs ✓ Install limit lines ✓ Install/improve pavement markings
	Slippery surface	✓ Skid-proof roadway
	Improper preemption of railroad signals and gates	✓ Retime railroad signals and gates
	Rough crossing surfaces	✓ Improve crossing surface
	Sharp crossing angle	✓ Rebuild crossing with proper angle
Wet-pavement accidents	Inadequate pavement markings	✓ Upgrade pavement markings
	Slippery pavement	 ✓ Overlay existing pavement ✓ Groove existing pavement ✓ Reduce speed limit ✓ Provide "slippery when wet" signs ✓ Skid-proof roadway
	Inadequate drainage	✓ Provide adequate drainage

Crash Pattern	Probable Cause	General Countermeasure
Night accidents	Poor visibility or lighting	 ✓ Install/improve street lighting ✓ Install/improve delineation markings ✓ Install/improve warning signs
	Poor sign quality	 ✓ Upgrade signing ✓ Provide illuminated signs
	Inadequate channelization or delineation	 ✓ Install pavement markings ✓ Improve delineation markings ✓ Provide raised markers or islands ✓ Upgrade advance warning signing

Table 1 General Crash Pattern and Countermeasures (continued)

Additional research into these factors for a specific countermeasure should be researched. For additional information on any countermeasure, please refer to the *Highway Safety Engineering Studies Procedural Guide, US Department of Transportation, Federal Highway Administration, January 1981; National Cooperative Highway Research Program Volume 500: Guidance for Implementation for the AASHTO Strategic Highway Safety Plan.* There are several volumes of the NCHRP 500 that cover a range of topics. The ones used in creating the table are listed below.

- A Guide for Addressing Collisions with Trees in Hazardous Locations
- A Guide for Addressing Head-On Collisions
- A Guide for Addressing Unsignalized Intersection Collisions
- A Guide for Addressing Run-Off-Road Collisions
- A Guide for Reducing Collisions Involving Utility Poles
- A Guide for Reducing Collisions Involving Pedestrians
- A Guide for Reducing Collisions Involving at Signalized Intersections

4.4 IDENTIFYING APPROPRIATE STRATEGIES

Congestion management strategies are not one size fits all. Instead, the congested roadways or intersections must be examined carefully to determine which management strategy will best address the particular problems. Screening questions need to be asked to better evaluate the benefits and appropriateness of a particular strategy for solving the congestion and/or safety issues of a particular project. A sample of some screening questions that should be asked when exploring congestion management strategy options are as follows:

- Is the congested roadway in an area that could benefit from transit service or additional bicycle and pedestrian improvements?
- Does available right-of-way or median width exist for the improvement?
- If an intersection project is being considered, does the intersection geometry allow the proposed fix while maintaining design standards?
- Does the modification improve safety? Does the modification correct any existing ADA issues?
- Does the roadway segment present many opportunities for improvement? If so, should a Corridor Management Plan be recommended to further evaluate the most cost-effective plan of action?

5.1 CONGESTION MANAGEMENT REVIEW TEAM

In the CRTPA area, one hundred and thirteen (113) of the regional roadway segments have been identified as operating at LOS F in 2010. These hundred and thirteen (113) areas of the transportation network require a second level of evaluation to determine which congestion management strategy (or strategies) identified earlier would be the most appropriate to address the specific problem. This second tier of evaluation relies upon the use of screening questions to quickly identify impediments and benefits associated with the strategy in question, and technically qualified personnel who are able to analyze the possibilities and answer the questions. Thus, the evaluation of congested network areas requires the coordinated review efforts of many individuals throughout the CRTPA area – they will be referred to as, "the review team".

The review team will include technically qualified staff members from each CRTPA local government representing working knowledge in the areas of traffic engineering and ITS, intersection analysis, access management, roadway design standards, transit planning, land use planning, concurrency, transportation planning, bicycle and pedestrian planning, and roadway construction costs. The review team will evaluate congested roadways and intersections as requested by the CRTPA, and its advisory committees, and at its own discretion, the team may evaluate local roads and intersections of interest for congestion management improvements.

A recent downturn of the local economy has forced local governments to do more with fewer staff resources. These budgetary and staff reductions have severely limited the amount of time that all review team members have to devote to any one initiative, requiring the CRTPA to initiate and coordinate congestion management discussions within other on-going transportationrelated meetings. Meetings will be coordinated throughout the year with other transportation projects and initiatives within the planning area. Because congestion management strategies are often implemented through capital improvement budgets, the Transportation Improvement Plan, and adopted changes in local government policy (such as in comprehensive plan amendments, etc.), tying congestion management project/strategy discussions with other MPO coordination projects is both a logical and an efficient coordination effort. The entire review team is present in the transportation technical subcommittee to the CRTPA, but staff also meets no less than quarterly with focus groups/special project groups to coordinate congestion management strategy discussions and initiatives. For example, the CRTPA meets regularly with groups such as Commuter Services of North Florida, the Community Traffic Safety Team, Bicycle Safety Work Group, Tallahassee-Leon County Planning Department, and several other project groups that are working toward reducing congestion within the region through non-motorized improvements to the system, increased transit services, and inventive changes to the existing network such as adding bus rapid transit lanes to congested inner-city locations.

Recommendations from the review team will be forwarded to the CRTPA subcommittees for review, and subsequently to the CRTPA for further consideration and approval. These recommendations may take place within other agenda items, such as the Long Range Transportation Plan Update, Priority Project List, Transportation Enhancement Projects, etc., or they may be presented as stand-alone items under discussion.

5.2 PRIORITIZATION OF PROJECTS TO BE IMPLEMENTED

Since congestion mitigation strategies cannot be implemented for all of the congested facilities simultaneously, a systematic method for determining which congested facilities and strategies should be given the highest consideration must be in place. Additionally, because staff time is limited, the process must also lend efficiency. Outlined below is the process by which congested facilities under evaluation could be paired with appropriate congestion management strategies, and then prioritized for implementation.

- 1. The facility is identified in the CMP Report as experiencing congestion, or there is a special request by the CRTPA or its subcommittees to evaluate the facility.
- 2. The facility is evaluated by Congestion Management Review Team Members for appropriate congestion management strategies to resolve or lessen the congestion (or safety issue).
- 3. The facility and proposed strategy are compared against the established evaluation criteria to determine initial prioritized ranking for further consideration.
- 4. The recommended projects or strategies are assembled in an action item for the CRTPA subcommittees and CRTPA to respond to.
- 5. The proposed projects are included on the next Priority Project Lists for inclusion and funding programming in the appropriate documents (Transit Development Plan, Bicycle and Pedestrian Master Plan, Long Range Transportation Plan, FDOT Work Program, etc.).
- 6. If the proposed project is a policy directive, or action to be taken by a governmental entity other than the CRTPA, appropriate documents will be generated and presented to the governing bodies for action. (Includes comprehensive plan amendments, land development regulation amendments, capital improvement plan amendments, etc. associated with local government action outside of the CRTPA purview.)

5.2.1 Evaluation Criteria

The evaluation criteria and associated point values were drawn in part from the evaluation criteria and weighting schedules presently in place in currently approved CRTPA planning documents. Initial guidance was taken from the former adopted Bicycle and Pedestrian Master Plan, (an integrated component of the Regional Mobility Plan) and the current Regional Mobility Plan, both of which reflect considerable public participation in the establishment of their goals, objectives, and evaluation criteria. The proposed list of evaluation criteria and scoring was then reviewed and tweaked by the CRTPA subcommittees and CRTPA to result in a final list to be used by the review team. The resulting list is shown in **Table 2**.

Regional Mobility Plan Goals & Objectives (as applicable)	Planning Factors	Score
Access	Existing Capacity Deficiency	
Objectives: 1, 3 and 4	The project has high benefits to directly reducing	2
Connectivity	current traffic congestion.	3
Objectives: 1, 2 and 3	The project has moderate benefits for directly	2
Economic Development	reducing congestion.	2
<i>Objectives: 2, 4, 5, 6 and 8</i>	The second state is the second state of the first first state state is a	
Land Use	The project has low benefits for directly reducing congestion	1
Objectives: 1, 2, 3, 4, 6 and 7		
Multimodalism		
Objectives: 1 - 7		
Natural Resource Protection and Conservation		
Objectives: 3 and 6		
Safety & Public Health		
Objectives: 1, 7 and 10		
Security	1	
Objectives: 1 and 4		
Access	System Improvements	
Objectives: 1, 2, 3 and 4	The project enhances current roadway service, and	
Connectivity	also enhances bicycle/pedestrian AND/OR transit	2
Objectives: 1, and 4	services in the area.	
Economic Development	The project enhances current roadway services, OR extends bicycle/pedestrian and/or transit services to	
<i>Objectives: 1, 2, 3, 5, 6 and 7</i>		1
Land Use	new areas.	
Objectives: 1, 2, 3, 4 and 6		
Multimodalism		
Objectives: 1, 2, 3, 4 and 5		
Natural Resource Protection and Conservation		
Objectives: 3 and 6		
Safety & Public Health		
Objectives: 1, 4, 5, 6, 7, 9 and 10		
Security		
Objectives: 1, 2 and 4		
Access	Connectivity to Schools and Regional Economic Hubs	
Objectives: 1, 2, 3 and 4	The project is located on or affects direct access to	
Connectivity	schools/colleges/airports/AND tourist routes or high	2
Objectives: 1 - 4	employment areas.	
Coordination Objectives: 1 and 3	The project is located off or affects direct access to schools/colleges/airports/OR tourist routes or high employment areas	1

 Table 2

 Congestion Management Strategy Evaluation Criteria

Regional Mobility Plan Goals & Objectives	Dianning Factors	Saara
(as applicable)	Planning Factors	Score
Economic Development	Connectivity to Schools and Regional Economic Hubs	
Objectives: 2, 4, 6 and 7		
Financial Feasibility		
Objective: 4		
Land Use		
Objectives:1, 2, 4 and 6		
Multimodalism		
Objectives:1, 2, 3, 4, 5 and 8		
Safety & Public Health		
Objective: 5		
Access	Multi-Modal Interconnectivity	
Objectives: 1, 3 and 4	The project promotes linkages between modes of	0
Connectivity	transportation.	2
Objectives: 1, 2, 3 and 4	The project fills in facility gaps for at least one mode	1
Economic Development	of transportation.	I
Objectives: 1, 2, 3, 5, 6 and 7		
Land Use		
<i>Objectives:1, 2, 3, 4, 6 and 7</i>		
Multimodalism		
Objectives: 1 - 8		
Natural Resource Protection and Conservation		
Objectives: 3 and 6		
Safety & Public Health		
<i>Objectives: 1, 4, 5, 6 and 7</i>		
Security	1	
Objective: 2		
Access	Safety	
Objective: 4	The project addresses a documented safety problem.	2
Connectivity	The project increases pedestrian safety at high traffic	1
Objectives: 1, 3 and 4	locations.	Ι
Economic Development		
Objective: 5		
Land Use		
Objectives: 3 and 4		
Multimodalism		
Objectives: 2, 3 and 7		
Safety & Public Health		
Objectives: 3, 4, 5, 6, 7, 8, 9 and 10		
Security		
Objectives: 1 - 4		

 Table 2 (continued)

 Congestion Management Strategy Evaluation Criteria
Regional Mobility Plan Goals & Objectives (as applicable)	Planning Factors	Score
Connectivity	Project Implementation Barriers	
Objective: 4		
Coordination	The project has no identifiable implementation	2
Objective: 4	barriers.	3
Economic Development		
Objectives: 3 and 9	The project has right-of-way/drainage, signal/utility, or	2
Financial Feasibility	landscaping barriers.	2
Objectives: 1, 2 and 4	The project has public acceptance barriers.	1
Land Use		
Objective: 5		
Natural Resource Protection and Conservation		
<i>Objectives: 1, 2, 4, 5 and 7</i>	-	
Public Participation		
Objectives: 1 - 7		
Safety & Public Health		
Objectives: 9 and 10		
Security		
Objectives: 1 and 4		

Table 2 (continued) Congestion Management Strategy Evaluation Criteria

<u>NOTE</u>: Public input provides an additional measure. A value between zero and three points can be assigned to a project strategy based on the number of comments related to the same issue, apparent validity of the issue, and public input on the severity of the problem. The public input measure comes from the review team's personal experience and reports from the public, and also as reported from the CRTPA Advisory Committees.

Results of Priority Ranking

The points that each project earned under each planning consideration are added together, and the higher the scores, the more beneficial the strategy is considered to be. The more beneficial the project is revealed to be, the more attention that project should attract when competing for implementation funding.

Note that although this process results in a numerically listed group of projects, it does not dictate or supersede any priority project list approved by the CRTPA. The priority ranking process is merely a tool to assist decision-makers in quickly identifying options so that quick progress can be made on implementing congestion management strategies.

Upon generating and reviewing a priority-ranking list of recommended projects, the Review Team and CRTPA can apply recommendations and value points outside of the established criteria to specific projects where deemed logical changing the priority-ranking list. One example of this would be if the number one project was expensive, and the number two, three,

and four projects could be constructed with the same amount of funding and in the same time span as priority project #1, the Review Team and CRTPA may recommend that the benefits of immediately implementing three high ranking projects outweighs, in their professional opinion, implementing only the top project at that time. Other factors of consideration could include if the project segment was currently under study in a corridor management plan, or on a funding list in the TIP, or FDOT Work Program.

Congestion Management Strategies selected for implementation will be forwarded to the appropriate decision-making entities for approval and programming. For state and federal roadways, the projects will be forwarded to the CRTPA for discussion and consideration. Upon approval, they will then follow the same funding sequence as other regional projects. In most cases, the projects will be entered in Priority Project Lists for the Transportation Improvement Program, and then included in the 5th Year of the FDOT Five Year Work Program. In some cases, congestion management strategies could qualify for funding under enhancement projects, which are also reviewed and prioritized by the CRTPA subcommittees, CRTPA, and then evaluated by FDOT upon receipt. CRTPA staff will be the responsible entity for requesting approval of congestion management strategies on regional roadways. Note that the FDOT allocates a funding source annually to be used for congestion management and safety projects in the CRTPA boundary. The Congestion Management Review Team should strive to identify projects each year that can be implemented using these funds.

For congestion management strategies requiring local funding, the projects will be forwarded for review to the appropriate local governing board for consideration.

6.1 MONITORING STRATEGIC EFFECTIVENESS

The monitoring of the levels of congestion in the CRTPA area is an ongoing process through concurrency, traffic engineering, corridor studies, and updates to the Long Range Transportation Plan, Transit development Plan, and Bicycle and Pedestrian Master Plans. However, more detailed data is needed on the facilities in Wakulla, Gadsden, and Jefferson Counties to be comparable with the information that is available for Leon County and the City of Tallahassee regarding traffic counts, concurrency tables, and safety data.

Because this is a continuous planning and monitoring process, the effectiveness and benefits of the individual congestion mitigation strategies employed in the previous year will not necessarily be immediately apparent. However, the proposals identified and employed will be monitored and tracked for qualitative and quantitative improvements on the target area and system as a whole. Note that the CRTPA considers the expansion of bicycle, pedestrian, and transit services and facilities as a success in congestion management by the merits of introducing viable alternatives to the personal automobile.

6.2 UPDATES

The CMP is updated in accordance with current legislation. It is intended that each update of the CMP will bring about better and more efficient strategies for identifying congestion and targeting cost-effective solutions. Provided there is available funding, future updates should incorporate additional data sets, such as travel time and am/pm peak hour LOS counts for the entire planning region of the CRTPA. These additional data sets would enable the update to assess congestion and the effectiveness of congestion management strategies on a more refined level. Additionally, it would be preferred if travel time data could be gathered with the use of global positioning system (GPS) receivers so that the data is readily compatible with Geographic Information Software (GIS) which would be helpful in the creation of travel time maps and reports, for this and other transportation projects in the region.

The CRTPA updated its Congestion Management Process (CMP) in agreement with current legislation to identify a process that could be used to identify low-cost congestion management strategies on a narrow list of projects and could be implemented within a short time frame. The CMP was developed using the best practices and data available for the CRTPA area. Within the CMP, performance measures, strategies, and prioritization criteria were outlined, and a list of roadway segments and projects were identified for monitoring and further evaluation.

A methodology for bringing together a group of professionals (review team) to identify and evaluate the merits of applying various congestion management strategies to improve the operations of the transportation network has been established. The members of the Review Team will both collectively and independently uses their expertise and knowledge of ongoing and proposed roadway/traffic operational improvements within the CRTPA area to ensure that the proposed CMS projects do not duplicate other ongoing planned projects. This ensures that projects are planned and programmed cost effectively.

This CMP has identified the overall level of congestion in the CRTPA area and has highlighted the most problematic areas. The plan also defines a process for moving identified congested roadways and problematic intersections from a "problem list" to "on the ground improvements", through avenues of incorporation into the Transportation Improvement Program, Long Range Transportation Plan, Bicycle and Pedestrian Master Plan, Transit Development Plan, and other Transportation Master Plans.

7.1 LOOKING TOWARD THE FUTURE

The CMP Update is a continually evolving process dynamic in nature and requiring change as the CRTPA area changes and grows. It is desirable that future updates incorporate additional data sets, such as travel time and am/pm. peak hour LOS counts for the entire planning area, however, due to recent trends with the local economy, it is unlikely that this will be a possibility in the near future.

CRTPA staff would like to hire a consultant in the future to prepare a comprehensive CMP Update, including data gathering in the scope of services. A consultant that has the capability to gather travel time data with global positioning system (GPS) receivers would be preferred in this endeavor. The GPS receivers can automatically record vehicle position, speed, and time along the entire length of the route at short time intervals, even as often as one second, and within an accuracy of one meter. The GPS data is readily compatible with Geographic Information Software (GIS), which would be helpful in the creation of travel time maps and reports for this and other transportation projects in the region.

Appendix A

Roadway	Segment	Functional	Jurisdiction	LOS		Congesti	on Year ar	nd Level o	f Service	
		Classification		Standard	20	10	20	15	20	20
					AADT	PHPD	AADT	PHPD	AADT	PHPD
SR 8/I-10	SR 63/US 27/North Monroe Street to	Principal	State	С	С	С	D	D	D	D
	SR 61/US 319/Thomasville Road	Arterial/Interstate	Local	С	С	С	D	D	D	D
SR 10/US 90/	SR 61/US 27/North Monroe Street to North	Principal Arterial	State	D	F	F	F	F	F	F
Tennessee Street/	Meridian Road		Local	D	F	F	F	F	F	F
Mahan Drive	North Meridian Road to CR 1555/Franklin	Principal Arterial	State	D	D	D	D	Е	F	F
	Boulevard		Local	D	D	D	D	Е	F	F
	Franklin Boulevard to SR 265/North	Principal Arterial	State	D	D	D	Е	F	F	F
	Magnolia Drive		Local	D	D	D	Е	F	F	F
	SR 265/North Magnolia Drive to SR 261/	Principal Arterial	State	D	В	С	С	С	С	F
	US 319/Capital Circle		Local	D	В	С	С	С	С	F
	SR 261/US 319/Capital Circle to CR 1568/	Principal Arterial	State	D	F	F	F	F	F	F
-	Buck Lake Road		Local	D	F	F	F	F	F	F
	CR 1568/Buck Lake Road to SR 8/I-10	Principal Arterial	State	D	F	F	F	F	F	F
			Local	D	F	F	F	F	F	F
	SR 8/I-10 to Baum Road Principal	Principal Arterial	State	D	С	С	С	С	D	F
			Local	D	С	С	С	С	D	F
	SR 263/Capital Circle to Appleyard Drive	Principal Arterial	State	D	В	С	С	С	D	F
			Local	D	В	С	С	С	D	F
	Appleyard Drive to Ocala Road	Principal Arterial	State	D	F	F	F	F	F	F
			Local	D	F	F	F	F	F	F
	Ocala Road to SR 157/Woodward Avenue	Principal Arterial	State	D	D	D	Е	F	F	F
			Local	D	D	D	Ε	F	F	F
	SR 157/Woodward Avenue to Macomb	Principal Arterial	State	D	D	D	Е	Е	F	Е
	Street		Local	D	D	D	Е	Е	F	E
	Macomb Street to SR 61/US 27/Monroe	Principal Arterial	State	D	D	D	D	Е	Е	F
	Street		Local	D	D	D	D	Е	Е	F
SR 20/Blountstown	Barineau Road to SR 263/Capital Circle	Principal Arterial	State	D	D	D	F	F	F	F
Highway			Local	D	D	D	F	F	F	F
SR 20/US 27/	SR 61/Monroe Street to SR 265/Magnolia	Principal Arterial	State	D	С	С	С	F	F	F
Apalachee Parkway	Drive		Local	D	C	С	C	F	F	F

Table A: Level of Service on State Roads in Leon County

1

Roadway	Segment	Functional	Jurisdiction	LOS		Congesti	on Year a	nd Level o	f Service	
-		Classification		Standard	20	10	20	15	20	20
					AADT	PHPD	AADT	PHPD	AADT	PHPD
SR 20/US 27/	SR 265/Magnolia Drive to Blairstone Road	Principal Arterial	State	D	E	F	F	F	F	F
Apalachee Parkway			Local	D	Е	F	F	F	F	F
	Blairstone Road to SR 261/US 319/Capital	Principal Arterial	State	D	NC	NC	NC	NC	NC	NC
	Circle		Local	D	NC	NC	NC	NC	NC	NC
	SR 261/US 319/Capital Circle to	Principal Arterial	State	D	D	D	D	Е	F	F
	Southwood Plantation Road		Local	D	D	D	D	Е	F	F
SR 61/	SR 371/Gaines Street to SR 20/US	Principal Arterial	State	D	Е	F	F	F	F	F
South Monroe	27/Apalachee Parkway	1	Local	D	Е	F	F	F	F	F
Street	SR 20/US 27/Apalachee Parkway to East	Principal Arterial	State	D	F	F	F	F	F	F
	Pensacola Street	_	Local	D	F	F	F	F	F	F
	East Pensacola Street to SR 10/US 90/	Principal Arterial	State	D	F	F	F	F	F	F
	Tennessee Street		Local	D	F	F	F	F	F	F
	SR 10/US 90/Tennessee Street to Brevard	Principal Arterial	State	D	F	F	F	F	F	F
	Street		Local	D	F	F	F	F	F	F
	Brevard Street to SR 63/US 27/North	Principal Arterial	State	D	F	F	F	F	F	F
	Monroe Street		Local	D	F	F	F	F	F	F
SR 61/US 319/	SR 63/US 27/North Monroe St to SR 155/	Principal Arterial	State	D	F	F	F	F	F	F
Thomasville Road	Meridian Road/7 th Avenue		Local	D	F	F	F	F	F	F
	East Betton Road to Live Oak Plantation	Principal Arterial	State	D	С	С	F	F	F	F
	Road		Local	D	С	С	F	F	F	F
	SR 8/I-10 to SR 261/Market Street/Capital	Principal Arterial	State	D	D	D	D	Ε	E	F
	Circle		Local	С	D	D	D	E	E	F
	SR 261/Market Street/Capital Circle to	Principal Arterial	State	D	D	D	E	F	F	F
	Killarney Way		Local	D	D	D	E	F	F	F
	Killarney Way to Woodbine Drive	Principal Arterial	State	D	E	F	F	F	F	F
			Local	С	E	F	F	F	F	F
	Woodbine Drive to Velda Dairy Road	Principal Arterial	State	D	С	F	F	F	F	F
			Local	С	С	F	F	F	F	F
	Velda Dairy Road to Kinhega Drive	Principal Arterial	State	D	В	В	C	С	С	F
			Local	С	В	В	С	С	С	F
SR 61/SR 363/	SR 61/Crawfordville Highway to SR 373/	Principal Arterial	State	D	С	С	D	D	D	E
Adams Street	Orange Avenue		Local	D	C	С	D	D	D	E
										2

Roadway	Segment	Functional	Jurisdiction	LOS		Congesti	on Year ar	nd Level o	f Service	
		Classification		Standard	20	10	20	15	20	20
					AADT	PHPD	AADT	PHPD	AADT	PHPD
SR 63/US 27/	SR 61/Thomasville Road to 7 th Avenue	Principal Arterial	State	D	E	E	F	F	F	F
North Monroe			Local	D	E	Е	F	F	F	F
Street	7 th Avenue to CR 158/Tharpe Street	Principal Arterial	State	D	F	F	F	F	F	F
			Local	D	F	F	F	F	F	F
	CR 158/Tharpe Street to John Knox Road/	Principal Arterial	State	D	F	F	F	F	F	F
	Monticello Drive		Local	D	F	F	F	F	F	F
	John Knox Road/Monticello Drive to Allen	Principal Arterial	State	D	D	D	Е	F	F	F
	Road		Local	D	D	D	Е	F	F	F
	Allen Road to SR 8/I-10	Principal Arterial	State	D	F	F	F	F	F	F
			Local	D	F	F	F	F	F	F
	SR 8/I-10 to CR 356/Fred George Road/	Principal Arterial	State	D	С	D	F	F	F	F
	Crowder Road		Local	D	С	D	F	F	F	F
SR 155/	John Knox Road to Lake Shore Drive	Major Arterial	State	D	С	С	D	D	F	F
Meridian Road			Local	D	С	С	D	D	F	F
SR 261/US 319/	SR 363/Woodville Highway to Tram Road	Principal Arterial	State	D	F	F	F	F	F	F
Capital Circle			Local	D	F	F	F	F	F	F
	Park Avenue to SR 10/US 90/Mahan Drive	Principal Arterial	State	D	F	F	F	F	F	F
			Local	D	F	F	F	F	F	F
	SR 10/US 90/Mahan Drive to CR 146/	Principal Arterial	State	D	F	F	F	F	F	F
	Miccosukee Road		Local	D	F	F	F	F	F	F
	CR 146/Miccosukee Road to CR 151/	Principal Arterial	State	D	F	F	F	F	F	F
	Centerville Road		Local	D	F	F	F	F	F	F
	CR 151/Centerville Road to Eastgate Way	Principal Arterial	State	D	F	F	F	F	F	F
			Local	D	F	F	F	F	F	F
	Eastgate Way to SR 61/US 319/	Principal Arterial	State	D	D	D	D	D	D	E
	Thomasville Road		Local	D	D	D	D	D	D	E
SR 261/US 319/	SR 61/US 319/Thomasville Road to North	Principal Arterial	State	D	С	Е	D	F	D	F
Capital Circle Southbound Flyover	Footer Bridge		Local	D	С	Е	D	F	D	F
SR 261/	SR 363/Woodville Highway to SR 61/	Principal Arterial	State	D	D	D	F	F	F	F
Capital Circle	US 319/Crawfordville Road		Local	D	D	D	F	F	F	F

Roadway	Segment	Functional	Jurisdiction	LOS		Congesti	on Year ar	nd Level o	f Service	
		Classification		Standard	20	10	20	15	20	20
					AADT	PHPD	AADT	PHPD	AADT	PHPD
SR 261/	SR 61/US 319/Crawfordville Road to CR	Principal Arterial	State	D	С	С	С	С	D	F
Capital Circle	2203/Springhill Road		Local	D	С	С	С	С	D	F
SR 263/	CR 2203/Springhill Road to Airport	Principal Arterial	State	D	С	С	F	F	F	F
Capital Circle	Entrance	_	Local	D	С	С	F	F	F	F
	Airport Entrance to SR 371/Orange Avenue	Principal Arterial	State	D	С	С	D	D	F	F
			Local	D	С	С	D	D	F	F
	SR 371/Orange Avenue to SR 20/	Principal Arterial	State	D	F	F	F	F	F	F
	Blountstown Highway		Local	D	F	F	F	F	F	F
	SR 20/Blountstown Highway to SR 10/	Principal Arterial	State	D	F	F	F	F	F	F
	US 90/Tennessee Street		Local	D	F	F	F	F	F	F
	SR 8/I-10 to Gearhart Road	Principal Arterial	State	D	D	E	F	F	F	F
			Local	D	D	E	F	F	F	F
	Gearhart Road to CR 356/Fred George	Principal Arterial	State	D	D	F	F	F	F	F
-	Road		Local	D	D	F	F	F	F	F
	CR 356/Fred George Road to SR 63/US 27/	Principal Arterial	State	D	С	С	С	D	D	F
	North Monroe Street		Local	D	С	С	С	D	D	F
SR 265/Magnolia	Park Avenue to SR 10/US 90/Tennessee	Minor Arterial	State	D	D	D	D	D	D	E
Drive	Street/Mahan Drive		Local	D	D	D	D	D	D	Е
	CR 146/Miccosukee Road to East 7 th	Minor Arterial	State	D	Е	F	F	F	F	F
	Avenue		Local	D	Е	F	F	F	F	F
SR 363/Woodville	0.3 miles south of Rhodes Cemetery Road	Minor Arterial	State	D	С	С	С	С	С	D
Highway	to 0.9 miles south of SR 261/Capital Circle		Local	С	С	С	С	С	С	D
	0.9 miles south of SR 261/Capital Circle to	Principal Arterial	State	D	С	С	D	F	F	F
	SR 261/SR 263/US 319/Capital Circle		Local	D	С	С	D	F	F	F
SR 363/Adams	Putnam Drive to Magnolia Drive	Principal Arterial	State	D	F	F	F	F	F	F
Street			Local	D	F	F	F	F	F	F
	Magnolia Drive to Bronough Street	Principal Arterial	State	D	F	F	F	F	F	F
			Local	D	F	F	F	F	F	F
SR 366/Pensacola	SR 20/Blountstown Highway to Appleyard	Principal Arterial	State	D	D	E	F	F	F	F
Street	Drive		Local	D	D	E	F	F	F	F
	Appleyard Drive to South Ocala Road	Principal Arterial	State	D	D	D	E	F	F	F
			Local	D	D	D	Е	F	F	F

Roadway	Segment	Functional	Jurisdiction	LOS		Congesti	on Year ar	nd Level o	f Service	
		Classification		Standard	20	10	20	15	20	20
					AADT	PHPD	AADT	PHPD	AADT	PHPD
SR 366/Pensacola	South Ocala Road to Stadium Drive West	Principal Arterial	State	D	F	F	F	F	F	F
Street			Local	D	F	F	F	F	F	F
	MLK Boulevard to Macomb Street/	Principal Arterial	State	D	D	С	D	С	Е	D
	Railroad Avenue		Local	D	D	С	D	С	E	D
SR 369/US 319/	Wakulla County Line to SR 61/Wakulla	Principal Arterial	State	D	С	С	С	D	D	D
Crawfordville Road	Springs Road		Local	С	С	С	С	D	D	D
SR 371/Gaines	Railroad Avenue to MLK Boulevard	Minor Arterial	State	D	В	В	С	С	F	F
Street			Local	D	В	В	С	С	F	F
	CR 2205/Lake Bradford Road to Coleman	Minor Arterial	State	D	С	С	С	D	D	F
SR 371/Lake	Street/Springhill Road/End Exception		Local	D	С	С	С	D	D	F
Bradford Road	Coleman Street/Springhill Road/End	Minor Arterial	State	D	F	F	F	F	F	F
	Exception to SR 371/ Gaines Street		Local	D	F	F	F	F	F	F
SR 373/Orange	SR 371/Lake Bradford Road to CR 2203/	Minor Arterial	State	D	D	D	D	D	E	Е
Avenue	Springhill Road		Local	D	D	D	D	D	Е	Е
	CR 2203/Springhill Road to Holton Street	Minor Arterial	State	D	F	F	F	F	F	F
			Local	D	F	F	F	F	F	F
	SR 363/South Adams Street to SR 61/South	Minor Arterial	State	D	D	Е	E	Е	F	F
	Monroe Street		Local	D	D	Е	Ε	Е	F	F

Table B: Level of Service on State Roads in Gadsden County

Roadway	Segment	Functional	Jurisdiction	LOS	Congestion Year and Level of Service					
		Classification		Standard	20	10	20	15	20	20
					AADT	PHPD	AADT	PHPD	AADT	PHPD
None in 2010 LOS										

Table C: Level of Service on State Roads in Town of Chattahoochee

Roadway	Segment	Functional	Jurisdiction	LOS	Congestion Year and Level				l of Service	
		Classification		Standard	20	10	20	15	20	020
					AADT	PHPD	AADT	PHPD	AADT	PHPD
None in 2010 LOS										

Table D: Level of Service on State Roads in Jefferson County

Roadway	Segment	Functional	Jurisdiction	LOS	Congestion Year and Level of Service					
		Classification		Standard	20	10	20	15	20	20
					AADT	PHPD	AADT	PHPD	AADT	PHPD
None in 2010 LOS										

Table E: Level of Service on State Roads in Wakulla County

Roadway	Segment	Functional	Jurisdiction	LOS		Congesti	on Year a	nd Level o	of Service	
		Classification		Standard	20	10	20	15	20)20
					AADT	PHPD	AADT	PHPD	AADT	PHPD
	US 98 to Lower Bridge Road	Principal Arterial/	State	С	С	С	С	С	F	F
		Interstate	Local	Е	С	С	С	С	F	F
LIS 210	Lower Bridge Road SR 267/Bloxham	Principal Arterial/	State	C	F	F	F	F	F	F
03 319	Cutoff Road	Interstate	Local	Е	F	F	F	F	F	F
ſ	Bloxham Cutoff Road to Leon County Line	Principal Arterial/	State	С	D	D	D	D	D	D
		Interstate	Local	Е	D	D	D	D	D	D

Appendix B

(Electronic Appendix)

Appendix C

APPENDIX C

CRTPA Regional Transit Study, Adopted March 2010

Transit Service Improvements

Note: This information was extracted from the RTS Technical Memorandum #3

This appendix discusses the proposed transit improvements that were identified as part of the Regional Transit Study (RTS), adopted by the Capital Region Transportation Planning Agency (CRTPA) in 2010. This appendix contains information extracted from the RTS Technical Memorandum #3 which analyses existing transit services, current travel patterns, population projections, employment data and other socio-economic data. The data was analyzed at super district level and compared to the 2007 base data to identify trends and to identify opportunities for future transit improvements as a way to reduce congestion. The identified improvements are categorized in to service improvements and capital projects.

The RTS conducted a transit potential analysis to quantify the demand for travel within the CRTPA region which comprises of Leon, Wakulla, Jefferson and Gadsden Counties. The Region's travel demand model was used to forecast trip flows and volumes which in turn were used to determine the current and future corridors with the highest daily travel demand. The results were the basis for future transit improvements.

The population projections indicate that between 2007 and 2050, Leon County and the City of Tallahassee will see a 52% population increase. Population in Gadsden, Wakulla, and Jefferson Counties is projected to increase 69%, 145%, and 46%, respectively, during that time period. The region as a whole is projected to increase its population by 62% in 2050.

Employment, which is the second primary factor in estimating transit demand, indicates that between 2007 and 2050, Leon County and the City of Tallahassee will experience a 52% increase in employment. Employment in Gadsden, Wakulla, and Jefferson Counties is projected to increase 69%, 145%, and 46%, respectively, during that time period. The region as a whole is projected to increase its employment by 56% in 2050.

The RTS also generated zone to zone travel patterns using the population and employment forecasts and updated roadway and transit network information. The origin and destination by traffic analysis zone was categorized in to three (3) travel patterns:

- 1. Home-based work (HBW): Home-based-work trips are trips made between a household and place of employment
- 2. Home-based other (HBO): Home-based-other trips are trips made between a household and any other destination (i.e. school, shopping)
- 3. Non-home based (NHB): Non-home-based trips are all trips that do not have an origin or destination at a household

There were approximately 1.3 total million daily trips within the Capital region in the baseline year (2007). Of these trips, approximately 200,000 are HBW (16%), while approximately 1.1 million are of

HBO or NHB. 24% of all trips in the baseline year were intra-district trips, meaning trips were conducted entirely within their zone of origin.

In the horizon year 2050, it is estimated that there will be approximately 2 million total daily person trips in the region. Approximately 329,000 daily trips are forecasted HBW trips, while 1.6 million are forecasted HBO or NHB trips. Approximately 25% of all trips are intra-district in 2050.

The majority of trips into Tallahassee originates in outer Leon County and has final destinations in the inner Northeast and inner Northwest districts. Wakulla County produces the next greatest volume of trips into the City of Tallahassee, followed by Gadsden and Jefferson. An overwhelming majority of total trips are to outer Leon, followed by Wakulla, Gadsden, and Jefferson. The majority of intra-zonal trips are for trip purposes other than HBW.

Potential transit markets were identified based on travel demand analyses. The RTS identified potential transit corridors and service options based on estimated trips by type as a way to reduce and/or manage congestion.

Transit Service Improvements

Following is a list of proposed transit improvements to reduce and/or manage congestion:

Local Fixed Routes	Bus Rapid Transit
Deviated Fixed Route	Light Rail Transit
Transfer Centers	Modern Streetcar
Park and Ride Lots	Commuter Rail
Express Bus	High Speed Rail

Near-Term Plan (2010-2014)

The near-term plan focuses on enhancing local service within the City of Tallahassee, Gadsden and Wakulla Counties. The StarMetro NOVA 2010 decentralized the bus service in early 2011. This framework added service in the rapidly-developing southeast quadrant of the City. Two express routes will be implemented in the Near-Term between Quincy and Tallahassee, and Crawfordville and Tallahassee. Both of these routes will be served by new park and ride lots at the end of the lines in the out-counties. Additionally, three transfer centers are proposed to provide for better connections between the decentralized StarMetro routes, planned express routes, and future BRT routes proposed in the later phases.

<u>Near-Term Service improvements include:</u> Star Metro Decentralization CCOC/Southwood Tram Road

<u>Near-Term Capital projects include:</u> Crawfordville Express Quincy Express Satellite transfer Centers (US 319/Mahan, Southwood, Hopkins Crossing) Regional Park and Ride (Quincy, Crawfordville)

Mid-Term Plan (2015-2024)

The Mid-Term Plan builds upon the Near-Term by adding two additional areas of local service, five new regional express routes, and three BRT routes. Fixed-guideway transit is introduced in this phase, as two streetcar routes are planned as circulators connecting key employment and education centers in downtown Tallahassee. Four transfer centers and two park and ride lots are planned to serve the new transit routes.

Mid-Term Service Improvements include:

North Leon County Service, East Leon County service, Quincy Fixed Route, Havana fixed route, and Monticello Fixed route

Mid-Term Capital projects include:

Express Bus (Woodville Highway Express, Capital Circle East Express, Havana Express, Monticello Express, Airport Express) Bus Rapid Transit (West Tennessee, Thomasville Road, Apalachee Parkway) Streetcar (Gaines Street line, Campus Line) Satellite Transfer Centers (FSU/Stadium, Tallahassee community College, Tallahassee Regional Airport, Quincy) Regional Park and Ride (Havana, Woodville)

Long-Term Plan (2025-2050)

The Long-Term Plan is the final phase of proposed transit improvements. Included in this phase are several capital projects including two light rail transit (LRT) segments, four BRT corridors, and two express bus routes. Local service improvements include LRT feeder bus service and a fixed route circulator in Crawfordville. Possible commuter rail corridors and connections to high-speed rail were also evaluated and included in the long-range plans.

Long-Term Service Improvements include:

LRT feeder service Crawfordville fixed route Rural fixed route expansion

Long-Term Capital Projects Include:

Express Bus (Havana-Quincy, Capital Circle Southwest) Bus Rapid Transit (West Tennessee BRT extension, Capital Circle East BRT, Monroe BRT, East Tennessee BRT) Light Rail Transit (Airport to downtown, downtown to I-10 high speed rail station) Commuter rail High speed rail Regional Park and ride (Bradfordville, Monticello)

Appendix D

(Electronic Appendix)

January 28, 2013



AGENDA ITEM 3 C

JEFFERSON COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN ADOPTION

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this agenda item is to adopt the Jefferson County Bicycle and Pedestrian Master Plan.

CRTPA SUBCOMMITTEE ACTIONS

On January 15, 2013, the CRTPA's Citizens Multimodal Advisory Committee (CMAC) recommended approval of the Jefferson County Bicycle and Pedestrian Master Plan.

On January 15, 2013, the CRTPA's Technical Advisory Committee (TAC) recommended CRTPA approval of the Jefferson County Bicycle and Pedestrian Master Plan.

RECOMMENDED ACTION

Option 1: Adopt the Jefferson County Bicycle and Pedestrian Plan.

HISTORY AND ANALYSIS

Following the adoption of the Regional Mobility Plan (RMP) for the Capital Region Transportation Planning Agency (CRTPA) in November of 2010, a Bicycle and Pedestrian Master Plan for Jefferson County was initiated. The development of the plan, which was conducted by Renaissance Planning Group, involved many meetings with the public as well as CRTPA staff, elected officials, Jefferson County staff, and CRTPA committees. The kick-off public meeting for the project was held in May of 2012, and by December of 2012, the Draft Jefferson County Bicycle and Pedestrian Master Plan was released for public review. Since that date, Jefferson County staff and CRTPA staff worked with the consultant team to finalize and format the document.

The Master Plan is comprehensive and includes sections on goals, existing conditions, crash data, public involvement, design standards and improvement concepts, funding strategies, project priorities, and programs and policies for the local government's consideration as well as maps and tables of the identified projects. Projects were divided into eight (8) category types: paved shoulders, roadway signage, multi-use trails/pathways, road diets, bicycle lanes, shared lane markings (aka

'Sharrows'), sidewalks, and pedestrian crossing enhancements. A description of each project considered is provided under the project type section.

Projects are prioritized into Tier 1, 2, and 3 classifications. Tier 1 projects are those which are desired to be completed first. Projects in Tier 1 are ranked by priority weight compared against all projects within the tier. The number one ranked project is a pedestrian crossing by the courthouse on US 90 from Walnut Street to Dogwood Street, and again on US 19 from Mulberry Street to Cherry Street.

Projects in Tier 2 and 3, however, are ranked differently. Projects within Tiers 2 and 3 are grouped by project type and then ranked by priority within the project category. There is no prioritization of project types/categories compared against one another in Tiers 2 and 3.

The proposed final plan was presented to the CRTPA committees on January 15, 2013. Both the TAC and the CMAC approved a recommendation to approve the plan as presented, which includes projects such as pedestrian crossings, paved shoulders, sidewalks, roadway signage, and multi-use trails/shared paths in Tier 1. Shared lane markings, bicycle lanes, and road diets appear in Tiers 2 and 3.

RECENT ACTIVITY

The Jefferson County Board of County Commissioners held a public hearing on Thursday, January 17, 2013 on the plan. The public hearing was well attended with many citizens providing comments on the transportation needs in Jefferson County. The comments received were in support of Jefferson County planning for their transportation future both in terms of physical plans and financial budgeting. Roadway improvements and services for the transportation disadvantaged population were stressed by several speakers, while the need to provide improvements to address overall safety and accessibility for all users including emergency vehicles was stressed by others.

The Plan was adopted by the Jefferson County Board of County Commissioners with small clarification changes noted by Clerk of Court relating to proper road names, descriptions, and spelling errors. The revised Master Plan, correcting these errors, will be available to review on the CRTPA webpage at <u>www.crtpa.org</u> on Wednesday, January 23, 2013 as part of the Board Meeting's agenda PDF file.

NEXT STEPS

The adoption of this Master Plan completes a series of comprehensive bicycle and pedestrian needs assessments conducted for the four-counties that comprise the CRTPA area. These plans will be used heavily in the update to the Regional Mobility Plan, and in the application for and programming of funds for bicycle and pedestrian projects within the CRTPA area. Information on all <u>adopted</u> local government Bicycle and Pedestrian Master Plans can be viewed on the CRTPA webpage at www.crtpa.org under the "Documents and Projects" Tab.

OPTIONS

- Option 1: Adopt the Jefferson County Bicycle and Pedestrian Master Plan. (Recommended)
- Option 2: Provide other direction.

JEFFERSON COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN



JEFFERSON COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN

Developed for Jefferson County, Florida

By Renaissance Planning Group with assistance from HDR Inc., Wendy Grey Land Use Planning LLC, and Carpe Diem Community Solutions

RENAISSANCE PLANNING GROUP

Copitol Region Transportation Planning Agency

ACKNOWLEDGEMENTS

The Jefferson County Bicycle and Pedestrian Master Plan was developed in collaboration with state, regional, and local governments and agencies; stakeholders from local organizations and businesses; and local residents.

A special thank you goes to the following entities for their involvement during the development of this Master Plan:

Jefferson County Board of County Commissioners

- John Nelson, Chair
- Betsy Barfield, Vice Chair
- Benjamin "Benny" Bishop
- Hines Boyd
- Stephen Walker

Federal, State and Regional Agencies and Organizations:

- Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails (OGT)
- Florida Department of T ransportation
- Capital Region Transportation Planning Agency (CRTPA)

Local Government Agencies and Organizations:

Jefferson County

- Sheriff's Office
- Chamber of Commerce
- Recreation Department
- Tourist Development Council
- School Board
- Planning Department
- Roads Department
- Office of the Clerk of the Court
- Office of the County Coordinator
- Economic Development Council
- Community Traffic Safety Team (CTST)

City of Monticello

- Office of the Mayor and City Council
- Local Planning Agency (LPA)
- Office of the Chief of Police
- Office of the Clerk and Treasurer
- Office of the City Manager
- Office of the Planning Director

Capital City Cyclists

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Pedestrian and Bicycle facilities connect people to places.

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An example of a creative solution near Pearl Street that enhances the accessibility of the park. SERIES 4

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INTRODUCTION .

Introduction

Jefferson County was created in 1827, named after the early 19th Century United States President, Thomas Jefferson. Its geography is unique in that it connects with both the State of Georgia to the north and the Gulf of Mexico to the south. As a whole, Jefferson County is mostly rural with forested and agricultural lands and some rolling topography. It has a relatively low population at approximately 14,666 persons (2011) and a noticeable overall percentage of minority persons, consisting mostly of African-Americans, per 2010 US Census data.

The county seat and only incorporated municipality within the County is the City of Monticello, the name of which is also significant to the former president, as it was named after Thomas Jefferson's famous Virginia plantation and estate. The City of Monticello, north of Interstate 10, is the population center of the County with a rich history and quant historic streets and buildings. The City center includes a unique traffic circle at the intersection of two major state highways with the historic, century-old Jefferson County Courthouse building at the center. Monticello includes most of the business activity in the county along with most county-related government facilities and institutions. Notable unincorporated population centers in Jefferson County include Lloyd, Wacissa, Aucilla and Drifton. The Florida State capital, Tallahassee, is located approximately 30 miles west of Monticello in neighboring Leon County.

Jefferson County with its natural beauty and historic charm is a popular destination for recreational cyclists in the Florida Panhandle. The well-connected system of streets and destinations within and near the population center of Monticello allows the possibility for a robust non-motorized transportation network to provide flexibility and alternatives to residents and visitors alike to travel through and experience important assets of the City and County.

Purpose

The Jefferson County Bicycle and Pedestrian Master Plan is an effort to create a vision and framework for a safe and robust bicycle and pedestrian infrastructure network that connects the City of Monticello, rural unincorporated communities in the County, other communities in the region, major employers, schools, and other desired destinations. This effort complements similar Capital Region Transportation Planning Agency (CRTPA) bicycle and pedestrian master plan projects previously completed in Leon County and in Wakulla and Gadsden Counties, and the Safe Routes to School project in Leon County.

The Jefferson County Bicycle and Pedestrian Master Plan identifies key destinations, routes and facilities, prioritize projects for future funding, and provides consistent design of bicycle and pedestrian infrastructure throughout the County.



Signage helps of communicate the county's vision and message for pedestrians and bicyclists.

THE PLANNING PROCESS

The Planning Process

This master plan was developed under a comprehensive planning process utilizing a number of methods and techniques to obtain quantitative and qualitative information for analysis and consideration. This planning process included:

- Data collection
- Data analysis
- Field review
- Stakeholder interviews
- Online public survey
- Public workshop
- Countywide vision map
- Master plan goals and strategies
- MPO committee updates and input
- Joint county-city work session

The development of the plan was influenced by many different people and organizations including local residents, business representatives, advocacy groups, and government agencies. This process was instrumental in developing the overall countywide bicycle and pedestrian network vision map, goals and strategies to guide project prioritization to implement the master plan.

Vision Map: A Connected Bicycle and Pedestrian Network

The countywide vision map was developed with the idea of providing more mobility options within the County, specifically through the development of bicycle and pedestrian facilities. The development of such facilities should enhance walkability, expand bicycling opportunities, provide for better connectivity and mobility, and promote economic opportunities within the County. The recommendations of this master plan were developed in accordance with this vision. The Vision Map is included in the figure on the following page.

Figure 1: Jefferson County Bicycle & Pedestrian Vision Map or Cyclists To Leon County ▦ 90 10 Monticello and Vicinity **To Leon County** 19 Aucilla Wildlife Management Area **Bicycle and Pedestrian Master Plan Jefferson County** COUNTYWIDE BICYCLE AND PEDESTRIAN VISION Existing/Planned Major Employment Shared Use Path Location Sidewalk Proposed Sidewalk School Paved Shoulder Planned Bicycle Facility **Bicycle Lanes** Planned Shared Use Path * Park Highlighted Cost Feasible Projects Hiking Trail \sim Vision Elements Sidewalk Connection Potential Economic Development Location with Area/Node Heavy Truck Bicycle Connection Movements Historic/Ecological Area or Site Trail Connection Pedestrian Emphasis Area

JEFFERSON COUNTY BICYCLE & PEDESTRIAN MASTER PLAN

Goals and Strategies

Five primary, overarching goals were established as the foundation for the master plan. With these goals in place, complimentary strategies were drafted as an approach to implementing the goals and to give guidance to setting the project recommendations and prioritization of the plan. The master plan goals and strategies are as follows:



Figure 2: Jefferson County Goals & Strategies



EXISTING CONDITIONS

Geography

Jefferson County includes approximately 637 square miles of area spanning from the Georgia State line southward to the Gulf of Mexico, and from Wakulla County and the major Florida Panhandle population and employment center of Leon County eastward to Taylor and Madison Counties. The County is mostly rural with forested and agricultural lands and some rolling topography. It is also rich with natural recreation and conservation areas including the Aucilla Wildlife Management Area, St. Marks National Wildlife Refuge, Middle and Upper Aucilla Conservation Areas, and the Wacissa Conservation Area. Jefferson County borders the eastern shore of Lake Miccosukee.

The City of Monticello is the county seat and only incorporated municipality within Jefferson County. Monticello is a small city at just over three square miles and a population of approximately 2,500. It includes a quaint, historic downtown along with many standing historic structures, some dating back to the 19th Century. Monticello is also the hub for business activity in the County along with most county-related government facilities and institutions. Notable unincorporated population centers in the County include Lloyd, Wacissa, Aucilla, Lamont, Waukeenah, and Drifton.

The City of Tallahassee is located approximately 30 miles west of Monticello in neighboring Leon County. As the Florida State capital and largest city in the Florida Panhandle, Tallahassee is an important employment center and within a manageable, although lengthy automobile commuting distance from Monticello. A significant number of Jefferson County residents choose to live in the county and work in neighboring Leon County where employment opportunities are more plentiful.

Demographics

Jefferson County has a relatively low population estimated at 14,666 persons, according to the 2011 Florida Statistical Abstract, published by the University of Florida Bureau of Economic and Business Research (BEBR). This represents an overall steady increase of around 14% since 2000; however, the population has been on a slight decline since the 2009 high for the decade of 14,772 persons. Projection estimates for the future vary widely. High-end growth estimates project a steady increase in population over the coming decades while low-end estimates project a slow but steady decline over the same period. Population projections for the County are shown in Figure 3.

Almost 19%, or one-fifth of the County population is 17 years of age or younger. This statistic is significant, as this age bracket is predominantly below the driving age. At the other end of the scale, 16.5% of the County population is 65 years of age or older. This is an age bracket where some individuals may experience a need for greater mobility options beyond a personal automobile. The age breakdown of the population is shown in Figure 4.

Approximately three-quarters (76%) of the County population travels to work alone by personal automobile and 15% carpool to work (Figure 5). Other travel mode shares were much lower with 2% walking and 1% using public transit. Also, 4% of the population works from home.

π

Figure 3: Jefferson County Population Projections



Source: Source: Bureau of Economic and Business Research (2012)

Figure 4: Jefferson County Age Breakdown

Source: Source: Florida Office of Economic and Demographic Research

2010 Jefferson County Population Percentage by Age

■ 0 - 14 ■ 15 - 24 ■ 25 - 34 ■ 35 - 44 ■ 45 - 54 ■ 55 - 64 ■ 65 - 74 ■ 74+



JEFFERSON COUNTY BICYCLE & PEDESTRIAN MASTER PLAN

Figure 5: Jefferson County Residents' Modes of Commuting to Work

Source: www.citymelt.com/county/Florida/Jefferson-County-FL (Total modes: 5,867)

2009 Modes of Transportation to Work Public Other Work from home Walk transit means .4% 2% 1% 2% Carpool 15% Drive alone 76%

A significant percentage of the population is either below the legal minimum driving age or within an age bracket where additional mobility options become increasingly important. As the County struggles to maintain its population base or experience healthy population growth over the coming decades, additional modes of travel such as walking and bicycling should become more viable through the provision of supportive infrastructure and programs to encourage alternative transportation choices. Having such additional choices can make living in a small city or rural county more feasible and desirable for all segments of the population.

The paved shoulders on US 19 are an example of an existing bicycle facility.
CONTEXT INVENTORY & ANALYSIS

The project team completed an assessment of the existing context for bicycling and walking through a number of exploratory tasks, including:

- Assembly of geographic information systems (GIS) data and field review to compile existing conditions data
- Map series conveying the conditions analysis results and countywide vision
- Facility inventory with identification of gaps, barriers, and potential opportunities
- Audit of existing policies related to non-motorized transportation
- Stakeholder interviews to further identify issues and opportunities

This Context Inventory and Analysis documents the results of these tasks, which together describe the engineering, education, encouragement, enforcement, equity, and evaluation components of the existing context for biking and walking in Jefferson County.

Data Collection and Assembly

The project team conducted several general surveillance efforts including an informal field review during the kick-off project studio and an in-depth field visit for the facility inventory and stakeholder interviews. The data, photos and other information collected during the field visits are documented in the Facility Inventory and Assessment sub-section.

The project team also obtained GIS data from various governmental agencies, including Jefferson County, Capital Region Transportation Planning Agency (CRTPA), and the State of Florida's Office of Greenways and Trails. These data sets provided a foundation of information for both the County and the CRTPA region. From this information, the project team created a map series to show a comprehensive picture of the existing and planned pedestrian and bicycle network in Jefferson County.

Crash Data

The project team screened crash data from the Florida Department of Highway Safety and Motor Vehicles (DHSMV) for crashes involving pedestrians or bicyclists. The crash data from DHSMV indicate that for the five years from 2006-2010, the following injuries and fatalities occurred: three bicyclists and eight pedestrians were injured, and one bicyclist and four pedestrians died. For 2011, the crash database shows two pedestrian injuries and zero bicyclist injuries; one of the two pedestrian injuries was fatal. While there were several pedestrian and bicyclist crashes in the County, mainly in the City of Monticello, there are not enough to show a distinct trend in location or cause. However, field review and discussions with residents and staff indicate a concern for bicycle and pedestrian safety.

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Countywide Bicycle and Pedestrian Map Series

The following maps feature the existing and planned bicycle and pedestrian facilities within Jefferson County, summarizing the information obtained from the GIS data assembly task. Planned facilities represent those in previously completed regional and local planning documents, including the CRTPA Regional Mobility Plan (RMP), the RMP Sector Plan for the City of Monticello, and the CRTPA Regional Trails Plan.

Using the GIS data obtained through the assembly effort and the information gathered through other outreach and exploratory efforts explained later in this chapter, the project team created a conceptual map to show the vision of a connected network for bicycle and pedestrian travel in Jefferson County. This vision map, shown in Figure 6, identifies focus areas for economic development, historic areas, ecological sites, and areas for pedestrian emphasis. The network within the vision map provides general connections between these areas.

Figure 7 shows an overview of existing and planned facilities within Jefferson County. Most of the major roads throughout the County have paved shoulders. For the most part, existing sidewalks are limited to within the Monticello city limits. The GIS data indicate existing bicycle lanes within the County are located at the interchange of US 19 and Interstate 10, and along a short (about 250 feet) segment along northbound US 19 at the deceleration lane for Jordan Road about one mile south of the interchange with Interstate 10. The Regional Mobility Plan identifies a number of planned bicycle facilities along lower speed roads in the northwestern portion of the County. These future facilities would connect Monticello to communities like Wacissa, Cody, Alma, Waukeenah, and others in Leon County. A planned shared use path from the southern Monticello city limits to the community of Drifton is highlighted as a cost feasible project which could be funded in the near term.

Figure 8 shows a closer view of the existing and planned facilities within and nearby the City of Monticello.

It also identifies notable trip attractors including major employment locations, schools, parks, government buildings, and the downtown/historic district. The GIS data indicate that sidewalks are located along some but not all of the roads in Monticello. A shared use path exists along Railroad Street, which parallels US 19. Approaching the heart of Monticello, paved shoulders transition into sidewalks. Additional sidewalks are planned just north of the city limits and within the central portion of the city south of US 90.

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Figure 8: Monticello and Vicinity Bicycle & Pedestrian Facilities





The paved shoulders on US 90 west of Monticello end at the Leon County line.



Poor and substandard existing bike lane on the E. Cherokee Avenue north of CVS connecting US 19 South with Waukeenah Street.



The existing Ike Anderson Trail in Monticello.

Facility Inventory and Assessment

The project team conducted an in-depth field visit to review the existing facilities at a more detailed level and supplement the information from the GIS data assembly. The following subsections detail the existing facilities for non-motorized transportation, identify facility gaps and barriers to pedestrian and bicycle travel, and describe potential opportunities for improvements.

Assessment of Existing Facilities and Gaps

Paved Shoulders and Bike Lanes

Jefferson County's existing bicycle facilities consist primarily of paved shoulders on the rural arterial roadways, including US 19, US 90, US 27, US 98, US 221, SR 59, and CR 257. The only missing sections of paved shoulders on the state roadway system in Jefferson County are as follows:

- US 90 on the approximate 0.6 mile section in the far western portion of Jefferson County (and west of the 2.5 mile section of Leon County in between the two Jefferson County sections, which also does not have paved shoulders).
- US 19 and US 90 through Monticello in the sections where the roadway has an urban typical section with curb and gutter.

The only designated bicycle lane that was observed in Jefferson County is located on E. Cherokee Avenue connecting US 19 South and Waukeenah Street in Monticello adjacent to the CVS store (south of the Courthouse). However, the bicycle lane is of substandard width (approximately 4 feet from face of curb), is only provided on one side of the street, and is marked in a way that seems to encourage wrong-way riding (the bike lane word marking is oriented against traffic flow of the adjacent travel lane). The CRTPA Regional Mobility Plan identifies a small portion of a bike lane along US 19 near Interstate 10. This lane, though not designated (marked/signed) as a bike lane, is a keyhole lane that provides a correctly designed 5-foot lane between the through lane and the exclusive right turn lanes at the Interstate 10 ramp intersections.

Many non-state roadways in the County are regularly used as part of recreational cycling routes, such as routes used by the Capital City Cyclists, but currently lack paved shoulders, including the following:

- CR 259/Waukeenah Highway
- CR 158/Old Lloyd Road
- Whitehouse Road
- Cherry Tree Road/Lloyd Creek Road
- Lake Road
- St. Augustine Road
- Barrington Road
- CR 257
- North Salt Road
- Bassett Dairy Road
- CR 149/Boston Highway
- CR 146/Ashville Highway
- Tram Road
- CR 158/Drifton-Aucilla Road
- Turkey Scratch Road

- Thompson Valley Road
- Beth Page Road
- CR 158B/Nash Road
- CR 158/Rabon Road

The addition of paved shoulders is currently considered on roadways during resurfacing projects and is typically justified based on safety concerns. The County has a programmed project to resurface CR 259 (Waukeenah Highway) and add paved shoulders between US 27 and SR 59 (\$1.47 million in FY 2011/12). It is not clear whether other currently programmed resurfacing projects include the addition of paved shoulders or not; these projects listed in the CRTPA Draft FY 2013- FY 2017 Transportation Improvement Program (TIP) include the following:

- \$1.37 million in FY 2013/14 for resurfacing CR 257/146 from US 90 to Ashville Highway (CR 146)
- \$1.41 million in FY 2013/14 for resurfacing Lloyd Creek Road from US 27 to Old Lloyd Road (CR 158)
- \$268,000 in FY 2014/15 for resurfacing CR 158A Old Lloyd Road from Leon Co line to SR 59 Gamble Road

The Jefferson County Community Traffic Safety Team (CTST) has identified priority locations for the addition of paved shoulders:

- CR 259 / Waukeenah Highway, from US 19 to US 27
- CR 158 / Old Lloyd Road, from US 90 to SR 59
- CR 146 / Ashville Highway (4 phases)
- CR 149 / Boston Highway (2 phases)
- Portions of US 90 West

The County Public Works Department is considering placement of signage to increase awareness of sharing the road along several roads in the County, including US 90, CR 158, SR 59, CR 257, and CR 259. Signage under consideration includes the "Share the Road" sign or the "Bicycles May Use Full Lane" (BMUFL) sign.

Trails

Jefferson County has one paved shared use path, the lke Anderson Trail, a 1.5-mile trail that travels north-south through the City of Monticello from Rocky Branch Road to Martin Road. The trail continues south from Martin Road for approximately 0.6 miles to Nacoosa Road as an unpaved trail.

Sidewalks

The City of Monticello has existing sidewalks on a number of streets, particularly in the downtown area and on both sides of US 19 and US 90. However, there are a number of significant gaps, including the Water Street corridor, the area between the lke Anderson Trail and US 19 near the Jefferson Square Shopping Center, and several streets that are part of the Jefferson County Chamber of Commerce's Walking Tour of Monticello. The only other existing sidewalks in Jefferson County outside the City of Monticello include an approximate 0.3 mile section on both sides of US 27 within the limits of the urban curb and gutter typical section through Lamont.

Many roadways near Jefferson County Elementary School currently have substandard sidewalks. These sidewalks are located on the immediate edge of the street and only measure about four feet wide. Further, most of these



An existing sidewalk on US 19 in downtown Monticello.



Cherry Street, looking south from York Street is a segment on the Walking Tour of Monticello, but lacks a sidewalk.



Vehicles parked on the substandard sidewalk on Wirick Street north of Madison Street.



The sidewalk near the junction of Cypress Street and Henry Street has a dangerous hazard in the walkway.



The roundabout at US 19 and US 90 sees a lot of truck traffic. The approaching streets are wide due to the angled parking.



This picture shows one of four crossing points to the Courthouse in the center of the roundabout.

sidewalks were not constructed at a standard curb height, but are only elevated above street level by a couple of inches. Vehicles were observed parked on these substandard sidewalks in several locations.

Many sidewalks in the City of Monticello are in need of maintenance, rehabilitation, or enhancements to be in compliance with the Americans with Disabilities Act (ADA) requirements.

Based on the CRTPA TIP, currently programmed sidewalk projects include the following:

- \$380,648 in FY 2013/14 to construct a sidewalk along the south side of US 90 from Holly Road to Willow Street, to be constructed by the City of Monticello through a Local Agency Program (LAP) agreement with FDOT with federal funding.
- \$396,000 in FY 2015/16 (Safe Routes to School funding) for construction of 1,800 feet of sidewalk along the east side of Mamie Scott Drive from existing sidewalk at Mississippi Street to Texas Hill Road.

Other County planned (but unfunded) sidewalk projects include:

 Texas Hill Road sidewalk project (Safe Routes to School) – includes sidewalks on Texas Hill Road between US 19 and Boston Highway, on Boston Highway between US 19 and Texas Hill Road, and on US 19 between Texas Hill Road and Boston Highway. (This does not appear to be included in the currently programmed sidewalk project on Mamie Scott Drive.)

Design Standards Used by the City of Monticello and Jefferson County

Both Jefferson County and the City of Monticello currently use FDOT's Florida Greenbook for design standards on their projects. The FDOT's Plans Preparation Manual provides additional guidance, including some more flexible standards for downtown areas. Finally, there are recommended street design typologies in the CRTPA's RMP that focus on providing multimodal access for all users within the appropriate context to encourage walkability.

Issues and Opportunities

Downtown Courthouse Area

The Jefferson County Courthouse is located in the center of a single lane modern roundabout at the junction of US 19 and US 90. Concerns with this roundabout include the significant volume of truck traffic, and the pedestrian movements to and from the Courthouse which require crossing the circulating roadway (which is atypical of most roundabouts which only have pedestrian crossings on the outside of the roundabout, and not to and from the center). It can be difficult for drivers in the roundabout to see a pedestrian crossing from the inside of the roundabout, and in some locations, the visibility of pedestrian signage is blocked by trees and other obstructions.

While the geometric design of the roundabout is such that most large trucks have no issues negotiating the turns, there are infrequent occasions (about once a month according to stakeholder interviews) when an oversized truck will get stuck while negotiating the roundabout. There is not a good existing alternative route for trucks to bypass the downtown Monticello area and the existing roundabout. A Monticello bypass has been studied on four previous occasions, but remains unlikely to move forward given the cost to build such a facility and because the existing roadway network can accommodate the existing and

projected future traffic demand without capacity deficiencies.

There are current efforts to make enhancements to the pedestrian environment at the Courthouse roundabout and the blocks surrounding it. The County is preparing to have in-pavement pedestrian signs installed at the roundabout pedestrian crosswalks and is also looking to remark the crosswalks using a more visible ladder-style marking pattern (the stamped and colored asphalt markings have faded since they were first installed in the mid-2000s). Portions of US 19 North and US 90 (both east and west directions) within two blocks of the Courthouse have angled parking, which results in wide roadway crossings for pedestrians. Several intersections are being considered for the addition of curb extensions as part of a Transportation Enhancements grant application being championed by the CTST. Curb extensions extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. They significantly improve pedestrian crossings by reducing the width of the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street. Curb extensions would also allow the existing pedestrian signs to be moved closer to the travel lanes where they would be more visible to motorists. With more visible signs, some existing signs could be removed; for example, pedestrian warning signs are currently used for the crossings on both the near and far side of each intersection, but having a visible sign at the near side crossing would eliminate the need for the second sign at the far side crossing.

It is important to note that curb extensions can impact other aspects of roadway design and operation such as street drainage, underground utilities, delivery access and garbage removal, street sweeper operation, and the turning movements of large vehicles including large fire trucks. Because the benefits of the curb extensions appear to outweigh the potential impacts (many of which can be adequately mitigated through appropriate design), it appears most feasible to move ahead with the curb extension concept in downtown Monticello.

It was observed that the angle of the parking had been changed at some point in the past to a shallower angle (it used to be approximately 45 degrees, but was reduced to approximately 30 degrees). It is assumed that this change was made to provide more width to the passing trucks and make it easier for motorists entering and exiting the angled parking. One issue with the current striping, however, is that the lines are not long enough to properly direct motorists into the parking spaces; because of the angle of the spaces, the lines on the left side of the vehicles do not extend to the back bumper of the vehicle. Consideration should be given to increasing the length of the parking stall lines. In addition, parking blocks should be considered to prevent vehicles from pulling too far forward onto the sidewalk; several vehicles were observed pulled too far forward.

One design element that could be used to mitigate drainage concerns with the curb extensions and create a stronger visual separation of the travel lane and parking lane is the use of a valley gutter (along with drainage grates), which would be located between the travel lane and parking lane/curb extensions. Valley gutters can sometimes allow the existing drainage infrastructure to remain in place. Valley gutters may also be considered to visually separate the circulating roadway of the roundabout with the paved parking areas on the outside of the roundabout in each quadrant of the intersection; the striping that is used to provide the separation today is worn and hardly visible.



Some signage at the roundabout is blocked by trees, and some striping has worn away. A valley gutter could be used to better visually separate the circulating roadway from the adjacent parking area.



Potential curb extensions would shorten pedestrian crossing distances and allow pedestrian signage on road edges to be moved more into driver cone of vision, and also eliminate the pedestrian signs on the far side of each intersection.



A vehicle parked partially on the sidewalk in an angled parking space. The vehicle also extends well past the striped parking stall length.



A Jefferson County Elementary School student crossing Rocky Branch Road at Rhodes Street at an existing school crosswalk.



Sidewalks near the school are of substandard width, minimally separated from the roadway, and in poor condition. There is an unnecessary marked crosswalk across Rocky Branch Road, but no marked crosswalk across school driveway, as shown in the picture above.



The Rocky Branch Road/Cypress Street/ Mamie Scott Drive intersection uses an unusual 3-way stop control.

JEFFERSON COUNTY BICYCLE & PEDESTRIAN MASTER PLAN

Jefferson County Elementary School Area

The student arrival period was observed at Jefferson County Elementary School on the morning of February 23, 2012. No students were observed riding bicycles to school despite the direct connection to the lke Anderson Trail. Only five students were observed walking to school. The lack of students walking and bicycling can be attributed to two primary factors: first, the lack of pedestrian facilities and low quality/unsafe pedestrian environment, and second, the low number of students that live within a reasonable walking distance of the school.

The Jefferson County Schools Transportation Department confirmed that only those students living in the immediate school area walk to the campus. The current enrollment of the elementary school is approximately 610 to 615 students. About 230 (38%) of these students are provided courtesy busing to the school from within the 2-mile walk area due to safety concerns. Of the total school district enrollment (elementary school plus the middle/high school) of just under 1,100 students, about 800 (73%) are bused to school. Despite safety concerns, there are no areas that have been designated as hazardous walking areas in the County by the Department of Education. Jefferson County Schools had requested hazardous walking designation for crossings of US 90 and US 19, but traffic volumes were not at high enough levels to meet the criteria to warrant the designation.

During the elementary school area observations, there were a number of issues observed, as well as the potential for improvements in the area immediately around the elementary school campus, as follows:

- There are no crossing guards that help students cross the street at the elementary school; the County lacks sufficient funds to afford them. According to the County, the school does get assistance from the police at times, although this was not observed.
- The existing sidewalks on Rocky Branch Road and Mamie Scott Drive are in poor condition and are only separated from the edge of roadway by about four to five feet in a rural cross section with no curb and gutter.
- There are no marked crosswalks across any of the school driveways, including the driveways on Rocky Branch Road (parent drop-off loop entrance and exit, and bus loop entrance) and Mamie Scott Drive (bus loop exit and back of school access driveway).
- The driveway providing access to the back of the school from Mamie Scott Drive does not have a stop sign or stop bar at its exit.
- There is a marked (but unsigned) crosswalk across Rocky Branch Road just west of the parent drop-off loop exit, which is unnecessary because it does not connect to anything.
- The existing 3-way stop traffic control at the intersection of Mamie Scott Drive/Rocky Branch Road/Cypress Street is awkward. All directions are required to stop except for southbound Mamie Scott Drive. This intersection should be considered for all-way stop control, which would make vehicle movements more predictable and make it safer for crossing pedestrians and bicyclists.
- There are no marked crosswalks at the Mamie Scott/Rocky Branch/ Cypress intersection, including the east leg of the intersection which connects the northern terminus of the lke Anderson trail to the sidewalk that continues on the east side of Mamie Scott Drive, or on the north leg of the intersection which should be marked as a school crossing. There is a marked school crossing across Mamie Scott Drive just north of this

intersection at a midblock location, which seems unnecessary given the locations of the school entrances which better align with the intersections at Cypress and Chestnut Streets.

- There are non-standard school speed limit signs on both Rocky Branch Road and Mamie Scott Drive, which should be replaced with standard Manual on Uniform Traffic Control Devices (MUTCD) school speed zone signs. Consideration should be given to supplementing the standard signs with flashing beacons to be active during the speed-restricted arrival and dismissal time periods.
- All existing crosswalks in the area use transverse line markings. Consideration should be given to re-marking the crossings as noted herein with FDOT standard ladder-style markings, which are much more visible to drivers. In addition, consideration should be given to marking advance yield lines and providing corresponding signage.
- All existing school warning signs are standard yellow, but should be upgraded to fluorescent yellow-green color to be in compliance with the current MUTCD.

Trail Extensions & Connections

A northern extension of the lke Anderson Trail to the Jefferson County Recreation Park (approximately 0.35 miles) appears feasible based on the Mamie Scott Drive cross-section. Although this section of road does have a minimal width sidewalk that connects from the existing northern trail terminus at Jefferson County Elementary School to the park, a wider trail connection to the County's largest recreational facility would be preferred.

A southern extension of the Ike Anderson Trail to Jefferson County Middle/ High School has previously been considered, and is currently included in the CRTPA Regional Mobility Plan Priority Project List, Adopted FY 2013-2017, as priority #65 (extension of trail from existing end to Jefferson County HS) and is identified for funding in the amount of \$3.3 million for PD&E/Design/ROW. The following observations were made when reviewing the potential southern trail extension:

- Since the railroad corridor right-of-way has been abandoned in the section south of Nacoosa Road due to environmental concerns associated with the nursery, the most feasible trail connection would be along US 19.
- A paved connection from the existing southern paved trail terminus to US 19 (0.34 miles) could be provided on Martin Road. The CRTPA Regional Mobility Plan Priority Project List, Adopted FY 2013-2017, included a trail adjacent to Martin Road from US 19/S Jefferson Street to Ike Anderson Bike Trail as priority #T-12, with funding of \$219,142 identified for design and construction.
- Alternatively, the existing unpaved section of the trail between Martin Road and Nacoosa Road could be paved (0.56 miles), and a paved connection could be provided on Nacoosa Road to US 19 (0.20 miles).
- There appears to be sufficient right-of-way available on the east side of US 19 to construct a trail. There is an unpaved access way for mail delivery along much of US 19 south of Nacoosa Road to the railroad bridge north of the high school (mailboxes are oriented inward from this access way).
- There may be potential to use the Old Drifton Road corridor, particularly south of Aucilla Highway. This section is paved and already has an at-



The Ike Anderson Trail ends at Rocky Branch Road. However, there is no crosswalk connecting the trail to the sidewalk that continues on the north side of the intersection. If one was added, the stop bar would need to be shifted back.



A potential southern extension of the trail could be routed along the east side of US 19 South along the access-way currently used for mail delivery (note mailboxes turned inward towards accessway).



Existing sidewalk from the school to Jefferson County Recreation Park along Mamie Scott Drive, which could be enhanced and widened as a northern trail extension.

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grade railroad crossing which would avoid having to build a structure adjacent to the US 19 bridge to cross over the railroad. Further, the Old Drifton corridor ties into David Road at the high school entrance. However, the roadway is narrow (approximately one lane wide), and the corridor is not paved north of Aucilla Highway.

- Other trails and connectors that should be evaluated further include the following:
- Connection between the existing lke Anderson Trail and the planned ecopark at Water Street and Seminole Street. This connection would also provide improved pedestrian and bicycle access to Jefferson Square Shopping Center for residents of the Roostertown area.
- A paved trail connector to the lke Anderson Trail from the newer residential area on Elliott Drive / Melrose Drive should be considered.
- An abandoned railroad corridor currently owned by Progress Energy provides an opportunity to create a new trail with eventual linkage from Lamont to the west and northwest of Monticello, and connect to a southern extension of the lke Anderson Trail.

Potential New Sidewalks

Based on the site review and stakeholder meetings conducted, new sidewalks should be pursued for the following areas:

- On US 90, west of Holly Road. Extending the currently programmed sidewalk project another 300 feet to the west would provide a connection to an existing dentist office and daycare business. This extension should be evaluated to determine if it could be accommodated during construction of the programmed project.
- Where there are currently gaps in the sidewalks on streets in downtown Monticello on the route of the Chamber of Commerce's Walking Tour of Monticello, including sections of Madison Street, Cherry Street, High Street, Pearl Street, Magnolia Street, and Palmer Mills Road. This amounts to a total of approximately 0.5 miles of missing sidewalk.
- On Water Street from the old high school campus to the proposed new Monticello Pines planned unit development and the planned eco-park located at Water Street and Seminole Avenue. Monticello Pines is planned to have sidewalks internally, but does not have a requirement to build any sidewalks external to the development.
- In the Roostertown area on Martin Luther King Jr. Avenue and King Street, at a minimum. Both of these streets are relatively wide and have curb and gutter sections, which may be able to accommodate new sidewalks on the back of the existing curb. Alternatively, the roadway could be narrowed with curb and gutter reconstructed further inward and connected to the existing drainage structures. Due to tight right-of-way, it may not be feasible to construct sidewalks on other streets having rural sections in this neighborhood, although right-of-way widths should be confirmed.
- Sidewalks have been discussed in the community of Lloyd, including a potential connection on SR 59 from Old Lloyd Road to the Interstate 10 area.

It is noted that the CRTPA TIP identifies funding for FY 2012/13 in the amount of \$133,000 to construct bicycle/pedestrian projects in Jefferson County. All or a portion of this funding, if unallocated to date, could potentially be used for one or more of the projects listed above.



Water Street is a priority corridor to add sidewalks to connect between downtown Monticello and the planned eco-park at Seminole Street as well as to the proposed Magnolia Pines development.



Potential location to construct a new sidewalk on King Street, east of Martin Luther King Jr Avenue.

Sharrows

It is noted that the CRTPA Regional Mobility Plan Priority Project List, Adopted FY 2013-2017, includes priority #T-2 for shared lane markings ("sharrows") at the following locations:

- US 90/W Washington Drive from Mahan Drive to MLK Jr Avenue
- S Water Street from Williams Street to US 90/W Washington Street

Installation of sharrows on these sections of US 90 and Water Street in downtown Monticello would be of benefit to bicyclists since these sections do not have paved shoulders and cyclists currently share the lane with motor vehicle traffic. Traveling eastbound on US 90 into Monticello, the paved shoulder ends at Mahan Drive; Share the Road signs should be reviewed for use at this location, at minimum, and consideration be given for installation of sharrows. Sharrows would also be the preferred bicycle facility on the downtown sections of US 19 in the areas that cannot accommodate the addition of a bicycle lane.

Potential Road Diets

There are two sections of US 19, immediately north and south of downtown Monticello, as well as a section of US 90 east of downtown Monticello, which should be considered for potential road diets. A "road diet" describes a project to reduce the width of a street when it has an unnecessary number of through lanes or lanes with excessive width. The removal of unneeded travel lanes from a roadway provides space that can then be used for other uses and travel modes. The most common road diet projects involve converting a four-lane undivided roadway to a two-lane roadway (one travel lane in each direction plus a two-way center left turn lane) by removing one travel lane in each direction. The remaining space is most commonly used to add bicycle lanes. A center landscaped median and/or pedestrian refuge islands can be used in place of the center two-way left turn lane in locations where driveways are sparse or absent; the median or refuge islands allow pedestrians to cross the street in one direction and one lane of traffic at a time making it much easier and safer to cross the road. Road diets encourage non-motorized travel modes through reduced vehicle speeds and safer conditions for bicyclists and pedestrians. Because only under-utilized travel lanes are removed, motor vehicle traffic typically moves along a road dieted corridor with similar efficiency and travel time. The cost of a road diet project can be minimized by simply re-striping a roadway during its normal maintenance cycle. No right-of-way acquisition would be required for road diets on any of the sections described in Monticello.

The benefits of road diets to these roadway sections in Monticello include:

- Enhanced gateway treatments which will help to inform travelers that they have arrived in Monticello and establish an enhanced sense of place.
- Reduced corridor speeds to appropriate levels (posted speeds are 25 and 35 mph) to establish calmer and less aggressive traffic flow.
- More accessible and safer pedestrian crossing opportunities, particularly at area destinations such as the Jefferson Square Shopping Center.
- Improved corridor aesthetics through additional landscaping in median islands.
- Opportunity to examine the possibility of re-designating the space of under-utilized on-street parking, potentially for wider pedestrian buffers or buffered bicycle lanes.
- For US 19 South, enhanced safety by merging northbound traffic into



The beginning of the urban section and end of paved shoulders on US 90, west of downtown Monticello. This location could have a Share the Road or Bikes May Use Full Lane sign, as well as sharrow markings to help cyclists transition from the shoulder to sharing the travel lane.



Potential road diet location on US 19 South.



Potential road diet location on US 90 East.



Existing sight distance issue on High Street at US 19 North due to the large trees.



The trail crossing at US 90 is not very visible. There is an opportunity to improve signage, lighting, and potentially install a refuge island to facilitate crossing one direction and one lane at a time.



Area of potential pedestrian crossing enhancements on US 19 South near Cherokee Street and Jefferson Square Shopping Center (looking south)

one lane sooner, prior to the immediate approach to the Courthouse and roundabout at US 90.

An average daily traffic volume range of 8,000 to 15,000 is generally considered to be ideal for four-lane to three-lane road diet projects. For the potential road diet sections, US 19 South has daily volumes of approximately 10,000 to 11,000, while US 19 North has a daily traffic volume of 5,500 and US 90 East has a daily volume ranging from 2,600 to 9,000 (source: FDOT 2010 Florida Traffic Information DVD). These roadways have experienced negligible growth over the last 10 years, and no significant growth is forecast in the future at this time. As such, each roadway has volumes that are within or below the ideal range for consideration of a road diet.

If bike lanes are implemented as part of a road diet on US 19 North, it is important to note that even in the existing two lane section immediately north of downtown (from Pearl Street to north of Madison Street), the roadway is currently wide enough (approximately 40 feet curb to curb) to stripe bike lanes. A secondary benefit of bike lanes on this portion of US 19 is they would improve sight distance for vehicles on the side streets by defining the available space vehicles have to pull further forward to see around the large trees located adjacent to the roadway. For the portion of US 19 at the roundabout and in the two blocks north to Pearl Street, the preferred bicycle treatment is the use of sharrows.

Pedestrian Crossing Enhancements

During the site visit conducted, enhancements were noted to be needed at two primary midblock pedestrian crossing areas, as follows:

- US 90 at Ike Anderson Trail. This crossing is not very visible and not well lit. It could be improved with additional signage, new crosswalk markings, additional overhead lighting, and potentially an enhanced crossing treatment, such as rectangular rapid flashing beacons (RRFBs). This crossing would also benefit from a median island that could be implemented as part of a road diet project, or independently. According to Jefferson County School Superintendant, there was a school speed zone at this crossing at one time, but it was removed due to a complaint.
- US 19 South at Cherokee Street / Jefferson Square Shopping Center area. This is a significant area with potential for frequent pedestrian crossings, especially following development of the proposed nearby ecopark. Crossings are currently challenging in this area due to the five-lane cross section, the speed of traffic (posted speed is 35 mph but traffic was generally observed traveling faster), and a significant hill just north of Cherokee Street that limits sight distance of both drivers and pedestrians. This area would benefit from installation of median islands as part of a potential road diet or separate project. The road diet would also be beneficial in helping eliminate pedestrian vehicle conflict points and controlling motor vehicle speeds. Some access management in terms of turning restrictions or driveway consolidation may be needed in order to implement one or more median islands in this area. A flashing beacon in this area was previously not approved by FDOT during review of the planned Dollar General project.

The existing lke Anderson Trail is not well signed along the numerous intersecting cross streets. Even though many of the cross streets are minor with low traffic volumes, additional signs should be considered for installation to warn motorists

of the potential for crossing pedestrians and bicyclists at these locations.

Another consideration is to ensure adequate lighting of all marked crosswalks, including midblock locations and those located at intersections. FHWA HT-08-053, The Information Report on Lighting Design for Mid-block Crosswalks, found that a vertical illumination of 20 lux in front of the crosswalk, measured at a height of five feet from the road surface, provided adequate detection distances in most circumstances. The same principal applies at intersections as well.

Assessment of Progress Toward Complete Streets

A 2008 article in ITE Journal describes "complete streets" and policies to implement them, and states: "A complete street is a road that is designed to be safe for drivers, bicyclists, transit vehicles and users, and pedestrians of all ages and abilities. The Complete Streets concept focuses not just on individual roads but on changing the decision-making and design process so that all users are routinely considered during the planning, designing, building and operating of all roadways. It is about policy and institutional change."

In terms of routine accommodation, FDOT has a statewide complete streets policy and typically does routinely consider all modes when planning and designing roadway projects for the state system. This has resulted in the inclusion of paved shoulders on all of the state roads in Jefferson County (except a section of US 90 West), as well as sidewalks on the state roads in more developed areas such as downtown Monticello. However, Jefferson County and the City of Monticello do not have complete streets policies. As such, County roads generally lack paved shoulders, and many streets within the more developed parts of the City of Monticello lack sidewalks.

Based on stakeholder interviews, which are described in further detail in the Stakeholder Interviews Summary section, the County and City acknowledge deficiencies in accommodating all modes of travel. The County is now considering the addition of paved shoulders during resurfacing projects in rural parts of the County to better accommodate recreational bicycle riders. Similar consideration is also needed for opportunities to piggyback on any other roadway-related projects to add other complete streets elements that may be needed such as sidewalks or bicycle facilities. The City and County should both consider developing and adopting complete streets policies into their Comprehensive Plan and Land Development Codes.

Policy Audit

A key component of an effective bicycle and pedestrian program involves understanding the level of consistency of non-motorized transportation policies among the governmental agencies in the area. The project team conducted a policy audit to address policies and design standards used in the engineering, public works, and planning departments of Jefferson County and the City of Monticello relating to bicycle and pedestrian facility design, signage and markings, and project prioritization. Location-specific policies and development policies related to site plan treatments for bike and pedestrian travel and accessibility were also considered. The CRTPA's Regional Mobility Plan includes a number of goals, objectives, and policies related to multimodal transportation, including bicycle and pedestrian travel.



Area of potential pedestrian crossing enhancements on US 19 South near Cherokee Street and Jefferson Square Shopping Center (looking north)



The trail crossing is not signed at many cross street locations, and motorists may not be expecting crossing bicyclists or pedestrians.

Jefferson County Comprehensive Plan

Existing Policies

A substantial number of Comprehensive Plan policies address bicycle and pedestrian needs. The policies can be categorized as follows:

- Policies supporting land use patterns that facilitate bicycling and walking.
 Policies include the creation of mixed use land use categories and the recognition of traditional and historic communities built at a pedestrian scale. These policies are included in Table 1.
- Policies establishing minimum design standards to accommodate bicycles and pedestrians. Policies provide direction for the content of land development regulations. These policies are included in Table 2.
- Policies promoting bicycling and walking as a means of achieving public health and safety. These policies generally address access to open space, including coastal areas. These policies are included in Table 3.

Policy Gaps

Objectives and policies could be incorporated into the Comprehensive Plan to strengthen the concept of enhanced countywide bicycling and pedestrian networks. The following gaps were identified:

- The Plan lacks an objective that specifically addresses the benefits of countywide bicycle and pedestrian networks.
- The Plan does not specifically enable the development of road standards compatible with more pedestrian oriented communities, such as the Lloyd settlements and Traditional Communities.
- The Plan addresses the need to preserve adequate right-of-way for traffic flow (Transportation Policy T-3-1), but does not mention that the right-ofway should also provide for bicycles and pedestrians, as appropriate.
- The Plan does not contain a policy on the protection of Canopy Roads, although such roads are designated and protected in the Land Development Code. Canopy roads can contribute to the bicycling network.
- The County may wish to consider addressing bicycling as part of the County's economic development strategy. This approach could tie into Plan policies addressing historic preservation and access to the Gulf Coast.

Discrepancies

No discrepancies or internal inconsistencies were identified. The County should consider renaming the "Traffic Circulation Element" the "Transportation Element" to reflect that this element incorporates various modes of transportation.

Other Notes

The Comprehensive Plan calls for horse riding paths to be included, along with pedestrian and bicycling facilities, as integral part of roadways.

Table 1: Jefferson County Comprehensive Plan Policies Supporting a Land Use Pattern that Facilitates Bicycling and Walking

Future Land Use Element Policy FLU-1.2 MIXED USE SUBURAN RESIDENTIAL (MUSR): This mixed use category is comprised of areas where suburban or exurban residential is the predominant type of use and includes many traditional communities. Infill development is particularly desirable and encouraged in these oreas, particularly when community utilities become available. All housing types will be allowed at a variety of densities with a maximum density of 4 units per acre utilizing individual septic tanks if on a community water system and up to 8 units per acre with community water and sonitrary sevee. Parks and recreation uses are also appropriate. Non-residential use should not exceed 20 parcent of the total area; intensity of such development, as measured by land coverage, should not exceed 65 percent impervious surface area. MIXED USE BUSINESS/RESIDENTIAL (MURR): A mixed use category which moreins yof such development, as measured by land coverage, should not exceed 10 units per acre. medica facilities such as clinics, hospitals, nursing homes, public or parks, shopping centers, or other similar business activities. Other uses may be allowed, consistent with the more intense development characteristics of this mixed use category, such as multi-family residential not to exceed 10 units per acre. medical facilities such as clinics, hospitals, nursing homes, public or paryora, medical facilities such as clinics, hospitals, nursing homes, public or private; schools, churches or other similar uses, parks and recreating or yous surface area. MUBR areas: will be required to be served by community utilities, therefore, new residential development shall not be less than one dwelling unit per acre. Residential development shall include S% of contiguous land for open space. MIXED USE-INTERCHANCE BUSINESS A mixed use category located at an interchange of 1-10, with a variety of primarity commercial businesses. Appropriate commercial uses include: (1) tourist-oriented	POLICY	TEXT
shall be that 50% of the Open Space area shall be otherwise developable lands with no environmental constraints. The County's requirements for conservation subdivisions shall be consistent with the following purposes: Promote construction of convenient landscaped walking trails and bike paths	POLICY Future Land Use Element Policy FLU-1.2	 TEXT MIXED USE SUBURAN RESIDENTIAL (MUSR): This mixed use category is comprised of areas where suburban or exurban residential is the predominant type of use and includes many traditional communities. Infill development is particularly desirable and encouraged in these areas, particularly base and encouraged in these areas, particularly base and encouraged in these areas, but not possible provides and the anaximum density of 4 units per acre utilizing individual septic tanks if on a community water system and up to 8 units per acre with community water and sanitary seve. Parks and recreation uses are also appropriate. Non-residential use should not exceed 20 percent of the total area; intensity of such development, as measured by land coverage, should not exceed 50 percent impervious surface area. MIXED USE BUSINESS/RESIDENTIAL (MUBR): A mixed use category which provides for a variety of business types, including offices, retail, lodging, restaurants, services, commerce parks, shopping centers, or other similar business activities. Other uses may be allowed, consistent with the more intense development characteristics of this mixed use category, such as a multi-family residential not to exceed 10 units per acre, medical facilities such as clinica, hospitals, nursing homes, public or private schools, churches or other similar uses, parks and recreation. The mix would allow for approximately a 40-40 split between business (60%) and residential (40%) uses within each mapped MUBR area. Intensity of business use, as measured by land coverage, should not exceed 80 percent impervious surface area. These MUBR areas will be required to be served by community utilities, therefore, new residential development shall include 5% of contiguous land for open space. MIXED USE-INTECHANCE BUSINESI. Mixed use category located at an extendarg on distribution of foods and products including wholesale activity; (5) light manufacture of goods fo
and facilities to reduce reliance on automobiles;		and facilities to reduce reliance on automobiles;

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POLICY	TEXT
Future Land Use Objective FLU-6	It is the intent of the county, as reflected on the Future Land Use Map, to encourage new development to occur primarily in a variety of mixed use concentrations, located in historic settlements as small nodes of development to support the surrounding rural and agricultural development, adjacent to and integrated with the City of Monticello, at major roadway intersections, or at interstate interchanges, specifically to serve the traveling public.
Conservation Policy C-1.1.3	Jefferson County shall encourage mixed use development patterns that promote the mixture of residential and workplaces to encourage pedestrian or bicycle use and/ or transportation alternatives to automobiles.

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Table 2:	Jefferson C	County C	Comprehensi	ve Plan Poli	cies Establisł	ing Minin	num Desigi	n Standards	s to Accom	modate Bicycl	es
and Pede	estrians										

POLICY	ТЕХТ
Future Land Use Policy FLU 5-5	In addition to standards on access management, the Land Development Code shall include standards for on-site circulation and parking, and where appropriate (such as mixed use areas), pedestrian and bicycle access and the needs, types and locations of interconnections between residential and commercial areas.
Transportation Objective T-4	Provisions shall be adopted in the Land Development Code which ensures safe and adequate movement of pedestrians and bicyclists.
Transportation Policy T-4-1	 Adequate pedestrian circulation and safety shall be ensured as a component of highway system management, with accomplishment through traffic analysis and roadway improvements. Pedestrian movement and safety studies shall be conducted to determine high travel patterns and areas; Remedial actions shall be taken by the County to mitigate safety problems where conditions have been determined to be unacceptable; Sidewalks shall be provided where feasible and appropriate along all roadways
Transportation Policy T-4-3	Bicycle facilities, pedestrian walkways, horse riding paths, and associated facilities shall be included as integral components of roadways, with priority of implementation being oriented to the establishment of networks along roadways between residential centers and schools, employment and retail commercial areas, and recreation and other public facilities as possible.
Transportation Policy T-4-4	The County shall review all proposed development for its accommodation of bicycle/horse riding and pedestrian traffic needs.
Transportation Policy T-7-2	The site plan review applicable to all development will ensure that adequate and safe on-site traffic flow and parking conditions will exist for pedestrians and motorized and non-motorized vehicles.

 Table 3: Jefferson County Comprehensive Plan Policies Promoting Bicycling and Walking as a Means of Achieving Public

 Health and Safety

POLICY	TEXT
Conservation Policy C-1.1.1	Jefferson County shall promote programs on the health benefits derived from using bicycles and walking by encouraging citizens to use public pathways and at the same time reduce polluted emissions attendant with the use of their automobiles
Housing Policy H-3-1.11	On an on-going basis, support local projects involving walking, bicycling, and driving tours to historic and archeological sites.
Coastal Management Element Objective CME-1.4	Ensure that provision for public access to the Gulf of Mexico through other counties adjacent to Jefferson County shall be coordinated between them and other agencies, such as Federal, State, and Regional; and shall be accomplished in a consistent manner in keeping with the public need; and that both efforts, coordination and accomplishment, will be enforced throughout the time frame of this plan.
Coastal Management Element Policy CME-1.4.1	Coordinate with the Federal and State governments and Wakulla and Taylor counties to ensure that the citizens of Jefferson County will have public access when needs are being provided for during any upgrading of existing access points or development of new access points to the County's coastal area from adjacent counties.
Recreation Policy R-1.1	The County will provide parking areas and bicycle racks for recreation sites.
Recreation Policy R-1.2	Bike paths and pedestrian walkways shall be built to provide access to recreation areas in accordance with site specific design features and the intended use of a particular site.

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Jefferson County Land Development Code

Existing Policies

The Jefferson County land development code provides both policy direction (intent) regarding the significance of bicycle and pedestrian facilities and specific standards for the design and construction of those facilities.

Intent

The Code specifically states that one intent of the land development code is to encourage bicycle and pedestrian travel.

Development Standards

The code addresses the following standards, which are included in Table 4:

- Interconnections between developments
- Design of on-site parking and loading to address bicyclist and pedestrian safety
- Bicyclist and pedestrian access to development
- Shoulder construction
- Road cross sections
- Bicycle parking

Policy Gaps

- 2.03.02: Traditional Communities. The code does not contain standards for development and redevelopment in Traditional Communities. Such standards could specifically address maintaining and enhancing the pedestrian scale of development.
- 2.03.03 B.1: Lloyd Historic Overlay. The code does not include standards that specifically address maintaining and enhancing the pedestrian scale of development.
- 2.05.02: Landscape buffers. The code does not consider allowing building and site design to ensure compatibility, in lieu of landscape buffers, in areas designated for mixed use pedestrian scale development.
- 5.02.02 A.5 & 6: Street design standards. The code does not include reference to bicycle and pedestrian interconnections in these standards.
- 9.02.03.D.14: General Development Review. The code does not include requirements to show sidewalks or pedestrian and bicycle circulation in on-site parking plan.

Discrepancies

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Although interconnections are encouraged (5.02.02A.5 & 6), the Code also states that "[r]esidential streets shall be arranged to discourage through traffic...." (5.02.02A.7) The code should specifically encourage bicycle and pedestrian traffic, even when automobile traffic is discouraged.

Table 4: Jefferson County Land Development Code Standards

POLICY	TEXT
Objectives of Code (1.02.01 L)	Realize a pattern of locations of dwelling units, jobs, and other trip origins and destinations to encourage pedestrian and bicycle travel, to minimize vehicular trips and trip lengths, and to facilitate the operation of public and quasi-public transportation systems;
Design Standards for Off-Street Parking and Loading Areas (5.02.03 E)	 1.Location. a.Except as provided herein, all required off-street parking spaces and the use they are intended to serve shall be located on the same parcel. b.The Planning Commission may approve off-site parking facilities as part of the parking required by this Code if: (1)The location of the off-site parking spaces will adequately serve the use for which it is intended. The following factors shall be considered: (a)Proximity of the off-site spaces to the use that they will serve. (b)Ease of pedestrian access to the off-site parking spaces. (c)Whether or not off-site parking spaces are compatible with the use intended to be served, e.g., off-site parking is not ordinarily compatible with high turnover uses such as retail. (2)The location of the off-site parking spaces will not create unreasonable: (a)Hazards to pedestrians. (b)Hazards to vehicular traffic. (c)Traffic congestion. (d)Interference with access to other parking spaces in the vicinity. (e)Detriment to any nearby use.
Bicycle and Pedestrian Access (5.02.04)	 1.Location. a.Except as provided herein, all required off-street parking spaces and the use they are intended to serve shall be located on the same parcel. b.The Planning Commission may approve off-site parking facilities as part of the parking required by this Code if: (1)The location of the off-site parking spaces will adequately serve the use for which it is intended. The following factors shall be considered: (a)Proximity of the off-site spaces to the use that they will serve. (b)Ease of pedestrian access to the off-site parking spaces. (c) Whether or not off-site parking spaces are compatible with the use intended to be served, e.g., off-site parking is not ordinarily compatible with high turnover uses such as retail. (2) The location of the off-site parking spaces will not create unreasonable: (a) Hazards to vehicular traffic. (c) Traffic congestion. (d) Interference with access to other parking spaces in the vicinity. (e) Detriment to any nearby use.

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	POLICY	TEXT
1 4 1	Street Design Standards – General Design Standards (5.02.02 A 5 & 6)	 5.The street layout in all new developments shall be coordinated with and interconnected to the street system of the surrounding area. 6.Streets in proposed subdivisions shall be connected to rights-of-way in adjacent areas to allow for proper inter-neighborhood traffic flow. If adjacent lands are unplatted, stub outs in the new development shall be provided for future connection to the adjacent unplatted land.
	Street Design Standards – Shoulders (5.02.02 D)	 Shoulders, where required, shall measure at least four (4) feet in width and shall be required on each side of streets and shall be located within the right-of-way. Shoulders shall consist of stabilized turf or other material permitted by the Planning Official. Shoulders and/or drainage swales are required as follows: Shoulders are required on all residential access and residential subcollector streets. 2.All residential collector streets shall provide four (4) foot wide shoulders on both sides of the street. Shoulders should be grass surfaced. In no case shall the shoulders be paved. Pedestrian or bicycle traffic areas that are paved shall have shoulders on both sides unless they are connected to the street paving. Then a shoulder is only required on the side not connected to the paving. Where shoulders are required by the Florida Department of Transportation. Collector streets where curbing is not required. Shoulders are not required when curbing is used.
	Off-Street Parking and Loading – Number of Parking Spaces Required (5.02.03 B.7.c)	 The following applies to bicycle parking: (k) Other bicycle parking devices may be used if it is established to the satisfaction of the Development Administrator that the standards below are met. (l) The rack or other facility shall: (a) Be designed to allow each bicycle to be supported by its frame. (b) Be designed to allow the frame and wheels of each bicycle to be secured against theft. (c) Be designed to avoid damage to the bicycles. (d) Be anchored to resist removal and solidly constructed to resist damage by rust, corrosion, and vandalism. (e) Accommodate a range of bicycle shapes and sizes and to facilitate easy locking without interfering with adjacent bicycles. (f) Be located to prevent damage to bicycles by cars. (g) Be consistent with the surroundings in color and design and be incorporated whenever possible into building or street furniture design. (h) Be located in convenient, highly-visible, active, well-lighted areas. (i) Be located as near the principal entrance of the building as practicable. (k) Provide safe access from the spaces to the right of way or bicycle lane.

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POLICY	ΤΕΧΤ
Review of Site Development Plans – Application and Submittal	Proposed Development Activities and Design - Streets, parking and loading
Requirements – Development Review Requirements (9.02.03.D.14.f)	(1)The layout of all streets, bike paths, and driveways with paving and drainage plans and profiles showing existing and proposed elevations and grades of all public and private paved areas.
	(2) A parking and loading plan showing the total number and dimensions of proposed parking spaces, spaces reserved for handicapped parking, loading areas, proposed ingress and egress (including proposed public street modifications), and projected on- site traffic flow.
Review of Site Development Plans – Application and Submittal	A Master Plan or Planned Unit Development (PUD) is required for a Major Development, which is to be developed in phases. A Master Plan
Requirements – Major Review	shall provide the following information for the entire development:
Requirements 9.02.03.F.1 d & f	a.Approximate location of proposed and existing streets and pedestrian and bicycle routes, including points of ingress and egress
	f.A vicinity map of the area within five hundred (500) feet surrounding the site showing:
	(1)Land use designations and boundaries.
	(2)Traffic circulation systems.
	(3)Major public facilities.
	(4)Municipal boundary lines.
Street Design Standards (5.02.02)	Figures
Tables and Figures	5.02.02-A; B; C; and D
	Table 5.02.02-A

CONTEXT INVENTORY & ANALYSIS

City of Monticello Comprehensive Plan

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A substantial number of Comprehensive Plan policies address bicycle and pedestrian needs both directly and indirectly. The policies can be categorized as follows:

- Policies supporting a land use pattern that facilitates bicycling and walking. The Plan establishes mixed use future land use categories. It strongly encourages new development to incorporate smart growth practices and emphasizes the importance of new development incorporating the City's existing grid system. These policies are included in Table 6.
- Policies establishing minimum design standards to accommodate bicycles and pedestrians. The Plan contains specific standards (e.g., minimum sidewalk widths) as well as direction for standards in the land development code. These policies are included in Table 7.
- Policies promoting bicycling and walking as a means of achieving public health and safety. Policies address access to recreational facilities and improving safety conditions. These policies are included in Table 8.
- Policies that promote bicycling and walking as a means of improving environmental quality, including the reduction of greenhouse gases. These policies are included in Table 9.
- Policy that promote enhanced bicycling and pedestrian facilities as part of the City's overall economic development strategy, particularly related to downtown redevelopment. This policy is included in Table 10.

Table 5: City of Monticello Comprehensive Plan Policies Supporting Land Use Patterns that Facilitate Bicycling and Walking

POLICY	TEXT
Land Use Policy 1-10	Mixed-Use Office/Residential
	The mixed-use office/residential land use category applies to areas in which historic structures exist and allows single family dwellings, as well as business and professional offices as the primary non- residential use, excluding veterinarian offices. Residential uses and densities shall be the same as allowed for low density residential. In addition to offices, non-residential uses include a mix of pedestrian oriented uses allowed in the public, educational and recreational land use categories. Except as described below, any non-residential uses allowed in the mixed-use office/residential land use category may utilize only structures in existence on March 3, 1998. New structures intended specifically for non-residential uses shall be no larger than 5,000 square feet, and may not be placed on the site of a residential structure which existed on March 3, 1998. New non-residential uses shall be limited to an impervious surface ratio of 0.50. The distribution of the mix of uses shall be within the range of 40-60% Residential/40-60% non-residential.
	The establishment of all new non-residential uses in the office/ residential land use category shall be approved only pursuant to a special exception process (from low density residential zoning) to be included within the City of Monticello Land Development Regulations.
Land Use Policy 1-11	Mixed-Use Business/Residential
	The mixed-use business/residential land use category allows all uses permitted within mixed use office/residential and also allows residentially-compatible commercial uses. Commercial uses which are incompatible with this category include, but are not necessarily limited to, restaurants with fast food counters or providing take out or drive through service, convenience stores, automobile fueling and service establishments, laundry and dry cleaning facilities. Residential densities shall be up to ten units per acre. Non-residential uses shall be limited to an impervious surface ratio of .75. New structures intended specifically for non-residential uses shall be no larger than 7,500 square feet. The distribution of the mix of uses shall be within the range of 40-60% Residential/40-60% non-residential. For undeveloped parcels greater than 25 acres in size not currently included within this category, the non-residential uses. In addition, non-residential uses as allowed herein shall be allowed only by the City's site plan approval process.
Land Use Policy 4-3	New development, to the extent possible, shall be located in areas with existing utilities as an effort to reduce infrastructure costs, increase infrastructure efficiency and reduce urban sprawl.

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POLICY	TEXT
Land Use Policy 8-1	Master Planned Development - Master Planned Developments (MPD) are large scale projects that require a comprehensive analysis of a specified area of the City which is used to guide the timing, location, type and amount of future development. MPDs include developments that are mixed-use, large-scale, and may be located in new towns, highway corridors and interchanges, areas of rapid growth or land use changes, and areas with sensitive environmental resources or other areas where a comprehensive review is warranted f.The proposed traffic circulation system in the MPD must incorporate the City's existing grid system as part of the proposed transportation system if feasible. Alternatively, the system can provide a different approach as long as it provides similar benefits of the grid system including minimizing traffic onto US 19 and 90 and providing multiple options for travel. Any traffic circulation approach must also consider natural features and existing resources both on and off site, compatibility with adjacent neighborhoods (if any) and community character.
Land Use Policy 10-1	 The City encourages all new development (residential or commercial) to consider the following design elements or smart growth principles as part of the project's site design: Building placement – direct buildings toward the street especially in urban areas to encourage walkability. Alternatively, design the site to address the street through landscaping and other design features to avoid unbuffered parking areas along the street frontage. Direct parking beside or to the rear of the building to allow for building placement near the street. Alternatively, design the site to address the street through landscaping and other design features to avoid unbuffered parking areas along the street frontage. Design the site in consideration of all modes of transportation including the automobile, pedestrians and cyclists. Consider the safe movement and provision for all modes of transportation. Buffering – use landscaping to provide transition and hide undesirable areas. However, encourage mixture of land uses where possible and do not use landscaping to separate interaction of uses unless the use is undesirable by adjacent property owners. Encourage front porches rather than garages along the street Incorporate the City's existing grid pattern as part of new development including sidewalks, bike lanes and tree lined streets where feasible. Signage - Control signage and lighting to be more uniform and compatible with the City, to limit light pollution and sky glow and to be more energy efficient. This policy does not restrict the City from adopting required development standards within the City's Land Development Code.

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Table 6: City of Monticello Comprehensive Plan Policies Establishing Minimum Design Standards to Accommodate Bicycles and Pedestrians

POLICY	TEXT
Transportation Policy 1-2	The City shall provide local alternatives to US 19 and US 90 by protecting and extending the existing local grid street pattern. Local streets shall not be abandoned unless necessary for safety reasons. New streets will be required to connect to the existing street pattern as the land is developed.
Transportation Policy 1-3	New development must incorporate the City's existing grid system as part of the proposed transportation system if feasible. Alternatively, new development can provide a different approach as long as it provides similar benefits of the grid system including minimizing traffic onto US 19 and 90 and providing multiple options for travel. Any traffic circulation approach must also consider natural features and existing resources both on and off site, compatibility with adjacent neighborhoods (if any) and community character.
Transportation Policy 2-7	Marked pedestrian crossings shall be provided around the traffic circle surrounding the Courthouse, and within three blocks both north, east and west of the Courthouse.
Transportation Policy 3-4	In order to protect pedestrians in downtown, reduce vehicle speeds, promote economic development, and protect the character of the City Center, all existing parking spaces on US 90 and on US 19 north of US 90 shall remain, unless clearly shown that removal is necessary to resolve an existing safety hazard.
Transportation Policy 3-5	In order to reduce accidents and improve pedestrian safety, the City shall request that FDOT install a raised median on US 19 and US 90, where feasible, whenever a resurfacing occurs.
Transportation Policy 4-3	All new roads or reconstructed roads shall include either a sidewalk on at least one side or a paved shoulder on both sides.
Transportation Policy 4-5	All new sidewalks shall be a minimum of 5 feet wide, unless available right-of-way is less than five feet.
Transportation Policy 4-6	The City will develop a mobility plan for the City as follows: a) The City will identify on a map and evaluate the condition of the sidewalk and bicycle/pedestrian facilities within the City. b) The City will determine the location of key attractor and generators within the City c) The City will compare the existing bicycle and pedestrian facilities with the key areas (attractors and generators) in the City to determine where the critical gaps are located in the mobility system. d) The City will identify the gaps in the system, prioritize those needed facilities and incorporate those facilities into the City's capital improvement planning. e) The City will look for opportunities to have the private sector develop these needed facilities as new development is proposed within the City.
Transportation Policy 6-1	All new businesses or public facilities which require additional vehicle parking shall include bicycle parking near the main entrance. Vehicle parking requirements may be reduced by the City in coordination with additional bicycle parking facilities.

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POLICY	ТЕХТ
Transportation Policy 6-2	The City will have established a citizen's Bicycle and Pedestrian Advisory Committee to advise on any transportation matters. This Committee may be combined with a similar committee representing all of Jefferson County, if one exists.
Transportation Policy 6-3	Any new cul-de-sac streets shall include a bicycle/pedestrian connection to adjacent properties.

Table 7: : City of Monticello Comprehensive Plan Policies Promoting Bicycling and Walking as a Means of Achieving Public Health and Safety

POLICY	TEXT
Transportation Policy 3-3	The City shall participate as part of the Jefferson County Safety Team to identify and minimize unsafe locations.
Transportation Policy 3-5	In order to reduce accidents and improve pedestrian safety, the City shall request that FDOT install a raised median on US 19 and US 90, where feasible, whenever a resurfacing occurs.
Recreation and Open Space Policy 1-1	Bicycle racks shall be available at recreation sites. When land is available, the City shall also provide parking areas.
Recreation and Open Space Policy 1-2	Bike paths and pedestrian walkways shall be built to provide access to recreation areas including a bicycle trail parallel to Railroad Street.

Table 8: : City of Monticello Comprehensive Plan Policies Promoting Improved Environmental Quality

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POLICY	TEXT
Land Use Objective 8	The City of Monticello will encourage large scale proposed developments to be designated "Master Planned Development" on the Future Land Use Map and to complete a comprehensive analysis of the project's impacts within the City. The City will also encourage the development to follow energy efficient town planning principles in order to reduce vehicle miles traveled (VMT) in the City and to reduce vehicle emissions by encouraging the use of other modes of transportation such as bicycle, pedestrian and ride sharing.
Conservation Policy 1-2	The City shall promote use of bike and pedestrian pathways to help reduce automobile pollution and reduce green house gas emissions.

Table 9: City of Monticello Comprehensive Plan Policies Promoting Enhanced Bicycling and Pedestrian Facilities as Part of the City's Overall Economic Development Strategy

POLICY	TEXT
Transportation Policy 1-4	In order to promote economic development and downtown revitalization, and maintain the minimum level of service standards, pedestrian/bicycle facilities, specifically sidewalks for all projects and encourage bicycle racks for commercial projects, shall be included in all development plans.

City of Monticello Land Development Code

Existing Policies

The Monticello land development code provides specific standards for the design and construction of bicycle and pedestrian facilities. The code addresses the following standards, which are included in Table 11:

- Interconnections between developments
- Shoulder construction
- Road cross sections
- Bicycle parking

Policy Gaps

Intent: The code does not include explicit intent language stating the importance of bicycle and pedestrian mobility.

- 54.500: Parking Lot Design Criteria. This section does not include standards for safe bicycle and pedestrian access and circulation.
- 54.523(I): Connectivity: This section does not specifically reference bicycle and pedestrian connectivity.

Discrepancies

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Although interconnections are encouraged, the Code also states that "[r] esidential streets shall be arranged to discourage through traffic...." (see 54.523(a) 5,6,& 7). The code should specifically encourage bicycle and pedestrian traffic, even when automobile traffic is discouraged.

Table 10: Ci	ty of Monticello	Land Development	Code Standards
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POLICY	TEXT
Planned Unit Developments 54-247 (4)	Final development plan. A final development plan or plans shall be drawn to an appropriate scale showing: f.A circulation diagram showing vehicular and pedestrian movements including any special engineering features and traffic regulation devices needed.
Transportation Design Standards – Access Management 54.522(f)	Joint and cross access. (1)Adjacent commercial or office developments that are major traffic generators shall provide a cross access drive and pedestrian access to allow circulation between sites.
Transportation Design Standards – Access Management 54.522(k & l)	 (k) Shared access. Subdivisions with frontage on the state highway system shall be designed into shared access points to and from the highway. Normally a maximum of two accesses shall be allowed regardless of the number of lots or businesses to be served. (l) Connectivity. (1) The street system of proposed subdivisions shall be designed to coordinate with the existing, proposed, and planned streets outside of the subdivision. (2) Wherever a proposed development abuts unplatted land or a future
	 (2) Wherever a proposed development about supported table of a rotate development phase of the same development, street stubs shall be provided as deemed necessary by the city to provide access to adjoining properties or to logically extend the street system into the surrounding areas. (3) Collector and local residential streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation.
Transportation Design Standards – Access Management 54-522(m)(2)	Site plan review checklist for transportation. (1)Subdivisions and site plan review shall address the following access considerations: g.Does the pedestrian path system link buildings with parking areas, entrances to the development, open space and recreational and other community facilities?
Transportation Design Standards – Street Design Standards 54-523 (a) 5 & 6	General design standards. (5) The street layout in all new developments shall be coordinated with and interconnected to the street system of the surrounding area. (6) Streets in proposed subdivisions shall be connected to rights-of- way in adjacent areas to allow for proper inter-neighborhood traffic flow. If adjacent lands are unplatted, stub outs in the new development shall be provided for future connection to the adjacent unplatted land.
Transportation Design Standards – Street Design Standards 54-523 (b)	 Sidewalks. Sidewalks shall be provided along: Arterial streets: Both sides. Collectors: One side. Local streets: One side. Sidewalks shall be designed and constructed in accordance with city standards and policies. Where new development is adjacent to existing development with sidewalks, the new development shall be required to provide a connecting sidewalk.

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POLICY	TEXT	
Transportation Design Standards –	Shoulders.	
Street Design Standards 54-523 (e)	Shoulders, where required, shall measure at least four feet in width and shall be required on each side of streets and shall be located within the right-of-way. Shoulders shall consist of stabilized turf or other material permitted by the development administrator. Shoulders and/or drainage swales are required as follows:	
	(1)Shoulders are required on all residential access and residential subcollector streets.	
	(2) All residential collector streets shall provide four-foot-wide shoulders on both sides of the street. Shoulders should be grass surfaced. In no case shall the shoulders be paved. Pedestrian or bicycle traffic areas that are paved shall have shoulders on both sides unless they are connected	
	to the street paving. Then a shoulder is only required on the side not connected to the paving.	
	(3) Where shoulders are required by the state department of transportation.	
	(4)Collector streets where curbing is not required.	
	(5) Arterial streets where curbing is not required.	
	(6)Shoulders are not required when curbing is used.	

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& PEDESTRIAN MASTER PLAN

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Many of the stakeholder interviews focused on small improvments that may contribute to an overall safer network.

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PUBLIC INVOLVEMENT

Project Involvement

This master plan was developed with the opportunity for extensive input and involvement from the general public, key community stakeholders, local and regional public agencies and elected officials, and business and economic development interests. Throughout the process, numerous elements of the public were asked to participate in the planning and decision making process, providing valuable local knowledge and resources to assure that this master plan is a true representation of the Jefferson County community. A range of strategies and tools were utilized to garner input from the public, including key stakeholder interviews, an online public survey, an advertised public workshop, and numerous public meetings with agency appointees and elected officials. Below includes descriptions of the public involvement activities conducted during the project.

Stakeholder Meetings and Interviews

Stakeholder interviews were conducted with a cross section of people early in the process to gain initial input, local knowledge and thoughts on the development of the master plan. Below is a list of key stakeholders interviewed. Stakeholder interview notes are included in the appendix to this master plan.

- CRTPA staff
- Jefferson County Administrator
- Jefferson County Engineer
- Jefferson County Sheriff's Deputies
- Monticello Chief of Police
- Jefferson County Schools Superintendent
- Jefferson County Planning Director
- Jefferson County Roads Department staff
- Jefferson County Economic Development Council staff
- Jefferson County Tourist Development Council staff
- Monticello City Manager
- Monticello Clerk/Treasurer
- Local resident/business owner
- Capital City Cyclists members
- FDEP Office of Greenways and Trails (OGT) staff

Online Public Survey

An online public survey was posted on the CRTPA website with a link from the Jefferson County website. The survey included four 'open ended' questions for participants to respond. The questions pertained to perceived issues, concerns, facility types and potential important destinations related to bicycling and walking in the County. A copy of the online survey results is included in the appendix to this master plan.

Public Workshop

A public workshop was conducted at the Jefferson County library. The workshop was noticed via local newspaper and television, as well as CRTPA and Jefferson County websites. Local residents, merchants/businesses, churches, bike clubs, civic clubs, agencies, elected officials and community leaders were invited primarily through email. The intent of the workshop was to discuss bicycle- and pedestrian-related needs, identify a vision and set some of the priorities for the master plan. Copies of the workshop flyer and newspaper advertisement are included in the appendix to this master plan.

Public Agency Meetings

A number of public agency meetings were held throughout the master plan process to keep the public informed, address questions and obtain valuable feedback to guide the project forward. Below is a list of the public agency meetings and presentations conducted for this master plan.

CTRPA Technical Advisory Committee (TAC)

Project consultants presented to the TAC on the status of the project and the planned next steps moving forward. Questions were solicited from meeting attendees after the presentation and project comment cards were distributed to gain further input.

CRTPA Citizens Multimodal Advisory Committee (CMAC)

Project consultants presented to the CMAC on the status of the project and the planned next steps moving forward. Questions were solicited from meeting attendees after the presentation and project comment cards were distributed to gain further input.

Monticello Local Planning Agency (LPA)

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Project consultants presented to the LPA on the status of the master plan along with draft bicycle and pedestrian project recommendations. Meeting attendees asked questions and provided comments and feedback on a number of the project recommendations. Meeting attendees also received project comment cards to complete and return.

Jefferson County Board of County Commissioners

Project consultants presented to the Commission on the status of the master plan along with draft bicycle and pedestrian project recommendations. The group asked questions and provided comments and feedback on a number of the project recommendations. Meeting attendees also received project comment cards to complete and return.
County-City Joint Work Session

While this master plan is a plan for Jefferson County at large, the County understands the importance of having the City of Monticello involved in project decision making throughout the process. Therefore, the Board of County Commissioners hosted an interactive joint work session with the City of Monticello, inviting elected officials, City staff and members of the public at large. The work session was focused primarily on gaining consensus on recommended projects and prioritization to complete the master plan. The work session was well attended and attendees provided the necessary information and feedback to finalize the master plan and associated project priorities.

Jefferson County Board of County Commissioners

Project consultants presented the final Jefferson County Bicycle and Pedestrian Master Plan at a public hearing, requesting adoption of the plan by the Commission.

CTRPA Technical Advisory Committee (TAC)

Project consultants presented the final Jefferson County Bicycle and Pedestrian Master Plan to the TAC for acceptance prior to adoption by the Jefferson County Board of County Commissioners.

CRTPA Citizens Multimodal Advisory Committee (CMAC)

Project consultants presented the final Jefferson County Bicycle and Pedestrian Master Plan to the CMAC for acceptance prior to adoption by the Jefferson County Board of County Commissioners.

CRTPA Board

Finally, project consultants presented the final, County-adopted Jefferson County Bicycle and Pedestrian Master Plan for adoption by the Board.



Bicycle access on roads should be clearly annotated with standard markings.

CONCEPT PLAN & DESIGN STANDARDS

Overview

The Conceptual Network defines an overall vision for bicycle and pedestrian transportation in Jefferson County and the City of Monticello. Based on the Inventory and Analysis of Existing Conditions and refined with input from staff and the public, this Conceptual Network makes key connections to a range of destinations in the County, complementing existing sidewalks, trails, and paved shoulders, provides mobility and access, and begins to identify a hierarchy or typology of bicycle and pedestrian treatments that could be considered for the County's bicycle and pedestrian network.

As shown on the bicycle and pedestrian facilities maps Figure 9 and 10, the Conceptual Network combines existing bikeable streets with facilities and treatments that will improve mobility, access and visibility for cyclists in the community. The Conceptual Network also focuses on increasing walkability in areas that are likely to attract pedestrian traffic, especially downtown Monticello. The Conceptual Network recognizes that most of the County's roadways, with the exception of Interstate 10, are part of the bicycle and pedestrian network, and that cyclists and pedestrians in the City and County do, in fact, currently operate on most the roads allowed under the statutes, from quiet cul-de-sacs to downtown streets to arterial roads, regardless of whether there is a separate facility. Cyclists especially have varying levels of skill and comfort related to bicycling in the roadway with traffic, and even very skilled cyclists operate on a variety of street types from busy arterials to quiet residential streets. A well-planned network should provide for a variety of on- and off-street route options suited to the needs of a variety of cyclist experience levels.

As such, the Conceptual Network identifies a series of facilities, including sidewalks, bike lanes, shared use paths, paved shoulders, signed roadways, and roadways which should be considered for modification (including potential alternative configurations) to improve conditions for walking and bicycling in the County and City. The Network provides connections to existing facilities and key destinations around the County, including parks, schools, government buildings and other attractors. In addition, the Network needs to connect the various areas in the County together, providing for bicycle travel to Lloyd, Wacissa, Aucilla, Lamont, Waukeenah, and Drifton, providing recreational/touring loops, and connecting to the surrounding counties. The various components of the Conceptual Network and associated design standards are generally described below.

Figure 9: Jefferson County Bicycle & Pedestrian Network Plan 19 ay (CR 146 MIL-2 MU-1 ▦ PS-2 90 10 SN-2 PS-3 SW-11 High S PS-9 10 N-16 \$18 8 18 SN-7 SN-8 SN-12 119 Monticello and Vicinity PS-10 CR 259 SN-15 SN-14 8 E. 119 SN-9 Aucilla Wildlife Management Area **Bicycle and Pedestrian Facilities Map Jefferson County** Notable Trip Attractors **Existing Facilities Planned Facilities** Major Employment Sidewalk \sim (SW) Sidewalk Paved Shoulder Location (BL) Bicycle Lane Ļ School Bicycle Lane (PS) Paved Shoulder Hiking Trail 🗍 Park (MU) Shared Use Path Shared Use Path (RD) Road Diet **Programmed Facilities** (SL) Shared Lane Marking Sidewalk (SN) Signage Segments Paved Shoulder CHO MAY ONE FALLIANE Signage (PX) Pedestrian Crossing Enhancements, etc. ٠

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EPT PLAN & DESIGN STANDARDS



Figure 10: Monticello and Vicinity Bicycle & Pedestrian Network Plan



Paved Shoulders

A paved shoulder is a portion of the roadway which has been delineated by edge line striping but generally does not include special pavement markings for the preferential use by bicyclists. Adding paved shoulders to a roadway can greatly improve bicycle accommodation, particularly on roadways with higher speeds or traffic volumes, and is perhaps the most effective bicycle-related improvement that can be made to the various rural roadways within Jefferson County. Paved shoulders provide numerous benefits, including to motorists, in three important areas: safety, capacity, and maintenance. In terms of safety, highways and roadways with paved shoulders have lower accident rates as paved shoulders provide space to make evasive maneuvers, accommodate driver error, add lateral clearance to roadside objects and hazards, and provide increased sight distance for through vehicles and vehicles entering the roadway. For capacity, paved shoulders provide space for disabled vehicles, mail delivery and bus stops, provide a space for bicyclists to ride at their own pace, and provide a greater effective turning radius for trucks. Finally, highways with paved shoulders are easier to maintain as the provided structural support to the pavement, discharge water further from the travel lanes thereby reducing undermining of the base and subgrade, and provide space for maintenance operations.

- The appropriate width of paved shoulders should be based on the roadway's context and conditions in adjacent travel lanes. Key considerations and width recommendations are as follows:
- On uncurbed cross sections with no vertical obstructions immediately adjacent to the roadway, paved shoulders should be a minimum of 4 feet wide to accommodate bicyclists.
- A minimum width of 5 feet is recommended from the face of guardrail, curb, or other roadside barrier to provide additional operating width (cyclists typically shy away from a vertical face).
- Wider paved shoulders should be considered on roadways with higher bicycle usage, high motor vehicle speeds (greater than 50 mph, considerable use by heavy vehicles/trucks, buses, or recreational vehicles (greater than 10%), or static obstructions at the edge of the roadway.

Bicycle Signage

Bicycles May Use Full Lane (BMUFL) signs (R4-11) are similar to Share the Road signs, but provide an alternative message. They may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side. These signs can be used in both rural and urban environments, and have the advantage of conveying a more specific message than Share the Road signs, which can be misconstrued by motorists as being directed towards bicyclists to "stay out of the way" of passing vehicles.

It is recommended that Jefferson County conform to the following general guidance on the use of Share the Road and/or BMUFL signs:

 The use of the signs should be limited to locations or corridors with issues or constraints, as described above, and should be limited to locations that do not have paved shoulders or other designated bicycle facilities. In specific locations with documented motorist courtesy or other issues on a roadway with a paved shoulder or designated bicycle facility, one or more Share the Road signs may be considered for installation (BMUFL signs are not to



An example of a paved shoulder in Lake County, FL



Bicycle May Use Full Lane sign in Orlando, FL.

be used in any case when there is a paved shoulder or designated bicycle facility).

 When used, signs are to be placed upstream of the constrained area, prior to intersection with a bicycle route, or following the intersection with a significant cross street; specific placement of signs will require engineering judgment.

Multi-use Trails / Shared-Use Paths

Multi-use trails or shared-use paths are physically separated from motorized vehicle traffic by an open space or barrier and either within the roadway rightof-way or within an exclusive right-of-way. Multi-use trails may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. AASHTO recommends multi-use trails generally be 10 to 14 feet wide; pathways may be as narrow as 8 feet but only in rare circumstances with limited bicycle traffic, only occasional pedestrian traffic, horizontal and vertical alignments that provide safe and frequent passing opportunities, and where the path will not be subject to regular maintenance vehicle loadings which may cause pavement edge damage.

For further design guidance on multi-use trails, please refer to the AASHTO Guide for the Planning, Design and Operations of Bicycle Facilities, or to the FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Commonly known as the "Florida Greenbook").

Bicycle Lanes

Bicycle lanes are the portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists. They are most appropriate and most useful on arterial and collector streets. Typically, unless traffic volumes are heavy, bicycle lanes are not needed on residential or local streets.

Bicycle lanes should be designed to the minimum standards contained in the AASHTO Guide for the Planning, Design, and Operation of Bicycle Facilities. The following are minimum or preferred characteristics:

- Minimum width (no curb and gutter) is 4 feet.
- Minimum width (with curb and gutter) is 5 feet measured from the face of curb. It is desirable to maintain a smooth longitudinal joint between the pavement and the gutter pan. However, if the joint is not smooth, 4 feet of ridable pavement surface should be provided.
- If a full-width bicycle lane cannot be provided, consider providing a wide curb lane/outside travel lane or use shared lane markings.
- If on-street parking is permitted, bicycle lanes should always be placed between the parking lane and the travel lane and have a minimum width of 5 feet. However, in areas with substantial parking volume or high turnover, bicycle lane widths adjacent to parking are often increased to 6-7 feet, while the parking width is limited to as little as 7 feet. A narrower parking lane encourages motorists to park closer to the curb. Providing 14 feet for the combined parking lane/bicycle lane is preferred as it allows cyclists to ride completely outside the "door zone".
- Bicycle lanes should be designated by pavement markings and signs so that more bicyclists will recognize the lanes as an area of the roadway that has been set aside for them to ride, and that they are to ride with



Existing Ike Anderson Trail in Monticello, FL.



Example bicycle lane in Tempe, AZ.

traffic when using the bike lane. Riding in the correct direction with traffic can be reinforced through the use of "WRONG WAY' and "RIDE WITH TRAFFIC" signs mounted so that they face bicyclists riding against traffic.

Bicycle lanes provide numerous benefits, including many for users other than bicyclists. Bicycle lanes:

- Are perceived to encourage bicycling. Studies have shown increased levels of bike commuting trips based on proximity to bicycle facilities.
- Serve as a symbol to many that "bicyclists belong on the road rather than the sidewalk".
- Encourage more predictable behavior by both motorists and bicyclists.
- Allow motorists to pass bicyclists with less delay and with fewer passing conflicts.
- Increase border width to fixed objects.
- · Increase turning radius into and out of intersections and driveways.
- Improve sight distances when exiting driveways.
- Serve as a buffer to sidewalks and pedestrians, which increase comfort of pedestrians and people exiting parked cars.
- Calm traffic (through narrower travel lanes).
- Improve turning for trucks and transit.
- Provide space for disabled vehicles, mail delivery, bus stops, and place for cars to pull into when emergency response vehicles pass.
- Provide structural support to the pavement.
- Discharge water further from the travel lanes.
- Accommodate driver error.
- Provide more intersection and safe stopping sight distance.

If not designed properly, bicycle lanes do have the potential to increase certain types of conflicts between bicycles and vehicles. The following cautions are provided to illustrate these potential hazards:

- Bicycle lanes at intersections and driveways that are placed to the right of
 potential right turning vehicle traffic encourage poor behavior by through
 bicyclists and right turning motorists and may cause conflicts (i.e., "right
 hooks"). Bicycle lane striping should be dashed for, at minimum, the last
 50 feet prior to an intersection if there is no exclusive right turn lane
 placed to the right of the bicycle lane. Bicycle lane striping should also be
 dashed in front of major driveways (those with a significant right turning
 volume), but can remain solid across minor driveways. To prevent conflicts
 with right turning vehicles, bicycle lanes must always be placed to the left
 of exclusive right turn lanes.
- Extreme care should be used in providing sufficient bicycle lane width adjacent to parallel on-street parking. Bicyclists should never ride or be forced or encouraged to ride within 3 feet of a parked car (the "door zone"). Crashes involving a bicyclist and an opening car door have a high potential for serious injury and death. The AASHTO Guide for the Planning, Design, and Operation of Bicycle Facilities illustrates a combined parking lane/bicycle lane of 11 feet (measured from the curb face to the inside bicycle lane stripe), and recommends 13 feet for areas with "substantial parking turnover" (e.g. commercial areas); however, with these dimensions, a bicyclist who rides in the center of the bicycle lane will be within the "door zone." Providing 14 feet for the combined parking lane/bicycle lane allows cyclists to ride completely outside the door zone.



The "right hook".



An example of a bike lane located within the "door zone" of the adjacent parallel parking lane.



Providing a striped buffer between onstreet parking and a bicycle lane is a potential design solution to encourage riding outside the "door zone".





This road in Panama City Beach, FL has 10-foot lanes (which easily accommodate large trucks) adjacent to 5-foot designated bike lanes (4 feet of asphalt, plus gutter pan).



A "road diet" project converted Edgewater Drive in Orlando, FL from a 4-lane undivided roadway to 2-lanes with center turn lane and bicycle lanes.



Example of a buffered bicycle lane in Seattle, WA.

Designers should consider not striping a bicycle lane in places where rightof-way or pavement width are insufficient to provide 14 feet; shared lane markings can be used in lieu of bicycle lanes where insufficient width exists to provide a wide enough bicycle lane to ensure safety.

ANDARDS

Bicycle lanes often collect debris and broken glass, and are often overlooked in maintenance and repair, which can potentially make them (or sections of them) unusable. For this reason, it is important to establish a regular program of street sweeping and repair to ensure that bicycle lanes will be usable and free of debris, glass, and potholes.

There are a number of ways bicycle lanes can be implemented, including the following:

- Bicycle lanes (and pedestrian facilities) should be considered for implementation on all new roadway projects and resurfacing projects.
- Where possible, roadway lanes should be narrowed for inclusion of signed and marked bicycle lanes. Roadway lanes can be narrowed to 11 feet in nearly all cases, and can be narrowed to 10 feet on urban roadways having low volumes of truck traffic, generally less than 10%. Lanes as narrow as 10 feet can safely accommodate traffic on lower speed roadways. Generally, the outside lane of a roadway needs to be a minimum of 14 feet wide (not including gutter width) to include a standard signed and marked bicycle lane.
- Incorporate bicycle lanes (and other bicycle and pedestrian improvements) into larger funded projects.

On the proposed bicycle lane project on US 19 north, bicycle lanes can be added between Pearl Street and just north of Madison Street simply by adding bicycle lane stripes, markings, and signage. With this section of roadway having a curb to curb width of approximately 38 feet, bicycle lanes can be striped 7 feet out from the face of curb to provide 12-foot travel lanes.

Road Diets

A "road diet" describes a project to decrease the number of lanes when a street has an unnecessary number of through lanes, which provides space that can then be used for other uses and travel modes. The three road diet projects proposed in Jefferson County on US 19 and US 90 consist of four-lane undivided roadways with on-street parking (and a small section on US 19 south of four-lane roadway with center left turn lane and no on-street parking). Within the limits of each project, the on-street parking usage is extremely low, traffic volumes are not high enough to require four travel lanes at any time during the day, and observed speeds making crossing the street very hazardous for pedestrians and bicyclists. Therefore, it is proposed to convert each roadway to a two-lane roadway (one travel lane in each direction. The remaining space including the unused on-street parking is recommended to be converted to buffered bicycle lanes.

Buffered bicycle lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane. Buffered bike lanes are allowed as per Manual on Uniform Traffic Control Devices (MUTCD) guidelines for buffered preferential lanes (section 3D.01). The buffered bike lane provides additional space between the cyclists and the motoring public, and provide greater space for bicycling without making the bike lane appear so wide that it might be mistaken for a travel or parking lane. Because only under-utilized travel lanes are removed in a road diet project, motor vehicle traffic typically moves along modified corridor with similar efficiency and travel time. The cost of a road diet project can be minimized by simply re-striping a roadway during its normal maintenance cycle. No rightof-way acquisition is required for any of the proposed road diets in Monticello.

For each of the proposed road diet projects in Monticello, the width of the street is typically 63 feet from face of curb to face of curb. It is recommended that the road diet section include two 12-foot travel lanes, a 14-foot two-way center left turn lane, and 6-foot bicycle lanes (inclusive of gutter pan width). The bicycle lanes would typically be buffered from the adjacent travel lane by a striped buffer width of 6.5 feet. The use of this cross section allows for the roadway to simply be re-striped without having to reconstruct curb and gutter or address drainage facilities. At locations where midblock pedestrian crossings are proposed, such as near Cherokee Street on US 19 south, the bicycle lanes can be shifted inward taking the place of the striped buffer in order to provide 6.5-foot wide curb extensions on each side of the street. Along with provision of a median refuge island in the center two-way left turn lane, this provision shortens the exposed crossing distance for pedestrians and allows them to cross one direction of traffic at a time.

Sidewalks

The orientation and alignment of sidewalks are important considerations so that the walk provides an access between destinations. Pedestrians, and in some cases bicyclists, are more exposed to the environment as the users of sidewalks. This makes them more aware of the effects of sidewalk design elements such as location, width, utility interferences, shading, plantings, and the presence of amenities. A narrow sidewalk abutting the curb not only gets diminished by sharing space with utility poles, but makes the user feel less secure because there is no buffer from traffic. Conversely, a planting strip with room for trees provides buffering and shade, but require more right-of-way and may interfere with utilities. Pedestrian comfort is increased if they are buffered from passing vehicles. Some of the elements that serve as buffers include planting strips and landscaping, bicycle lanes, and on-street parking. Walking can be encouraged if the perceived distance can be minimized. Some ways to shorten a perceived distance is to create direct connections between land uses, provide mid-block crossings, and offer amenities along the way, such as benches, landscaping, defined paving, shelters and other resting area type design features. These amenities are also important design elements for transit stops.

General design guidance for sidewalks includes the following:

- Sidewalks should be provided on both sides of all collector and arterial roadways, and should be provided on at least one side of all local streets, along with safe crossing locations. In any areas of the City where sidewalks have not been provided on local streets, sidewalks should be pursued where there is sufficient resident support.
- All sidewalks should have a minimum width of 5 feet, with 6 feet used if the sidewalk is placed at the back of curb. In areas where significant use is anticipated, such as primary walking routes near schools, retail areas, main streets, etc., minimum sidewalks widths should be increased to 8-10 feet, with wider facilities provided based on need. Additional space in urban areas can be used for street furniture, outdoor cafes, and shy distance from buildings.



Urban sidewalk example on retail street, Winter Park, FL.



Sidewalk and landscaping buffer in Winter Park, FL.

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Figure 11: Typical Sidewalk Section



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- When possible, use planter strips with 6-foot widths (minimum) as a buffer between sidewalks and the roadway curb. If the roadway does not have curb and gutter, use a minimum sidewalk separation of 10 feet from edge of roadway, with sidewalk placement on outside of drainage (ditch/ swale) preferred.
- In adding missing sections of sidewalks, prioritize the most needed locations first, such as near schools, transit stops, parks, hospitals, and waterfront areas.

While the recommended sidewalk construction on most streets will be straightforward, the proposed projects on Martin Luther King Jr. Avenue and King Street may be more complicated if the right-of-way is constrained and sidewalks cannot be located at the back of the existing curb. In this case, these two roadways (within the sections having curb and gutter) are wide enough to support construction of sidewalk on at least one side of the street within the existing roadway, while not narrowing travel lanes to less than 12 feet. This would require the construction of new curbing 6 feet into the roadway from the existing curb to provide for a 6-foot sidewalk which would be located at the back of the new curb. The construction of the new curb and gutter could be accomplished by saw-cutting the existing pavement to create a new edge of pavement / travel lane. The contractor would remove the pavement, curbing and inlet tops from the saw-cut line toward the right-of-way. The curb and sidewalk area would be rough graded to the proposed elevations. The new curb would be poured at the new edge of pavement and sidewalk placed at the appropriate offset from the back of curb. The contractor would then finish the grading and sod the work area. A conceptual diagram of this potential sidewalk construction is shown in Figure 11. Detailed planning-level project cost breakdowns are included in the Appendix for most pedestrian corssing enhancement (PX) project reccomendations.

Pedestrian Crossing Enhancements

Pedestrian crossing enhancements are proposed at existing and future trail crossings at both major and minor roadways, within the downtown County Courthouse area, and in the vicinity of Jefferson County Elementary School. Elements of the pedestrian crossing enhancements include high visibility crosswalk markings, advance yield lines, median refuge islands, curb extensions, rectangular rapid flashing beacons (RRFBs), and lighting.

High-Visibility Crosswalk Markings

High-visibility crosswalks alert motorists to the potential pedestrian conflict areas, enhance motorists' recognition of intersections, increase motorists yielding to pedestrians, attract pedestrians to the best crossing places, and assist people with visual impairment in their crossings. Ladder style markings are preferred because they are more visible to motorists than transverse lines alone.

General design guidance for crosswalks and markings include the following:

- Crosswalks should typically be a minimum of 8-10 feet wide, although 12foot widths are often preferred.
- Ramp and median openings should be as wide as the markings.
- Crossings need to be as close to the intersection as practicable (generally 2-10 feet). If ramps are set back further to match the tangent roadway section, then overly wide markings (12-20 feet wide) can be used to help draw motorists' attention to crossings.



High-visbility ladder style crosswalk markings, Corpus Christi, TX.



Midblock crosswalk with median island, advance yield lines, yield here to peds sign, and in-street pedestrian crossing sign, Tampa, FL.



Example of median refuge island with angled crossing.



Curb extensions, Venice, FL.



Closer view of the RRFBs mounted underneath the pedestrian warning sign.

Crosswalks should be highly visible all times of the year. When thermoplastic
is used it is helpful to add extra crushed glass content (increasing coefficient
of friction as well as night visibility).

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- Midblock or uncontrolled crosswalks markings may be supplemented with advance yield lines and additional signage such as Yield Here to Pedestrians (R1-5) and In-Street Pedestrian Crossing Signs (R1-6). Advance yield lines consist of a row of solid white isosceles triangles pointing oward approaching vehicles extending across the approach lanes and indicate the point at which yielding is required (placed 40 feet in advance of the crosswalk). In-street pedestrian crossing signs shall only be placed at the crosswalk location in the street on the center line, a lane line, or in the median (post mounted on the right or left side of the roadway is not permitted).
- All marked midblock crosswalks should be well lit, since pedestrians are being directed to cross at these are locations. Pedestrians can have difficulty in judging the speed of approaching cars at night when there are no street lights. An error in judgment by the pedestrian can easily result in a crash because even a driver with good eyesight can rarely see a pedestrian from more than 200 feet away, and a driver going 45 mph needs about 350 feet to see, react to and slow or stop for a pedestrian.

Raised Median Refuge Islands

Providing median refuge islands at midblock pedestrian crossings separates conflicts in time and location by providing pedestrians a safe stopping point and allowing them to cross the roadway in two stages and cross one direction of traffic at a time. Angling the crossing through the median island at 45 degrees forces pedestrians to face towards traffic in the direction they are about to cross.

Curb Extensions

Curb extensions move the curb line into the street, narrowing the street at intersections or midblock, and reallocating a portion of street space to pedestrians or ancillary uses such as landscaping, art, lighting, signage, and street furniture. They are most effective when used in areas with on-street parking. Benefits include reduced pedestrian crossing distance, enhanced visibility of pedestrian waiting to cross, and reduced traffic speeds.

Rectangular Rapid Flashing Beacons (RRFB)

RRFBs are an experimental form of flashing beacon, although approved for interim use by FHWA. They use rectangular shaped high-intensity LED-based indications to supplement standard pedestrian warning signs at uncontrolled crossings. The beacons flash rapidly in a "flickering" patterns and greatly improve the percentage of motorists yielding to pedestrians at a midblock location (the City of St. Petersburg, Florida has documented a motorist yield rate of over 82% on four-lane roadways, compared to an average of only 11% with side mounted round flashing beacons). RRFBs may be considered for potential use at trail or other midblock crossing locations along US 90 and US 19 such as at the US 90/lke Anderson Trail crossing and the proposed midblock crossing near US 19 and Cherokee Street; they are typically consider an optional treatment on low volume (less than 6,700 vehicles per day) and medium volume (6,700 – 12,000 vehicles per day) roadways, with speed and number of lanes other factors that are considered. The use of this device on a

state road will require review and approval by the FDOT Traffic Engineering and Operations Office and FHWA prior to implementation.

Pedestrian crosswalk at intersections in the Downtown Courthouse area continue to be a priority.

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PROJECT PRIORITIES

Project Recommendations

Project recommendations were developed primarily based on the countywide vision and facilities maps. The maps include the full set of recommended projects that, along with the existing and programmed facilities identified, complete the Jefferson County bicycle and pedestrian network. Each recommended ("planned") project is labeled on the maps with a unique project identifier that includes a project type prefix followed by a number. This same project identification label can be found on the associated "recommended projects by project type" list and "tiered project priorities" lists.

Project Descriptions

Recommended projects fall into eight project category types: paved shoulders, roadway signage, multi-use trails/pathways, road diets, bicycle lanes, shared lane markings (aka 'sharrows'), sidewalks, and pedestrian crossing enhancements. The following includes a complete list of recommended projects, organized by project type, along with brief descriptions. The pedestrian crossing enhancement projects are explained in greater detail due to their special complexity. The unique project identifier labels are also included for easy cross-reference with the facilities maps displayed in the Concept Plan and Design Standards chapter.

Paved Shoulders

(PS-1) CR 257/N Salt Rd from US 90 to CR 146/Ashville Hwy

This improvement is approximately 6.5 miles in length and is a popular cycling segment. The addition of paved shoulders would add safety for both cyclists and drivers alike.

(PS-2) CR 259/Waukeenah Hwy from US 27 to US 19

This improvement is approximately 9.5 miles in length and is a popular cycling segment providing a north-south alternative route to US 19 between downtown Monticello and US 27. The addition of paved shoulders would add safety for both cyclists and drivers alike.

(PS-3) CR 158/Old Lloyd Rd from SR 59 to US 90

This improvement is approximately 8.8 miles in length and is a popular cycling segment between the west end of Monticello and State Road 59. The addition of paved shoulders would add safety for both cyclists and drivers alike.

(PS-4) CR 146/Ashville Hwy from St. Margaret Rd to US 221

This improvement is approximately 14.1 miles in length and is a popular cycling segment between downtown Monticello and US 221 toward the east end of the County. The addition of paved shoulders would add safety for both cyclists and drivers alike.

(PS-5) CR 149/Boston Hwy from US 19 to GA State Line

This improvement is approximately 8.1 miles in length and is also a popular cycling segment from Monticello to the Georgia State Line. The addition of paved shoulders would add safety for both cyclists and drivers alike.

(PS-6) CR 158/Rabon Rd from CR 158/Old Lloyd Rd to CR 259/Waukeenah Hwy

This approximately 3.3-mile improvement would provide a desirable connection and additional safety between County Road 158/Old Lloyd Road and County Road 259/Waukeenah Highway.

(PS-7) CR 158/Drifton-Aucilla Rd from US 19 to CR 257

This approximately 8.1-mile improvement would provide a valuable connection and additional safety along Drifton-Aucilla Road between US 19 and CR 257.

(PS-8) Lake Rd from Leon Co Line to US 19

This approximately 10.8-mile improvement would provide a valuable connection and additional safety from US 19 to the Leon County Line.

(PS-9) CR 158B/Nash Rd from CR 259/Waukeenah Hwy to US 19

This approximately 1.9-mile improvement is a short, but useful east-west connection south of Interstate 10 between US 19 and Count Road 259/ Waukeenah Highway.

(PS-10) CR 259/Tram Rd from Leon Co Line to SR 59

This improvement is approximately 5.3 miles in length and would add safety for both drivers and cyclists alike.

Roadway Signage*

(SN-1) US 90 from Leon Co Line (west) to Leon Co Line (east)

This improvement is approximately 3.7 miles in length and is a popular cycling segment. "Bikes may use full lane" (BMUFL) signage is recommended for this segment, as an alternative to paved shoulders, due to concerns with protecting the roadway aesthetic created by the crape myrtle street tree canopy.

(SN-2) CR 158/Old Lloyd Rd from Leon Co Line to SR 59

This short 1.2-mile improvement would include BMUFL signage and is planned as an east-west connector south of Interstate 10 from SR 59 to the Leon County Line.

(SN-3) US 90 from Mahan Dr to Ike Anderson Trail

This 0.8-mile project would traverse through the heart of downtown Monticello and include BMUFL signage in conjunction with shared lane (sharrow) markings (SL-1).

(SN-5) Bassett Dairy Rd from CR 257/N Salt Rd to CR 146/Ashville Hwy This improvement is approximately 4.6 miles in length and would include BMUFL signage connecting County Road 257/ N Salt Road to County Road 146/ Ashville Highway. It would provide a scenic bikeway alternative to US 90.

(SN-6) Miscellaneous Locations

This project includes BMUFL and Share the Road (STR) signage to address documented problem locations with existing paved shoulders.

(SN-7) Whitehouse Rd from Leon Co Line to SR 59

This 2.9-mile improvement would include BMUFL signage and is planned as an east-west connector between Interstate 10 and US 27, from SR 59 to the Leon County Line.

(SN-8) Lloyd Creek Road from US 27 to Old Lloyd Road

This improvement is approximately 5.3 miles in length and would include BMUFL signage connecting US 27 to Old Lloyd Road. It would provide a scenic bikeway alternative to SR 59.

(SN-9) Natural Bridge Rd/Fanlew Rd from Leon Co Line to SR 59

This 2.3-mile improvement would be a timely addition of BMUFL signage along an existing dirt roadway programmed to be paved.

(SN-10) Casa Bianca Road from CR 259/Waukeenah Hwy to CR 158/Old Lloyd Road

This 2.4-mile improvement would be a timely addition of BMUFL signage along an existing dirt roadway programmed to be paved.

(SN-11)Oetinger Road from Lake Rd to US 19

This 1.1-mile improvement would be a timely addition of BMUFL signage along an existing dirt roadway programmed to be paved.

(SN-12) Tyson Road from CR 259/Waukeenah Hwy to US 19

This 2.2-mile improvement would be a timely addition of BMUFL signage along an existing dirt roadway programmed to be paved.

(SN-13) Blue Lake Road from CR 257 to US 90

This 2.6-mile improvement would be a timely addition of BMUFL signage along an existing dirt roadway programmed to be paved.

(SN-14) Connell Rd/Brooks Rd/CR 206 from SR 59 to CR 259/Tram Road This 3.8-mile improvement would be a timely addition of BMUFL signage along an existing dirt roadway programmed to be paved.

(SN-15) Limestone Rd/CR 205 from Brooks Road/CR 206 to SR 59 This 1.7-mile improvement would be a timely addition of BMUFL signage along an existing dirt roadway programmed to be paved.

(SN-16) Springfield Road from SR 59 to Lloyd Creek Road This 1.5-mile improvement would be a timely addition of BMUFL signage along an existing dirt roadway programmed to be paved.

*Project SN-4 was removed from list prior to final adoption of this Master Plan.

Multi-Use Trails / Pathways

(*MU-1*) Progress Energy Rail Trail I from Georgia State Line to Lake Rd This is one of five project segments spanning approximately 23.9 miles from Drifton to the Georgia State Line via utility corridor right-of-way (MU-1 thru MU-5). The overall project would include a dedicated, non-vehicular pathway to accommodate both bicyclists and pedestrians. This particular segment is approximately 5.8 miles.

(MU-2) Progress Energy Rail Trail II from Lake Rd to US 90

This is one of five project segments spanning approximately 23.9 miles from Drifton to the Georgia State Line via utility corridor right-of-way (MU-1 thru MU-5). The overall project would include a dedicated, non-vehicular pathway to accommodate both bicyclists and pedestrians. This particular segment is approximately 5.2 miles.

(MU-3) Progress Energy Rail Trail III from US 90 to US 19

This is one of five project segments spanning approximately 23.9 miles from Drifton to the Georgia State Line via utility corridor right-of-way (MU-1 thru MU-5). The overall project would include a dedicated, non-vehicular pathway to accommodate both bicyclists and pedestrians. This particular segment is approximately 3.8 miles.

(MU-4) Progress Energy Rail Trail IV from US 19 to Thompson Valley Rd This is one of five project segments spanning approximately 23.9 miles from Drifton to the Georgia State Line via utility corridor right-of-way (MU-1 thru MU-5). The overall project would include a dedicated, non-vehicular pathway to accommodate both bicyclists and pedestrians. This particular segment is approximately 2.2 miles.

(MU-5) Progress Energy Rail Trail V from Thompson Valley Rd to CR 257

This is one of five project segments spanning approximately 23.9 miles from Drifton to the Georgia State Line via utility corridor right-of-way (MU-1 thru MU-5). The overall project would include a dedicated, non-vehicular pathway to accommodate both bicyclists and pedestrians. This particular segment is approximately 6.9 miles.

(MU-6) Water St Eco-Park Tr Connector from Water St at Seminole Ave to US 19 at Cherokee St

This is one of two project segments within Monticello connecting the west and east sides of US 19 at an important retail/shopping destination. This particular segment is approximately 0.3 miles and is located west of US 19.

(MU-7) Water St Eco-Park Tr Connector from US 19 at Cherokee St to Ike Anderson Trail at Chase Dr

This is one of two project segments within Monticello connecting the west and east sides of US 19 at an important retail/shopping destination. This particular segment is approximately 0.4 miles and is located east of US 19.

(MU-8) Ike Anderson Tr N Extension from Rocky Branch Rd to Jefferson Co Recreation Park

This improvement is approximately 0.4 miles in length and would extend the lke Anderson Trail northward from Rocky Branch Road to Mississippi Street near the recreation park where a sidewalk is programmed to continue northward to Texas Hill Road.

(MU-9) Ike Anderson Tr S Extension I from Martin Rd to US 19 at Nacoosa Rd This is one of three project segments spanning approximately 3.2 miles from the south end of the paved portion of the Ike Anderson Trail (at Martin Road) in Monticello southward to the Jefferson County Middle/High School campus. This particular segment includes the portion of the trail that is existing, but currently unpaved. It is approximately 0.8 miles in length.

(MU-10) Ike Anderson Tr S Extension II from US 19 at Nacoosa Rd to US 19 at Drifton-Aucilla Rd

This is one of three project segments spanning approximately 3.2 miles from the south end of the paved portion of the Ike Anderson Trail (at Martin Road) in Monticello southward to Jefferson County Middle/High School campus. This particular segment extends from the southern terminous of the existing trail (unpaved) to US 19 at Drifton-Aucilla Road and is approximately 1.7 miles in length.

(MU-11) Ike Anderson Tr S Extension III from US 19 at Drifton-Aucilla Rd to Jefferson Co MS/HS

This is one of three project segments spanning approximately 3.2 miles from the south end of the paved portion of the Ike Anderson Trail (at Martin Road) in Monticello southward to Jefferson County Middle/High School campus. This particular segment extends from US 19 at Drifton-Aucilla Road to the Jefferson County Middle/High School campus and is approximately 0.7 miles in length.

(MU-12) US 90 from Leon Co Line (west) to Leon Co Line (east)

This improvement is approximately 3.7 miles in length and would provide a multimodal trail connection from the Leon County Line eastward through a brief portion of Leon County and back into Jefferson County. The project is proposed as an alternative to paved shoulders, due to concerns with protecting the roadway aesthetic created by the crape myrtle street tree canopy in this location.

(*MU-13*) Elliot Dr Connector from Elliot Dr at Melrose Dr to Ike Anderson Trail This improvement is a mere 0.04 miles, but would create a neighborhood connection to the Ike Anderson Trail.

Road Diets

(RD-1) US 19 from 0.1 mi north of Madison St to Texas Hill Rd

The project would convert this approximately 0.6-mile segment of US 19 to a two-lane roadway (one travel lane in each direction plus a two-way center left turn lane) by removing one travel lane in each direction. The remaining space including the unused on-street parking is recommended to be converted to buffered bicycle lanes. The use of this cross section allows for the roadway to simply be re-striped without having to reconstruct curb and gutter or address drainage facilities.

(RD-2) US 19 from 0.25 mi south of E. Cherokee St to Courthouse Circle The project would convert this approximately 0.9-mile segment of US 19 to a two-lane roadway (one travel lane in each direction plus a two-way center left turn lane) by removing one travel lane in each direction. The remaining space including the unused on-street parking is recommended to be converted to buffered bicycle lanes. The use of this cross section allows for the roadway to simply be re-striped without having to reconstruct curb and gutter or address drainage facilities.

(**RD-3**) **US 90** from Ike Anderson Trail to 0.1 mi west of St. Margaret Rd The project would convert this approximately 0.6-mile segment of US 90 to a two-lane roadway (one travel lane in each direction plus a two-way center left turn lane) by removing one travel lane in each direction. The remaining space including the unused on-street parking is recommended to be converted to buffered bicycle lanes. The use of this cross section allows for the roadway to simply be re-striped without having to reconstruct curb and gutter or address drainage facilities.

Bicycle Lanes

(BL-1) US 19 from Pearl St to 0.1 mi north of Madison St

This includes a short segment (approximately one-quarter mile in length) in downtown Monticello north of US 90 from Pearl Street to just north of Madison Street. The project could be accomplished by simply adding bicycle lane stripes, markings, and signage; and due to the existing curb-to-curb roadway width, could be striped seven feet out from the face of curb to provide 12foot travel lanes. Also, this project could be completed as part of a future resurfacing project.

Shared Land Markings (i.e. Sharrows)

(SL-1) US 90 from 0.05 mi east of Mahan Dr to lke Anderson Trail This improvement is approximately 0.8 miles in length through downtown Monticello. The installation of sharrow lanes through this segment would be of benefit to bicyclists since this section does not have paved shoulders and cyclists currently share the lane with motor vehicle traffic. At the west end, the existing paved shoulder along US 90 ends near Mahan Drive.

(SL-2) US 19 from Courthouse Cir (south side) to Pearl St

This improvement is a mere 0.15 miles in length, but would be of benefit to bicyclists along this segment of US 19 in downtown Monticello, as the area cannot accommodate the addition of bicycle lanes.

(SL-3) Water St from Seminole Ave to US 90

This is an approximately 0.5-mile improvement through downtown Monticello. It would provide a north-south alternative to US 19 through downtown between business destinations at US 90 and near Seminole Avenue at US 19.

Sidewalks

(SW-1) Palmer Mills Rd from Waukeenah St to Ike Anderson Trail

This improvement is approximately 0.25 miles in length and completes a sidewalk gap between downtown Monticello, southeast of the US 90/US 19 intersection, from Waukeenah Street to the lke Anderson Trail. The right-of-way appears somewhat constrained; therefore, an easement to accommodate the sidewalk could be required. Also, the installation of a sidewalk could require a creative solution similar to that described in the Sidewalks section of the Concept Plan and Design Standards chapter. The section includes a typical sidewalk cross section drawing for constrained rights-of-way.

(SW-2) Branch St from Ike Anderson Trail to Sage Street

This improvement is approximately 0.4 miles in length and extends from the lke Anderson trail eastward into the Roostertown area. The right-of-way appears somewhat constrained; therefore, an easement to accommodate the sidewalk could be required. Also, the installation of a sidewalk could require a creative solution similar to that described in the Sidewalks section of the Concept Plan and Design Standards chapter. The section includes a typical sidewalk cross section drawing for constrained rights-of-way. (SW-3) Waukeenah St from 200 ft north of Seminole Ave to Chase Dr This improvement is approximately 0.12 miles in length and would complete a pedestrian gap from north of Seminole Avenue where the current sidewalk ends, southward to Chase Drive where a separate multi-use pathway facility (MU-7) is planned to connect US 19 to the Ike Anderson Trail. The right-of-way may be constrained in this area.

(SW-4) Palmer Mills Rd from 150 ft west of Water St to Water St This short 150-foot improvement would fill a sidewalk gap along Palmer Mills Road west of Water Street in downtown Monticello.

(SW-5) US 90 from 300 ft west of Holly Rd to Willow St

This improvement is approximately 0.23 miles in length and would fill a sidewalk gap along the south side of US 90 from the western terminus of the existing sidewalk at Willow Street, westward to approximately 300 feet west of Holly Road. A new sidewalk is current programmed for construction at the western terminus of this project and will extend westward to the City Limits of Monticello.

(SW-6) Madison St from US 19 to Cherry St

This short 0.06-mile improvement would connect Cherry Street to US 19 on the north side of downtown Monticello. Madison Street is part of the popular downtown Monticello historic walking tour route.

(SW-7) Pearl St from US 19 to Cherry St

This short 0.06-mile improvement would connect Cherry Street to US 19 on the north side of downtown Monticello. Pearl Street is part of the popular downtown Monticello historic walking tour route.

(SW-8) Cherry St from Pearl St to Madison St

This 0.14-mile improvement would complete a sidewalk gap along Cherry Street between Pearl Street and Madison Street on the north side of downtown Monticello. Cherry Street is part of the popular downtown Monticello historic walking tour route.

(SW-9) High St from Magnolia St to Railroad St

This improvement is approximately 0.15 miles in length and would provide a sidewalk connection between Magnolia Street and Railroad Street on the north side of downtown Monticello. High Street is part of the popular downtown Monticello historic walking tour route.

(SW-10)Magnolia St from Dogwood St to High St

This short improvement is approximately 0.09 miles in length and would provide a sidewalk connection between Dogwood Street and High Street on the north side of downtown Monticello. Magnolia Street is part of the popular downtown Monticello historic walking tour route.

(SW-11)Old Lloyd Road from Leon County Line to Main Street (Post Office) This improvement is approximately 1.3 miles in length and would provide a sidewalk connection from the Leon County Line eastward to the post office along Main Street near the center of Lloyd. The project would also include a crosswalk at State Road 59. It should be noted that there appears to be constrained right-of-way along Old Lloyd Road near the east end of the project.

8.5

(SW-12)SR 59 from CR 158/Old Lloyd Rd to 0.25 mi south of I-10 overpass This improvement is approximately 0.44 miles in length and would provide a sidewalk connection between the central population center of Lloyd and the retail commercial center along State Road 59 just south of Interstate 10.

(SW-13)Water St (east side) from Walnut St to Seminole Ave

This improvement is approximately 0.5 miles in length and would connect Walnut Street, just south of US 90, to Seminole Avenue where a separate multiuse pathway facility (MU-6) is planned to continue to US 19 near a major shopping destination.

(SW-14)King St from Martin Luther King Jr Ave to Park Ave

This improvement is approximately 0.33 miles in length and provides a pedestrian facility through the heart of the Roostertown area from Martin Luther King Jr Avenue to Park Avenue. The right-of-way appears somewhat constrained and building setbacks are shallow. The installation of a sidewalk could require a creative solution similar to that described in the Sidewalks section of the Concept Plan and Design Standards chapter. The section includes a typical sidewalk cross section drawing for constrained rights-of-way.

(SW-15)Martin Luther King Jr Ave from US 90 to King St

This improvement is approximately 0.26 miles in length and provides a pedestrian connection between US 90 and King Street in the Roostertown area. The right-of-way appears somewhat constrained and building setbacks are shallow. The installation of a sidewalk could require a creative solution similar to that described in the Sidewalks section of the Concept Plan and Design Standards chapter. The section includes a typical sidewalk cross section drawing for constrained rights-of-way.

(SW-16)US 19 from CR 259/Waukeenah Street to near Gulf Coast Supply This improvement is approximately 0.66 miles in length and would provide a sidewalk extension along the east side of US 19 from Waukeenah Street to the existing southern sidewalk terminus near Gulf Coast Supply.

Pedestrian Crossing Enhancements

(PX-1 and PX-2) Downtown Courthouse Area

- (PX-1) US 90 from Walnut St to Dogwood St; US 19 from Mulberry St to Cherry St.
- (PX-2) US 90 from Olive St to Mulberry St, and from Cherry St to Waukeenah St; US 19 from Palmer Mill Rd to Walnut St, and from Dogwood St to Pearl St.

This project consists of intersection improvements in the vicinity of the Courthouse on US 90 from Olive Street to Waukeenah Street and on US 19 from Palmer Mill Road to Pearl Street, encompassing two intersections each to the north, south, east, and west of the Courthouse roundabout, as well as improvements at the roundabout itself. Specific elements include curb extensions at eight intersections which extend from the curb to the edge of parallel or angle parking, high visibility crosswalks at all intersections within the project area, modifications to on-street parking, incorporation of valley gutters to visually separate travel lanes from parking areas, and roundabout entry markings. Figures 12a and 12b provides a concept of the improvements for this area.



Back-in angle parking in Austin, TX with adjacent instructional sign (blue sign above speed limit sign)

ROJECT PRIORITIES



Figure 12a: Jefferson County Courthouse Area - Existing Conditions

Figure 12b: Jefferson County Courthouse Area - Snapshot of Proposed Improvements



During design for these projects, the angle used for angled parking should be reviewed as it may be possible to increase the angle to help narrow the roadway further without causing issues for passing trucks or motorists backing from parking spaces. The potential for back-in angle parking might also be considered for the following reasons:

- The backing maneuvering required is similar to that for parallel parking, but involves half the effort
- Considered to be superior to straight-in diagonal parking because visibility is much improved for exiting and the driver controls the space while entering just as with parallel parking
- Provides direct access to vehicle trunks from the sidewalk, making it easier to load a vehicle
- When vehicle doors are opened, adults and children alike are naturally directed back towards the sidewalk, rather than into the street
- Safer for bicyclists: it is impossible for bicyclists to be "doored" unlike parallel parking, and drivers are able to see bicyclists easier and much sooner when exiting their parking stalls
- Has a traffic calming effect on vehicle speeds
- Documented reduction of crashes (Urban Transportation Monitor, June 11, 2004, "Conversion to Back-in Angle Parking Generally Successful: Results in Reduced Accidents, Benefits for Cyclists")

There are potential issues with converting to back-in angle parking as well, as follows, although each can be addressed (see response to issue or strategy in parentheses):

- Drivers used to head-in angle parking may not realize they need to back into back-in angled spaces (this can be combated though the use of information signs)
- Driver skills may be too poor for them to successfully back into back-in angle spaces (the skills needed for back-in angle parking are no different than for parallel parking: like parallel parking, the driver enters the stall by stopping and backing; however, the movement is simpler and faster not requiring the front of the vehicle to be maneuvered against the curb)
- Most cars have more overhang on the rear, so with narrow sidewalks, the sidewalks will appear narrower (issue can be remedied by using a landscape buffer of 3-4 feet between the curb and sidewalk or use parking blocks within the stalls to limit the vehicle overhang allowed)
- Since all cars have exhaust pipes at the rear, consideration should be given as to whether or not to located back-in diagonal parking next to sidewalk cafes or other areas where people may linger (the Adams Morgan District of Washington, DC has back-in angle parking that runs for several blocks on one of the great eatery rows and works well; people do not leave their cars idling)
- Makes it harder to cut the grass in the adjacent buffer strip if provided
- Drivers looking back may not see street furniture as easily (a consideration is to have more clear space along the curb so that trees, poles, etc. are not struck by motorists backing in; also, parking blocks within the parking stalls help to appropriately set the backing limit)

The Courthouse area projects propose to use valley gutters to help visually distinguish the parking areas from the travel lanes. These gutters will be extended between curb extensions along the edges of the parking areas and



Valley gutters in Estes Park, CO provide a visual separation between angled parking and the travel lanes.



Roundabout markings, Gainesville, FL.

also used as the borders of the parking areas on the outside edges in each of the four quadrants of the Courthouse roundabout.

- The proposed roundabout markings consist of two items:
- A wide dotted line across the lane entering the roundabout placed at the edge of the circulating roadway
- A yield line indicating the point behind which vehicles are required to yield at the entrance to the roundabout

(PX-3) US 90 near Marvin St

This project is to install a mid block pedestrian crossing along US 90 in the vicinity of Marvin Street. The crossing would accommodate increased northsouth pedestrian traffic across US 90, per reports from Monticello city staff. The project would include high visibility crosswalk markings, advance yield lines, yield here to peds signs, lighting, and potentially RRFBs. While local residents could benefit from this crossing, it should be noted that an additional north-south crossing is proposed a couple blocks west of this location at the lke Anderson Trail crossing at US 90 (PX-4). The latter crossing would accommodate both bicyclists and pedestrians utilizing the multi-use path. The County (and FDOT) will need to determine the feasibility of both locations as well as the practicability of including two such pedestrian crossings within such a limited distance along US 90.

(PX-4) US 90 at Ike Anderson Trail

At the existing trail crossing at US 90, the roadway is transitioning between a two-lane undivided roadway with on-street parking to a four-lane undivided roadway with on-street parking. This will continue to be a transition point if the proposed US 90 road diet is implemented, as just east of the crossing is where designated buffered bicycle lanes will begin in the eastbound direction and end in the westbound direction; shared lane markings are proposed to the west of the bicycle lanes termini. With a curb to curb width at the crossing point of approximately 39 feet, it is proposed to have a 10-foot wide median island and travel lanes in each direction of 14.5 feet, which will be shared by bicyclists (see Figures 13a and 13b). The crossing is proposed to incorporate a median island, high visibility crosswalk markings, advance yield lines, yield here to peds signs, lighting, and potentially RRFBs.

(PX-5) US 19 at Cherokee St/Jefferson Square Shopping Center

With the proposed road diet on US 19 south, this section would transform from a five-lane section to a three-lane section with buffered bicycle lanes. As discussed previously, at the crossing point, the bike lanes could be transitioned towards the travel lane (removing the buffer) to allow curb extensions to shorten the exposed crossing distance for pedestrians (see Figures 14a and 14b). Similar to the US 90 trail crossing, this location is proposed to have a median island (with angled crossing), high visibility crosswalk markings, advance yield lines, yield here to peds signs, lighting, and potentially RRFBs.

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ORITIES



Figure 13b: US 90 at Ike Anderson Trail Crossing - Proposed Improvements



ROJECT PRIORITIES

Figure 14a: US 19 South at Cherokee St. - Existing Configuration



Figure 14b: US 19 South at Cherokee St. - Proposed Improvements



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(PX-6) Trailhead at Aucilla Hwy/US 19 (SE corner)

This project would accommodate the proposed Progress Energy Rail Trail (MU-1 thru MU-5) on property near the southeast corner of US 19 and Aucilla Highway. The specific amenities and features included at this trailhead have not been determined at this point, but are anticipated to include an unpaved parking lot, picnic shelter with tables, restrooms, bike racks, staging area, lighting and signage. Also, property acquisition would be required for this project.

(PX-7) Jefferson Co ES Area at various intersections

This project consists of various minor improvements to the immediate vicinity of Jefferson County Elementary School to improve conditions for students to walk or bicycle to school from the adjacent neighborhoods, including the following:

- Reconstructing the sidewalk on Rocky Branch Road between Mamie Scott Drive and Shady Lane to provide an standard width facility and adequate buffer to the edge of roadway
- Mark high-visibility crosswalks at all school driveways on Rocky Branch Road and Mamie Scott Drive
- Remove the existing marked crosswalk (transverse lines only) just west of the parent drop-off loop
- Change the Rocky Branch Rd/Mamie Scott Drive intersection to all-way stop control and mark high-visibility crosswalks on each approach
- Update all school crossing signs to fluorescent yellow-green
- Install MUTCD compliant school zone speed limit signs with flashing beacons and End School Zone signs on Rocky Branch Road and Mamie Scott Drive
- Install stop sign and mark stop line at northern school driveway exit onto Mamie Scott Drive
- Replace existing crosswalk markings with high-visibility crosswalk markings at Rocky Branch Road/Rhodes Street

(PX-8) Ike Anderson Trail at various cross streets

This project simply would provide high-visibility crosswalks and W11-5 combined bicycle/pedestrian warning signs at six cross street locations: Chase Drive, Poplar Street, Holly Street, Dogwood Street, Pearl Street, and York Street.

Project Priorities

The ranking order of recommended projects was determined by an assessment of the master plan goals and strategies as well as information obtained through public input and stakeholder interviews, and a joint county-city work session (described below).

Projects were initially ranked into tiered priority groups: Tier One, Tier Two and Tier Three. Approximately one-third of the total projects were included in each tier, providing a fairly equal distribution weight among the three priority groups. With these generalized rankings in place, a joint county-city work session hosted by the Jefferson County Board of County Commissioners was held to determine the final project prioritization order. In addition, work session participants were asked to provide specific rankings to the projects included in Tier One in order to give future guidance and direction to the Board of County Commissioners and the CRTPA for the funding of future projects as revenue sources are procured. (Projects in Tiers Two and Three remain generally ranked as listed.) The Tier One, Two and Three project priority lists, including planninglevel cost estimates, are included in Table 11, 12, and 13 on the following pages.

Table 11: Project Facilities - By Priority Ranking (Tier 1)

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MAP ID	ROADWAY	FROM	то
PX-1	Downtown Courthouse Area	US 90 from Walnut St to Dogwood St; U	JS 19 from Mulberry St to Cherry St
PX-2	Downtown Courthouse Area	US 90 from Olive St to Mulberry St, and from Cherry St to Waukeenah St; US 19 from Palmer Mill Rd to Walnut St, and from Dogwood St to Pearl St	
SW-1	Palmer Mills Rd	Waukeenah St	Ike Anderson Trail
PX-3	US 90	Marvin St	
PS-1	CR 257/N Salt Rd	US 90	CR 146/Ashville Hwy
SW-2	Branch St	Ike Anderson Trail	Sage Street
PS-2	CR 259/Waukeenah Hwy	US 27	US 19
PS-3	CR 158/Old Lloyd Rd	SR 59	US 90
PX-4	US 90	at Ike Anderson Trail	
SW-3	Waukeenah St	200 ft north of Seminole Ave	Chase Dr
PX-5	US 19	at Cherokee St/Jefferson Square Shopping Center	
PS-4	CR 146/Ashville Hwy	St. Margaret Rd	US 221
MU-1	Progress Energy Rail Trail I	GA state line	Lake Rd
MU-2	Progress Energy Rail Trail II	Lake Rd	US 90
MU-3	Progress Energy Rail Trail III	US 90	US 19
MU-4	Progress Energy Rail Trail IV	US 19	Thompson Valley Rd
MU-5	Progress Energy Rail Trail V	Thompson Valley Rd	CR 257
PX-6	Trailhead	at Aucilla Hwy/US 19 (SE corner)	
PS-5	CR 149/Boston Hwy	US 19	GA state line
MU-6	Water St Eco-Park Trail Connector	Water St at Seminole Ave	US 19 at Cherokee St
MU-7	Water St Eco-Park Trail Connector	US 19 at Cherokee St	Ike Anderson Trail at Chase Dr
SN-1	US 90	Leon Co line (west)	Leon Co line (east)
SN-2	CR 158/Old Lloyd Rd	Leon Co line	SR 59
SN-3	US 90	Mahan Dr	Ike Anderson Trail
SW-4	Palmer Mills Rd	150 ft west of Water St	Water St
SW-5	US 90	300 ft west of Holly Rd	Willow St.
SW-6	Madison St	US 19	Cherry St
SW-7	Pearl St	US 19	Cherry St
PS-10	CR 259/Tram Rd	Leon Co line	SR 59
SW-8	Cherry St	Pearl St	Madison St
SW-9	High St	Magnolia St	Railroad St
SW-10	Magnolia St	Dogwood St	High St
SW-11	Old Lloyd Road	Leon County line	Main Street (Post Office)

DIST (miles)	PRIORITY	CST COST	NOTES
N/A	1A	\$291,000	4 intersections; curb extensions; crosswalk enhancements; valley gutters
N/A	1 B	\$233,000	4 intersections; curb extensions; crosswalk enhancements; valley gutters
0.25	2	\$38,196	Constrained ROW; may need easement
N/A	3	\$77,000	popular ped crossing spot, especially for school children; would replace crossing at MLK
6.5	4	\$1,084,915	
0.4	5	\$61,114	Constrained ROW; shallow building setbacks
9.5	6	\$1,585,645	
8.8	7	\$1,468,808	
N/A	8	\$66,000	Important trail crossing at major highway
0.12	9	\$18,334	Constrained ROW
N/A	10	\$83,000	Major shopping destination; challenging crossing
14.1	11	\$2,353,431	
5.8	12A	\$2,325,701	
5.2	1 2 B	\$2,085,112	
3.8	12C	\$1,523,735	
2.2	12D	\$882,163	
6.9	1 2E	\$2,766,783	
N/A	1 2F	N/A	Unpaved parking, staging area, picnic shelter w/tables, signage
8.1	13	\$1,351,971	
0.3	14	\$120,295	Multimodal connection/crossing at major highway and shopping destination
0.4	15	\$160,393	Multimodal connection/crossing at major highway and shopping destination
3.7	16	\$2,220	BMUFL
1.2	17	\$720	BMUFL
0.8	18	\$1,440	BMUFL signs (in conjunction with Shared Lane Markings)
0.03	19	\$4,584	Downtown Monticello's primary pedestrian network
0.23	20	\$389,815	Add to adjacent programmed sidewalk project
0.06	21	\$9,167	Downtown Monticello's primary pedestrian network
0.06	22	\$9,167	Downtown Monticello's primary pedestrian network
5.3	23	\$884,623	
0.14	24	\$21,390	Downtown Monticello's primary pedestrian network
0.15	25	\$22,918	Downtown Monticello's primary pedestrian network
0.09	26	\$13,751	Downtown Monticello's primary pedestrian network
1.3	27	\$198,619	South side of road; include crosswalk at SR 59; may be constrained ROW (east end)

MAP ID	ROADWAY	FROM	ТО
PS-6	CR 158/Rabon Rd	CR 158/Old Lloyd Rd	CR 259/Waukeenah Hwy
PS-7	CR 158/Drifton-Aucilla Rd	US 19	CR 257
PS-8	Lake Rd	Leon Co line	US 19
PS-9	CR 158B/Nash Rd	CR 259/Waukeenah Hwy	US 19
SN-5	Bassett Dairy Rd	CR 257/N Salt Rd	CR 146/Ashville Hwy
SN-6	Miscellaneous Locations		
SN-7	Whitehouse Rd	Leon Co line	SR 59
SN-8	Lloyd Creek Road	US 27	Old Lloyd Road
MU-8	Ike Anderson Trail Northern Extension	Rocky Branch Rd	Jefferson Co Recreation Park
MU-9	Ike Anderson Trail Southern Extension I	Martin Rd	US 19 at Nacoosa Rd
MU-10	Ike Anderson Trail Southern Extension II	US 19 at Nacoosa Rd	US 19 at Drifton-Aucilla Rd
MU-11	Ike Anderson Trail Southern Extension III	US 19 at Drifton-Aucilla Rd	Jefferson Co MS/HS
MU-12	US 90	Leon Co line (west)	Leon Co line (east)
BL-1	US 19	Pearl St	0.1 mi north of Madison St
SL-1	US 90	0.05 mi east of Mahan Dr	Ike Anderson Trail
SL-2	US 19	Courthouse Cir (south side)	Pearl St
SL-3	Water St	Seminole Ave	US 90
SW-12	SR 59	CR 158/Old Lloyd Rd	0.25 mi south of 1-10 overpass
SW-13	Water St (east side)	Walnut St	Seminole Ave
SW-14	King St	Martin Luther King Jr Ave	Park Ave
SW-15	Martin Luther King Jr Ave	US 90	King St
PX-7	Jefferson Co ES Area	various intersections	
SW-16	US 19	CR259/Waukeenah St	near Gulf Coast Supply

Table 12: Project Facilities - By Priority Ranking (Tier 2)

DIST (miles)	PRIORITY	CST COST	NOTES
3.3	Tier 2	\$550,803	
8.1	Tier 2	\$1,351,971	
10.8	Tier 2	\$1,802,628	
1.9	Tier 2	\$317,129	
4.6	Tier 2	\$2,760	BMUFL
10	Tier 2	\$6,000	STR signs to address documented problem locations with existing paved shoulders
2.9	Tier 2	\$1,740	BMUFL
5.3	Tier 2	\$3,180	BMUFL
0.4	Tier 2	\$160,393	
0.8	Tier 2	\$320,786	
1.7	Tier 2	\$681,671	
0.7	Tier 2	\$280,688	
3.7	Tier 2	\$1,483,637	One side of roadway
0.25	Tier 2	\$2,640	Complete as part of future resurfacing project
0.8	Tier 2	\$6,720	Downtown 'main street'
0.15	Tier 2	\$1,260	Downtown 'main street'
0.5	Tier 2	\$2,000	Multimodal connector between shopping/business destinations
0.44	Tier 2	\$67,225	Constrained ROW; shallow building setbacks
0.5	Tier 2	\$76,392	
0.33	Tier 2	\$93,070	Constrained ROW; shallow building setbacks
0.26	Tier 2	\$72,570	Constrained ROW; shallow building setbacks
N/A	Tier 2	\$86,000	Mostly minor crossing improvements
0.66	Tier 2	\$100,837	

MAP ID	ROADWAY	FROM	то
SN-9	Natural Bridge Road / Fanlew Road	Leon Co line	SR 59
SN-10	Casa Bianca Road	CR 259/Waukeenah Hwy	CR 158/Old Lloyd Road
SN-11	Oetinger Road	Lake Rd	US 19
SN-12	Tyson Road	CR 259/Waukeenah Hwy	US 19
SN-13	Blue Lake Road	CR 257	US 90
SN-14	Connell Road / Brooks Road/CR 206	SR 59	CR 259/Tram Road
SN-15	Limestone Road/CR 205	Brooks Road/CR 206	SR 59
SN-16	Springfield Road	SR 59	Lloyd Creek Road
MU-13	Elliot Dr Connector	Elliot Dr at Melrose Dr	Ike Anderson Trail
RD-1	US 19	0.1 mi north of Madison St	Texas Hill Rd
RD-2	US 19	0.25 mi south of E. Cherokee St	Courthouse Circle
RD-3	US 90	Ike Anderson Trail	0.1 mi west of St. Margaret Rd
PX-8	Ike Anderson Trail	at various cross streets	

Table 13: Project Facilities - By Priority Ranking (Tier 3)
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DIST (miles)	PRIORITY	CST COST	NOTES
2.3	Tier 3	\$1,380	BMUFL (dirt roads programmed to be paved)
2.4	Tier3	\$3,180	BMUFL (dirt roads programmed to be paved)
1.1	Tier3	\$660	BMUFL (dirt roads programmed to be paved)
2.2	Tier3	\$1,320	BMUFL (dirt roads programmed to be paved)
2.6	Tier3	\$1,560	BMUFL (dirt roads programmed to be paved)
3.8	Tier3	\$2,280	BMUFL (dirt roads programmed to be paved)
1.7	Tier3	\$1,020	BMUFL (dirt roads programmed to be paved)
1.5	Tier3	\$900	BMUFL (dirt roads programmed to be paved)
0.04	Tier 3	\$16,039	Feasibility: easement, acquisition?
0.6	Tier 3	\$595,989	From 4LU + parking to 3LU+bike lanes
0.9	Tier 3	\$893,984	From 4/5LU+some parking to 3LU+bike lanes
0.6	Tier 3	\$695,321	From 4LU + parking to 3LU+bike lanes
N/A	Tier 3	\$12,000	Enhanced crosswalk and signs at 6 minor street crossings



POLICIES & PROGRAMS

Overview

This chapter describes the programs and policies recommended in this Master Plan using the six "Es" of bicycle and pedestrian planning as a guide; Education, Encouragement, Enforcement, Engineering, Equity, and Evaluation. These policy and program elements serve as the basis for a comprehensive bicycle and pedestrian strategy that contributes to:

- · Enhanced community mobility options.
- Improved livability and quality of life for residents.
- Environmental justice for transportation disadvantaged individuals.
- Economic development benefits for individuals, business and public agencies.
- Economic development possibilities related to recreation and eco-tourism.
- Increased regional mobility and recreational opportunities.
- Increased community physical fitness and health.
- Reduced pollution and improved air quality.

The Bicycle and Pedestrian Master Plan proposes a combination of facility improvements, including:

- Installing sidewalks and completing sidewalk gaps.
- Installing roadway shoulders.
- On-road bicycle lanes.
- Shared-use paths.
- Roadway diets.
- Bikes May Use Full Lane signage.
- · Other non-motorized mobility enhancements.

Such improvements are anticipated to complement the County's existing resources and provide connections to desired destinations, such as downtown Monticello, schools, parks and recreation facilities, commercial areas, and future potential economic development areas. The following sections outline the program and policy elements that support the master plan.

Education

With different modes using the same right-of-way, it is imperative that each user has at least a basic understanding of the rights and responsibilities of all users on the roadway. Bicyclists and pedestrians must understand their rights within the right-of-way and how to safety travel alongside vehicular traffic. Motorists also need to understand the legal rights and responsibilities of bicyclists and pedestrians. A wide variety of agencies and organizations may provide education programs targeted at bicyclists, pedestrians, and motorists of various ages.

Public Education Initiatives

A variety of media, both traditional and new/social, can be used to educate the public about bicyclist and pedestrian safety, sharing the road, courtesy, economy and efficiency, including:

- A Safe Routes to School program in coordination with the Florida Traffic and Bicycle Safety Education Program, local schools, and school districts and incorporation of traffic and pedestrian safety into school curricula at various grade levels.
- Share the Road/bicycling public education campaigns in local newspapers, TV, radio, and other media.

JEFFERSON COUNTY BICYCLE & PEDESTRIAN MASTER PLAN

- Coordination with utility providers to include information in utility bills (mailed and emailed) regarding bicycle and pedestrian activity.
- Public education campaigns for all ages of the general public regarding the rights and responsibilities of all roadway users.
- A program to provide bicycle safety equipment, including helmets, lights, reflectors, vests, other gear, and educational materials to all residents who are interested and successfully complete a safety training or orientation program.

Education, Training, and Coordination for Local Government Staff

In order for the Master Plan to be effectively implemented, Jefferson County and City of Monticello staff from various departments should review the plan to gain a better understanding of how their departments can help with plan implementation. A comprehensive education program in coordination with the American Association of State Highway and Transportation Officials guidelines, the Jefferson County Health Department, the Jefferson County Community Traffic Safety Team and other community service organizations could be established to teach safe, courteous and useful practices in all situations and conditions. Educational efforts can serve to:

- Identify and provide training opportunities for County, City, and other agency staff on best practices in roadway facilities design and programs.
- Provide a comprehensive understanding of the needs of bicyclists and pedestrians and how to create a safe, multimodal transportation network within the region.
- Training opportunities should include both classroom sessions on on-road handling/traffic cycling skills and pedestrian safety precautions for staff members.
- Ensure interdepartmental coordination within and among Jefferson County and City of Monticello departments and others when planning and implementing roadway projects and programs to ensure that multimodal uses are incorporated and that public awareness of multi-modal opportunities are available.

Encouragement

Bicycling and walking are legitimate modes of transportation and important forms of personal mobility and independence. Having a connected network of on-street bicycle facilities and sidewalks that allows people to travel from one place to another without driving is the first step toward an active and healthy community. While some enthusiasts are more likely to use facilities once they have been installed, others tend to need a bit more encouragement and confidence-building before they are comfortable. Encouragement activities promote and raise awareness of multi-modal options and events. An important key to success of these activities is having a coordinated approach, a consistent message, and focused activities.

Bicycle and Pedestrian Advisory Committee

A county-level Bicycle and Pedestrian Advisory Committee (BPAC) would ideally represent multiple facets of the community and coordinate between Jefferson County and City of Monticello staff on a wide range of bicycle and pedestrian issues facing the region, including implementation of the Bicycle and Pedestrian Master Plan. The committee would be charged with representing the needs and opinions of local residents, businesses, and others related to bicycle and pedestrian issues, plans, programs, policies, and project implementation. Goals of the committee should include:

- Developing guidelines and a process for establishing a Bicycle and Pedestrian Advisory Committee, including committee composition, appointment process, purpose and responsibilities, staff liaison and coordination roles, and other details to ensure committee effectiveness.
- Monitoring planned facility implementation.
- Helping organize events and programs.

Bicycle and Pedestrian Coordinator

A Bicycle and Pedestrian Coordinator would be the single point of contact for bicycle- and pedestrian-related initiatives, programs, policies, and projects within the County. While many departments and organizations will be involved in implementing and supporting various elements of the Master Plan, it is essential that a staff position be identified to coordinate and guide implementation. The Coordinator would work with Jefferson County and City of Monticello staff, the Bicycle and Pedestrian Advisory Committee, other governmental agencies, the business community, and the general public to create partnerships and fulfill the vision represented in this Master Plan. Considerations for establishing the position should include:

- Identification of key responsibilities of the Bicycle and Pedestrian Coordinator, such as to ensure that all facilities comply with the Americans with Disabilities Act, and identification of the appropriate department to house the position.
- Depending on budget constraints, the County may initially choose to reassign an existing position to focus on bicycle and pedestrian issues at least 50% of the time, moving to a full-time position over time when appropriate.
- Raise awareness of the position and responsibilities through City publications and electronic media.

Safe Routes to School Programs

Safe Routes to School (SRTS) programs focus on a comprehensive approach to encouraging bicycling and walking to school. These programs are sustained efforts by parents, schools, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. This may be accomplished through the provision of infrastructure (engineering) or via non-infrastructure programs (education, encouragement, enforcement). These programs make bicycling and walking to school a safer and more appealing transportation choice and encourage life-long healthy and active lifestyles. To promote this program, the City should incorporate the following procedures:

- Work with all Independent School Districts (ISD) that cover the City to establish comprehensive SRTS programs.
- Support the creation of SRTS programs at local elementary and middle schools, including school transportation assessments and walking/biking plans.
- Work with local schools to provide appropriate bicycling activities for children of different age groups.
- Assist with funding applications for SRTS projects identified through the programs.



Providing a wide range of opportunities for persons of all ages and abilities to walk or ride is essential to increasing multimodal awareness within the County. Community or social events provide opportunities for both new and experienced bicyclists and walkers to ride to the store, school, library, work, park, or just for fun. When combined with safety education materials and programs, the following events and informational materials can increase comfort and safety for all roadway users:

- The Seminole Cycling Classic is an opportunity to highlight the County's regional bikeway network and focus positive attention on the City of Monticello.
- Bicycling-related activities that support bicycling to promote healthy lifestyles such as Bike to Work Week, Bike Month, and/or Bike-In Movies.
- A wayfinding map of the City of Monticello and vicinity, regional routes and trails (online and fold-out brochure) showing existing bike routes, destinations, and links to the hike and bike trail network, once facilities are installed.
- The Watermelon Festival in the City of Monticello has many outdoor activities including beauty pageants, street dance, a melon run, sports events, and a parade, which expose festival goers to Monticello's pedestrian friendly environment.
- A county website illustrating future regional connection and planned facilities in collaboration with links to County and Monticello departments and organizations that are supporting new facilities.

Local Businesses

Public-private partnerships, whether formal or informal, can help encourage residents to walk or ride bicycles for short shopping trips or for work trips. Partnership opportunities include:

- Creating partnerships with local bicycle businesses and community organizations to promote bicycle and pedestrian-friendly events, such as the Watermelon Festival and the Seminole Cycling Classic.
- Seek sponsorship opportunities for safety, education, and awareness materials such as wayfinding maps and informative brochures.
- Encouraging employers to include quality/secure bicycle parking, showers, and lockers for employees who wish to walk, run, or bicycle to work. Consider modifications to the development standards to require or provide incentives for incorporation of these facilities in new development or redevelopment.

Enforcement

A strong enforcement program is critical in Jefferson County, where many of the County's bicycle and, to a lesser degree, pedestrian facilities will be located on existing, and highly trafficked, regional roadways. Enforcement activities should strive toward three important objectives:

- Protect the bicyclist's right to operate on the roadway.
- Protect bicyclists and pedestrians from motorists.
- Ensure that bicyclists and pedestrians follow the rules and operate safely.

Taken together, activities that achieve these objectives represent a comprehensive enforcement program that sends a "share the road" message to all roadway users.



The Seminole Cycling Classic event is a regional draw and provides exposure for Monticello.



The Watermelon Festival is an annual celebration that encourages healthy and active behaviors for the city and its visitors.

The Monticello Police Department can play a key role in creating a supportive atmosphere in the City through constant contact with other Jefferson County staff, City staff, and residents from all areas of the community. Law enforcement officers and other Police Department staff who interact with the public are familiar with traffic and bicycle laws and local traffic patterns. Officers will be able to reinforce correct motorist, bicyclist, and pedestrian behaviors and send a strong message to the community that walking and riding is a viable and accepted means of transportation.

Coordination Efforts

As mentioned earlier, no one department has full responsibility for improving pedestrian and bicycle conditions. Law enforcement officials can provide linkages between other various County enforcement agencies, City departments, and community organizations to support education, encouragement and enforcement activities through:

- Coordination with other law enforcement agencies in the area to provide training and interpretation of bicycling and traffic laws and practices.
- Communication with other law enforcement agencies and bicycle advocacy groups to ensure understanding and agreement on existing bicyclingrelated regulations and practices.
- Sponsorship of and/or support of bicycling education programs and bicycling events with other County and City departments and private/ community organizations.

Enforcement Activities

Enforcement of traffic laws may incorporate a range of activities focused on raising awareness, improving behavior of all roadway users, and improving comfort and safety for bicyclists and pedestrians. Bicyclists, pedestrians, and motorists must be made aware of these rights and responsibilities and encouraged to act within the law. Enforcement efforts can include:

- Ensuring law enforcement staff (officers and other people who interact with the public) are aware of current rules of the road and bicycle-related laws.
- Conducting enforcement campaigns to encourage both motorists and bicyclists to follow laws and improve safety for all. These campaigns may include issuing citations or warnings, rewarding behavior that indicates awareness and consideration for the safety and rights of all roadway users, and should identify specific behaviors to target.
- Developing partnerships within community and business organizations to promote compliance with traffic laws and encourage considerations for all users.

Crash Locations

There may be locations within the Jefferson County and the City of Monticello that experience greater numbers of bicycle- or pedestrian-related crashes. It is these locations that should be singled out for safety-related countermeasures. County staff is encouraged to undertake an examination of available crash statistics (types and locations) to determine possible interventions and strategies to reduce crashes.

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Engineering

The physical structure of the built environment is an important factor that influences whether walking and/or bicycling can be successful forms of transportation in a community. Lane widths, speed limits, pavement/sidewalk conditions, and crosswalks and intersection characteristics will affect perceptions of roadway safety and comfort for various users. Jefferson County's regional roadway system is currently used, and has many future opportunities, as a bikeway network. At both the county and city scale, it is important to adopt streetscape standards that ensure the safety of multimodal users on all roadways.

Complete Streets

The goal of Complete Streets is to create a better environment for users of most modes of transportation: automobiles, bicyclists, pedestrians, and transit. Special attention should be given to designing facilities that accommodate the special needs of children, the elderly, and people with physical and visual disabilities. Florida Statute 335.065 states that, with noted exceptions:

"Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into state, regional, and local transportation plans and programs. Bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility, and special emphasis shall be given to projects in or within 1 mile of an urban area."

Adopting a county-wide Complete Streets policy will ensure that all applicable modes (automobile, bicycle, pedestrian, and transit) are included in roadway and community design. Successful Complete Streets policies include ten key elements:

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses, emergency vehicles, and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is understood by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.

Bicycle Facility Design and Capital Improvements Planning

Many of Jefferson County's roads are currently being used for bicycling, but are lacking best practices for bicyclist and pedestrian safety. Reconstruction, retrofit, and rehabilitation projects are those roadway projects that do not involve the creation of a brand new road. One way to ensure good overall facility design is to accommodate multi-modal planning at the beginning of a



Complete Street projects provide safe access for all users.

transportation improvement project so that it is integrated into the total design of the project at the outset, instead of being added at a later date and at a greater cost. City plans and policies can incorporate these goals by:

- Using national and state standards, as applicable, to guide design and installation of bicycle facilities and treatments. The American Association of State Highway and Transportation Office (AASHTO) and Florida State Greenbook standards and guidelines all provide detailed guidance for bicycle and pedestrian facilities design and usage.
- Integrating bikeways and sidewalks in typical sections and design standards will assist in the construction of these facilities.
- Evaluating key roadway resurfacing, reconstruction, and design projects for opportunities to incorporate multi-modal facilities and treatments, improve intersection crossings, and provide connectivity to the bicycle network and trail facilities.
- Installing appropriate bicycle and pedestrian facilities and treatments, including resurfacing, re-striping, right-of-way adjustments, and sharethe-road signage, on roadways identified in the Bicycle and Pedestrian Concept Plan.
- Creating a wayfinding network of signed bicycle routes leading to key destinations within the community such as parks, community facilities, trails, schools, and shopping centers.
- Evaluating the success of new or modified roadway designs is an important aspect for the Engineering Department to consider when evaluating future projects. Recommendations for evaluation and performance measures can be found at the end of the Evaluation section.

Bicycle and Pedestrian Supporting Facilities

Bicycle and pedestrian-related facilities that make it easier for residents to arrive at their destinations can be provided through a number of programs and policies. It is important to incorporate supporting facilities into programming, design, and construction at key locations, at regional destinations, and within downtown Monticello. The County should consider the following initiatives:

- Encourage the development of end-of-trip and bicycle parking facilities, especially at community resources (parks, cultural centers, schools, transit facilities), and other desired destinations (employment centers, shopping destinations) through development requirements and incentives.
- Install bicycle parking at destinations throughout the City, including libraries, parks, shopping centers, business districts, and transit stops.
- Install pedestrian-friendly streetscape furnishings, such as benches, waste receptacles, and lighting, along key corridors.



Supporting facilities add comfort, safety, and improved aesthetic quality to streetscapes.

Evaluation

A key component to the successful implementation of the Master Plan is being able to evaluate the performance of programs, new or improved facilities, and other policy-based decisions. The County and City of Monticello should also be enabled to assess the progress of the Master Plan and its ability to meet future goals and objectives and make corrections as needed to support a bicycle and pedestrian-friendly community.

Baseline Data

It is impossible to determine success without first knowing where you started. By collecting and compiling existing conditions information, the County and Monticello can determine whether conditions have improved over time. Baseline data, and performance measures used to track progress, may also be required for obtaining financial support from grants or other sources. Data collection includes establishment of baseline conditions for each of the Master Plan's objectives in order to establish updated conditions and evaluate progress against performance/evaluation measures at least every five years. Use this conditions update and evaluation to revise project lists, program delivery, and update the Master Plan over time.

City Policies and Regulations

Adopting the Bicycle and Pedestrian Master Plan is just the first step toward creating a more bicycle-friendly community. Identifying potential locations for countermeasures and facilities complemented by changes to associated land development regulations, long-range planning policies, and other planning documents, will lead to the long-term success of the Master Plan and improved safety for bicyclists and pedestrians. Evaluating existing planning documents for opportunities to include proactive bicycle and pedestrian-oriented policies ensures future development and redevelopment efforts will incorporate humanscale development patterns and urban design characteristics that will encourage healthy and active behaviors. Policy consideration includes:

- Revisions to Comprehensive Plan policies and corresponding land development regulations/ordinances to encourage land use patterns and site design that support bicycling and walking.
- Development of form-based development regulations to maximize the comfort and safety of non-motorized users.
- Clearly defining responsibilities for ongoing implementation and coordination of the Master Plan (projects, programs, and policies) across County and Monticello departments and with various community organizations and stakeholders.

Performance Measures

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It is through the implementation and evaluation of policy and program objectives that Jefferson County and the City of Monticello will create a clear, comprehensive, and implementable approach to fully incorporate multimodal opportunities into the fabric of the community. A summary of recommended performance measures for each of the six "Es" are shown in the table below:

Table 14:	Summary of	Policy and	l Program	Performance	Measures
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FOCUS AREA	PERFORMANCE MEASURES					
	Number or percentage of key staff attending training of various types (by department, agency, etc.)					
Education	Number of bicycle/motorist education programs offered to citizens, including those located in non-native English speaking neighborhoods, schools in low-income communities, and elderly citizens					
	Number of attendees at bicycle/motorist safety education programs					
	Number of school-age students receiving bicycle/traffic safety education					
	Number of educational brochures/materials distributed to citizens					
	Number of persons receiving bicycle safety gear					
	Number of bicycling-related new events initiated in the County					
	Number of schools participating in Safe Routes to School programs					
Encouragement	Reduction in the Countywide obesity and diabetes rates, especially among youth					
	Implementation of pedestrian- and bicycle-supportive maps and other public media					
	Number of bike racks installed and subsequent usage					
	Number of bike racks installed at various locations around the County by private entities					
	Reduced number of pedestrian- and bicycle-related crashes as a proportion of all crashes in the County					
Enforcement	Percentage of law enforcement officers receiving specific bicycle-related training					
	Number of persons who received education and/or citations regarding pedestrian- and bicycle-related incidents					
	Reduction in the number of pedestrian and bicycle network gaps throughout the County					
	Adoption of pedestrian- and bicycle-friendly design guidelines into the County and City policies and standards					
	Number of connectivity points between on-street facilities and off-road paths					
Engineering	Miles of sidewalk, bicycle lanes/paved shoulders and pathway facilities installed					
	Safety improvements at key intersections					
	Number of bicycle parking spaces installed in the County at appropriate locations (and usage of these parking facilities)					
	Number of businesses that install bicycle racks or other end-of-trip facilities					
	Workshops, training, and education sessions held, and the number of people from identified neighborhoods or community groups who attend					
Equity	Proportion of bicycle and pedestrian facilities, treatments, and wayfinding routes designated and installed by geographic area					
	Number of mobility-related education events and programs offered to lower income, seniors, and other special needs populations within the County					
Evaluation	Changes to County and City policies and plans to support implementation of the Bicycle and Pedestrian Master Plan					
& Planning	Amount of funding identified and allocated toward Bicycle and Pedestrian Master Plan implementation					

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EFFERSON COUNTY BICYCLE & PEDESTRIAN MASTER PLA

COST ESTIMATING & FUNDING SOURCES

Cost Estimating

Planning-level cost estimates are included for each recommended project (with the exception of PX-6: Trailhead at Aucilla Highway/US 19). Estimates are based on typical development practices, depending on the project type recommended, and standard cost estimating figures commonly used. More detailed cost breakdowns are provided for pedestrian crossing enhancement projects PX-1 thru PX-5, PX-7 and PX-8, as these projects are more detailed in scope. General project unit cost estimates assumed for the majority of recommended projects are included in the table below.

Detailed project cost estimate breakdowns provided for pedestrian crossing enhancement projects PX-1 thru PX-5, PX-7 and PX-8, as mentioned above, can be found in the appendix to this master plan.

PROJECT	ASSUMPTIONS	C	ст соят	SOURCE
Sidewalk (1 side)	5' width, 1 side	\$	152,784	1
Sidewalk (2 sides)	5' width, both sides	\$	302,293	1
Paved Shoulder	5' paved shoulder, both sides	\$	166,910	1
Trail	12' multi-use trail, 1 side of roadway	\$	400,983	1
Pedestrian Signal	Pedestrian activated signal per intersection, 4-way	\$	11,264	1
Crosswalk	Pedestrian crosswalk per intersection, 12" white stripe (paint/thermo), 5 x 12' lanes all quadrants	\$	2,645	1
Restripe	Milling & resurfacing (4L roadway) 5' sidewalk & curb & gutter, undivided, includes L & R turn lanes	\$	993,315	1
BMUFL Signs	1 sign per mile per direction; \$300/sign	\$	600	2
BMUFL Signs (urban)	3 signs per mile per direction; \$300/sign	\$	1,800	2
Bike Lane Stripe	6" white stripe; \$1/If	\$	10,560	2
Shared Lane Marking Park	1 marking every 250' adjacent to on-street parking; \$200/marking	\$	8,400	3
Shared Lane Marking	1 marking every 500' (approx. 0.1 mi) with no on- street parking; \$200/marking	\$	4,000	3

Table 15: General Unit Cost Estimates

1. FDOT D-3 Preliminary Estimates Section Transportation Costs Annual Roadway Construction Cost, Revised December 2011. CEI (normally 15% of the construction cost) is not included.

2. Unit costs per FDOT Area 7 averages (07/2011 - 06/2012).

3. Based on unit cost per marking from City of Winter Park, FL project on Palmer Avenue

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Funding Sources

Following the adoption of this master plan, the County and CRTPA will be in a better position to seek and procure funding for priority bicycle- and pedestrian-related projects in Jefferson County. The following is a list of potential funding sources for consideration in pursuit of accomplishing the project recommendations.

Local/State level Funding sources:

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VISIT FLORIDA Grants

VISIT FLORIDA is the state's official tourism marketing corporation created in 1996. VISIT FLORIDA is not a government agency, but rather a not-for-profit corporation that carries out the work of the Florida Commission on Tourism, which was created as a public-private partnership by the Florida Legislature in 1996. VISIT FLORIDA maintains the following grant programs:

- Cultural Heritage and Nature Tourism Grant Program: The Cultural Heritage and Nature Tourism (CHNT) Grant Program is a reimbursement program designed to provide funding for multi-county and multipartner marketing projects for the promotion of Florida's cultural heritage and nature tourism and education efforts.
- Advertising Matching Grants Program: VISIT FLORIDA administers an advertising matching grants program to publicize the tourism advantages of the State of Florida. This program is administered on behalf of the Florida Commission on Tourism, in cooperation with the Governor's Office of Tourism, Trade, and Economic Development. Notices of the grants program are sent out by the second Friday in March. The total for all grants under this program shall not exceed \$40,000 per year.

Office of Greenways and Trails - The Recreational Trails Program (RTP)

The Recreational Trails Program (RTP) is coordinated by the Office of Greenways and Trails. The RTP is a competitive program that provides grants for projects that provide, renovate, or maintain recreational trails, trailheads, or trail side facilities. The Florida Department of Environmental Protection (FDEP) administers the program in coordination with the U.S. Department of Transportation and the Federal Highway Administration (FHWA). Municipal or county governments, state or federal governmental agencies, recognized state and federal Indian tribal governments, and organizations approved by the State are eligible to apply. RTP grants have a minimum 20 percent local match. Applications must be submitted between March 15 and March 30 of the application year.

Small Cities Community Development Block Grant Program

The Community Development Block Grant Program is a federal program that provides funding for housing and community development. The U. S. Department of Housing and Urban Development distributes money to states participating in the Small Cities Community Development Block Grant program based on a formula developed by Congress. Florida has received between \$18 and \$35 million each year since 1983. The program has five preliminary categories:

- Housing
- Neighborhood Revitalization
- Commercial Revitalization

- Economic Development
- Section 108 Loan Guarantee Program

Applications for Economic Development grants may be submitted at any time. Applicants may apply for Housing, Neighborhood, or Commercial grants only if they have no open grants. Grant contracts are written for two-year periods. Applications must meet certain eligibility and national objective requirements, as listed below:

- To qualify under the Low-Moderate National Objective, at least 51 percent of the beneficiaries must be low and moderate income persons. The U. S. Department of Housing and Urban Development has defined a low and moderate income person as one whose total family income is at or below 80 percent of the area's median income.
- Under the Slum and Blight National Objective, the area must be a slum or blighted area as defined by state or local law.
- Activities funded under the Urgent Needs National Objective must alleviate existing conditions that pose a serious and immediate threat to those living in the area and are 18 months or less in origin. Additionally, the local government must demonstrate that it is unable to finance the activity on its Grants can help fund the own, and that other funding is not available.

Florida Community Trust's Florida Forever Grant Program

Florida Communities Trust is a state land acquisition grant program that provides funding to local governments and eligible non-profit environmental organizations for acquisition of community-based parks, open space, and greenways that further outdoor recreation and natural resource protection needs as identified in local government comprehensive plans.

Florida Department of Transportation Enhancements

The Transportation Enhancement Program (TEP) is a federal program administered by the Florida Department of Transportation (FDOT). This funding is intended for projects or features that go beyond what has been customarily provided with transportation improvements. This program is for projects that are related to the transportation system, but are beyond what is required through normal mitigation or routinely provided features for transportation improvements. TEP is not a grant program; rather, projects are undertaken by project sponsors and eligible costs are reimbursed. These funds can be used for streetscapes, signage, and roadway improvements.

Bikes Belong Coalition Grant Program

This program assists in the development of bicycle facility projects by providing \$180,000 in grants each year. This program is administered by the Bikes Belong Coalition, which is a bicycle advocacy organization aimed at "putting more people on bikes more often."

Florida Recreation and Development Assistance Grant Program

The Florida Recreation and Development Assistance Program provides grants for the acquisition or development of land for public outdoor use or for the construction or renovation of recreational trails. This program is administered by the Florida Department of Environmental Protection, Bureau of Design and Recreation Services.

Bike Florida Mini-Grants

This small-scale grant program is established through the sale of "Share the Road" specialty license plates to provide funds for bicycle and pedestrian programs. These grants provide assistance in the purchasing of equipment (such as road or trail signage, bike repair for educational programs), print materials (printing of bicycle safety information, safety signage for bicycle events, trail maps, etc.), or other safety-related projects. Helmet giveaway programs are not considered eligible. The program website can be found at www.bikeflorida. org.

National/Federal level funding sources:

National Highway System Funding

Funding Entity / Administrator: National Highway System Funding

<u>Website</u>: http://www.fhwa.dot.gov/safetealu/factsheets/nhs.htm

<u>Eligibility</u>: Funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate highways.

Match Requirements: No.

Other Requirements: May be spent on any public highway or trail.

Surface Transportation Program (STP)

Funding Entity / Administrator: FHWA

Website: http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm

<u>Eligibility</u>: Funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways (including ADA compliance projects), or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking; 10 percent of annual funds are dedicated to TE projects

<u>Match Requirements</u>: Most Federal-aid highway funding programs require a 20 percent State match of Federal funds

<u>Other Requirements:</u> State and/or local funds used to match Federal-aid highway projects may include in-kind contributions (such as donations). Projects need to be in the North Central Texas Council of Governments (NCTCOG) TIP to be eligible (http://www.nctcog.org/trans/tip/)

Transportation Enhancement (TE) Program (subset of STP) <u>Funding Entity / Administrator</u>: FHWA

Website: http://www.fhwa.dot.gov/environment/transportation_enhancements

<u>Eligibility</u>: Program is run through a state-level TE Office. Competitive selection process, funds are distributed directly by the state TE Office.

<u>Match Requirements</u>: Individual TE projects under the STP can have a match higher or lower than 80 percent; typical local match is 20 percent; Funds from other Federal programs may also be used to match TE program funds.

<u>Other Requirements</u>: Projects may exceed the 80 percent Federal share provided the State program overall matches at the 80/20 level; Projects need to be in the NCTCOG TIP to be eligible; May be used on local roads.

Congestion Mitigation and Air Quality Improvements (CMAQ) Program (subset of STP)

Funding Entity / Administrator: FHWA

Website: http://www.fhwa.dot.gov/environment/air_quality/cmaq/

<u>Eligibility:</u> Only for local governments in non-attainment areas; Funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use.

<u>Match Requirements</u>: CMAQ typically covers 80 percent of the project cost, with the remaining 20 percent coming from the state, MPO or public/private partners.

<u>Other Requirements</u>: Coordination with MPO (NCTCOG) is strongly recommended to coordinate the application process; May be used on local roads.

Safe Routes to School Program

Funding Entity / Administrator: Safe Routes to School Program

Website: http://www.txdot.gov/safety/safe_routes/default.htm

<u>Eligibility</u>: Statewide competitive process; cost-reimbursement; Funds are apportioned to states based on their relative shares of total enrollment in primary and middle schools, but no state will receive less than \$1 million.

Match Requirements: No.

<u>Other Requirements</u>: 70-90% to Infrastructure projects; remainder to noninfrastructure

State and Community Highway Safety Grant (Section 402 funds)

<u>Funding Entity / Administrator:</u> State and Community Highway Safety Grant (Section 402 funds)

Website: http://safety.fhwa.dot.gov/policy/section402/

<u>Eligibility</u>: Section 402 grants are provided to support state highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage

Match Requirements: 100 percent federally funded

<u>Other Requirements</u>: State must submit a Performance Plan to be eligible for funds.

Transit Enhancement Activity Program

Funding Entity / Administrator: Transit Enhancement Activity Program

<u>Website:</u> http://www.fta.gov

<u>Eligibility:</u> One percent set-aside of Urbanized Area Formula Grant funds designated for, among other things, pedestrian access and walkways, and "bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles." 49 USC Section 5307(k)

<u>Match Requirements</u>: Bicycle-related transit projects are 90 percent Federal and may increase to 95 percent Federal for bicycle-related transit enhancement projects

Other Requirements: No.

Job Access and Reverse Commute (JARC) Grants Funding Entity / Administrator: FTA

Website: http://www.fta.dot.gov/grants/13093_3550.html

<u>Eligibility</u>: State and public bodies; Capital, planning and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects - includes bicyclerelated services

<u>Match Requirements</u>: The Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost of the activity (50 percent for operating costs). Recipients may use up to 10 percent to support program administrative costs including administration, planning, and technical assistance, which may be funded at 100 percent Federal share. The local share of eligible capital and planning costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs.

<u>Other Requirements</u>: Funds pass from FTA to NCTCOG; Project must be in TIP to be funded

Transportation, Community, and System Preservation Program (discretionary grants)

Funding Entity / Administrator: FHWA

Website: http://www.fhwa.dot.gov/tcsp/

<u>Eligibility:</u> States, metropolitan planning organizations, local governments, and tribal governments are eligible for TCSP Program discretionary grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.

Match Requirements: The Federal share payable shall be 80 percent.

<u>Other Requirements:</u> Applicants are strongly encouraged to coordinate applications with the State department of transportation and metropolitan planning organization to ensure proposals are consistent with statewide and metropolitan planning requirements.

JEFFERSON COUNTY BICYCLE & PEDESTRIAN MASTER PLAN

Conclusion

The Jefferson County Bicycle and Pedestrian Master Plan is the culmination of extension data collection, review and analysis. It was formulated with extensive municipal, public and stakeholder input and involvement. As a result, this Master Plan provides the framework for a robust bicycle and pedestrian network, to be implemented over time, which will increase transportation mobility options for all population segments of the County. The bicycle and pedestrian conceptual network, project recommendations, and project prioritization schedule give practical direction to local municipal leaders to implement the plan and realize a more complete and diverse transportation system for Jefferson County.

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JEFFERSON COUNTY BICYCLE & PEDESTRIAN MASTER PLAN

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APPENDIX

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Jefferson County Bicycle and Pedestrian Master Plan

Stakeholder Interview Notes

1. Roy Schleicher/County Administrator, Alan Wise/Preble-Rish (County Engineer), another Henry Gohlke, Assistant County Administrator

Issues

- Fatality at post office (US 19 north)
- No traffic lights in County
- Too many signs

Opportunities

- Potential Connections new park at end of Water Street, connections to/from Leon County
- Bulb-outs in core 6 blocks, improved crossings
- Paved shoulders on 259 north of 27, Lake Micc, US90, Waukeenah Highway
- Connections to destinations

2. City of Monticello – Emily Anderson/City Clerk, Steve Wingate/City Manager, Raymond Clark, Supervisor

Issues

- Visibility issues with plants/trees at US90 crossing
- Very few people walk to school
- Curb issues at US 90

Opportunities

- Coordinate improvements with new development, such as Monticello Pines
- Improve crosswalks with ladder striping
- Gateway improvements

- Potential connections to Eco-park and north to GA (via Cotton Trail)
- Improvements to US 19
- Improvements to US90
 - US 90 E consider road diet as 2035 volumes are less than 10,000 vpd
 - Improve crossing at the US90 trail
 - Change to share the road/sharrows
- 3. Planning/ED Bill Tellefsen/County Planning Director, Julie Conley/EDC, Nancy Wideman/TDC

Development opportunities include – Monticello Pines, Wacissa, some commercial development at US19/27, US 27 at 59 and US19

Past planning efforts (such as the future land use plan and FSU vision plan) have not been wellreceived. There is an economic development plan in the works.

Future transportation improvements could include 6 laning US 27 and US 19 to route truck traffic off I-75. This would include a bypass.

4. County Roads Department – David Harvey

Issues

- SR 59 may not have paved shoulder
- Lamont has existing sidewalk at the post office
- Concern about sharing road signage helps, but don't have money for signs all over

Potential Future Facilities:

- Look at Seminole Cycling Routes northeast of town
- Develop Whitehouse Rd with a separate bicycle route to/from Leon Co. There are issues with ROW, which would need coordination with land owners.
- "Goose Pasture" has potential for trailhead areas
- Abandoned RR ROWs from Lamont to GA.
- Add Share the road on Cherry/Lloyd Creek and SR59

5. Police Chief and two Sheriff's Deputies

Issues:

- narrow roads,
- topography,
- golf carts
- kids not permitted to ride to school
- need to educate cyclists on how to ride
- Need pedestrian enforcement at courthouse
- 6. Winston Lee, AICP, ASLA, local resident/business owner (walk around downtown, no notes)

7. Jefferson Co. Schools – Superintendent Brumfield Title 1 District

No Kids bike or walk to school (posted speed is 65mph on US 19), though some might use trail if extended south. Kids who live within 2 blocks of the school are bussed.

Trail crossing at US 90 used to include a school speed zone, but it was removed.

Can't afford crossing guards

Hazardous walking conditions. Sidewalk is needed from Courthouse west to City limits.

JEFFERSON COUNTY BICYCLE & PEDESTRIAN MASTER PLAN

PUBLIC WORKSHOP





Jefferson County R.J. Bailar Public Library Community Room 375 South Water Street, Monticello, FL A master plan for the future of bicycling and walking in Jefferson County is in progress. The master plan will identify safe and efficient locations to connect bicyclists and walkers to key destinations such as historic downtown Monticello, parks, schools, natural and historical sites, and more.

The master plan will include the following components:

- Detailed maps of recommended bicycle lanes, sidewalks, trails, and more
- Policies that support bicycling and walking
- Programs to increase awareness and safety
- Priorities for plan implementation

Public Workshop

At this workshop, preliminary recommendations to improve conditions for bicycling and walking in Jefferson County will be shared with the community. These concepts build on the existing Regional Mobility Plan and are based on stakeholder interviews and extensive field review. We need your input on the needs and priorities for bicycle and pedestrian facilities and programs. You are encouraged to attend and to bring a friend.

What places do you walk or bike? What route do you want to use to get there?

TUESDAY, MAY 15, 2012 5:00 pm – 7:30 pm Drop in anytime. Presentation at 6:00 pm. Jefferson County R.J. Bailar Public Library Community Room 375 South Water Street, Monticello, FL

For More Information:

Contact Lynn Barr, CRTPA, (850) 891-6801 or lynn.barr@talgov.com or Jennifer Carver, Renaissance Planning Group, (850) 270-1926 x 402 or jcarver@citiesthatwork.com

www.crtpa.org



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons requiring special accommodation under the Americans with Disabilities Act or those requiring language translation services, free of charge, should contact Lynn Barr at (850) 891-6801 at least three (3) days before the event.

Jefferson County Bicycle and Pedestrian Master Plan Public Workshop

FOR IMMEDIATE RELEASE

May x, 2012

For more information contact:Lynn Barr(name)Mobility Coordinator(title)850-891-6800(phone #)Lynn.barr@talgov.com(email)

May 15 public workshop to focus on bicycle and pedestrian areas

Monticello - Jefferson County invites all residents, businesses, and stakeholders to attend a public workshop to provide input on the needs and priorities for bicycle and pedestrian facilities and programs. This public workshop will be held in an informal open house format with a presentation at 6:00 pm. Citizens attending the workshop will be able to review the materials, ask questions and submit comments. The public workshop is as follows:

Tuesday, May 15, 2012 5:00 pm – 7:30 pm Drop in anytime. Presentation at 6:00 pm. Jefferson County R.J. Bailar Public Library Community Room 375 South Water Street, Monticello, FL

The Capital Region Transportation Planning Agency (CRTPA), in coordination with Jefferson County and the City of Monticello, is developing the Jefferson County Bicycle and Pedestrian Master Plan. Emphasis will be placed on safe and efficient locations to connect bicyclists and walkers to key destinations. This plan will feature the following components:

- Detailed maps of recommended bicycle lanes, sidewalks, trails, and more
- Policies that support bicycling and walking
- Programs to increase awareness and safety
- Priorities for plan implementation

What would make Jefferson County & Monticello more bicycle- and pedestrian-friendly? What are the key bicycling/walking destinations in the County for families, commuters, or others? Where would you most like to see bicycle routes/trails, sidewalks, and crosswalks? What concerns do you have about bicycling and walking in the County?

Please visit the CRTPA web site at http://www.crtpa.org/Jefferson_County_Bike_Ped.html to participate in a short questionnaire.

This public meeting is being held in compliance with the Americans with Disabilities Act (ADA). Anyone requesting special accommodations may call (850) 891-6800, at least 48 hours prior to the meeting. For more information on the CRTPA and local transportation planning initiatives, please visit www.crtpa.org or call (850) 891-6800.

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Jefferson County Bicycle and Pedestrian Master Plan

Web Survey Results

RespondentID	Collector ID	StartDate	EndDate	What would make Jefferson County & Monticello more bicycle- and pedestrian-friendly?	What are the key bicycling/walking destinations in the County for families, commuters, or others?	Where would you most like to see bicycle routes/trails, sidewalks, and crosswalks?	What concerns do you have about bicycling and walking in the County?
				Open-Ended Response	Open-Ended Response	Open-Ended Response	Open-Ended Response
1841643960	26281359	05/15/2012	05/15/2012	first, a leash law. we are always being chased by dogs, once by 5! a 2- ft plus shoulder on some designated bike-friendly roads would also be very helpful. the dogs keep me from riding there more than the lack of shoulders tho.	Not familiar enough with the county. I just love the countryside there.	on 90, so we could ride easily from our home at baum and buck lake. Canopy roads,	Dogs, lack of shoulders.
1828588683	26281359	05/06/2012	05/06/2012	More Bicycle and Pedestrian friendly paths. Lots of Bicycle path signs. Wider bicycle paths on the roads. lots and lots of Advertisement detailing Eco-Tours.	There is a brochure made by the TDC in Monticello that details a Historic Monticello Walking Tour. There should also be made available a Brochure for Historic Biking Tours. I would like that question above answered as well. We have no advertisement detailing any of these destinations in Monticello. How are people to know if it is not put out there.	19N, 19S, 90E, and 90W.	Safety. No bicycle paths to follow, save for one already designated, and is hidden out of the way. Need more Bicycle and Pedestrian Friendly commercial signs on streets and everything. I love the new Pedestrian crosswalk signs. We need more of these kind of signs to make people aware of what we have.
1823997829	26281359	05/02/2012	05/02/2012	Highway 90 in Jefferson County is the only part of 90 without shoulders. Any time a road is resurfaced, it really helps to have shoulders or bike lanes. Stop dangerous drivers and if a driver ever his a cyclists or pedestrian charge make them accountable. Last time I bicycled from Tallahassee to Greenville on a few cars passed me. But one on an empty roads missed me from behind by inches and gunned his engine to make his point. The rule of the road should be that those with the bigger vehicles should be held most accountable. Cars over bikes, bikes over pedestrians. The Bike Florida Ride brought \$10,000's to many small towns this year. We have to stop the few dangerous drivers making these big rides afraid to come here.	Wacissa River, Aucilla, Florida Hiking Trail, Courthouse, Opra House are great destinations. This may be the only county that stretches across Florida. Would be a great marketing tool to say "ride across Florida" bike ridein one day. Lots of history tung oil, Spanish, Lloy train station, Mahan tree lined 90 Historic markers would help promote these things if placed all along bike routes.	The ones we use now are good. The Speghetti 100 has a great dirt ride from Miccusuki to Boston	Bad drivers are not held accountable when the hit cyclists or pedestrians. They don't appreciate all the potential tourists dollars a big group ride could bring to the county. Get a Backroads or Vermont bicycling tour book. People pay \$300/day to bike ride in nice safe areas. Our area is as nice as anything in those brochures!!!!!!!
1823860810	26281359	05/02/2012	05/02/2012	1) a 4 "E" type bike/ped program that includes, education, encouragement, enforcement and engineering (facilities) with adequate funding 2) a full time bike/ped advocate on staff 3) paved shoulders on 2 lane roads where feasible (particularly continuous paved shoulders on Hiway 90, 59, 19, etc.) 4) sharrows on 2 lane roads that don't have bike lanes or paved shoulders 5) a bike shop in town/county 6) continuous sidewalks throughout downtown Monticello 7) curb cut ramps at all downtown intersections 8) a detailed map of bike friendly routes & internet mapping app to help cyclists map a route in County 9) school based bike/ped safety education program 10) bike law education program for enforcement officers 11) bike facility design education for ALL County & City staff who deal with roadway design 12) a "bike friendly Jefferson County" citizens' committee (include CoC and other civic orgs) 13) regular bike rides through the County to provide both exercise and business opportunities 14) encouragement of "green guide" type eco-tours that interface biking, hiking and river/lake boating	Wacissa & Aucilla Rivers, downtown locations, Lake Miccosukee, the dog track, parks, coast, most rural roads, etc	see above	none - its ALL good. Some improvements in facilities would be nice

Recommended Bicycle and Pedestrian Facility Improvements

We appreciate your attendance and participation in today's meeting. Your comments are important to us and a valuable component of a strong master plan that adequately represents the interests of the community. Please take a moment to leave us your comments in the space provided below.



of \$50.00 deposit per hard copy set and \$15.00 per digital set. All materials

Jefferson County Bicycle & Pedestrian Master Plan -- General Unit Cost Estimates

Project	Assumptions	c	ST Cost	Source
Sidewalk_1	5' width, 1 side	\$	152,784	1
Sidewalk_2	5' width, both sides	\$	302,293	1
Pvd_Shld	5' paved shoulder, both sides	\$	166,910	1
Trail	12' multi-use trail, 1 side off roadway	\$	400,983	1
Ped_Sig	Ped activated signal per intersection, 4-way	\$	11,264	1
Xwalk	Ped crosswalk per intersection, 12" white stripe (paint/thermo), 5 x 12' lanes all quadrants	\$	2,645	1
Restripe	Milling & resurfacing (4L roadway) 5' sidewalk & curb & gutter, undivided, includes L & R turn lanes	\$	993,315	1
STR_Signs	1 sign per mile per direction; \$300/sign	\$	600	2
STR_Signs_Urban	3 signs per mile per direction; \$300/sign	\$	1,800	2
BL_Stripe	6" white stripe; \$1/lf	\$	10,560	2
SLM_Park	1 marking every 250' adjacent to on-street parking; \$200/marking	\$	8,400	3
SLM_No_Park	1 marking every 500' (approx. 0.1 mi) with no on-street parking; \$200/marking	\$	4,000	3

1. FDOT D-3 Preliminary Estimates Section Transportation Costs Annual Roadway Construction Cost, Revised December 2011. CEI (normally 15% of the construction cost) is not included.

2. Unit costs per FDOT Area 7 averages (07/2011 - 06/2012).

3. Based on unit cost per marking from City of Winter Park, FL project on Palmer Avenue.

Project PX-1: Downtown Courthouse Area Project Phase 1

Prepared by HDR Engineering, Inc.

	_			Fiscal	Year 2012
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
101- 1	MOBILIZATION	1	LS	\$32,000.00	\$32,000.00
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$25,000.00	\$25,000.00
104- 20	EROSION CONTROL	1	LS	\$1,000.00	\$1,000.00
	DESIGN SURVEY	1	LS	\$10,000.00	\$10,000.00
	SIGNING & PAVEMENT MARKING	1	LS	\$5,000.00	\$5,000.00
522-1	CONCRETE SIDEWALK, 4" THICK	-	SY	\$30.00	\$0.00
523-2	PATTERNED PAVEMENT, NON-VEHICULAR AREAS	609	SY	\$80.00	\$48,746.67
110-1-2	CLEARING & GRUBBING	1	LS	\$5,000.00	\$5,000.00
520-2-4	CONCRETE CURB, TYPE D	844	LF	\$13.00	\$10,972.00
120-6	EMBANKMENT	45	CY	\$10.38	\$468.51
0711-11-122	12" White Stripe (Crosswalk Outside Stripe)	1,320	LF	\$1.75	\$2,310.00
0711-11-125	24" White Stripe (Crosswalk Inside Stripe)	1,120	LF	\$3.86	\$4,323.20
0711-11-151	6" White Stripe	200	LF	\$1.00	\$200.00
	Concrete Valley Gutter	430	LF	\$13.00	\$5,590.00
	Drainage inlet at Curb Extension	16	EA	\$4,500.00	\$72,000.00
0527-1	Detectable Warning Pad	56	EA	\$350.00	\$19,600.00
	SUB- TOTAL				\$242,210.38
	CONTINGENCY (20%)				\$48,442.08
	DESIGN FEES (10%)				\$29,065.25
	CEI FEES (10%)				\$31,971.77
	TOTAL ESTIMATED CONSTRUCTION COST (2012) :				\$290,652.45

ESTIMATE BASIS AND ASSUMPTIONS:

- Estimate does not include utility relocation costs.

- The mobilization costs are based on 15% of the construction cost
- Embankment to 1 ft depth
- No R/W Impact
- No specialized landscaping (beyond sodding)
- Utility relocations by others

Project PX-2: Downtown Courthouse Area Project Phase 2

Prepared by HDR Engineering, Inc.

	_			Fiscal	Year 2012
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
101- 1	MOBILIZATION	1	LS	\$25,000.00	\$25,000.00
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$20,000.00	\$20,000.00
104- 20	EROSION CONTROL	1	LS	\$1,000.00	\$1,000.00
	DESIGN SURVEY	1	LS	\$10,000.00	\$10,000.00
	SIGNING & PAVEMENT MARKING	1	LS	\$5,000.00	\$5,000.00
522-1	CONCRETE SIDEWALK, 4" THICK	-	SY	\$30.00	\$0.00
523-2	PATTERNED PAVEMENT, NON-VEHICULAR AREAS	396	SY	\$80.00	\$31,644.44
110-1-2	CLEARING & GRUBBING	1	LS	\$5,000.00	\$5,000.00
520-2-4	CONCRETE CURB, TYPE D	636	LF	\$13.00	\$8,268.00
120-6	EMBANKMENT	29	CY	\$10.38	\$304.14
0711-11-122	12" White Stripe (Crosswalk Outside Stripe)	864	LF	\$1.75	\$1,512.00
0711-11-125	24" White Stripe (Crosswalk Inside Stripe)	800	LF	\$3.86	\$3,088.00
0711-11-151	6" White Stripe	760	LF	\$1.00	\$760.00
	Concrete Valley Gutter	640	LF	\$13.00	\$8,320.00
	Drainage inlet at Curb Extension	14	EA	\$4,500.00	\$63,000.00
0527-1	Detectable Warning Pad	32	EA	\$350.00	\$11,200.00
	SUB- TOTAL				\$194,096.58
	CONTINGENCY (20%)				\$38,819.32
	DESIGN FEES (10%)				\$23,291.59
	CEI FEES (10%)				\$25,620.75
	TOTAL ESTIMATED CONSTRUCTION COST (2012) :				\$232,915.90

ESTIMATE BASIS AND ASSUMPTIONS:

- Estimate does not include utility relocation costs.

- The mobilization costs are based on 15% of the construction cost
- Embankment to 1 ft depth
- No R/W Impact
- No specialized landscaping (beyond sodding)
- Utility relocations by others

Project PX-3: Midblock Crossing of US 90 at Marvin St

Prepared by HDR Engineering, Inc.

	_			Fiscal	Year 2012
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
101- 1	MOBILIZATION	1	LS	\$8,000.00	\$8,000.00
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$3,000.00	\$3,000.00
104- 20	EROSION CONTROL	1	LS	\$1,000.00	\$1,000.00
	DESIGN SURVEY	1	LS	\$2,000.00	\$2,000.00
522-1	CONCRETE SIDEWALK, 4" THICK	-	SY	\$30.00	\$0.00
523-2	PATTERNED PAVEMENT, NON-VEHICULAR AREAS	31	SY	\$80.00	\$2,480.00
110-1-2	CLEARING & GRUBBING	1	LS	\$5,000.00	\$5,000.00
520-2-4	CONCRETE CURB, TYPE D	68	LF	\$13.00	\$884.00
120-6	EMBANKMENT	-	CY	\$10.38	\$0.00
0527-1	Detectable Warning Pad	2	EA	\$350.00	\$700.00
	Rectangular Rapid Flashing Beacons	1	EA	\$15,000.00	\$15,000.00
0700-20-11	Single Post Sign	2	EA	\$300.00	\$600.00
	Overhead Lighting	2	EA	\$8,000.00	\$16,000.00
	Drainage inlet at Curb Extension	2	EA	\$4,500.00	\$9,000.00
0711-11-122	12" White Stripe (Crosswalk Outside Stripe)	196	LF	\$1.75	\$343.00
0711-11-125	24" White Stripe (Crosswalk Inside Stripe)	90	LF	\$3.86	\$347.40
	SUB- TOTAL				\$64,354.40
	CONTINGENCY (20%)				\$12,870.88
	DESIGN FEES (10%)				\$7,722.53
	CEI FEES (10%)				\$8,494.78
	TOTAL ESTIMATED CONSTRUCTION COST (2012) :				\$77,225.28

ESTIMATE BASIS AND ASSUMPTIONS:

- Estimate does not include utility relocation costs.

- The mobilization costs are based on 15% of the construction cost
- Embankment to 1 ft depth
- No R/W Impact
- No specialized landscaping (beyond sodding)
- Utility relocations by others

Project PX-4: Midblock Crossing of US 90 at Ike Anderson Trail

Prepared by HDR Engineering, Inc.

	_			Fiscal Year 2012		
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST	
101- 1	MOBILIZATION	1	LS	\$7,000.00	\$7,000.00	
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$3,000.00	\$3,000.00	
104- 20	EROSION CONTROL	1	LS	\$1,000.00	\$1,000.00	
	DESIGN SURVEY	1	LS	\$2,000.00	\$2,000.00	
522-1	CONCRETE SIDEWALK, 4" THICK	-	SY	\$30.00	\$0.00	
523-2	PATTERNED PAVEMENT, NON-VEHICULAR AREAS	40	SY	\$80.00	\$3,200.00	
110-1-2	CLEARING & GRUBBING	1	LS	\$5,000.00	\$5,000.00	
520-2-4	CONCRETE CURB, TYPE D	84	LF	\$13.00	\$1,092.00	
120-6	EMBANKMENT	3	CY	\$10.38	\$31.14	
0527-1	Detectable Warning Pad	2	EA	\$350.00	\$700.00	
	Rectangular Rapid Flashing Beacons	1	EA	\$15,000.00	\$15,000.00	
0700-20-11	Single Post Sign	2	EA	\$300.00	\$600.00	
	Overhead Lighting	2	EA	\$8,000.00	\$16,000.00	
0711-11-122	12" White Stripe (Crosswalk Outside Stripe)	108	LF	\$1.75	\$189.00	
0711-11-125	24" White Stripe (Crosswalk Inside Stripe)	60	LF	\$3.86	\$231.60	
	SUB- TOTAL				\$55,043.74	
	CONTINGENCY (20%)				\$11,008.75	
	DESIGN FEES (10%)				\$6,605.25	
	CEI FEES (10%)				\$7,265.77	
	TOTAL ESTIMATED CONSTRUCTION COST (2012) :				\$66,052.49	

ESTIMATE BASIS AND ASSUMPTIONS:

- Estimate does not include utility relocation costs.

- The mobilization costs are based on 15% of the construction cost

- Embankment to 1 ft depth

- No R/W Impact

- No specialized landscaping (beyond sodding)

- Utility relocations by others

Project PX-5: Midblock Crossing of US 19 at Cherokee St/Jefferson Square Shopping Center

Prepared by HDR Engineering, Inc.

	_			Fiscal	Year 2012
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
101- 1	MOBILIZATION	1	LS	\$9,000.00	\$9,000.00
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$3,000.00	\$3,000.00
104-20	EROSION CONTROL	1	LS	\$1,000.00	\$1,000.00
	DESIGN SURVEY	1	LS	\$2,000.00	\$2,000.00
522-1	CONCRETE SIDEWALK, 4" THICK	-	SY	\$30.00	\$0.00
523-2	PATTERNED PAVEMENT, NON-VEHICULAR AREAS	69	SY	\$80.00	\$5,520.00
110-1-2	CLEARING & GRUBBING	1	LS	\$5,000.00	\$5,000.00
520-2-4	CONCRETE CURB, TYPE D	150	LF	\$13.00	\$1,950.00
120-6	EMBANKMENT	3	CY	\$10.38	\$31.14
0527-1	Detectable Warning Pad	2	EA	\$350.00	\$700.00
	Rectangular Rapid Flashing Beacons	1	EA	\$15,000.00	\$15,000.00
0700-20-11	Single Post Sign	2	EA	\$300.00	\$600.00
	Overhead Lighting	2	EA	\$8,000.00	\$16,000.00
	Drainage inlet at Curb Extension	2	EA	\$4,500.00	\$9,000.00
0711-11-122	12" White Stripe (Crosswalk Outside Stripe)	108	LF	\$1.75	\$189.00
0711-11-125	24" White Stripe (Crosswalk Inside Stripe)	60	LF	\$3.86	\$231.60
	SUB- TOTAL				\$69,221.74
	CONTINGENCY (20%)				\$13,844.35
	DESIGN FEES (10%)				\$8,306.61
	CEI FEES (10%)				\$9,137.27
	TOTAL ESTIMATED CONSTRUCTION COST (2012) :				\$83,066.09

ESTIMATE BASIS AND ASSUMPTIONS:

- Estimate does not include utility relocation costs.

- The mobilization costs are based on 15% of the construction cost
- Embankment to 1 ft depth
- No R/W Impact
- No specialized landscaping (beyond sodding)
- Utility relocations by others
LONG RANGE ESTIMATE

Project PX-7: Jefferson County Elementary School Area Improvements

Prepared by HDR Engineering, Inc.

	_			Fiscal Year 2012			
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST		
101- 1	MOBILIZATION	1	LS	\$9,000.00	\$9,000.00		
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$3,000.00	\$3,000.00		
104-20	EROSION CONTROL	1	LS	\$1,000.00	\$1,000.00		
	DESIGN SURVEY	1	LS	\$2,000.00	\$2,000.00		
522-1	CONCRETE SIDEWALK, 4" THICK	1,111	SY	\$30.00	\$33,330.00		
523-2	PATTERNED PAVEMENT, NON-VEHICULAR AREAS	-	SY	\$80.00	\$0.00		
110-1-2	CLEARING & GRUBBING	1	LS	\$5,000.00	\$5,000.00		
520-2-4	CONCRETE CURB, TYPE D	-	LF	\$13.00	\$0.00		
120-6	EMBANKMENT	-	CY	\$10.38	\$0.00		
0527-1	Detectable Warning Pad	20	EA	\$350.00	\$7,000.00		
0700-20-11	Single Post Sign w/ Flashing Beacon	4	EA	\$500.00	\$2,000.00		
0700-20-11	Single Post Sign	13	EA	\$300.00	\$3,900.00		
	Overhead Lighting		EA	\$8,000.00	\$0.00		
0711-11-122	12" White Stripe (Crosswalk Outside Stripe)	1,100	LF	\$1.75	\$1,925.00		
0711-11-125	24" White Stripe (Crosswalk Inside Stripe)	900	LF	\$3.86	\$3,474.00		
	SUB- TOTAL				\$71,629.00		
	CONTINGENCY (20%)				\$14,325.80		
	DESIGN FEES (10%)				\$8,595.48		
	CEI FEES (10%)				\$9,455.03		
	TOTAL ESTIMATED CONSTRUCTION COST (2012) :				\$85,954.80		

ESTIMATE BASIS AND ASSUMPTIONS:

- Estimate does not include utility relocation costs.

- The mobilization costs are based on 15% of the construction cost

- Embankment to 1 ft depth

- No R/W Impact

- No specialized landscaping (beyond sodding)

- Utility relocations by others

SOURCE: Unit Costs per FDOT Lake County (Area 7) averages (07/2011 - 06/2012)

LONG RANGE ESTIMATE

Project PX-8: Ike Anderson Trail Crossing at Various Minor Streets

Prepared by HDR Engineering, Inc.

	_			Fiscal Year 2012		
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST	
101- 1	MOBILIZATION	1	LS	\$1,000.00	\$1,000.00	
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$3,000.00	\$3,000.00	
104- 20	EROSION CONTROL	-	LS	\$1,000.00	\$0.00	
	DESIGN SURVEY	-	LS	\$2,000.00	\$0.00	
522-1	CONCRETE SIDEWALK, 4" THICK	-	SY	\$30.00	\$0.00	
523-2	PATTERNED PAVEMENT, NON-VEHICULAR AREAS	-	SY	\$80.00	\$0.00	
110-1-2	CLEARING & GRUBBING	-	LS	\$5,000.00	\$0.00	
520-2-4	CONCRETE CURB, TYPE D	-	LF	\$13.00	\$0.00	
120-6	EMBANKMENT	-	CY	\$10.38	\$0.00	
0527-1	Detectable Warning Pad	2	EA	\$350.00	\$700.00	
0700-20-11	Single Post Sign	12	EA	\$300.00	\$3,600.00	
	Overhead Lighting	-	EA	\$8,000.00	\$0.00	
0711-11-122	12" White Stripe (Crosswalk Outside Stripe)	288	LF	\$1.75	\$504.00	
0711-11-125	24" White Stripe (Crosswalk Inside Stripe)	300	LF	\$3.86	\$1,158.00	
	SUB- TOTAL				\$9,962.00	
	CONTINGENCY (20%)				\$1,992.40	
	DESIGN FEES				\$5,000.00	
	CEI FEES				\$2,500.00	
	TOTAL ESTIMATED CONSTRUCTION COST (2012) :				\$11,954.40	

ESTIMATE BASIS AND ASSUMPTIONS:

- Estimate does not include utility relocation costs.

- The mobilization costs are based on 15% of the construction cost

- Embankment to 1 ft depth
- No R/W Impact

- No specialized landscaping (beyond sodding)

- Utility relocations by others

SOURCE: Unit Costs per FDOT Lake County (Area 7) averages (07/2011 - 06/2012)

January 28, 2013



Copital Region Transportation Planning Agency CRTPA COMMITTEE A	January 28, 2013 GENDA ITEM 5 A		
FISCAL YEAR 2013 – FISCAL YEAR 2017 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT			
Requested by: FDOT	TYPE OF ITEM: Hand Vote		

STATEMENT OF ISSUE

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2013 – FY 2017 Transportation Improvement Program (TIP) to reflect the following:

- CR 12 (Fairbanks Ferry Road) Study (Project #4333891): Add new project related to the study and preliminary design of CR 12 (located in Gadsden County) from 5th Street (Havana) to the Leon County line to address lane departure crashes (Total funding: \$220,000 in FY 2013).
- StarMetro Section 5310 Funding (Project #4336851): Add new project related to use of Federal Transit Administration (FTA) Section 5310 funds (Total funding: \$200,000 in FY 2013).
- Capital Circle, Southwest (Crawfordville Road to Springhill Road) (Project #2197492): Add this project to TIP to reflect the receipt of design funding (Total funding: \$1,969,500 in FY 2013).

CRTPA COMMITTEE ACTIONS

On January 15, 2013, the CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) recommended CRTPA approval of the amendments to the TIP.

RECOMMENDED ACTION

- Option 1: Authorize the Executive Director to transmit documentation to the FDOT reflecting the following amendment of the FY 2013 - FY 2017 Transportation Improvement Program:
 - ADD PROJECT: CR 12 (Fairbanks Ferry Road) Study (Project #4333891): Add new project to the TIP to study and conduct preliminary design related to lane departures along this roadway (\$220,000) in FY 2013.
 - ADD PROJECT: StarMetro Section 5310 Funding (Project #4336851): Add this • project into the TIP to reflect addition of StarMetro capital funding (\$200,000) in FY 2013.
 - ADD PROJECT: Capital Circle, Southwest (Crawfordville Road to Springhill Road) (Project #2197492): Add this project to TIP to reflect the receipt of design funding (\$1,969,500) in FY 2013.

HISTORY AND ANALYSIS

The CRTPA's Transportation Improvement Program is adopted annually and identifies those projects in the region that have received state and federal funding. Frequently, the TIP needs to be formally amended to reflect project changes such as the addition or deletion of a project, changes in project funding and changes in project scope.

The following projects are proposed to be amended in the FY 2013 – FY 2017 TIP:

<u>CR 12 (limits: 5th St (Havana) to Leon County line) Study (Project #4333891)</u> Provides Highway Safety Program (HSP) funding to address lane departure crashes on Fairbanks Ferry Road (CR 12). Funding will be utilized for both the study and preliminary design of improvements along the corridor (\$220,000 in FY 2013) (Gadsden County).

StarMetro Section 5310 Funding (Project #4336851)

This project has been added to the TIP in order to allow StarMetro to access FTA Section 5310 funding in the current year associated with capital expenses that support transportation to meet the special needs of older adults and persons with disabilities. A total of \$200,000 (\$160,000 in FTA funds and \$40,000 in local government match funding)

Capital Circle, Southwest (Crawfordville Road to Springhill Road) Design Funding (Project #2197492)

This project has been added to the TIP to reflect the receipt of funding for the design of this roadway. The design funds became available due to recent bid savings on other projects in FDOT District 3. A total of \$1,960,500 (state funds: District In-House (DIH) & District Dedicated Revenue (DDR)) in FY 2013 has been placed on this project.

OPTIONS

- Option 1: Authorize the Executive Director to transmit documentation to the FDOT reflecting the following amendment of the FY 2013 FY 2017 Transportation Improvement Program:
 - ADD PROJECT: <u>CR 12 (Fairbanks Ferry Road) Study</u> (Project #4333891): Add new project to the TIP to study and conduct preliminary design related to lane departures along this roadway (\$220,000) in FY 2013.
 - ADD PROJECT: <u>StarMetro Section 5310 Funding</u> (Project #4336851): Add this project into the TIP to reflect addition of StarMetro capital funding (\$200,000) in FY 2013.
 - ADD PROJECT: <u>Capital Circle, Southwest (Crawfordville Road to Springhill</u> <u>Road)</u> (Project #2197492): Add this project to TIP to reflect the receipt of design funding (\$1,969,500) in FY 2013. (RECOMMENDED)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1 provides the TIP replacement pages reflecting the addition of the above projects.

- 2016/17
1 2012/13
ogram - F)
Improvement Pro
Transportation
CRTPA

				Total		160,000 40,000	200,000	
) funding		2016/17		0 0	0	
	TRANSIT	Section 5310	ncy: FDOT	2015/16		0 0	0	
	From:	To:	Lead Age	2014/15		0 0	0	
o	AL FOR FIXED			2013/14		0 0	o	
e StarMet	CAPIT			2012/13		160,000 40,000	200,000	
llahasse	e of Work:			Fund Source	İ	₹ L		
ty of Tal	Тур			Phase		CAP (94) CAP (94)	Total	
4336851 Cit				No Map Available				

Provides Federal Transit Administation Section 5310 capital funding to StarMetro. Note: This project was amended into the TIP at the January 28, 2013 CRTPA Board meeting. Project Description:

January 2013 amendments

Е-2

CRTPA Transportation Improvement Program - FY 2012/13 - 2016/17

					Total	219,000	1,000	220,000	
	vana)	пе			2016/17	0	0	0	
	5th Street (Ha	Leon County li	icy: FDOT		2015/16	0	0	0	
	From:	To:	Lead Ager		2014/15	0	0	0	
	/PAVEMENT 3S			naged	2013/14	0	0	0	
	SIGNING			State Ma	2012/13	219,000	1,000	220,000	
	be of Work:			ject Type:	Fund Source	HSP	HSP	I	
12	IV			Pro	Phase	PE (32)	PE (31)	Total	
4333891 CR				No Map	Available				

This project provides funding for the study and preliminary design of CR 12 (Gadsden County) to address lane departure crashes. Note: This project was added to the TIP at the January 28, 2013 CRTPA Board meeting. **Project Description:**

January 2013 amendments

ATTACHMENT, 1

G-2

CRTPA Transportation Improvement Program - FY 2012/13 - 2016/17

SR 263 Capital Circle	Type of Work: PRELIMINARY ENGINEERING	LRTP Project #: RMP page 79	Project Type: State Managed	Fund Phase Source 2012/13 2013/14	PE (31) DIH 19,500 0 PE (32) DDR 1,950,000 0	Total 1,969,500 0]
2197492			No Map	Available			

Provides funding for the design of Capital Circle from Crawfordville Road to Springhill Road. Note: This project was added to the TIP by an amendment approved at the January 28, 2013 CRTPA Board meeting. **Project Description:**

ATTACHMENT_I 1

1,969,500

0

0

0

19,500

1,950,000

0 0

0 0

0 0

Total

2016/17

2015/16

2014/15

Crawfordville Road

From:

Springhill Road

To:

FDOT

Lead Agency:

AGENDA ITEM 6

CRTPA DISCUSSION

January 28, 2013



STATEMENT OF ISSUE

This item seeks to have the CRTPA Select a consultant for the Capital City to the Sea Trail Study.

RECOMMENDED ACTION

Option 1: Approve the Consultant Selection Committee recommendation of Kimley-Horn and Associates to perform the Capital City to the Sea Master Plan and Project Development and Environment (PD&E) Study.

PREVIOUS AGENDA ITEMS

November 16, 2009 - Agenda Item 4E - Capital City to the Sea Loop June 18, 2012 – Agenda Item 2D – Capital City to the Sea Trail Local Agency Program (LAP) Agreement Authorization

HISTORY AND ANALYSIS

For several years there has been discussion regarding a multi-use trail connecting Leon County and Wakulla County with additional connections to existing trails. The Capital City to the Sea Trail Feasibility Study is intended to collectively pull these efforts together under one umbrella to create a single document or Master Plan that will address the creation of a multiuse trail.

To date the CRTPA has executed the Local Agency Program (LAP) agreements, finalized the Scope-of-Services (SOS) and released the Request for Proposals (RFP). The final component is to hire a consultant to perform the Master Plan and Project and Development and Environment Study (PD&E) Study.

To that end, CRTPA released the RFP on November 8, 2012 and received three (3) proposals on December 13, 2012 from:

- Alta/Greenways
- EMO Architects
- Kimley-Horn and Associates

CRTPA staff convened a Consultant Selection Committee (CSC) that included members from the City of Tallahassee – Parks and Recreation, Leon County – Parks and Recreation, Wakulla County – Planning and Community Development, and two members from CRTPA staff.

The CSC met on January 10, 2013 to discuss and score the proposals. The scores were averaged and ranked as follows:

1.	Kimley-Horn and Associates	-	87.4 points
2.	Alta/Greenways	-	70.0 points
3.	EMO Architects		64.2 points

Based on the RFP, this score accounted for 50% of the overall score for the consultant.

On January 17, 2013, the CSC met again for the second part of the selection process which was an interview with each consultant. The interview last 45 minutes and dealt specifically with the "Approach" to the project, and this portion also accounted for 50% of the overall score of the consultant. These scores were as follows:

1.	Kimley-Horn and Associates	-	86.6 points
2.	EMO Architects		71.2 points
3.	Alta/Greenways	=	69.6 points

When combined the consultant with the highest score was Kimley-Horn and Associates. The final total for all three proposals are shown below:

1.	Kimley-Horn and Associates	-	174.0 points
2.	Alta/Greenways	-	139.6 points
3.	EMO Architects	-	135.4 points

Based on these scores, the CSC is recommending approval of Kimley-Horn and Associates for the Capital City to the Sea Trail Master Plan and Project Development and Environment (PD&E) Study.

NEXT STEPS

Upon approval by the CRTPA Board, staff will begin the negotiating process and working on the contract to begin work on this project. The negotiated contract will be brought back to the CRTPA Board for approval.

OPTIONS

Option 1: Approve the Consultant Selection Committee recommendation of Kimley-Horn and Associates to perform the Capital City to the Sea Master Plan and Project Development and Environment (PD&E) Study. (Recommended)

Option 2: Provide other direction.

January 28, 2013



STATEMENT OF ISSUE

Staff is seeking approval of The Monroe Street Access Management and Lake Ella Implementation Study. Specifically, the study's Action Plan and the preferred median concept ("Alternative B") for the Lake Ella portion (Tharpe Street to Seventh Avenue) of the corridor have been developed for Board approval.

CRTPA SUBCOMMITTEE ACTIONS

On January 15, 2013, the CRTPA's Citizens Multimodal Advisory Committee (CMAC) recommended approval of the study and requested that the Florida Department of Transportation consider the addition of signage along the Lake Ella portion of the corridor noting that it is a high pedestrian area.

On January 15, 2013 the CRTPA's Technical Advisory Committee (TAC) recommended CRTPA approval of the study.

RECOMMENDED ACTION

Option 1: Approve the study's Action Plan and the Lake Ella (Tharpe Street to Seventh Avenue) preferred median concept ("Alternative B") associated with the Monroe Street Access Management and Lake Ella Implementation Study.

PREVIOUS PROJECT AGENDA ITEMS

- January 23, 2012 Agenda Item 6 A "Monroe Street Access Management and Lake Ella Implementation Study"
- May 21, 2012 Agenda Item 5 C "Monroe Street Access Management and Lake Ella Implementation Study Update"
- September 24, 2012 Agenda Item 6 C "Monroe Street Access Management and Lake Ella Implementation Study - Work Order Request and Project Update"

HISTORY AND ANALYSIS

At the January 23, 2012 CRTPA Board meeting, the Monroe Street Access Management and Lake Ella Implementation Study was formally kicked off. The study is comprised of the following two (2) components:

- Evaluate the Monroe Street corridor from John Knox Road (in the north) to just south of Magnolia Drive to study the potential for the future installation of medians along the corridor through the development of an <u>Action Plan</u>.
- Complete the first funded phase ("Planning Study") of the Monroe/Lake Ella pedestrian project (Tharpe Street to E. Seventh Avenue) by developing a detailed access recommendation (<u>Lake</u> <u>Ella Implementation Plan</u>) from which the funded project can proceed to its next phase (design). Funds for the design of this project are programmed in FY 2013 (\$172,200); construction funds are programmed for FY 2015 (\$1,083,000).

PROJECT BACKGROUND:

The identification of improvements to the Monroe Street corridor in Tallahassee has been an agency focus of the Capital Region Transportation Planning Agency (CRTPA) for a number of years. This focus includes:

- <u>North Monroe Street Corridor Management Study</u>, approved by the Tallahassee-Leon County MPO (predecessor to the CRTPA) in 1999, recommended the installation of a median at Lake Ella to provide pedestrians a mid-block refuge;
- <u>Tallahassee-Leon Bicycle and Pedestrian Master Plan</u>, adopted by the Tallahassee-Leon County MPO in 2004, identifying North Monroe Street at Lake Ella as a "pedestrian emphasis intersection";
- <u>CRTPA Transportation Systems Management (TSM) Priority Project List</u> designation in 2009 & 2010 of pedestrian safety improvements on N. Monroe at Lake Ella as the agency's number one TSM priority (funding for the installation of medians, scheduled to be constructed in 2015, was ultimately identified in 2010 and is part of the study associated with this agenda item);
- <u>North Monroe Street Design and Safety Study</u>, accepted by the CRTPA in September 2010, was developed for the agency by Florida State University Department of Urban and Regional Planning Master's students and provides student recommendations/ideas for the North Monroe corridor;
- <u>E. Sixth Avenue Sidewalk Project</u>, identified for funding in 2010, this project was included in the agency's Regional Mobility Plan and will improve pedestrian connectivity between Monroe Street and Gadsden Street (scheduled to be constructed in 2016).

In addition to the CRTPA, other transportation partners and agencies have identified projects and initiatives in the Monroe Street corridor, these include:

- <u>Sense of Place</u> initiatives (Midtown and Monroe-Adams) initiated in 2010 and 2011 by the Tallahassee-Leon County Planning Department include the Monroe corridor and identify support for improvements to facilitate increased pedestrian safety and economic development;
- <u>Frenchtown/Southside Redevelopment Area and Downtown Redevelopment Area</u> are both located along part of the Monroe corridor. The community redevelopment areas have funded improvements in the corridor including facade, streetscape and sidewalk improvements;
- <u>Downtown Tallahassee Pedestrian Connectivity Plan</u> was prepared for the Downtown Improvement Authority and completed in 2005. The plan identifies proposed improvements in downtown Tallahassee, including proposed medians for a portion Monroe Street in downtown Tallahassee where right-of-way is sufficient.

The Monroe Street Access Management and Lake Ella Implementation Study built upon the above Monroe Street corridor efforts through development of a comprehensive assessment to address both vehicular and pedestrian safety.

Benefits of access management, which include the installation of medians, include:

- <u>Safety</u> Improved pedestrian safety due to reduced automobile/pedestrian conflicts; improved automobile safety (fewer and less severe accidents) as a result of reduced vehicular conflicts;
- Efficiency Higher corridor level of service for automobiles; less stop and go traffic;
- <u>Aesthetics</u> Access management results in less asphalt and more attractive corridors. The installation of medians allows for the addition of increased landscaping along the corridor. With regards to Monroe Street, a more attractive corridor assists with furthering the redevelopment efforts currently occurring along the corridor.

A key aspect of the study has been public involvement. Three (3) public meetings associated with the project were conducted (detailed below under "PUBLIC MEETINGS"). Furthermore, the Monroe Street Access Management and Lake Ella Study was guided by a project team that included the agency's transportation partners and corridor stakeholders.

PUBLIC MEETINGS

Three (3) public meetings have been conducted as part of the Study. The first meeting occurred on March 6, 2012 at Tallahassee City Hall Commission Chambers. A total of forty-one (41) people signed in at this meeting and ten (10) written comments were received. The comments included concerns related to maintaining left turn access into businesses, support for pedestrian safety improvements (including a pedestrian refuge) and as well as support for landscaping any constructed medians. The second public meeting was held on Thursday, June 28, 2012 (5 pm – 7 pm) at Tallahassee City Hall Chambers and was attended by twenty-five (25) people. The third (and final) public meeting was held on November 28, 2012 (5 pm – 7 pm) at the Northwood Mall and was attended by twenty-nine (29) people.

Additionally, two (2) small group public meetings (focused on the North Monroe/Lake Ella and South Monroe segments of the Monroe Street corridor) occurred on May 16 & May 17, 2012, respectively. Invitations to attend these focused meetings were sent to the attendees of the March 6, 2012 public meeting who expressed interest in participating in a more refined segment specific discussion.

PROJECT WEBPAGE

A project webpage (<u>http://www.crtpa.org/Monroe_Median_Project.html</u>) was created in March 2012 to provide project information and resources. The webpage provides project information related to upcoming meetings as well as a source for the presentations and documentation from previous meetings. The page also contains a comments link from which citizens can leave comments or questions about the study. Furthermore, resources related to access management including links to information about its impact on corridor businesses is provided. The webpage has been regularly updated to include the project's latest information and presentations.

PROJECT TEAM

The project team that guided the Monroe Street project met nine (9) times. The team included representation from the Midtown Merchants Association, Downtown Improvement Authority, City of Tallahassee Economic and Community Development, Lafayette Park Neighborhood Association, Levy Park Neighborhood Association, Florida Department of Transportation, Knight Creative Communities, Tallahassee Public Works Department and the Tallahassee-Leon County Planning Department.

TRAFFIC SIGNAL WARRANT STUDY

As project development activities proceeded, the CRTPA received requests to investigate the need for a traffic signal at Lake Ella Drive (North)/Lake Ella Publix Plaza and/or Legion Street/On the Border intersection. To that end, a traffic signal warrant study, approved by the CRTPA Board at its September 24, 2012 meeting, was developed by the project consultant. The study identified that the Lake Ella Drive (North)/Lake Ella Publix Plaza location met two (2) traffic signal warrants. Specifically, the 4 hour vehicular demand and peak hour warrants were met. The findings of the traffic signal warrant study have been incorporated into the study's recommendations for the Lake Ella (Tharpe Street to Seventh Avenue) Preferred Median Concept.

STUDY RECOMMENDATIONS

As discussed above, the Monroe Street Access Management and Lake Ella Implementation Study is comprised of two components resulting in the development of the following two work products:

• <u>Action Plan</u>: The Monroe Street corridor from John Knox Road (in the north) to just south of Magnolia Drive (south of downtown Tallahassee) evaluated for the potential for the future installation of medians along the corridor.

NOTE: *Attachment 1* contains the Action Plan (134 pages) and can be viewed on the agency's website (<u>www.crtpa.org</u>) as part of the Board Meeting's agenda PDF file.

• <u>Lake Ella Preferred Median Concept</u>: This portion of the study developed a detailed access management recommendation at Lake Ella (Tharpe Street to Seventh Avenue) from which the next funded phases of the project (design and construction) can proceed.

NOTE: *Attachment 2* contains the Lake Ella Implementation Study (403 pages) and can be viewed on the agency's website (<u>www.crtpa.org</u>) as part of the Board Meeting's agenda PDF file.

ACTION PLAN

This portion of the study provides a broad analysis of the study's entire corridor (shown as *Attachment* 3). The purpose of the analysis is address the need and potential for future implementation of medians along Monroe Street. Specifically, the Action Plan identifies locations where:

- The future installation of a median is feasible and warranted
- Where a median is feasible but not warranted based upon previous crash history
- The installation of a median is not feasible based upon existing roadway characteristics, traffic operations or other constraints

Unlike the Lake Ella portion, no funding has been identified for further activities along this portion of the corridor.

LAKE ELLA PREFERRED MEDIAN CONCEPT

The Lake Ella Median Implementation Study evaluated three (3) potential median concepts for the Lake Ella corridor (Tharpe Street to Seventh Avenue)(shown as *Attachment 4*). Each of these concepts differs only in the proposed median treatment at Legion Street/On the Border:

• Alternative A: Provides no median opening at Legion Street/On the Border

Pros: Provides maximum corridor safety to motorists and pedestrians by limiting conflicts.

Cons: Limits business access at Legion Street/On the Border by requiring Monroe motorists desiring to make a left to access business to make a U-turn.

• Alternative B: Provides a directional opening in front of Legion Street/On the Border (businesses on the east and west side of Monroe will receive left-in access but not left out)

Pros: Balances corridor safety and business access; close proximity to the Lake Ella South and Lake Ella North (which includes the proposed signalized intersection) allows for safe and convenient U-turns.

Cons: Does not provide maximum business access at Legion Street/On the Border by requiring motorists desiring to make a left turn out from the side streets to make a U-turn.

(Note: Alternative B, above, is the study's recommended preferred median concept)

• Alternative C: Provides a full median opening at Legion Street/On The Border

Pros: Allows for full vehicular access (ingress/egress) at this location.

Cons: Does not maximize corridor safety for motorists and pedestrians.

NEXT STEPS

Upon approval of the Study, implementation activities will be initiated associated with the Lake Ella (Tharpe Street to Seventh Avenue) portion of the study. Specifically, the design of the medians for this portion of the corridor will be initiated by the Florida Department of Transportation. Construction of the improvements is currently scheduled to occur in fiscal year 2015.

OPTIONS

- Option 1: Approve the study's Action Plan and the Lake Ella (Tharpe Street to Seventh Avenue) preferred median concept ("Alternative B") associated with the Monroe Street Access Management and Lake Ella Implementation Study. (RECOMMENDED)
- Option 2: Provide other direction.

ATTACHMENT

- Attachment 1: <u>Action Plan</u> (NOTE: This attachment is 134 pages in length and can be viewed on the agency's website (<u>www.crtpa.org</u>) as part of the Board Meeting's agenda PDF file)
- Attachment 2: <u>Lake Ella Implementation Study</u> (NOTE: This attachment is 403 pages in length and can be viewed on the agency's website (<u>www.crtpa.org</u>) as part of the Board Meeting's agenda PDF file)
- Attachment 3: Action Plan Recommendations for Monroe Corridor (Future Median Installation Feasibility)
- Attachment 4: Lake Ella Median Alternative Concepts (including recommended "Alternative B")

ATTACHMENT 1

ACTION PLAN

NOTE: *Attachment 1* can be viewed on the agency's website (<u>www.crtpa.org</u>) included as part of the Board Meeting's agenda PDF file. The Action Plan contains 134 pages.

Monroe Street Median Feasibility Study

Corridor Action Plan

This study was completed for:



The Capital Region Transportation Planning Agency

(CRTPA)

By:



January 2013

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Executive Summary

An initial median feasibility concept was developed for the Monroe Street corridor and modified throughout the public involvement process. Median feasibility was determined based on the existing right-of-way, traffic operational characteristics, and the need to improve safety. Implementation of medians throughout segments within the corridor were identified as "Warranted", referring to the implementation of medians to improve safety, or "Feasible", referring to the implementation of medians given current physical and operational characteristics. The recommendation for median implementation for each segment is described in the following sections.

North Magnolia Drive to CSX Railroad Bridge (South Monroe)

Within the segment from N. Magnolia Drive to the CSX Railroad Bridge, it was determined that medians are not warranted based on historic crash records. Medians are feasible, but not warranted for safety purposes at this time. However, as Placemaking efforts continue in the South Monroe-South Adams District, installation of medians may be incorporated to contribute to an overall sense of place in the District. Additionally, as proximal projects including Cascades Park and the FAMU Way extension are completed, medians may become necessary along South Monroe to provide pedestrian refuges and increase safety throughout the corridor. See sheet 1 through sheet 5 of **Appendix A** for the median feasibility south of the CSX Railroad Bridge.

CSX Railroad Bridge to Thomasville Road (Downtown)

Within the section from CSX Railroad Bridge to Thomasville Road, median implementation is warranted but not feasible. The right of way (ROW) within the downtown area is extremely limited. There is a large amount of pedestrian activity that may benefit from a raised median to assist with mid-block crossings. The block lengths through the downtown area are quite short and the value of the existing on-street parking is instrumental for the current business owners. The inability to widen the road due to ROW restrictions makes medians in this area not feasible. Sheet 5 through Sheet 10 of **Appendix A** depict the results of the feasibility study for this segment.

Thomasville Road to John Knox Road

Within the segment between Thomasville Road and John Knox Road, median implementation is both feasible and warranted except in the area between 5th Avenue and 7th Avenue. In this area, medians are warranted but not feasible due to the extended queuing for the left turn lanes. The current volume of left-turning vehicles within this segment is very high. Queue lengths of left turning vehicles were observed to verify that medians are not feasible. It was found that the implementation of a median in this area would decrease the left turn lane storage and cause the queue to spill into the through lanes thus further degrading the overall operation of Monroe Street. The remainder of this segment has detailed median recommendations illustrated in the concept plans, sheet 11 through sheet 17 of **Appendix A**. The Lake Ella area, 7th Avenue to Tharpe Street, had a more in depth study with three median alternatives. The study in its entirety can be found in **Appendix B**.

1. Introduction

Recognizing the need for integrated and inclusive planning for the Monroe Street corridor, the Capital Region Transportation Planning Agency (CRTPA) conducted the Monroe Street Access Management and Lake Ella Implementation Study. The corridor study grew out of the need to develop a uniform strategy for the overall corridor that incorporates median implementation, safety enhancements and enhancing community character while providing multimodal accessibility to activity centers along Monroe Street. The implementation study at Lake Ella focused on enhancing pedestrian safety through the implementation of medians and/or other pedestrian crossing aides.

Monroe Street is a critical component of the regional transportation system and plays a vital role in the movement of people and goods through and within the area. It is one of the larger north south connectors in Tallahassee. It also provides access to Interstate 10. The study focused on approximately 4 miles of Monroe Street from just south of Magnolia Drive to John Knox Road which can be seen in **Figure 1.1**.

The Monroe Street Corridor is a State maintained roadway within the city limits of Tallahassee. As part of the effort, an advisory project team, consisting of municipal staff, business owners and other stakeholders, was identified to provide guidance to both planning efforts. Understanding the inherent relationships between transportation and almost every other community element provided the foundation for this comprehensive approach to planning transportation improvements within the corridor. The study resulted in specific recommended improvements to address the

feasibility of medians throughout the entire corridor in addition to the implementation plan for medians in the Lake Ella area.

The Florida Department of Transportation (FDOT) categorizes roadways based on Access Class. Access Management can be viewed as a balance between access to adjacent properties and mobility of people and goods through a corridor.





The FDOT Classes of access management range from Class 1, which is the most restrictive and includes the Interstate system, to Class 7, which allows for the most access to land use and has the greatest impact on mobility. There are two access classes in the Monroe Street Corridor. Class 7, from North Magnolia Drive to Thomasville Road, includes both restrictive and non-restrictive medians. Full median openings have a minimum spacing of 660 feet and directional median openings have a minimum spacing of 330 feet for Class 7. From Thomasville Road to John Knox Road is Access Class 5. Class 5 includes restrictive medians with a minimum spacing of 1,320 feet for full median openings where posted speeds are less than 45 mph, and a minimum spacing of 660 feet for directional median openings.

Many businesses depend on trucks for deliveries and drop-offs during various times throughout the business day. Trucks and buses require an extremely large median to accommodate their turning radius while executing a U-turn. Median widths to accommodate these large U-turns were determined infeasible due to the density of development in the corridor. Median opening placement considered the need for truck and other large vehicle access. Although great care was taken to develop medians to serve adjacent businesses, sometimes trucks may be required to follow a slightly different route to arrive at the property.

1.1. Literature Review

Access management studies have found that the reduction of conflict points reduces the number of crashes. Access management also reduces the severity of crashes by reducing the number of left turn crashes.

A study completed on Apalachee Parkway (U.S. 90), in Tallahassee found that the implementation of access management reduced overall crashes by 38% and reduced left-turn crashes by 82%.

Safe Access is Good for Business found that medians can have a profound effect on driver safety compared to two-way left-turn lanes. Adding a median to a road that previously had a continuous two-way left turn lane can reduce the crash rate about 37% and the injury rate about 48%. For example, when a continuous two-way left turn lane was replaced with a median on Atlanta's Memorial Drive, the crash rate was cut in half. It also states that

making a U-turn at a median opening to get to the opposite side of a busy highway is about 25% safer than a direct left turn from a side street or other access point. Research also shows that:

- Medians may reduce pedestrian crashes by 46% and motor vehicle crashes by up to 39%,
- Medians may decrease delays (by greater than 30%) for motorists,
- Medians allow pedestrians a safe place to stop at the mid-point of the roadway before crossing the remaining distance,
- Medians enhance the visibility of pedestrian crossings, particularly at unsignalized crossing points,
- Medians can reduce the speed of vehicles approaching pedestrian crossings,
- Medians can be used for access management for vehicles (allowing only rightin/right-out turning movements), and
- Medians provide space for supplemental signage on multi-lane roadways.

1.2. Ongoing Area Projects

Several on-going studies have been completed throughout the corridor:

- FSU Department of Urban and Regional Planning (DURP) Study
- Apalachee Parkway
- Downtown Connectivity Plan

- Midtown Action Plan
- Placemaking Areas
- South Monroe Sector Plan
- State of the Southern Strategy

Multi-modal Transportation
District

These studies were reviewed and components from each study were combined into the Monroe Street Access Management and Lake Ella Implementation Study to ensure a uniform strategy is adopted for access management.

The FSU DURP Study focused on pedestrian safety issues on Monroe Street from Thomasville Rd to Tharpe St. It addresses many of the cumbersome physical features pedestrians encounter while traveling along Monroe St. For example, there are utility and traffic poles that restrict the width of the sidewalk, as well as many non-ADA compliant curbs. FSU DURP made numerous suggestions for improvements that included obstruction free sidewalks, clearly identifiable pedestrian crosswalks, as well as a newly implemented pedestrian crosswalk in the Lake Ella area. The recommendations for the Lake Ella area were a particular focus in order to provide appropriate safety improvements that best serve the needs of the community.

Apalachee Parkway

The Downtown Connectivity Plan analyzes and explains how Downtown is connected to the Tallahassee metropolitan area and its accessibility and utilization by the community. Pedestrian and vehicle safety was addressed, as well as how Downtown interacts with the rest of Tallahassee. Physical characteristics that inhibit pedestrian traffic were addressed while roadway geometry that encourages slower speeds was recognized. Downtown is unique in that it is such a pedestrian utilized community. The Tallahassee Downtown Improvement Authority recognized that connecting Downtown to the rest of Tallahassee through effective mass transit options and personal vehicle parking was essential to the health growth of the area. Since Monroe St. runs through the heart of Downtown, access management needs to be thoroughly researched in order to positively impact the businesses, residents, and commuters of the area.

Multi-modal Transportation District

The Midtown Action Plan addresses the existing conditions that contribute to Midtown's sense of place, along with goals and improvements to increase the walkability of the community. The Midtown Merchant Association and surrounding neighborhood associations identified that its existing smaller blocks, street grid network and open area shopping is ideal for a walkable community. However, improvements such as a visual brand, parking solutions, and reclaimed public spaces would improve the sense of place in Midtown. Lake Ella is a major focus with the Midtown community and is a major component of the median implementation plan. It is important to address the existing needs and incorporate the desires of the community to move towards achieving the overall vision for the area.

The Placemaking Areas document identifies roadway segments that have need for improvements and the Placemaking area they impact. Recognizing and understanding the planned future improvements for these areas is vital as Monroe Street connects the Gaines Street, Downtown and Midtown areas. The South Monroe Sector Strategy acknowledges the need for an economic and central vision for the South Monroe area. The beautification and aesthetic improvements to the area would promote economic development and attract people. Specific improvements to Monroe Street were also listed, such as the installation of a median, better curb definition and access, and property buffer areas to separate the street from the businesses. The median access study begins in heart of this community and recognizes the need for improved pedestrian safety which could increase the attractiveness of the businesses.

The State of Southern Strategy Report details the history of comprehensive planning in the southern region of Tallahassee (South of Gaines Street and Pensacola Street). As part of the recommendations, the report proposes that medians be implemented on South Monroe Street. This recommendation is not consistent with the current Monroe Street Access Management Feasibility Study, which recommends that medians are not needed for safety improvement on South Monroe at this time.

2. Data Collection and Geographic Information Systems

The identification of physical features and extraction of operational data was the first task in the effort. Geographic Information Systems (GIS) data was collected for data pertinent to the facility and the surrounding corridor area. These data include the physical attributes and operational characteristics of the facility. The data were collected from existing sources and include the following elements:

2.1. Physical Attribute Data

- Existing access points
- Rights of Way
- Railroads and railroad crossings
- School zones
- Emergency management locations
- Traffic control devices
- Intersection location and dimensions

- Sidewalks
- Bicycle facilities
- On-street parking
- Bus routes/stops
- Existing buffers
- Existing parallel facilities

• Cross section with pavement width; existing median treatments; shoulder types

It was also critical to identify the types of land uses that generate access directly onto the facility, as well as major attractions or generators that are located within the corridor area. This area extended ¹/₄ mile on either side of the corridor. Land uses, such as educational institutions and governmental agencies that generate or attract significant traffic were identified. It was also critical to identify any emergency management facilities, such as fire stations, within the corridor area that may require special considerations with regard to access and turning radii. Emergency management personnel were invited to a part of the Project Team, which is discussed in later sections of this report.

RS&H conducted a windshield survey of those properties adjacent to the facility, identifying types of use as well as access points and their location. Within the corridor area, those properties not adjacent were identified through a desk audit, with field verification when necessary. Additional or supplemental information regarding the location of emergency management facilities, schools, and other facilities/uses were gathered from the coordination effort described below.

In addition, community resources and specific character areas were also be identified. Examples of these types of resources and areas include the Lake Ella area and the downtown district that may require special treatments or considerations. Any historic, environmental, or cultural resources adjacent to the facility or within the corridor area were also identified.

2.2. Operational Data

Speed limits, traffic volumes, traffic composition (truck percentages), and accident data were collected as part of the operation data for this study. The Florida Traffic Online (FTI) (2011) DVD was used to access traffic volumes, truck percentages and speed limits. Speed limits through the corridor range from 25 mph in the downtown district, to 35 mph on the north and south ends of the project limits. The posted speed limit in the Lake Ella area is 35 mph.

2.2.1. Traffic Data

Traffic data was utilized from the City of Tallahassee website, as well as FDOT's 2011 Florida Traffic Information and Highway Data DVD. No additional traffic data was collected for this project. The traffic monitoring site number, site description and heavy truck data were analyzed for each segment throughout the corridor. The Annual Average Daily Traffic (AADT) for each monitoring site can be found in **Table 2.1**.

Segment	Site	Description	% Heavy Trucks	AADT
North	555060	Monroe Street 300' North of Orange Avenue	5.10	23,500
Magnolia to CSX Railroad	555002	SR 61 150' North of Seaboard Coastline R/R	2.80	21,500*
	555003	SR 61 300' South of Apalachee Parkway	5.10	30,500
CSX	555004	SR 61 100' North of Apalachee Parkway	5.10	37,000
Railroad to	553002	Monroe Street 400' South of Tennessee Street	5.10	31,500
Thomasville	555006	Monroe Street 150' North of Tennessee Street	2.20	32,000
Road	555008	Monroe Street 150' South of Thomasville Road	2.20	39,000
	555009	Monroe Street 200' North of Thomasville Road	2.40	30,500
Thomasville	555011	Monroe Street 150' South of Tharpe Street	3.20	35,500
Road to John Knox Road	555012	Monroe Street 300' North of Tharpe Street	3.20	32,500
	553003	Monroe Street 300' South of Silver Slipper Lane	2.20	41,500
	555108	Monroe Street 150' South of Allen Road	3.20	37,500

Table 2.1: 2011 Traffic Data

*Even though site lies 150 feet north of the Segment 1 boundary, traffic pattern still closely relates to Segment 1 due to geographical restrictions. Therefore it was included in Segment 1's average AADT calculation.

The composite AADT for each segment is listed in **Table 2.2**. The AADT of the FTI 2011 sites within each segment were averaged when multiple were available.

Segment	Average AADT
North Magnolia to CSX Railroad	22,500
CSX Railroad to Thomasville Road	34,000
Thomasville Road to John Knox Road	35,500

Table 2.2: Composite AADT by Segment

3. Assessment of Existing and Future Conditions

Based on the collected data, any operational deficiencies and safety issues were identified. The technical analysis included an assessment of crash data, access points, existing rightof-way, typical turning movements and multimodal access/connectivity.

In addition to the technical analysis, issues were identified through community, public and stakeholder input. This input from property owners and the users of the facility provided valuable information that was not identified through the data assessment.

The existing community characteristics were documented. This effort examined and incorporated in the analyses any existing plans or programs that are focused on enhancing/preserving the sense of place or community. This information was important in the development of the final recommendations to ensure coordination with overall community goals and objectives.

As an arterial roadway, the section of Monroe Street involved in the Monroe Street Median Feasibility Study contains a high density of cross street intersections and access points to local businesses. Approximately 0.2 miles (5%) of the 3.9 mile corridor contains a raised median. The only sections currently with raised medians are from East Gaines Street to just south of East Bloxham Street, Apalachee Parkway to East Madison Street, and two island medians located at Thomasville Road. The remainder of the corridor features a twoway left-turn lane that both directions of traffic utilize for left-turns and queue storage.

3.1. Crash Analysis

The focus of this section is to identify high crash locations and determine whether the installation of a median would act as an effective countermeasure that can be implemented through alternative designs to increase safety within the corridor. Crash data over a 5-year period for the Monroe Street corridor was collected, obtained from the City of Tallahassee Police Department. All crash data was analyzed to help understand where crashes occur within the roadway corridor and to identify problem areas. The crash information was summarized to determine the number of accidents, identify crash trends, and identify crash-prone locations.

3.1.1. Crash Data Collection

The crash data for the Monroe Street Median Feasibility Study includes historic crash data provided by the City of Tallahassee Police Department. This crash data ranges from Yaeger Street to John Knox Road for the five year period from January 2007 through December 2011. The historic crash data was evaluated to determine the location of any significant, existing safety hazards along the study corridor. The following sections describe the basic data analysis and include tables and figures of the crash data within the study corridor.

3.1.2. Data Analysis

The crash data was analyzed based on the address/intersection of a crash and the number of crashes at each site. The mid-segment crashes are represented as unlabeled bars in between the bars labeled with an intersecting street in **Error! Reference source not found.** through Error! Reference source not found.. The number of crashes at each intersection include those that occurred within the intersection influence area of Monroe Street and the cross street. The total number of crashes along the entire corridor over 5 years is 2,881 crashes, shown in **Table 3.1**. Segment 1, North Magnolia Street to the CSX Railroad Bridge which is approximately Bloxham Street (but not including Bloxham Street), had 185 crashes over a distance of approximately 1 mile. Segment 2, approximately Bloxham Street to Thomasville Road (but not including Thomasville Road), reported 1,102 crashes over a distance of approximately 1.2 miles. Segment 3, Thomasville Road to John Knox Road, had approximately 1,594 crashes over a distance of approximately 1.6 miles. **Error! Reference source not found.** through Error! Reference source not found. show the number of crashes by within each segment.

Table 5.1. Total Crashes Over 5 Tea	Table	3.1:	Total	Crashes	Over	5	Years
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Segment	Crashes
North Magnolia to CSX Railroad	185
CSX Railroad to Thomasville Road	1,102
Thomasville Road to John Knox Road	$1,\!594$
Total	2,881



Figure 3.1: Segment 1 N. Magnolia Street to the CSX Railroad Bridge (Approximately)



Figure 3.2: Segment 2 The CSX Railroad Bridge (Approximately) to Thomasville Road



Figure 3.3: Segment 3 Thomasville Road to John Knox Road

A crash location map was created to analyze the intensity of crash occurrences throughout the entire study area. As shown in **Figure 3.4**, the crash intensity increases near the intersections of Tennessee Street, Tharpe Street, and John Knox Road. The segment of Monroe Street south of the CSX Railroad indicates that the crash occurrence is relatively minor. The crash occurrence in the form of crash rates is further analyzed in later sections.


3.1.3. Crash Rate Analysis

A crash rate calculation was conducted to compare the Monroe Street Corridor crash rate to that of the FDOT District-wide and State-wide crash rates. Annual Average Daily Traffic (AADT) values for specific sites along the corridor within the study limits were taken from the Florida Traffic Information (FTI) 2011, shown previously in **Table 2.1**, and averaged for each segment, **Table 2.2**.

Using the mean AADT, calculated using all sites available within the study limits, the crash rate for the Monroe Street corridor was determined to be 12.7 crashes per million vehicle-miles. The crash rate equation is shown in **Equation 1**, where R is the crash rate per million vehicle-miles.

Equation 1

$$R = \frac{(no. of \ crashes)(10^6)}{(AADT)(no. of \ years)\left(365\frac{days}{yr}\right)L_{mi}}$$

Table 3.2 displays the variables for each segment that are included in the crash rate equation, as well as the variables for the total corridor. Segment 1 had significantly less crashes than Segments 2 and 3, with a crash rate of 4.51 per million vehicle-miles. Segment 2 had a crash rate of 14.8 per million vehicle-miles. Segment 3 had a crash rate of 15.38 per million vehicle-miles. As noted above, the crash rate for the entire corridor was 12.7 per million vehicle-miles.

Table 3.2: Crash Rate Variables

Segment	Number of Crashes	AADT (veh/day)	No. of Years	Length (mi)	Crash Rate (per million veh-miles)
N. Magnolia to CSX Railroad	185	22,500	5	1	4.51
CSX Railroad to Thomasville Road	1,102	34,000	5	1.2	14.8
Thomasville Road to John Knox Road	1,594	35,500	5	1.6	15.38
Total	2,881	32,708*	5	3.8	12.7

*AADT was averaged across all sites available (12 sites)

As shown in **Table 3.3**, this rate is more than double the Statewide average of 4.70, and more than quadruple the District 3 average of 2.75 crashes per million vehicle miles for Urban 4-5 lane 2 way undivided roadways.

Location	Crash Rate (per mv miles)
District 3*	2.75
Statewide*	4.70
Monroe Street Corridor	12.7

Table	3.3:	Crash	Rates
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*Average crash rate for Urban 4-5 Lane 2 way undivided roadways from 2007-20011

3.2. Access Management

As previously noted, few sections of Monroe Street are currently fitted with raised medians, occurring sporadically between Bloxham Street and Apalachee Parkway and at the Thomasville and John Knox intersections. The majority of the sections have Two-Way Left-Turn Lanes (TWLTL) that provide little protection for crossing pedestrians and pose a threat to both turning and through vehicles. The FDOT has adopted access management standards for State maintained roadways which are shown below in **Table 3.4**.

Table 3.4: Rule 14-97 of the Florida Administrative Code

		Median Openin Standard	ng Spacing (feet)		Connectio Standa	on Spacing rd (feet)
Access Class	Median	Full	Directional	Signal Spacing Standard (feet)	Posted Speed Greater than 45 MPH	Posted Speed of 45 MPH or Less
2	Restrictive	2,640	1,320	2,640	1,320	660
3	Restrictive	2,640	1,320	2,640	660	440
4	Non-Restrictive	-	-	2,640	660	440
5	Restrictive	2,640 at greater than 45 MPH posted speed 1,320 at 45 MPH or less posted speed	- 660	2,640 at greater than 45 MPH posted speed 1,320 at 45 MPH or less posted speed	440	245
6	Non-Restrictive	-	-	1,320	440	245
7	Both Median Types	660	330	1,320	125	125

3.3. Land Use

The Leon County Comprehensive Plan (December 2011) outlines the future land use for Leon County. The land immediately adjacent to the Monroe Street corridor varies in use. Within the southern limits of the project, from N. Magnolia Drive, to the CSX Railroad Bridge, the area is categorized as Central Urban. The segment from the CSX railroad bridge to approximately Carolina Street is categorized as Central Core; from Carolina Street to Tharpe Street transitions back to Central Urban with a mix of Government Operations and Activity Center. From Tharpe Street to the northern project limits at John Knox Road, the area is mainly suburban with a mix of activity centers. The Tallahassee Future Land Use Map can be seen in **Figure 3.5**.



*Land Use designations outside the city limits are not under the authority of the Tallahassee City Commission

3.4. Mobility

The existing traffic conditions were analyzed in three segments throughout the project area based on the annual average daily traffic (AADT) for each segment. The traffic conditions were evaluated using the 2009 FDOT Quality/Level of Service (QLOS) Handbook and Highway Capacity Manual 2000 standards and methodologies. The results of the analysis are based on total delay for the roadway segment and are expressed in a Level of Service (LOS) format; where LOS A is the best operating condition, or "free flow" and LOS F is the worst operating condition. The Leon County Comprehensive Plan (December 2011) states that the adopted LOS for Monroe Street (Principal Arterials) is D, shown in **Table 3.5**.

Functional Classification	Inside the USA	Outside the USA				
Interstate, Intrastate, Limited Access Parkways	С	В				
Principal Arterials	D	С				
Minor Arterials	D/E*	C				
Major and Minor Collectors	D/E*	С				
Local Streets	D	D				
*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southern Strategy. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.						

Table 3.5: Leon County Adopted Level of Service

Based on the FDOT Generalized Service Level of Service (LOS) Tables, the Monroe Street corridor was analyzed for the three segments. The 2011 AADT and resulting Level of Service for each segment are shown in **Table 3.6**.

Table 3.6: Segment Level of	Service
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Segment	2011 AADT	LOS
N. Magnolia to CSX Railroad	22,500	С
CSX Railroad to Thomasville Road	34,000	Е
Thomasville Road to John Knox Road	35,500	Е

The portion of Monroe Street from the CSX Railroad to John Knox Road is not currently meeting the adopted LOS requirement.

3.5. Bicycle, Pedestrian and Transit Facilities

Bicycle lanes are present on Monroe Street in Segment 1, from Yeager Street to Perkins Street, where the roadway narrows and bike lanes are no longer present. The entire Monroe Street corridor is currently comprised of sidewalks on both sides of the road. Pedestrian demand was observed in the major pedestrian activity centers, including the downtown portion of Monroe Street which has the highest observed pedestrian demand, as well as in the Lake Ella area. Transit facilities and operations are provided by StarMetro through the Big Bend Route and a portion of the Gulf Route. On-street parking is currently present near the Capital Cascades Park and in the downtown area from East College Avenue to East Georgia Street.

3.6. Right of Way

The existing right-of-way map from FDOT was reviewed throughout the study area. South Monroe has approximately 150 feet of right-of-way from North Magnolia Drive to Perkins Street, where the right-of-way narrows to approximately 66 feet. The right-of-way is approximately 66 feet from Perkins Street north to Silver Slipper Lane, where the right-of-way widens to accommodate the additional traffic lanes.

4. Public Involvement

The public involvement process for this median feasibility study goes beyond informing the public about the project process and alternatives being considered. The public had an opportunity to assist the CRTPA in the decision making process. There were multiple opportunities for the public to comment on all aspects of the project and median components throughout the process. The public involvement efforts also allowed the study team to respond to public concerns and incorporate individual's ideas

4.1. Project Team Meetings

In an effort to ensure seamless communication and efficient coordination, a Project Team was created. The Project Team met on a monthly basis throughout the life of the project. Median concepts and public concerns were discussed at each meeting. Project Team members received information regarding specific updates to the Median Feasibility Study, as well as information regarding median implementation in general.

The Project Team consisted of representatives from local organizations, city, county and state government representatives, emergency service representatives, and stakeholders within the project area. A full list of the agencies represented is shown below:

٠	City of Tallahassee	٠	StarMetro	٠	FDOT Safety Projects
•	FDOT District 3 Planning	•	FDOT District 3 Traffic Operations	•	FDOT District 3 Design
•	Levy Park Neighborhood	•	Midtown Business	•	Knight Creative
	Association		Association		Communities
•	Lafayette Park	•	Community	•	Tallahassee-Leon County
	Neighborhood		Redevelopment Agency		Planning
	Association				
•	Downtown Improvement	•	Tallahassee Fire	•	CRTPA
	Authority		Department		

4.2. Project Webpage

The CRTPA maintained a project specific webpage throughout the life of the Median Feasibility Study. The webpage, <u>www.crtpa.org/monroe-median-project.html</u>, provided information regarding the benefits of medians, access management criteria, how access management positively impacts business, and local access management studies.

The project record is also available for review and includes the public meeting information, small group meeting documentation, and the presentations that were given throughout the life of the project. Citizens also have the opportunity to comment, communicate ideas, or voice concerns via the website.

4.3. Open House Meetings

Stakeholder and public involvement was a major focus for the Monroe Street Median Feasibility Study. Understanding concerns from the public and specifically, property owners along the facility, was the largest component of the open house meetings. Three open house meetings were held during various stages of the median feasibility study.

The Public Meetings were advertised at least 14 days in advance of the meeting date. Display advertisements were placed in the Tallahassee Democrat and letters were mailed to each business along the corridor with an announcement regarding the meeting purpose, meeting time, location, and a brief description about the project.

4.3.1. Meeting #1

The first public open house was held on March 6th, 2012 in the City Hall, City Commission Chambers and had 41 attendees. Project information was displayed on static display boards and plan sets depicting the existing conditions were shown with an aerial background. Each business along the corridor was identified and labeled to assist concerned business owners with locating their property. The meeting was advertised in the Tallahassee Democrat on April 28th, 2012, a media release was published on March 3rd, 2012, and email announcements were provided to those that had requested notification through the project website.

The purpose of Public Meeting #1 was to introduce the project to the interested stakeholders. The Project Team was able to speak individually with interested parties regarding median location, type, and design. Citizens commented on daily traffic patterns, high pedestrian crossing locations, and the issues that they observe on a daily basis.

4.3.2. Meeting #2

The second public open house was held on June 28th, 2012 in the City Hall, City Commission Chambers and had 25 attendees. Plan sets depicting the proposed median placement for the entire corridor were displayed on tables and the participants had the opportunity to edit the proposed medians and place comments or concerns directly on the plan sets. Members of the consultant team and CRTPA staff were available to assist participants and answer any questions. The meeting was advertised in the Tallahassee Democrat on June 22nd, and email announcements were provided to those that had requested notification through the project website. Hard copy letters were prepared for distribution to the businesses along the corridor. These paper notifications were hand delivered to all of the businesses along Monroe Street the week of the meeting due to a malfunction in the mailing process.

The purpose of the second public meeting was to present the draft locations, type, and size of the medians. Those that attended the meeting were given the opportunity to comment on the proposed median design, which was shown on plan sets for the entire corridor. Consultant and CRTPA staff members were available to discuss median advantages and disadvantages and discuss alternative median configurations.

4.3.3. Meeting #3

The third public open house was held on November 28th, 2012 in the atrium of the Northwood Center and had 29 attendees. The study recommendations were shown on plan sets for the entire corridor. The plans displayed the proposed median placement and recommended median opening configurations. The public had the opportunity to make suggestions to median configurations, and place comments and concerns directly on the plans, as well as speak with RS&H associates and CRTPA staff. The meeting was advertised in the Tallahassee Democrat on November 23rd, and email announcements were provided to those that had requested notification through the project website. Hard copy letters were also distributed to the businesses along the corridor.

4.4. Small Group Meetings

As part of the involvement effort, smaller focus groups were identified based on the geography of the Monroe Street corridor. Four area specific groups were identified, including South Monroe, Downtown, Lake Ella, and North Monroe. Prior to the first small group meeting, the North Monroe and Lake Ella groups were combined due to their common interests.

Those interested in attending the small group meetings were provided notice of the meetings via email a few days prior to the meetings. The South Monroe small group

meeting was held on May 17th, 2012 in the corridor area at Dawg Et Al and five people were in attendance. The North Monroe and Lake Ella small group meeting was held on May 16th, 2012 at Krewe de Gras and nine people were in attendance. There was no interest expressed in holding a Downtown small group meeting.

4.4.1. South Monroe Small Group Meeting

The meeting opened with a presentation of the project which included updates from the project team meetings and the alternatives presented at those meetings. Concerns were expressed about vehicular access into businesses and motorists inability to execute safe U-turns if medians are constructed. Attendees also expressed concerns regarding delivery trucks and their ability to safely access business to make deliveries and pickups.

The project team shared examples of median retrofitted roadways that have been successful, including the Apalachee Parkway project in Tallahassee. The project team explained that medians were not recommended where through streets existed and that if medians were recommended, they would help to reduce conflicts for vehicles and pedestrians, as well as the potential for landscaped medians to provide beautification opportunities within the corridor.

4.4.2. North Monroe & Lake Ella Small Group Meeting

The meeting opened with a presentation of the project which included updates from the project team meetings and the alternatives presented at those meetings. Concerns were expressed about northbound left turns into the Sonic Restaurant. The Project Team noted that they had not heard from Sonic regarding the median study.

The vehicular access to Legion Street and Lake Ella was also a point of concern. The Project Team explained the FDOT medina standards and how median opening spacing is regulated. Concerns were also raised about the volume of pedestrian traffic crossing in the Lake Ella area, especially those using the StarMetro bus stops near Legion Street. The Project Team shared the results of an April 12th, 2012 study showing pedestrian crossing locations and the number of pedestrians crossing within the Lake Ella area. Based on the data collected, a mid-block signal would not be warranted.

Bill Ekwall, from the Tallahassee Fire Department, noted that the medians are not a problem for the fire trucks as long as they are designed properly. He stated the medians that have the rolled curbs work for fire truck access and the 4" curb with the straight face cause issues.

4.5. Public Comments

Public comments were accepted throughout the duration of the project. Appendix C contains all of the public comments received throughout the life of the project. A summary of comments is shown in bullet format below:

- Medians will limit vehicular traffic to my business
- Median islands with left turn bays would make the corridor safer
- Any change is vehicular access will hurt my business
- Consider a traffic light at Lake Ella/Legion Street
- Medians should be landscaped for beautification
- Medians will limit the left turn queuing and block through traffic

- Coordinate with the City on other infrastructure improvements prior to construction
- Raised medians with pedestrian crossings would benefit the Lake Ella area
- We oppose medians between 5th and 8th Avenue
- Do not alter the access to "The Cottages" at Lake Ella

5. Recommended Median Configuration

An initial median feasibility concept was developed for the Monroe Street corridor and modified throughout the public involvement process. Median feasibility was determined based on the existing right-of-way, traffic operational characteristics, and the need to improve safety. Implementation of medians throughout segments within the corridor were identified as "Warranted", referring to the implementation of medians to improve safety, or "Feasible", referring to the implementation of medians given current physical and operational characteristics. The recommended median feasible and warranted segments are shown in **Figure 5.1**.



A detailed median implementation plan was developed for roadway segments that identified medians as both feasible and warranted. An aerial view of the median recommendations can be seen in **Appendix A**. In these areas, it is recommended that 12 foot travel lanes are narrowed to 11 feet to reduce vehicular speeds and increase the available roadway for median implementation. A 17 foot landscaped median is recommended with "Type E" curb and gutter to facilitate stormwater runoff. Typical roadway sections showing these improvements are shown in **Figure 5.2** and **Figure 5.3**.

Where median openings and turn lanes are recommended, the final design should comply with the current FDOT Design Standard. For urbanized areas, turn lane queue lengths should be designed to accommodate four passenger cars, or approximately 100 feet, unless site specific turning movement data is available. The length of 25 feet is an average distance, front bumper-to bumper of a queue. If the queue is comprised mostly of passenger cars, this distance provides for an average distance between vehicles of about one-half car length. Designs for turn lane taper and deceleration lengths should comply with the FDOT Design Standard Index 301, or the designer should apply for the applicable design variation if appropriate turn lane deceleration standards cannot be achieved.





The recommendation for median implementation for each segment is described in the following sections.

5.1. North Magnolia Drive to CSX Railroad Bridge (South Monroe)

Within the segment from North Magnolia Drive to the CSX Railroad Bridge, it was determined that medians are not warranted based on historic crash records. Medians are feasible, but not warranted for safety purposes at this time. However, as Placemaking efforts continue in the South Monroe-South Adams District, installation of medians may be incorporated to contribute to an overall sense of place in the District. Additionally, as proximal projects including Cascades Park and the FAMU Way extension are completed, medians may become necessary along South Monroe to provide pedestrian refuges and increase safety throughout the corridor. See sheet 1 through sheet 5 of **Appendix A** for the median feasibility south of the CSX Railroad.

5.2. CSX Railroad Bridge to Thomasville Road (Downtown)

Within the section from CSX Railroad Bridge to Thomasville Road, median implementation is warranted but not feasible. The right of way within the downtown area is extremely limited. There is a large amount of pedestrian activity that may benefit from a raised median to assist with mid-block crossings. The block lengths through the downtown area are quite short and the value of the existing on-street parking is instrumental for the current business owners. The inability to widen the road due to ROW restrictions makes medians in this area not feasible. Sheet 5 through Sheet 10 of **Appendix A** depict the results of the feasibility study for this segment.

5.3. Thomasville Road to John Knox Road

Within the segment between Thomasville Road and John Knox Road, median implementation is both feasible and warranted except in the area between 5th Avenue and 7th Avenue. In this area, medians are warranted but not feasible due to the extended queuing for the left turn lanes. The current volume of left-turning vehicles within this segment is very high. Queue lengths of left turning vehicles were observed to verify that medians are not feasible. It was found that the implementation of a median in this area would decrease the left turn lane storage and cause the queue to spill into the through lanes thus further degrading the overall operation of Monroe Street. The remainder of this segment has detailed median recommendations illustrated in the concept plans, sheet 11 through sheet 17 of **Appendix A**. The Lake Ella area, 7th Avenue to Tharpe Street, had a more in depth study with three median alternatives. The study in its entirety can be found in **Appendix B**.



Figure 5.4: Median Rendering at Lake Ella

Appendix A: Preferred Median Implementation Plan





Coprofice Region Transportation Planning Agency

ACCESS MANAGEMENT STUDY

MEDIAN FEASIBLE **BUT NOT WARRANTED**

PROPOSED MEDIAN

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2

MANAGEMENT PLAN





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Copital Region Transportation Planning Agency

ACCESS MANAGEMENT STUDY

MEDIAN FEASIBLE **BUT NOT WARRANTED**

PROPOSED MEDIAN

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MONROE STREET (US 27) ACCESS MANAGEMENT STUDY

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Appendix B: Lake Ella Median Implementation Plan Report

Lake Ella Median Implementation Study



This study was completed for:



The Capital Region Transportation Planning Agency

(CRTPA)

By:



January 2013



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Executive Summary

This study examines the safety of the existing roadway features relative to pedestrian crossings along Monroe Street in the Lake Ella area. Marked and unmarked crosswalks, as well as other improvements, such as pedestrian activated signals and median improvements will be considered to improve pedestrian safety. Midblock crosswalks are intended to improve pedestrian connectivity and reduce instances of pedestrians crossing at random, unpredictable locations.

Evaluating the likelihood of an uncontrolled midblock crossing being used once it is marked is difficult. The existing crossing volume may use alternative midblock crossing locations when a new midblock crosswalk is marked. However, with the existing pedestrian traffic in the Lake Ella area, a midblock crossing is not warranted according to the Manual of Uniform Traffic Control Devices (MUTCD) or the Florida Department of Transportation (FDOT) Traffic Engineering Manual. However, the implementation of a raised median will assist pedestrians in a two stage crossing. A signal warrant study at North Lake Ella Drive found that a traffic signal is warranted. This signal controlled intersection will provide a closer signalized crosswalk than the Tharpe Street intersection, which is an improvement for pedestrians.

The preferred alternative for the Lake Ella Area is Alternative B, shown in **Figure 0.1** and **Figure 0.2**, with a directional opening only in front of Legion Street. The businesses on the east and west side of Monroe Street will receive left-in access but with only right out.

A full median opening at Legion Street and On the Border Restaurant was considered, but due to the proximity of the nearest signalized intersection, it was determined that a safer alternative would be a directional median opening. Motorists exiting the Legion Street area will have the opportunity to make a right turn, then a U-turn at the North Lake Ella signalized intersection.

It is further recommended that additional signage be included as part of the new signalized intersection. To safely perform a U-turn on Monroe Street, motorists must be clear of right-turning vehicles from North Lake Ella Drive and the Lake Ella Plaza Shopping Center. Therefore, a sign stating that right turns must yield the right of way to U-turns should be installed.





Pedestrian timings must also be adjusted to allow for U-turning vehicles so that motorists and pedestrian conflicts are avoided.









1.0 Introduction

The Lake Ella area is a robust activity center for pedestrian and bicycle activity. The amenities include a 12 foot wide walking path around the lake, picnic pavilions and picnic tables, public restrooms and a playground area. Parking for vehicular access can be found at cluster locations around the lake and in the form of parallel parking on Lake Ella Drive surrounding the lake.

This study examines the safety of the existing roadway features relative to pedestrian crossings. Marked and unmarked crosswalks, as well as other improvements such as pedestrian activated signals and median improvements, will be considered to improve pedestrian safety. Midblock crosswalks are intended to improve pedestrian connectivity and reduce instances of pedestrians crossing at random, unpredictable locations. A location map can be seen in **Figure 1.1**.

The need for refuge areas is related to street widths, pedestrian walking speed, and vehicle gaps. This study includes detailed information including; crash history, pedestrian and traffic volumes, number of lanes, speed limit, type of median, type and condition of crosswalk markings, and crosswalk locations. Basic traffic engineering principals and intersection design procedures were applied to enhance the safety of pedestrians while balancing the mobility of the motoring public.







1.1. Previous Studies

Previous studies have identified a need for improved pedestrian safety in the Monroe Street area near Lake Ella. The FSU Department of Urban and Regional Planning (DURP) completed the North Monroe Design and Safety Study, which provided an evaluation of existing conditions in the Lake Ella area, from 7th Avenue to Tharpe Street, as well as recommendations for improved pedestrian and bicycle safety.

Existing Conditions:

- Dual left turn lanes (center turning lane) cause hazards for pedestrians and drivers
- Lack of crosswalks at almost every side street in the area, including the Lake Ella entrance, reduces connectivity for pedestrians
- Long stretches between traffic signals and lack of pedestrian crossing distance between some intersections
- Lack of midblock crossing to Lake Ella increases risk of pedestrians being struck by automobiles when trying to access the park between Tharpe Street and 7th Avenue.

Recommendations:

- Reduce automobile lanes from 12-feet to 11-feet to accommodate medians, buffers and sidewalk width improvements
- Raised medians with landscaping to improve safety and aesthetics
- Pedestrian midblock crossing at Lake Ella

Previous studies have identified a need for a midblock crossing at Lake Ella. This study analyzes potential treatments and implementation strategies. Treatments considered include installation of a median, installation of a mid-block crosswalk with a painted crosswalk and advanced signage to alert motorists, as well as the installation of a pedestrian activated signal, such as the High-Intensity Activated crossWalK beacon (HAWK.).

In recent years, there has been much debate surrounding the safety implications of marking crosswalks at uncontrolled intersections. Previous research results were contradictory in terms of whether pedestrian vehicle crashes were occurring with more, less, or the same frequency at marked and unmarked crosswalks. The contradictory





findings can be attributed to limitations of the research project designs, which contained many confounding variables and small, potentially biased sample sizes and sites.

Previous research has found the following:

- The presence of a median decreased the pedestrian crash risk;
- Marked crossings had a higher incidence of pedestrian crashes on multi-lane (4 or more lanes) roads with high average daily traffic (ADTs);
- Marked and unmarked crossings had similar incidences of pedestrian crashes on all 2-, 3-, and multi-lane roads with lower ADTs;
- Pedestrians ages 65 and above were over represented in crashes;
- The installation of marked crossings did not alter motorist behavior (e.g., stop or yield to pedestrians) or pedestrian behavior (e.g., crossing without looking).
- An overall higher risk as the number of lanes or ADT rate increases regardless of markings;
- Recognition that multi-lane roadways with high ADT rates represent the most difficult scenarios for pedestrian crossings, and
- The fact that marked crossings draw pedestrians to cross in that location, particularly in areas where the crossing is perceived to be difficult.





2.0 Existing Conditions

Monroe Street in the Lake Ella area is a 5 lane roadway with a Two-Way Left-Turn Lane (TWLTL) where there are not dedicated left turn lanes. There are no raised medians. The posted speed limit is 35 mph. The existing lane configuration can be seen in **Figure 2.1** and **Figure 2.2**.



Figure 2.1: Sample of Lane Configuration; Lake Ella Drive



Figure 2.2: Sample of Lane Configuration; Legion Street

2.1. Nearest Crossing Locations

The current crossing locations exist at 7th Avenue and Tharpe Street. Both locations consist of signalized intersections, marked crosswalks and pedestrian activated crossing signals. The distance between 7th Avenue and Tharpe Street is approximately 2,500'.



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2.2. Access Management Classification

Access management is practiced to improve the safety of a roadway or corridor by reducing the number of conflict points a vehicle can encounter and balance it with mobility. A conflict point is a location where two vehicles' paths can legally cross. For example, any time a left turning vehicle must cross an opposing lane to complete its turning movement, it has the potential to conflict with through moving vehicles. If the number of times a vehicle can come into conflict with another is reduced, the overall roadway safety is increased.

The proposed median improvements for Lake Ella area most closely represent a Class 5 roadway which allows for full median openings every 1,320 feet and directional median openings every 660 feet. **Table 2.1** lists all roadway classifications as recommended by FDOT.

		Median Openin Standard	ng Spacing (feet)		Connection Spacing Standard (feet)		
Access Class	Median	Full	Directional	Signal Spacing Standard (feet)	Posted Speed Greater than 45 MPH	Posted Speed of 45 MPH or Less	
2	Restrictive	2,640	1,320	2,640	1,320	660	
3	Restrictive	2,640	1,320	2,640	660	440	
4	Non-Restrictive	-	-	2,640	660	440	
5	Restrictive	2,640 at greater than 45 MPH posted speed 1,320 at 45 MPH or less posted speed	- 660	2,640 at greater than 45 MPH posted speed 1,320 at 45 MPH or less posted speed	440	245	
6	Non-Restrictive	-	-	1,320	440	245	
7	Both Median Types	660	330	1,320	125	125	

Table 2.1. Hule 14 57 of the Fioria Hullinghamye Oou	Table 2.1:	Rule 14-97	of the	Florida	Administrative	Code
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3.0 Data Collection

3.1. Pedestrian Demand

A pedestrian volume count study was performed on Thursday, April 12, 2012, from 10:30 AM to 4:30 PM. Pedestrians that crossed Monroe Street between 8th Avenue and Tharpe Street were documented, as well as their approximate crossing location. The weather conditions were dry and sunny with a high level of activity observed at the Lake Ella park facilities. The hourly pedestrian activity observed is shown in **Table 3.1** and the pedestrian volume and approximate crossing locations is shown in **Figure 3.1**. Appendix A contains pedestrian count raw data.

Starting	Number	Number of Ped.
Time	of Ped.	Per Hour
10:30	1	
10:45	4	
11:00	1	
11:15	2	8
11:30	1	8
11:45	1	5
12:00	3	7
12:15	4	9
12:30	1	9
12:45	2	10
13:00	1	8
13:15	2	6
13:30	2	7
13:45	2	7
14:00	1	7
14:15	1	6
14:30	6	10
14:45	3	11
15:00	2	12
Total	40	

Table 3.1: Pedestrian Data

*Italicized number indicates an interpolated value due to a break in data collection

The FDOT Traffic Engineering Manual Section 3.8.5(3) describes the pedestrian volume demand required to warrant a midblock crossing. A minimum of 20 pedestrians during any four consecutive 15-minute periods and a minimum of 60 pedestrians during any 4 hours of the day, not necessarily consecutive hours, are required. No hours of traffic met or





surpassed 20 pedestrians per hour or 60 pedestrians during any 4 hours of the day. The MUTCD Pedestrian Volume Signal Warrant is also discussed in detail later in this report.



Figure 3.1: Pedestrian Crossing Locations in the Lake Ella Area

3.2. Vehicle Gap Size Study

A vehicle gap size study was completed on Thursday, April 12, 2012. This type of study is used to determine the size and frequency of gaps in vehicular traffic to facilitate safe and adequate pedestrian crossings. Data was collected for four time periods, each time period corresponding to the Pedestrian Volume Count Study that was completed concurrently. **Table 3.2** contains a summary of the gap size data collected. **Appendix A** contains the gap size raw data.





Adequate	Number of Gaps						
Gap Size (s)	10:30AM- 11:30AM	11:30AM- 12:30PM	12:30PM- 1:30PM	1:30PM- 2:30PM	Total		
8	5	1	2	4	12		
9	3	0	3	1	7		
10	1	0	1	1	3		
11	4	1	1	2	8		
12	2	1	0	1	4		
13	1	0	0	0	1		
14	1	1	0	1	3		
15	2	0	0	0	2		
16	1	0	0	0	1		
17	0	1	0	0	1		
18	0	0	0	0	0		
19	0	0	0	0	0		

Table 3.2: Gap Size Summary

The crossing distance is currently 65 feet across the four travel lanes and two-way left-turn lane and, with no median refuge, pedestrians are required to cross the entire facility. An adequate gap was determined to be 19 seconds, which would allow a pedestrian with an average speed (3.5 feet per second) to safely cross Monroe Street. No gap size recorded met the required 19 seconds to cross Monroe Street in one attempt.

It was observed, however, that all crossing pedestrians did so in a two stage process, crossing two lanes of oncoming Monroe Street traffic and then waiting in the two-way leftturn lane until the opposing two lanes of Monroe Street became free of traffic. The addition of a raised median in the Lake Ella area would provide the existing pedestrian traffic a safer refuge while crossing Monroe Street. Drivers along Monroe Street would be more alert and less surprised to the presence of pedestrians crossing in two stages.

3.3. Traffic Volumes

The 2011 average annual daily traffic (AADT) along the proposed crossing location is 35,500 vehicles per day as recorded by the Florida Transportation Information (FTI) 2011 DVD. The FTI AADT Report is in **Appendix B**.





4.0 Crash Analysis

4.1. Crash Data Collection

The City of Tallahassee Police Department (TPD) provided historic crash data for a one year period from September 27, 2011 and ending September 26, 2012 for the study area from East 7th Avenue to Tharpe Street. Crash records reported by police on "Long Forms" were requested for all crashes that resulted in a vehicle being towed away, personal injury, or the death of a motorist, pedestrian, or bicyclist. They can be found in **Appendix C**. The Long Forms provided by the police department allow analysts to more accurately identify crash locations and causal factors of each crash. It was noted that this section of roadway reported 683 crashes over a five-year period, which is approximately 136 crashes per year, as opposed to the 53 Long Forms obtained from the TPD. This discrepancy in the data can be attributed to crashes that did not result in a vehicle being towed away, personal injury, or the death of a motorist, pedestrian, or bicyclist.

The following sections describe the basic data analysis and include tables and diagrams of the crashes at each intersection within the study corridor.

4.2. Crash Data Analysis

The crash data was catalogued by location, crash type and severity. The severity of each crash was categorized as "PDO", "non-fatal", and "fatal". PDO indicates a property damage only crash. **Table 4.1** shows that there were a total of 53 crashes over the 1-year period. Forty-four (44) were PDO crashes. Nine (9) crashes incurred non-fatal injuries. No fatal crashes were recorded during observation period within the study limits. Also, no crashes involved pedestrians were identified. **Figure 4.1** displays the crash severity of each incident and location by intersection.

Interpretion	(Total		
Intersection	PDO	Non-Fatal	Fatal	Total
7th Avenue	10	1	0	11
8th Avenue	8	1	0	9
Legion Street	4	0	0	4
Lake Ella Drive	11	1	0	12
Publix N. Entrance	3	0	0	3
Tharpe Street	8	6	0	14
Total	44	9	0	53

Table 4.1: Crash Severity by Intersection







Figure 4.1: Crash Severity by Intersection

4.2.1. Crashes by Intersection and Type

Collision diagrams were plotted by location on aerial maps. Figure 4.2 and Figure 4.3 are the crash diagrams representing the project study limits. The crash locations on the following pages are based on the accuracy of the crash reports and are open to interpretation based on the police officer's description of the incident. When conflicting information was presented in the crash reports, the crash diagram was used when sufficient information was provided in that section. Each intersection within the study limit's crash experience is summarized in the following paragraphs.





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			$\rightarrow \rightarrow RE$	AREND		LEFT TURN		





The intersection of 7th Avenue and Monroe Street experienced a total of 11 crashes. **Table 4.2** displays the number of crashes by type. The majority of crashes were rear end crashes, which, occur frequently at signalized intersections due to the fact that traffic signals interrupt the flow of traffic.

Crash Type	Amount
Rear End	5
Side Swipe	2
HUP	0
Angle	3
Left Turn	1
Bicycle	0
Right Turn	0
Total	11

Table 4.2	$:7^{th}$	Avenue	Crashes
-----------	-----------	--------	---------

The intersection of 8th Avenue and Monroe Street experienced a total of 9 crashes. **Table 4.3** displays the number of crashes by type.

Tal	ble	4.3:	8^{th}	Ave	enue	Cras	hes
1							

Crash Type	Amount	
Rear End	5	
Side Swipe	1	
HUP	0	
Angle	0	
Left Turn	3	
Bicycle	0	
Right Turn	0	
Total	9	

The intersection of Legion Street and Monroe Street experienced a total of 4 crashes. **Table 4.4** displays the number of crashes by type.

Table 4.4: Legion Street Crashes

Crash Type	Amount
Rear End	2
Side Swipe	1
HUP	0
Angle	0
Left Turn	1
Bicycle	0
Right Turn	0
Total	4





The intersection of Lake Ella Drive and Monroe Street experienced a total of 12 crashes. **Table 4.5** displays the number of crashes by type.

Crash Type	Amount
Rear End	3
Side Swipe	4
HUP	2
Angle	1
Left Turn	1
Bicycle	0
Right Turn	1
Total	12

Table 4.5: Lake Ella Drive Crashes

The Publix North Entrance is primarily a right-in right-out driveway. It experienced a total of 3 crashes. **Table 4.6** displays the number of crashes by type.

Crash Type	Amount
Rear End	2
Side Swipe	1
HUP	0
Angle	0
Left Turn	0
Bicycle	0
Right Turn	0
Total	3

Table 4.6: Publix N. Entrance

The intersection of Tharpe Street and Monroe Street and the area just south of the intersection experienced a total of 14 crashes. **Table 4.7** displays the number of crashes by type.

Table 4.7: Tharpe Street Crashes

Crash Type	Amount
Rear End	7
Side Swipe	2
HUP	1
Angle	1
Left Turn	2
Bicycle	1
Right Turn	0
Total	14





5.0 Overview of Alternatives Considered

5.1. Full Traffic Signal with Pedestrian Activation

An additional full traffic signal within the Lake Ella area would stop all vehicular traffic on Monroe Street when activated by a pedestrian. A detailed signal warrant can be found in Section 6.0: Signal Warrant Analysis.

5.2. <u>High-Intensity Activated crossWalK</u> beacon (H.A.W.K)

Also known as the Pedestrian Hybrid Beacon, the HAWK is used on a complex, high volume roadway with a high volume of pedestrian traffic. The HAWK is a pedestrian activated signal that is only enabled when a pedestrian is present. The mast arm mounted signal has a unique signal head configuration: two red lenses over a single yellow lens. Ladder-style markings designate the pedestrian crosswalk as seen in **Figure 5.1**. When a pedestrian activates the signal via a push-button, the light begins to flash yellow. Then a solid yellow light warns vehicles to slow down and stop. A double solid red signal indicates that all traffic should be stopped and provides pedestrians a safe window to cross. After a predetermined safe crossing time, the signal begins an alternating flashing red phase that acts like a stop sign for vehicles who must yield to pedestrians still in or entering the crosswalk. At this time pedestrians see an upraised hand symbol with a countdown display informing them of the time remaining to complete the crossing. Each vehicle must treat the flashing red signal as a stop sign until the signal is deactivated with no lights flashing.



Figure 5.1: HAWK Example (FHWA)





5.3. Crosswalk with Appropriate Signage

Crosswalks provide a safe area where motorists must yield the right-of-way to pedestrians. Marked crosswalks can be found at signalized intersections, midblock locations, or other high pedestrian areas. Standard yellow flashing beacons and additional warning signs can be installed to notify motorists that the area contains pedestrians that may be crossing the roadway.

5.3.1. MidBlock Crossing

Midblock crossings facilitate pedestrian crossings at other than the end of block locations where traffic signals or other pedestrian features are present. Midblock crossings must be designed to ensure placement, geometrics, and operations work seamlessly with both the pedestrians and the motorists. For a midblock crossing to work properly, the pedestrian demand must be present, adequate sight distance for motorists to react must be achieved, and applicable signage must be present.

Midblock crossings work well when there is a focused demand for pedestrians to cross. According to the observations made during the data collection portion of this study, several pedestrians crossed within 10's of feet of a current crosswalk, but they did not utilize the crosswalk to safely cross the street.

The FDOT Plans Preparation Manual (PPM) Chapter 8.3.3.2 provides the following criteria for installation of a midblock crossing:

1. Midblock crosswalks should not be located where the spacing between adjacent intersections is less than 660 feet,

2. Midblock crosswalks should not be located where the distance from the crosswalk to the nearest intersection (or crossing location) is less than 300 feet,

3. Midblock crosswalks shall not be provided where the crossing distance exceeds 60 feet (unless a median or a crossing island is provided),

4. Midblock crosswalks shall not be provided where the sight distance for both the pedestrian and motorist is not adequate (stopping sight distance per **Table 2.7.1**),

5. Midblock crosswalks shall not be located where the ADA cross slope and grade criteria along the crosswalk cannot be met (per Section 8.3.2).

The PPM also states that an engineering study must be completed to ensure that factors such as sight distance and crossing distance are examined.





5.3.2. Raised Crosswalk

A raised pedestrian crosswalk is a speed hump that also functions as a crosswalk (**Figure 5.2**). The speed hump has ladder-style markings as well as directional arrows on the roadway and appropriate signage alerting vehicles to the presence of an approaching crosswalk. Pedestrians are elevated which eliminates the need for a curb ramp when transitioning into the road. A raised crosswalk also serves as a traffic calming device. With these characteristics, this treatment is most often used on minor collectors with low speeds and high pedestrian usage or residential roadways. A raised crosswalk could be detrimental to roadways on bus routes or those with frequent emergency vehicle use.



Figure 5.2: Raised Crosswalk

5.4. Rectangular Rapid Flashing Beacon (RRFB)

A Rectangular Rapid Flashing Beacon (RRFB) is a pedestrian crosswalk sign accompanied by two rapid flashing LED lights that can activated manually by a push button or passively by a pedestrian detection system (**Figure 5.3**). RRFB's incur less cost than a traditional signal and can be powered by a solar panel. RRFB's are placed at painted crosswalks to alert vehicles of the presence of a pedestrian.







Figure 5.3: Rectangular Rapid Flashing Beacon (RRFB)

5.5. Raised Medians

The following discussion on medians can be found in the Federal Highway Administration (FHWA) University Course on Bicycle and Pedestrian Transportation publication as part of lesson 12: Midblock Crossings.

Advantages of Medians

"Medians separate conflicts in time and place. A pedestrian attempting to cross one or more lanes of traffic in each direction must determine a safe gap in two, four, or even six lanes at a time. This is a complex task that increases in difficulty with limitations in sight distance and increasing vehicle speeds. Younger and older pedestrians have reduced gap acceptance skills compared with pedestrians in other age groups. Pedestrians are faced with additional challenges judging gap size at night. Many may predict that a car is 61.0 m (200 ft) off when, in fact, it is only 30.5 m (100 ft) away, far too close to attempt a crossing.

Not only do medians separate conflicts, but they also create the potential for more acceptable gaps. On a standard-width, four-lane roadway with a center left-turn lane (19.5 m (64 ft) wide, with five 3.7-m (12-ft) lanes plus two 61.0-centimeter (cm) (24-inch) gutter pans), it takes an average pedestrian traveling 1.2 m/second (s) (4 ft/s) nearly 16 s to cross. Finding a safe 16-second gap in four moving lanes of traffic may be difficult or impossible. In any event, an attempt to cross may require a wait of 3–5 minutes (min). Faced with such a substantial delay, many pedestrians select a less adequate gap, run across the roadway, or stand in the center left-turn lane in hope of an additional gap. If a raised median is





placed in the center, the pedestrian now crosses 7.9 m (26 ft) instead. This requires two 8 second gaps (see figures 12-3 and 12-4). These shorter gaps come more frequently. Based on traffic volume and the platooning effects from downstream signalization, the pedestrian may be able to find an acceptable gap in a minute or less.

Medians Are Less Expensive To Build

The reduced construction cost of a median versus a center left-turn lane comes as a surprise to many designers. Grass medians allow natural percolation of water, thus reducing drainage and water treatment costs. Medians do not require a base or asphalt. Curbing is essential in urban sections where medians are typically raised above the level of the street. In general, however, medians average a 5⁻ to 10⁻percent reduction in materials and labor costs compared to a center left-turn lane.

Medians Are Less Expensive To Maintain

While there is only a slight savings in cost to build a raised median versus a center left-turn lane, there is a substantial savings in maintenance. An FDOT study compared 6.4 km (4 mi) of median versus center left-turn lane maintenance costs and found that medians save an average of 40 percent on maintenance costs based on a 20-year roadway life. More frequent resurfacing, such as every 7 to 9 years, would show much greater savings. This, too, surprises many designers. During the full life of the roadway asphalt, a raised median saves costs associated with sweeping accumulated debris, repainting lines, replacing raised pavement markers, and resurfacing lanes." (FHWA Midblock Crossings 2006)

5.6. Concern for "Jaywalking"

Jaywalking is a commonly used term that refers to crossing a street in a manner that violates traffic laws, such as crossing a street midblock where no designated crossing exists, or acting in a reckless manner, such as crossing in front of vehicles and disregarding traffic signals. While walking recklessly is illegal, crossing between signals is allowable in certain circumstances.

The Florida Department of Transportation states that pedestrians may cross midblock under the following circumstances:

• Pedestrians may cross midblock if the nearest intersection does not have a traffic signal.





- Pedestrians may not cross between adjacent signalized intersections.
- Pedestrians must yield to all vehicles on the roadway.
- Pedestrians must cross at right angles to the roadway, or by the shortest route possible to reach the opposite side.

5.7. Recommended Alternatives for Further Consideration

Raised Median Installation

- The implementation of raised medians will provide pedestrians a safe place to stop at the mid-point of the roadway before crossing the remaining distance,
- Studies show that medians reduce pedestrian crashes by 46 percent and motor vehicle crashes by up to 39 percent,
- Medians may decrease delays (by greater than 30 percent) for motorists,
- Medians enhance the visibility of pedestrian crossings, particularly at unsignalized crossing points,
- Medians can reduce the speed of vehicles approaching pedestrian crossings,
- Medians can be used for access management for vehicles (restricting turning movements),
- Medians provide space for supplemental signage on multi-lane roadways.

Full Traffic Signal with Pedestrian Activation

A signalized intersection at the North Lake Ella and Lake Ella Plaza intersection will provide the following benefits:

- Pedestrians will have the opportunity to activate the traffic light to accomplish a conflict free crossing,
- Persons with limited mobility, such as wheel chair bound individuals, will have curb ramps and other ADA features provided,
- Motorists will have a protected left turn movement from North Lake Ella Drive and the Lake Ella Plaza Shopping Center,
- Motorists will have a protected U-turn movement on northbound and southbound Monroe Street.





6.0 Signal Warrant Analysis

As part of the Median Implementation Plan, two Signal Warrant Studies based on vehicle traffic volume and one Signal Warrant Study based on pedestrian volume were completed. A signal warrant based on vehicle traffic was conducted at the intersections of Lake Ella Drive and Monroe Street and Legion Street and Monroe Street. The results of these studies showed that Lake Ella Drive and Monroe Street met two warrants (peak hour and four hour). Legion Street and Monroe Street passed none of the warrants. The complete signal warrant analysis report for each intersection can be found in **Appendix D**.

6.1. MUTCD (2009) Warrant 4, Pedestrian Volume

The pedestrian volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street (Section 4C.05, P1). One of two requirements must be met in conjunction with an engineering study for need for a traffic control signal at an intersection or at a midblock location.

- A. The first condition states that for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in **Figure 6.1**; (Section 4C.05, P2, A) or
- B. For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in **Figure 6.2**; (Section 4C.05, P2, B).

6.1.1. Pedestrian Four-Hour Volume

The Lake Ella area did not pass the Pedestrian Four-Hour Volume warrant. The lower threshold volume for this warrant is 107 pedestrians per hour as seen in **Figure 6.1**. The maximum number of pedestrians per hour observed was 12 as seen in **Table 3.1** earlier in this report.









6.1.2. Pedestrian Peak Hour Volume

The Lake Ella area did not pass the Pedestrian Peak Hour Volume warrant. The lower threshold volume for this warrant is 133 pedestrians per hour as seen in **Figure 6.2**. The maximum number of pedestrians per hour observed was 12 as seen in **Table 3.1** earlier in this report.



Figure 6.2: Pedestrian Peak Hour





6.2. MUTCD (2009) Pedestrian Hybrid Beacons Warrant

A Pedestrian Hybrid Beacon or HAWK, described earlier in this report, is a pedestrian activated signal that can be installed at a midblock location based on evaluation of the needs with respect to the proximity of significant generators, pedestrian demand, pedestrian-vehicle crash history, and the distance between crossing locations. No matter what the oncoming traffic volume or the length of crosswalk is, the lower threshold pedestrian volume is 20 pedestrians per hour (**Figure 6.3**). The maximum number of pedestrians per hour observed was 12 as seen in **Table 3.1** earlier in this report. Based on this analysis, a HAWK is not warranted for the Lake Ella Area.



Figure 6.3: HAWK Pedestrian Volume Requirements





7.0 Median Design Alternatives

Several alternative median configurations were analyzed during the median implementation study. Each median configuration was developed using the standards from the FDOT Plans Preparation Manual (PPM). A typical section was developed and reviewed by the FDOT early on in the project. The approved typical section includes narrowing the existing 12 foot travel lanes to 11 foot lanes and adding a curb and gutter median. Type "E" or mountable, curb is proposed for the median. The proposed median will consist of a combination of vegetation and hardscape. The proposed typical sections are shown in **Figure 7.1** through **Figure 7.3**.










The final three alternatives that were presented at the November 28th, 2012 public meeting considered a variety of median opening options.

7.1. Alternative A – Restricted Access at Legion Street / On the Border

Alternative A, **Figure 7.4** and **Figure 7.5**, results in the most restrictive median configuration and contains no median opening across from Legion Street. A full median opening is provided at North Lake Ella Drive / Lake Ella Plaza to accommodate the proposed traffic signal. A directional opening into South Lake Ella Drive for southbound Monroe Street motorists is also provided. A directional opening is provided at 8th Avenue with the appropriate deceleration and queue storage.

7.2. Alternative B – Directional Opening at Legion Street / On the Border

Alternative B, **Figure 7.6** and **Figure 7.7**, contains a directional median opening at Legion Street allowing left turns into Legion Street and On the Border Restaurant, but left turn movements out are prohibited. A full median opening is provided at North Lake Ella Drive / Lake Ella Plaza to accommodate the proposed traffic signal. A directional opening into South Lake Ella Drive for southbound Monroe Street motorists is also provided. A directional opening is provided at 8th Avenue with the appropriate deceleration and queue storage.

7.3. Alternative C - Full Opening at Legion Street / On the Border

Alternative C, **Figure 7.8** and **Figure 7.9**, is the least restrictive configuration resulting in a full median opening at Legion Street. There are no restrictions to vehicular movements at Legion Street in this configuration. A full median opening is provided at North Lake Ella Drive / Lake Ella Plaza to accommodate the proposed traffic signal. A directional opening into South Lake Ella Drive for southbound Monroe Street motorists is also provided. A directional opening is provided at 8th Avenue with the appropriate deceleration and queue storage.

















8.0 Public Involvement

The public involvement process for this median implementation study was paired with the overall Monroe Street Median Feasibility Study and goes beyond informing the public about the project process and alternatives being considered. The public had an opportunity to assist the CRTPA in the decision making process. There were multiple opportunities for the public to comment on all aspects of the project and median components throughout the process. The public involvement efforts also allowed the study team to respond to public concerns and incorporate their ideas.

As part of the public involvement process, renderings of potential recommendations at key locations were generated. Renderings of project results proved to be an efficient tool in communicating the potential effects of a median implemented in the Lake Ella area. The renderings depicting the "before and after" scenarios can be seen in **Figure 8.1** and **Figure 8.2**, respectively.

8.1. Project Team Meetings

In an effort to ensure seamless communication and efficient coordination, a Project Team was created. The Project Team met on a monthly basis throughout the life of the project. Median concepts and public concerns were discussed at each meeting. Project Team members received information regarding specific updates to the Median Implementation Study, as well as information regarding median implementation in general.

The Project Team consisted of representatives from local organizations, city, county and state government representatives, emergency service representatives, and stakeholders within the project area. A full list of the agencies represented is shown below:

•	City of Tallahassee	•	StarMetro	•	FDOT Safety Projects
•	FDOT District 3 Planning	•	FDOT District 3 Traffic Operations	•	FDOT District 3 Design
•	Levy Park Neighborhood	•	Midtown Business	•	Knight Creative
	Association		Association		Communities
•	Lafayette Park	•	Community	•	Tallahassee-Leon
	Neighborhood Association		Redevelopment Agency		County Planning
•	Downtown Improvement	•	Tallahassee Fire	•	CRTPA
	Authority		Department		









8.2. Project Webpage

The CRTPA maintained a project specific webpage throughout the life of the Median Feasibility Study. The webpage, <u>www.crtpa.org/monroe-median-project.html</u>, provided information regarding the benefits of medians, access management criteria, how access management positively impacts business, and local access management studies.

The project record is also available for review and includes the public meeting information, small group meeting documentation, and the presentations that were given throughout the life of the project. Citizens also had the opportunity to comment, communicate ideas, or voice concerns via the website.

8.3. Open House Meetings

Stakeholder and public involvement was a major focus for the Monroe Street Median Feasibility Study. Understanding concerns from the public and specifically, property owners along the facility, was the largest component of the open house meetings. Three open house meetings were held during various stages of the median feasibility study.

The Public Meetings were advertised at least 14 days in advance of the meeting date. Display advertisements were placed in the Tallahassee Democrat and letters were mailed to each business along the corridor with an announcement regarding the meeting purpose, meeting time, location, and a brief description about the project.

8.3.1. Meeting #1

The first public open house was held on March 6th, 2012 in the City Hall, City Commission Chambers and had 41 attendees. Project information was displayed on static display boards and plan sets depicting the existing conditions were shown with an aerial background. Each business along the corridor was identified and labeled to assist concerned business owners with locating their property. The meeting was advertised in the Tallahassee Democrat on April 28th, 2012, a media release was published on March 3rd, 2012, and email announcements were provided to those that had requested notification through the project website.

The purpose of Public Meeting #1 was to introduce the project to the interested stakeholders. The Project Team was able to speak individually with interested parties regarding median location, type, and design. Citizens commented on daily traffic patterns, high pedestrian crossing locations, and the issues that they observe on a daily basis.





8.3.2. Meeting #2

The second public open house was held on June 28th, 2012 in the City Hall, City Commission Chambers and had 25 attendees. Plan sets depicting the proposed median placement for the Lake Ella area were displayed on tables and the participants had the opportunity to edit the proposed medians and place comments or concerns directly on the plan sets. Members of the consultant team and CRTPA staff were available to assist participants and answer any questions. The meeting was advertised in the Tallahassee Democrat on June 22nd, and email announcements were provided to those that had requested notification through the project website. Hard copy letters were prepared for distribution to the businesses within the Lake Ella area. These paper notifications were hand delivered to all of the businesses in the area due to a malfunction in the mailing process.

The purpose of the second public meeting was to present the draft location, type, and size of the medians. Those that attended the meeting were given the opportunity to comment on the proposed median design, which was shown on plan sets for the Lake Ella area. Consultant and CRTPA staff members were available to discuss median advantages and disadvantages and discuss alternative median configurations.

8.3.3. Meeting #3

The third public open house was held on November 28th, 2012 in the atrium of the Northwood Center and had 29 attendees. The study recommendations were shown on plan sets for the entire corridor. The plans displayed the proposed median placement and recommended median opening configurations. The public had the opportunity to make suggestions to median configurations, and place comments and concerns directly on the plans as well as speak with RS&H associates and CRTPA staff. The meeting was advertised in the Tallahassee Democrat on November 23rd, and email announcements were provided to those that had requested notification through the project website. Hard copy letters were also distributed to the businesses along the corridor.

8.4. Small Group Meetings

As part of the involvement effort, a small focus group was created for the Lake Ella Median Implementation Study and the North Monroe portion of the concurrent Median Feasibility Study. Those interested in attending the small group meetings were provided notice of the





meetings via email a few days prior to the meetings. The North Monroe and Lake Ella small group meeting was held on May 16th, 2012 and nine people were in attendance.

The meeting opened with a presentation of the project which included updates from the project team meetings and the alternatives presented at those meetings. Concerns were expressed about northbound left turns into the Sonic Restaurant. The Project Team noted that they had not heard from Sonic regarding the median study.

The vehicular access to Legion Street and Lake Ella was also a point of concern. The Project Team explained the FDOT median standards and how median opening spacing is regulated. Concerns were also raised about the volume of pedestrian traffic crossing in the Lake Ella area, especially those using the StarMetro bus stops near Legion Street. The Project Team shared the results of an April 12th, 2012 study showing pedestrian crossing locations and the number of pedestrians crossing within the Lake Ella area. Based on the data collected, a mid-block signal would not be warranted.

Bill Ekwall from the Tallahassee Fire Department noted that the medians are not a problem for the fire trucks as long as they are designed properly. He stated the medians that have the rolled curb work for fire truck access while the 4" curb with the straight face cause issues.

8.5. Public Comments

Public comments were accepted throughout the duration of the project. Appendix E contains all of the public comments received throughout the life of the project. A summary of comments is shown in bullet format below:

- Medians will limit vehicular traffic to my business
- Median islands with left turn bays would make the corridor safer
- Any change is vehicular access will hurt my business
- Consider a traffic light at Lake Ella/ Legion Street
- Medians should be landscaped for beautification
- Medians will limit the left turn queuing and block through traffic
- Coordinate with the City on other infrastructure improvements prior to construction
- Raised medians with pedestrian crossings would benefit the Lake Ella area
- Do not alter the access to "The Cottages" at Lake Ella





9.0 Preferred Alternative and Implementation Plan

Evaluating the likelihood of an uncontrolled midblock crossing being used once it is marked is difficult. The existing crossing volume may use alternative midblock crossing locations when a new midblock crosswalk is marked. However, with the existing pedestrian traffic, a midblock crossing is not warranted according to the MUTCD or the FDOT Traffic Engineering Manual. A raised median will assist pedestrians in a two stage crossing. A signal warrant study at Lake Ella Drive found that a traffic signal is warranted. This traffic light controlled intersection will provide a closer signal controlled crosswalk than the Tharpe Street intersection, which is an improvement.

The preferred alternative for the Lake Ella area is Alternative B with a directional opening only in front of Legion Street. The businesses on the east and west side of Monroe Street will receive left-in access and right out access. The Preferred Alternative can be seen in **Figure 9.1** and **Figure 9.2**.

A full median opening at Legion Street and On the Border Restaurant was considered, but due to the proximity of the nearest signalized intersection, it was determined that a safer alternative would be directional median opening. Motorists exiting the Legion Street area will have the opportunity to make a right turn, then a U-

turn at the North Lake Ella signalized intersection.

It is further recommended that additional signage be included as part of the new signalized intersection. To safely perform a U-turn on Monroe Street, motorists must be clear of right-turning vehicles from North Lake Ella Drive and the Lake Ella Plaza Shopping Center. Therefore, a sign stating that right turns must yield the right of way to U-turns should be installed.



Pedestrian timings must also be adjusted to allow for Uturning vehicles so that motorists and pedestrian conflicts are avoided.









Appendix C: Public Comments



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

Public comments will be incorporated into this study and will be considered during the evaluation of the alternatives. All comments will be considered.

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Name TRET FORTSON	Please place in the Comment
Address	Return by March 14, 2012
1413 SOUTH MOUROR ST.	То:
City, State, Zip TACARASSET, FC 32301	Mr. Nick Arnio Reynolds, Smith and Hills, Inc.
Phone Number 850-443-8312	Suite101 Tallahassee, FL 32308
Email	Phone: (850) 558-2800 Fax: (800) 276-0715

STEWARD SASPUENTURES O HOTMASL. COM

Email

Email: Nicholi.Arnio@rsandh.com



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

Public comments will be incorporated into this study and will be considered during the evaluation of the alternatives. All comments will be considered.

01 () VACP 31 PN L 05 1

Name Gabrielle Matthews
Address 1711 N Meridian Rd #11
City, State, Zip GILY FL 32303
Phone Number 850 228 3762
Email gymatthews@gmail.com

Please place in the Comment Box or Return by March 14, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

Public comments will be incorporated into this study and will be considered during the evaluation of the alternatives. All comments will be considered.

l. im 0 1 Dre Du O

Name Dream's Brida
Address 2057 N. Monroe St
City, State, Zip Tell, 32303
Phone Number 850 385-2100
Email

Please place in the Comment Box or Return by March 14, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

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Name Rathryn Zienitz
Address 250 S. Villas Ct. Apt B
City, State, Zip Tallahassee, FL 3230;
Phone Number
Email Kziewitz@gmail.com

Please place in the Comment Box or Return by March 14, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308

Phone: (850) 558-2800 Fax: (800) 276-0715 Email: Nicholi.Arnio@rsandh.com



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

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Please place in the Comment Box or Return by March 14, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

Public comments will be incorporated into this study and will be considered during the evaluation of the alternatives. All comments will be considered.

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Name DAVID CAMPBell Address 3219 Thomasville Rd 17-A City, State, Zip TALI 32308 Phone Number 545-9836 Email DCAMPOPILIZSY @ ADL, CON

Please place in the Comment Box or Return by March 14, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

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Name Lewis Buford
Address 217 John Knoy
City, State, Zip Tall, FT- 32303
Phone Number 385-6363
Email Ubyford@+lhland.com

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Please place in the Comment Box or Return by March 14, 2012

To:

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Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

Public comments will be incorporated into this study and will be considered during the evaluation of the alternatives. All comments will be considered.

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Name Sean Singleton
Address 638 E. Tellige Au
City, State, Zip TIH, FL 32301
Phone Number \$50 422 2472
Email Seavagsverge. com

Please place in the Comment Box or Return by March 14, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

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Name Adam Antonex: Biblo Address 1316 Lehigh Dr. City, State, Zip Tallahagee 723230/ Phone Number

is bib @ comcast. ne Email

Please place in the Comment Box or Return by March 14, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308

Phone: (850) 558-2800 Fax: (800) 276-0715 Email: Nicholi.Arnio@rsandh.com



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Phone: (850) 558-2800 Fax: (800) 276-0715 Email: Nicholi.Arnio@rsandh.com Capital Region Transportation Planning Agency

CRTPA

Comment Form Monroe Street Median Feasibility & Lake Ella Median Implementation Study

I'm am requesting that the City of Tallahassee and all others involved with the Median Project on Monroe, would consider NOT altering or changing the access (northbound and southbound) that property known as The Cottages at Lake Ella and the businesses known as On The Border, Golden Corral, U-Haul and Sonic currently have.

I am fortunate to be part owner of this property. My grandfather, Gilbert Sewell Chandler, Sr., purchased this property in the 1920's and built the lovely cottages that generations of family have enjoyed as their "home away from home" when it was a tourist camp. Then our family made the decision to try and share this wonderful location as a unique shopping center. We are privileged to have some of the most incredible independent business owners in the Tallahassee area as our tenants. Any changes to the access to this unique shopping location could most definitely affect these businesses in the most detrimental way. Access is critical.

The same situation exists on the west side of Monroe Street where our tenants currently have northbound and southbound access. These restaurants cater to large parties often using buses as their mode of transportation. Access is critical-U-turns are NOT feasible for these tenants.

I implore you to please make absolutely no changes to this stretch of Monroe Street, from 7th Avenue to Tharpe Street. These businesses and our livelihood will not survive. This decision will have a direct negative impact on the future of these businesses.

If you must make any changes to this section of Monroe, please, please only consider alternative plan C.

Virginia Chandler Weeks 1101 Hays Street Tallahassee, FL 32301

Vilginia Chandler Week



Monroe Street Median Feasibility & Lake Ella Median Implementation Study

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Please Print handler Name: YONRON Address: 32300

Please drop in the Comment Box or return to:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc.

Address:	1701 Hermitage Blvd. Ste., 101
	Tallahassee, FL 32308
Phone:	(850) 558-2800
Fax:	(800) 276-0715

City / State / Zip:



Comment Form Monroe Street Median Feasibility & Lake Ella Median Implementation Study

Public comments will be incorporated into this study and will be considered during the evaluation of the alternatives. All comments will be considered.

FOR THE PAST 25+ YEARS OUR FAMILY HAS
INVESTED OUR PROPERTY WITH THE SMALL
BUSINESS (MOM + POP) TENANTS, WE HAVE AT THE
COTTAGES AT LAKE ELLA. WE CANNOT ALLOW
THEIR ACCESS TO BEERE BUSINESS BY THEIR
CUSTOMERS TO BE ALTERED IN ANY WAY-
THEY WILL NOT SURVIVE. PLEASE DO NOT
MAKE ANY CHANGES ON MONROE STREET
FROM THARPE STREET TO BUD AVENUE.

Please Print				
Name:	BEULAH M. CHANDLER			
Address:	2004 WINTHROP WAY TAMAHASSEE, FL.			
0.1 1.01	32308			
City / State / Zip:				

Please drop in the Comment Box or return to:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc.

Address: 1701 Hermitage Blvd. Ste., 101 Tallahassee, FL 32308 Phone: (850) 558-2800 Fax: (800) 276-0715



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Please P	rint	010	la con
Name:	VIII	Chanal	lev
Address:	506	Collins	Drive
City / Sta	ite / Zip:	TaMahas	SUL, FL 32303

Please drop in the Comment Box or return by December 10, 2012 to:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc.

Address: 1701 Hermitage Blvd. Ste., 101 Tallahassee, FL 32308 Phone: (850) 558-2800 Fax: (800) 276-0715



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #3 November 28, 2012

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Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #3 November 28, 2012

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Email damesqua e amoil com	

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Name MANDE K F V pR. Address EUA City, State, Zip FL 32303 SEE Phone Number %509320 3 Email SENDME@ARIDICULOUS.COM.

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Name	Carrie Hamby
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Phone Number	222 - 9693
Email	CLHAMBY@ aol. com

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Name Bruc	ce Manciagli
Address 29.3	9 Huntington Drive
City, State, Zip	Tallahassee FL 32308
Phone Number	850 297 1282
Email	

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Phone: (850) 558-2800 Fax: (800) 276-0715 Email: Nicholi.Arnio@rsandh.com

Arnio, Nicholi

From:	Burke, Greg <greg.burke@talgov.com></greg.burke@talgov.com>	
Sent:	Wednesday, November 28, 2012 12:50 PM	
То:	'Delaney, Kristina'	
Cc:	Chung, Suzanne; Reed, Harry; Arnio, Nicholi	
Subject:	RE: Walgreens #3374 Tallahassee, FL - Monroe Street Median Feasibility Ella median Implementation study	and Lake

Hi Kristina. I will make sure that my agency keeps you informed regarding the status of this project. For your information, we have added a project page to the agency's website that is updated as the study progresses (<u>http://www.crtpa.org/Monroe_Median_Project.html</u>).

Sincerely,

Greg T. Burke, AICP Transportation Planner Capital Region Transportation Planning Agency 408 N. Adams Street, 4th Floor Tallahassee, FL 32301 850/891.6802 Fax/891.6832 Email: <u>greg.burke@talgov.com</u> web site: www.crtpa.org

<u>Mailing Address:</u> 300 S. Adams Street, M.S. A-19 Tallahassee, FL 32301

From: Delaney, Kristina [mailto:kristina.delaney@walgreens.com]
Sent: Wednesday, November 28, 2012 12:25 PM
To: Burke, Greg
Cc: Chung, Suzanne
Subject: Walgreens #3374 Tallahassee, FL - Monroe Street Median Feasibility and Lake Ella median Implementation study

Hi, Greg,

Following our telephone conversation earlier, please keep up informed periodically about the status of this project. Thank you.

Be well, Kristina

Kristina Delaney

Walgreen Co. 104 Wilmot Road, MS#1420 Deerfield, IL 60015 p 847-315-4658 f 847-315-4825



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Arnio, Nicholi

From: Sent: To: Subject: Attachments: Burke, Greg <Greg.Burke@talgov.com> Wednesday, November 28, 2012 12:16 PM Arnio, Nicholi FW: Median Project at Lake Ella median.jpg

-----Original Message-----From: Mitchell, Yulonda Sent: Wednesday, November 28, 2012 12:10 PM To: Burke, Greg Subject: FW: Median Project at Lake Ella

Yulonda Mitchell Capital Region Planning Agency Mailing Address: 300 South Adams Street, Box A-19 Physical Address: 408 North Adams Street Tallahassee, FL 32301 Phone: 850.891.6800 Fax: 850.891.6832

-----Original Message-----From: Ingram, M'Lisa Sent: Wednesday, November 28, 2012 11:20 AM To: Reed, Harry Cc: Mitchell, Yulonda Subject: FW: Median Project at Lake Ella

FYI

-----Original Message-----From: Wendy [mailto:wendy@quartermoonimports.com] Sent: Tuesday, November 27, 2012 4:57 PM To: Gillum, Andrew; Miller, Nancy; Ziffer, Gil; Marks, John Cc: Minor, Rick Subject: Median Project at Lake Ella

Dear Commisioners and Rick Minor,

I am writing to ask your support in advocating for an opening in the planned Monroe Street median at Lake Ella. I am concerned that if or when the state gains control of the project, their goal will be to move traffic swiftly rather than preserve public access to one of the most beloved parks in our city. Monroe Street is more than a highway. It is the artery connecting neighborhoods to each other and people to local businesses and the beloved Lake Ella Park. The businesses at Lake Ella would be impacted severely if there was not access from southbound traffic. Please see the attached draft of Plan A. Please help us at the CRTPA meeting tomorrow (Wednesday 11/28 at the Northwood Centre Atrium, 1940 N. Monroe from 5pm-7pm.) We are collecting comment forms from our customers and staff, but we know that we need your voice to address the state. Please help us to preserve easy and safe access to Lake Ella.

I have attached a copy of Draft of Plan A. This would be the worst case scenerio.

There are other options (Plan C is preferred with Plan B as a second) we would support that allow access from both traffic directions.

Thank you,

Wendy Halleck Quarter Moon <u>Imports@talgov.com</u> 1641 N. Monroe Tallahassee Florida 32303 Shop (850) 222-2254 Cell (850) 222-2254 www.quartermoonimports.com



Comment Form Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #3 November 28, 2012

Public comments will be incorporated into this study and will be considered during the evaluation of the alternatives. All comments will be considered.

Monroe Steet is not a highway, it is a major street that connects neighborhoods to the most central and beloved park of Tallahassee and many long established locally owned businesses.

We oppose any plan that limits access to Lake Ella or the businesses located there. We feel that making pedestrian traffic safer is great, but we simply oppose a median that does not

allow entry access to Lake Ella and to local businesses from both directions of traffic. We prefer other plans, which include Medians, but which allow access from both the north and south

directions of traffic. We also feel that Lake Ella truly is a beautiful centerpiece to our town. We should not impede people from easy and safe access. We are frequent customers of the local

businesses that surround Lake Ella and the Wednesday Farmer's Market and we also love to visit the park itself. Please consider incorporating a plan that takes these issues into account.

Thank you for your time and efforts to make Tallahassee a better, safer, and small business friendly city!

Name

Melanie J. Kimbrell and Michael Stewart

Address 2115 Fairbanks Ferry

City, State, Zip Havana, Florida 32333

Phone Number 850.539.6598

Email emelaniek@gmail.com

Please place in the Comment Box or Return by December 10, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308

Phone: (850) 558-2800 Fax: (800) 276-0715 Email: Nicholi.Arnio@rsandh.com

ATTACHMENT 2

LAKE ELLA IMPLEMENTATION STUDY

NOTE: *Attachment 2* can be viewed on the agency's website (<u>www.crtpa.org</u>) included as part of the Board Meeting's agenda PDF file. The Lake Ella Implementation Study contains 403 pages.

Lake Ella Median Implementation Study



This study was completed for:



The Capital Region Transportation Planning Agency

(CRTPA)

By:



January 2013



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Executive Summary

This study examines the safety of the existing roadway features relative to pedestrian crossings along Monroe Street in the Lake Ella area. Marked and unmarked crosswalks, as well as other improvements, such as pedestrian activated signals and median improvements will be considered to improve pedestrian safety. Midblock crosswalks are intended to improve pedestrian connectivity and reduce instances of pedestrians crossing at random, unpredictable locations.

Evaluating the likelihood of an uncontrolled midblock crossing being used once it is marked is difficult. The existing crossing volume may use alternative midblock crossing locations when a new midblock crosswalk is marked. However, with the existing pedestrian traffic in the Lake Ella area, a midblock crossing is not warranted according to the Manual of Uniform Traffic Control Devices (MUTCD) or the Florida Department of Transportation (FDOT) Traffic Engineering Manual. However, the implementation of a raised median will assist pedestrians in a two stage crossing. A signal warrant study at North Lake Ella Drive found that a traffic signal is warranted. This signal controlled intersection will provide a closer signalized crosswalk than the Tharpe Street intersection, which is an improvement for pedestrians.

The preferred alternative for the Lake Ella Area is Alternative B, shown in **Figure 0.1** and **Figure 0.2**, with a directional opening only in front of Legion Street. The businesses on the east and west side of Monroe Street will receive left-in access but with only right out.

A full median opening at Legion Street and On the Border Restaurant was considered, but due to the proximity of the nearest signalized intersection, it was determined that a safer alternative would be a directional median opening. Motorists exiting the Legion Street area will have the opportunity to make a right turn, then a U-turn at the North Lake Ella signalized intersection.

It is further recommended that additional signage be included as part of the new signalized intersection. To safely perform a U-turn on Monroe Street, motorists must be clear of right-turning vehicles from North Lake Ella Drive and the Lake Ella Plaza Shopping Center. Therefore, a sign stating that right turns must yield the right of way to U-turns should be installed.





Pedestrian timings must also be adjusted to allow for U-turning vehicles so that motorists and pedestrian conflicts are avoided.









1.0 Introduction

The Lake Ella area is a robust activity center for pedestrian and bicycle activity. The amenities include a 12 foot wide walking path around the lake, picnic pavilions and picnic tables, public restrooms and a playground area. Parking for vehicular access can be found at cluster locations around the lake and in the form of parallel parking on Lake Ella Drive surrounding the lake.

This study examines the safety of the existing roadway features relative to pedestrian crossings. Marked and unmarked crosswalks, as well as other improvements such as pedestrian activated signals and median improvements, will be considered to improve pedestrian safety. Midblock crosswalks are intended to improve pedestrian connectivity and reduce instances of pedestrians crossing at random, unpredictable locations. A location map can be seen in **Figure 1.1**.

The need for refuge areas is related to street widths, pedestrian walking speed, and vehicle gaps. This study includes detailed information including; crash history, pedestrian and traffic volumes, number of lanes, speed limit, type of median, type and condition of crosswalk markings, and crosswalk locations. Basic traffic engineering principals and intersection design procedures were applied to enhance the safety of pedestrians while balancing the mobility of the motoring public.







1.1. Previous Studies

Previous studies have identified a need for improved pedestrian safety in the Monroe Street area near Lake Ella. The FSU Department of Urban and Regional Planning (DURP) completed the North Monroe Design and Safety Study, which provided an evaluation of existing conditions in the Lake Ella area, from 7th Avenue to Tharpe Street, as well as recommendations for improved pedestrian and bicycle safety.

Existing Conditions:

- Dual left turn lanes (center turning lane) cause hazards for pedestrians and drivers
- Lack of crosswalks at almost every side street in the area, including the Lake Ella entrance, reduces connectivity for pedestrians
- Long stretches between traffic signals and lack of pedestrian crossing distance between some intersections
- Lack of midblock crossing to Lake Ella increases risk of pedestrians being struck by automobiles when trying to access the park between Tharpe Street and 7th Avenue.

Recommendations:

- Reduce automobile lanes from 12-feet to 11-feet to accommodate medians, buffers and sidewalk width improvements
- Raised medians with landscaping to improve safety and aesthetics
- Pedestrian midblock crossing at Lake Ella

Previous studies have identified a need for a midblock crossing at Lake Ella. This study analyzes potential treatments and implementation strategies. Treatments considered include installation of a median, installation of a mid-block crosswalk with a painted crosswalk and advanced signage to alert motorists, as well as the installation of a pedestrian activated signal, such as the High-Intensity Activated crossWalK beacon (HAWK.).

In recent years, there has been much debate surrounding the safety implications of marking crosswalks at uncontrolled intersections. Previous research results were contradictory in terms of whether pedestrian vehicle crashes were occurring with more, less, or the same frequency at marked and unmarked crosswalks. The contradictory





findings can be attributed to limitations of the research project designs, which contained many confounding variables and small, potentially biased sample sizes and sites.

Previous research has found the following:

- The presence of a median decreased the pedestrian crash risk;
- Marked crossings had a higher incidence of pedestrian crashes on multi-lane (4 or more lanes) roads with high average daily traffic (ADTs);
- Marked and unmarked crossings had similar incidences of pedestrian crashes on all 2-, 3-, and multi-lane roads with lower ADTs;
- Pedestrians ages 65 and above were over represented in crashes;
- The installation of marked crossings did not alter motorist behavior (e.g., stop or yield to pedestrians) or pedestrian behavior (e.g., crossing without looking).
- An overall higher risk as the number of lanes or ADT rate increases regardless of markings;
- Recognition that multi-lane roadways with high ADT rates represent the most difficult scenarios for pedestrian crossings, and
- The fact that marked crossings draw pedestrians to cross in that location, particularly in areas where the crossing is perceived to be difficult.





2.0 Existing Conditions

Monroe Street in the Lake Ella area is a 5 lane roadway with a Two-Way Left-Turn Lane (TWLTL) where there are not dedicated left turn lanes. There are no raised medians. The posted speed limit is 35 mph. The existing lane configuration can be seen in **Figure 2.1** and **Figure 2.2**.



Figure 2.1: Sample of Lane Configuration; Lake Ella Drive



Figure 2.2: Sample of Lane Configuration; Legion Street

2.1. Nearest Crossing Locations

The current crossing locations exist at 7th Avenue and Tharpe Street. Both locations consist of signalized intersections, marked crosswalks and pedestrian activated crossing signals. The distance between 7th Avenue and Tharpe Street is approximately 2,500'.



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2.2. Access Management Classification

Access management is practiced to improve the safety of a roadway or corridor by reducing the number of conflict points a vehicle can encounter and balance it with mobility. A conflict point is a location where two vehicles' paths can legally cross. For example, any time a left turning vehicle must cross an opposing lane to complete its turning movement, it has the potential to conflict with through moving vehicles. If the number of times a vehicle can come into conflict with another is reduced, the overall roadway safety is increased.

The proposed median improvements for Lake Ella area most closely represent a Class 5 roadway which allows for full median openings every 1,320 feet and directional median openings every 660 feet. **Table 2.1** lists all roadway classifications as recommended by FDOT.

		Median Opening Spacing Standard (feet)			Connectio Standa	on Spacing rd (feet)
Access Class	Median	Full	Directional	Signal Spacing Standard (feet)	Posted Speed Greater than 45 MPH	Posted Speed of 45 MPH or Less
2	Restrictive	2,640	1,320	2,640	1,320	660
3	Restrictive	2,640	1,320	2,640	660	440
4	Non-Restrictive	-	-	2,640	660	440
5 Restrictive		2,640 at greater than 45 MPH posted speed 1,320 at 45 MPH or less posted speed	- 660	2,640 at greater than 45 MPH posted speed 1,320 at 45 MPH or less posted speed	440	245
6	Non-Restrictive	-	-	1,320	440	245
7	Both Median Types	660	330	1,320	125	125

Table 2.1. Hule 14 57 of the Fioria Hullinghamye Oou	Table 2.1:	Rule 14-97	of the	Florida	Administrative	Code
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3.0 Data Collection

3.1. Pedestrian Demand

A pedestrian volume count study was performed on Thursday, April 12, 2012, from 10:30 AM to 4:30 PM. Pedestrians that crossed Monroe Street between 8th Avenue and Tharpe Street were documented, as well as their approximate crossing location. The weather conditions were dry and sunny with a high level of activity observed at the Lake Ella park facilities. The hourly pedestrian activity observed is shown in **Table 3.1** and the pedestrian volume and approximate crossing locations is shown in **Figure 3.1**. Appendix A contains pedestrian count raw data.

Starting	Number	Number of Ped.
Time	of Ped.	Per Hour
10:30	1	
10:45	4	
11:00	1	
11:15	2	8
11:30	1	8
11:45	1	5
12:00	3	7
12:15	4	9
12:30	1	9
12:45	2	10
13:00	1	8
13:15	2	6
13:30	2	7
13:45	2	7
14:00	1	7
14:15	1	6
14:30	6	10
14:45	3	11
15:00	2	12
Total	40	

Table 3.1: Pedestrian Data

*Italicized number indicates an interpolated value due to a break in data collection

The FDOT Traffic Engineering Manual Section 3.8.5(3) describes the pedestrian volume demand required to warrant a midblock crossing. A minimum of 20 pedestrians during any four consecutive 15-minute periods and a minimum of 60 pedestrians during any 4 hours of the day, not necessarily consecutive hours, are required. No hours of traffic met or





surpassed 20 pedestrians per hour or 60 pedestrians during any 4 hours of the day. The MUTCD Pedestrian Volume Signal Warrant is also discussed in detail later in this report.



Figure 3.1: Pedestrian Crossing Locations in the Lake Ella Area

3.2. Vehicle Gap Size Study

A vehicle gap size study was completed on Thursday, April 12, 2012. This type of study is used to determine the size and frequency of gaps in vehicular traffic to facilitate safe and adequate pedestrian crossings. Data was collected for four time periods, each time period corresponding to the Pedestrian Volume Count Study that was completed concurrently. **Table 3.2** contains a summary of the gap size data collected. **Appendix A** contains the gap size raw data.





Adequate	Number of Gaps				
Gap Size (s)	10:30AM- 11:30AM	11:30AM- 12:30PM	12:30PM- 1:30PM	1:30PM- 2:30PM	Total
8	5	1	2	4	12
9	3	0	3	1	7
10	1	0	1	1	3
11	4	1	1	2	8
12	2	1	0	1	4
13	1	0	0	0	1
14	1	1	0	1	3
15	2	0	0	0	2
16	1	0	0	0	1
17	0	1	0	0	1
18	0	0	0	0	0
19	0	0	0	0	0

Table 3.2: Gap Size Summary

The crossing distance is currently 65 feet across the four travel lanes and two-way left-turn lane and, with no median refuge, pedestrians are required to cross the entire facility. An adequate gap was determined to be 19 seconds, which would allow a pedestrian with an average speed (3.5 feet per second) to safely cross Monroe Street. No gap size recorded met the required 19 seconds to cross Monroe Street in one attempt.

It was observed, however, that all crossing pedestrians did so in a two stage process, crossing two lanes of oncoming Monroe Street traffic and then waiting in the two-way leftturn lane until the opposing two lanes of Monroe Street became free of traffic. The addition of a raised median in the Lake Ella area would provide the existing pedestrian traffic a safer refuge while crossing Monroe Street. Drivers along Monroe Street would be more alert and less surprised to the presence of pedestrians crossing in two stages.

3.3. Traffic Volumes

The 2011 average annual daily traffic (AADT) along the proposed crossing location is 35,500 vehicles per day as recorded by the Florida Transportation Information (FTI) 2011 DVD. The FTI AADT Report is in **Appendix B**.





4.0 Crash Analysis

4.1. Crash Data Collection

The City of Tallahassee Police Department (TPD) provided historic crash data for a one year period from September 27, 2011 and ending September 26, 2012 for the study area from East 7th Avenue to Tharpe Street. Crash records reported by police on "Long Forms" were requested for all crashes that resulted in a vehicle being towed away, personal injury, or the death of a motorist, pedestrian, or bicyclist. They can be found in **Appendix C**. The Long Forms provided by the police department allow analysts to more accurately identify crash locations and causal factors of each crash. It was noted that this section of roadway reported 683 crashes over a five-year period, which is approximately 136 crashes per year, as opposed to the 53 Long Forms obtained from the TPD. This discrepancy in the data can be attributed to crashes that did not result in a vehicle being towed away, personal injury, or the death of a motorist, pedestrian, or bicyclist.

The following sections describe the basic data analysis and include tables and diagrams of the crashes at each intersection within the study corridor.

4.2. Crash Data Analysis

The crash data was catalogued by location, crash type and severity. The severity of each crash was categorized as "PDO", "non-fatal", and "fatal". PDO indicates a property damage only crash. **Table 4.1** shows that there were a total of 53 crashes over the 1-year period. Forty-four (44) were PDO crashes. Nine (9) crashes incurred non-fatal injuries. No fatal crashes were recorded during observation period within the study limits. Also, no crashes involved pedestrians were identified. **Figure 4.1** displays the crash severity of each incident and location by intersection.

Interpretion	(Tet al		
Intersection	PDO	Non-Fatal	Fatal	Total
7th Avenue	10	1	0	11
8th Avenue	8	1	0	9
Legion Street	4	0	0	4
Lake Ella Drive	11	1	0	12
Publix N. Entrance	3	0	0	3
Tharpe Street	8	6	0	14
Total	44	9	0	53

Table 4.1: Crash Severity by Intersection







Figure 4.1: Crash Severity by Intersection

4.2.1. Crashes by Intersection and Type

Collision diagrams were plotted by location on aerial maps. Figure 4.2 and Figure 4.3 are the crash diagrams representing the project study limits. The crash locations on the following pages are based on the accuracy of the crash reports and are open to interpretation based on the police officer's description of the incident. When conflicting information was presented in the crash reports, the crash diagram was used when sufficient information was provided in that section. Each intersection within the study limit's crash experience is summarized in the following paragraphs.





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The intersection of 7th Avenue and Monroe Street experienced a total of 11 crashes. **Table 4.2** displays the number of crashes by type. The majority of crashes were rear end crashes, which, occur frequently at signalized intersections due to the fact that traffic signals interrupt the flow of traffic.

Crash Type	Amount
Rear End	5
Side Swipe	2
HUP	0
Angle	3
Left Turn	1
Bicycle	0
Right Turn	0
Total	11

Table 4.2	$:7^{th}$	Avenue	Crashes
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The intersection of 8th Avenue and Monroe Street experienced a total of 9 crashes. **Table 4.3** displays the number of crashes by type.

Tal	ble	4.3:	8^{th}	Ave	enue	Cras	hes
1							

Crash Type	Amount
Rear End	5
Side Swipe	1
HUP	0
Angle	0
Left Turn	3
Bicycle	0
Right Turn	0
Total	9

The intersection of Legion Street and Monroe Street experienced a total of 4 crashes. **Table 4.4** displays the number of crashes by type.

Table 4.4: Legion Street Crashes

Crash Type	Amount
Rear End	2
Side Swipe	1
HUP	0
Angle	0
Left Turn	1
Bicycle	0
Right Turn	0
Total	4





The intersection of Lake Ella Drive and Monroe Street experienced a total of 12 crashes. **Table 4.5** displays the number of crashes by type.

Crash Type	Amount
Rear End	3
Side Swipe	4
HUP	2
Angle	1
Left Turn	1
Bicycle	0
Right Turn	1
Total	12

Table 4.5: Lake Ella Drive Crashes

The Publix North Entrance is primarily a right-in right-out driveway. It experienced a total of 3 crashes. **Table 4.6** displays the number of crashes by type.

Crash Type	Amount
Rear End	2
Side Swipe	1
HUP	0
Angle	0
Left Turn	0
Bicycle	0
Right Turn	0
Total	3

Table 4.6: Publix N. Entrance

The intersection of Tharpe Street and Monroe Street and the area just south of the intersection experienced a total of 14 crashes. **Table 4.7** displays the number of crashes by type.

Table 4.7:	Tharpe	Street	Crashes
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Crash Type	Amount
Rear End	7
Side Swipe	2
HUP	1
Angle	1
Left Turn	2
Bicycle	1
Right Turn	0
Total	14





5.0 Overview of Alternatives Considered

5.1. Full Traffic Signal with Pedestrian Activation

An additional full traffic signal within the Lake Ella area would stop all vehicular traffic on Monroe Street when activated by a pedestrian. A detailed signal warrant can be found in Section 6.0: Signal Warrant Analysis.

5.2. <u>High-Intensity Activated crossWalK</u> beacon (H.A.W.K)

Also known as the Pedestrian Hybrid Beacon, the HAWK is used on a complex, high volume roadway with a high volume of pedestrian traffic. The HAWK is a pedestrian activated signal that is only enabled when a pedestrian is present. The mast arm mounted signal has a unique signal head configuration: two red lenses over a single yellow lens. Ladder-style markings designate the pedestrian crosswalk as seen in **Figure 5.1**. When a pedestrian activates the signal via a push-button, the light begins to flash yellow. Then a solid yellow light warns vehicles to slow down and stop. A double solid red signal indicates that all traffic should be stopped and provides pedestrians a safe window to cross. After a predetermined safe crossing time, the signal begins an alternating flashing red phase that acts like a stop sign for vehicles who must yield to pedestrians still in or entering the crosswalk. At this time pedestrians see an upraised hand symbol with a countdown display informing them of the time remaining to complete the crossing. Each vehicle must treat the flashing red signal as a stop sign until the signal is deactivated with no lights flashing.



Figure 5.1: HAWK Example (FHWA)





5.3. Crosswalk with Appropriate Signage

Crosswalks provide a safe area where motorists must yield the right-of-way to pedestrians. Marked crosswalks can be found at signalized intersections, midblock locations, or other high pedestrian areas. Standard yellow flashing beacons and additional warning signs can be installed to notify motorists that the area contains pedestrians that may be crossing the roadway.

5.3.1. MidBlock Crossing

Midblock crossings facilitate pedestrian crossings at other than the end of block locations where traffic signals or other pedestrian features are present. Midblock crossings must be designed to ensure placement, geometrics, and operations work seamlessly with both the pedestrians and the motorists. For a midblock crossing to work properly, the pedestrian demand must be present, adequate sight distance for motorists to react must be achieved, and applicable signage must be present.

Midblock crossings work well when there is a focused demand for pedestrians to cross. According to the observations made during the data collection portion of this study, several pedestrians crossed within 10's of feet of a current crosswalk, but they did not utilize the crosswalk to safely cross the street.

The FDOT Plans Preparation Manual (PPM) Chapter 8.3.3.2 provides the following criteria for installation of a midblock crossing:

1. Midblock crosswalks should not be located where the spacing between adjacent intersections is less than 660 feet,

2. Midblock crosswalks should not be located where the distance from the crosswalk to the nearest intersection (or crossing location) is less than 300 feet,

3. Midblock crosswalks shall not be provided where the crossing distance exceeds 60 feet (unless a median or a crossing island is provided),

4. Midblock crosswalks shall not be provided where the sight distance for both the pedestrian and motorist is not adequate (stopping sight distance per **Table 2.7.1**),

5. Midblock crosswalks shall not be located where the ADA cross slope and grade criteria along the crosswalk cannot be met (per Section 8.3.2).

The PPM also states that an engineering study must be completed to ensure that factors such as sight distance and crossing distance are examined.





5.3.2. Raised Crosswalk

A raised pedestrian crosswalk is a speed hump that also functions as a crosswalk (**Figure 5.2**). The speed hump has ladder-style markings as well as directional arrows on the roadway and appropriate signage alerting vehicles to the presence of an approaching crosswalk. Pedestrians are elevated which eliminates the need for a curb ramp when transitioning into the road. A raised crosswalk also serves as a traffic calming device. With these characteristics, this treatment is most often used on minor collectors with low speeds and high pedestrian usage or residential roadways. A raised crosswalk could be detrimental to roadways on bus routes or those with frequent emergency vehicle use.



Figure 5.2: Raised Crosswalk

5.4. Rectangular Rapid Flashing Beacon (RRFB)

A Rectangular Rapid Flashing Beacon (RRFB) is a pedestrian crosswalk sign accompanied by two rapid flashing LED lights that can activated manually by a push button or passively by a pedestrian detection system (**Figure 5.3**). RRFB's incur less cost than a traditional signal and can be powered by a solar panel. RRFB's are placed at painted crosswalks to alert vehicles of the presence of a pedestrian.






Figure 5.3: Rectangular Rapid Flashing Beacon (RRFB)

5.5. Raised Medians

The following discussion on medians can be found in the Federal Highway Administration (FHWA) University Course on Bicycle and Pedestrian Transportation publication as part of lesson 12: Midblock Crossings.

Advantages of Medians

"Medians separate conflicts in time and place. A pedestrian attempting to cross one or more lanes of traffic in each direction must determine a safe gap in two, four, or even six lanes at a time. This is a complex task that increases in difficulty with limitations in sight distance and increasing vehicle speeds. Younger and older pedestrians have reduced gap acceptance skills compared with pedestrians in other age groups. Pedestrians are faced with additional challenges judging gap size at night. Many may predict that a car is 61.0 m (200 ft) off when, in fact, it is only 30.5 m (100 ft) away, far too close to attempt a crossing.

Not only do medians separate conflicts, but they also create the potential for more acceptable gaps. On a standard-width, four-lane roadway with a center left-turn lane (19.5 m (64 ft) wide, with five 3.7-m (12-ft) lanes plus two 61.0-centimeter (cm) (24-inch) gutter pans), it takes an average pedestrian traveling 1.2 m/second (s) (4 ft/s) nearly 16 s to cross. Finding a safe 16-second gap in four moving lanes of traffic may be difficult or impossible. In any event, an attempt to cross may require a wait of 3–5 minutes (min). Faced with such a substantial delay, many pedestrians select a less adequate gap, run across the roadway, or stand in the center left-turn lane in hope of an additional gap. If a raised median is





placed in the center, the pedestrian now crosses 7.9 m (26 ft) instead. This requires two 8 second gaps (see figures 12-3 and 12-4). These shorter gaps come more frequently. Based on traffic volume and the platooning effects from downstream signalization, the pedestrian may be able to find an acceptable gap in a minute or less.

Medians Are Less Expensive To Build

The reduced construction cost of a median versus a center left-turn lane comes as a surprise to many designers. Grass medians allow natural percolation of water, thus reducing drainage and water treatment costs. Medians do not require a base or asphalt. Curbing is essential in urban sections where medians are typically raised above the level of the street. In general, however, medians average a 5⁻ to 10⁻percent reduction in materials and labor costs compared to a center left-turn lane.

Medians Are Less Expensive To Maintain

While there is only a slight savings in cost to build a raised median versus a center left-turn lane, there is a substantial savings in maintenance. An FDOT study compared 6.4 km (4 mi) of median versus center left-turn lane maintenance costs and found that medians save an average of 40 percent on maintenance costs based on a 20-year roadway life. More frequent resurfacing, such as every 7 to 9 years, would show much greater savings. This, too, surprises many designers. During the full life of the roadway asphalt, a raised median saves costs associated with sweeping accumulated debris, repainting lines, replacing raised pavement markers, and resurfacing lanes." (FHWA Midblock Crossings 2006)

5.6. Concern for "Jaywalking"

Jaywalking is a commonly used term that refers to crossing a street in a manner that violates traffic laws, such as crossing a street midblock where no designated crossing exists, or acting in a reckless manner, such as crossing in front of vehicles and disregarding traffic signals. While walking recklessly is illegal, crossing between signals is allowable in certain circumstances.

The Florida Department of Transportation states that pedestrians may cross midblock under the following circumstances:

• Pedestrians may cross midblock if the nearest intersection does not have a traffic signal.





- Pedestrians may not cross between adjacent signalized intersections.
- Pedestrians must yield to all vehicles on the roadway.
- Pedestrians must cross at right angles to the roadway, or by the shortest route possible to reach the opposite side.

5.7. Recommended Alternatives for Further Consideration

Raised Median Installation

- The implementation of raised medians will provide pedestrians a safe place to stop at the mid-point of the roadway before crossing the remaining distance,
- Studies show that medians reduce pedestrian crashes by 46 percent and motor vehicle crashes by up to 39 percent,
- Medians may decrease delays (by greater than 30 percent) for motorists,
- Medians enhance the visibility of pedestrian crossings, particularly at unsignalized crossing points,
- Medians can reduce the speed of vehicles approaching pedestrian crossings,
- Medians can be used for access management for vehicles (restricting turning movements),
- Medians provide space for supplemental signage on multi-lane roadways.

Full Traffic Signal with Pedestrian Activation

A signalized intersection at the North Lake Ella and Lake Ella Plaza intersection will provide the following benefits:

- Pedestrians will have the opportunity to activate the traffic light to accomplish a conflict free crossing,
- Persons with limited mobility, such as wheel chair bound individuals, will have curb ramps and other ADA features provided,
- Motorists will have a protected left turn movement from North Lake Ella Drive and the Lake Ella Plaza Shopping Center,
- Motorists will have a protected U-turn movement on northbound and southbound Monroe Street.





6.0 Signal Warrant Analysis

As part of the Median Implementation Plan, two Signal Warrant Studies based on vehicle traffic volume and one Signal Warrant Study based on pedestrian volume were completed. A signal warrant based on vehicle traffic was conducted at the intersections of Lake Ella Drive and Monroe Street and Legion Street and Monroe Street. The results of these studies showed that Lake Ella Drive and Monroe Street met two warrants (peak hour and four hour). Legion Street and Monroe Street passed none of the warrants. The complete signal warrant analysis report for each intersection can be found in **Appendix D**.

6.1. MUTCD (2009) Warrant 4, Pedestrian Volume

The pedestrian volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street (Section 4C.05, P1). One of two requirements must be met in conjunction with an engineering study for need for a traffic control signal at an intersection or at a midblock location.

- A. The first condition states that for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in **Figure 6.1**; (Section 4C.05, P2, A) or
- B. For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in **Figure 6.2**; (Section 4C.05, P2, B).

6.1.1. Pedestrian Four-Hour Volume

The Lake Ella area did not pass the Pedestrian Four-Hour Volume warrant. The lower threshold volume for this warrant is 107 pedestrians per hour as seen in **Figure 6.1**. The maximum number of pedestrians per hour observed was 12 as seen in **Table 3.1** earlier in this report.









6.1.2. Pedestrian Peak Hour Volume

The Lake Ella area did not pass the Pedestrian Peak Hour Volume warrant. The lower threshold volume for this warrant is 133 pedestrians per hour as seen in **Figure 6.2**. The maximum number of pedestrians per hour observed was 12 as seen in **Table 3.1** earlier in this report.



Figure 6.2: Pedestrian Peak Hour





6.2. MUTCD (2009) Pedestrian Hybrid Beacons Warrant

A Pedestrian Hybrid Beacon or HAWK, described earlier in this report, is a pedestrian activated signal that can be installed at a midblock location based on evaluation of the needs with respect to the proximity of significant generators, pedestrian demand, pedestrian-vehicle crash history, and the distance between crossing locations. No matter what the oncoming traffic volume or the length of crosswalk is, the lower threshold pedestrian volume is 20 pedestrians per hour (**Figure 6.3**). The maximum number of pedestrians per hour observed was 12 as seen in **Table 3.1** earlier in this report. Based on this analysis, a HAWK is not warranted for the Lake Ella Area.



Figure 6.3: HAWK Pedestrian Volume Requirements





7.0 Median Design Alternatives

Several alternative median configurations were analyzed during the median implementation study. Each median configuration was developed using the standards from the FDOT Plans Preparation Manual (PPM). A typical section was developed and reviewed by the FDOT early on in the project. The approved typical section includes narrowing the existing 12 foot travel lanes to 11 foot lanes and adding a curb and gutter median. Type "E" or mountable, curb is proposed for the median. The proposed median will consist of a combination of vegetation and hardscape. The proposed typical sections are shown in **Figure 7.1** through **Figure 7.3**.











The final three alternatives that were presented at the November 28th, 2012 public meeting considered a variety of median opening options.

7.1. Alternative A – Restricted Access at Legion Street / On the Border

Alternative A, **Figure 7.4** and **Figure 7.5**, results in the most restrictive median configuration and contains no median opening across from Legion Street. A full median opening is provided at North Lake Ella Drive / Lake Ella Plaza to accommodate the proposed traffic signal. A directional opening into South Lake Ella Drive for southbound Monroe Street motorists is also provided. A directional opening is provided at 8th Avenue with the appropriate deceleration and queue storage.

7.2. Alternative B – Directional Opening at Legion Street / On the Border

Alternative B, **Figure 7.6** and **Figure 7.7**, contains a directional median opening at Legion Street allowing left turns into Legion Street and On the Border Restaurant, but left turn movements out are prohibited. A full median opening is provided at North Lake Ella Drive / Lake Ella Plaza to accommodate the proposed traffic signal. A directional opening into South Lake Ella Drive for southbound Monroe Street motorists is also provided. A directional opening is provided at 8th Avenue with the appropriate deceleration and queue storage.

7.3. Alternative C - Full Opening at Legion Street / On the Border

Alternative C, **Figure 7.8** and **Figure 7.9**, is the least restrictive configuration resulting in a full median opening at Legion Street. There are no restrictions to vehicular movements at Legion Street in this configuration. A full median opening is provided at North Lake Ella Drive / Lake Ella Plaza to accommodate the proposed traffic signal. A directional opening into South Lake Ella Drive for southbound Monroe Street motorists is also provided. A directional opening is provided at 8th Avenue with the appropriate deceleration and queue storage.

















8.0 Public Involvement

The public involvement process for this median implementation study was paired with the overall Monroe Street Median Feasibility Study and goes beyond informing the public about the project process and alternatives being considered. The public had an opportunity to assist the CRTPA in the decision making process. There were multiple opportunities for the public to comment on all aspects of the project and median components throughout the process. The public involvement efforts also allowed the study team to respond to public concerns and incorporate their ideas.

As part of the public involvement process, renderings of potential recommendations at key locations were generated. Renderings of project results proved to be an efficient tool in communicating the potential effects of a median implemented in the Lake Ella area. The renderings depicting the "before and after" scenarios can be seen in **Figure 8.1** and **Figure 8.2**, respectively.

8.1. Project Team Meetings

In an effort to ensure seamless communication and efficient coordination, a Project Team was created. The Project Team met on a monthly basis throughout the life of the project. Median concepts and public concerns were discussed at each meeting. Project Team members received information regarding specific updates to the Median Implementation Study, as well as information regarding median implementation in general.

The Project Team consisted of representatives from local organizations, city, county and state government representatives, emergency service representatives, and stakeholders within the project area. A full list of the agencies represented is shown below:

•	City of Tallahassee	•	StarMetro	•	FDOT Safety Projects
•	FDOT District 3 Planning	•	FDOT District 3 Traffic Operations	•	FDOT District 3 Design
•	Levy Park Neighborhood	•	Midtown Business	•	Knight Creative
	Association		Association		Communities
•	Lafayette Park	•	Community	•	Tallahassee-Leon
	Neighborhood Association		Redevelopment Agency		County Planning
•	Downtown Improvement	•	Tallahassee Fire	•	CRTPA
	Authority		Department		









8.2. Project Webpage

The CRTPA maintained a project specific webpage throughout the life of the Median Feasibility Study. The webpage, <u>www.crtpa.org/monroe-median-project.html</u>, provided information regarding the benefits of medians, access management criteria, how access management positively impacts business, and local access management studies.

The project record is also available for review and includes the public meeting information, small group meeting documentation, and the presentations that were given throughout the life of the project. Citizens also had the opportunity to comment, communicate ideas, or voice concerns via the website.

8.3. Open House Meetings

Stakeholder and public involvement was a major focus for the Monroe Street Median Feasibility Study. Understanding concerns from the public and specifically, property owners along the facility, was the largest component of the open house meetings. Three open house meetings were held during various stages of the median feasibility study.

The Public Meetings were advertised at least 14 days in advance of the meeting date. Display advertisements were placed in the Tallahassee Democrat and letters were mailed to each business along the corridor with an announcement regarding the meeting purpose, meeting time, location, and a brief description about the project.

8.3.1. Meeting #1

The first public open house was held on March 6th, 2012 in the City Hall, City Commission Chambers and had 41 attendees. Project information was displayed on static display boards and plan sets depicting the existing conditions were shown with an aerial background. Each business along the corridor was identified and labeled to assist concerned business owners with locating their property. The meeting was advertised in the Tallahassee Democrat on April 28th, 2012, a media release was published on March 3rd, 2012, and email announcements were provided to those that had requested notification through the project website.

The purpose of Public Meeting #1 was to introduce the project to the interested stakeholders. The Project Team was able to speak individually with interested parties regarding median location, type, and design. Citizens commented on daily traffic patterns, high pedestrian crossing locations, and the issues that they observe on a daily basis.





8.3.2. Meeting #2

The second public open house was held on June 28th, 2012 in the City Hall, City Commission Chambers and had 25 attendees. Plan sets depicting the proposed median placement for the Lake Ella area were displayed on tables and the participants had the opportunity to edit the proposed medians and place comments or concerns directly on the plan sets. Members of the consultant team and CRTPA staff were available to assist participants and answer any questions. The meeting was advertised in the Tallahassee Democrat on June 22nd, and email announcements were provided to those that had requested notification through the project website. Hard copy letters were prepared for distribution to the businesses within the Lake Ella area. These paper notifications were hand delivered to all of the businesses in the area due to a malfunction in the mailing process.

The purpose of the second public meeting was to present the draft location, type, and size of the medians. Those that attended the meeting were given the opportunity to comment on the proposed median design, which was shown on plan sets for the Lake Ella area. Consultant and CRTPA staff members were available to discuss median advantages and disadvantages and discuss alternative median configurations.

8.3.3. Meeting #3

The third public open house was held on November 28th, 2012 in the atrium of the Northwood Center and had 29 attendees. The study recommendations were shown on plan sets for the entire corridor. The plans displayed the proposed median placement and recommended median opening configurations. The public had the opportunity to make suggestions to median configurations, and place comments and concerns directly on the plans as well as speak with RS&H associates and CRTPA staff. The meeting was advertised in the Tallahassee Democrat on November 23rd, and email announcements were provided to those that had requested notification through the project website. Hard copy letters were also distributed to the businesses along the corridor.

8.4. Small Group Meetings

As part of the involvement effort, a small focus group was created for the Lake Ella Median Implementation Study and the North Monroe portion of the concurrent Median Feasibility Study. Those interested in attending the small group meetings were provided notice of the





meetings via email a few days prior to the meetings. The North Monroe and Lake Ella small group meeting was held on May 16th, 2012 and nine people were in attendance.

The meeting opened with a presentation of the project which included updates from the project team meetings and the alternatives presented at those meetings. Concerns were expressed about northbound left turns into the Sonic Restaurant. The Project Team noted that they had not heard from Sonic regarding the median study.

The vehicular access to Legion Street and Lake Ella was also a point of concern. The Project Team explained the FDOT median standards and how median opening spacing is regulated. Concerns were also raised about the volume of pedestrian traffic crossing in the Lake Ella area, especially those using the StarMetro bus stops near Legion Street. The Project Team shared the results of an April 12th, 2012 study showing pedestrian crossing locations and the number of pedestrians crossing within the Lake Ella area. Based on the data collected, a mid-block signal would not be warranted.

Bill Ekwall from the Tallahassee Fire Department noted that the medians are not a problem for the fire trucks as long as they are designed properly. He stated the medians that have the rolled curb work for fire truck access while the 4" curb with the straight face cause issues.

8.5. Public Comments

Public comments were accepted throughout the duration of the project. Appendix E contains all of the public comments received throughout the life of the project. A summary of comments is shown in bullet format below:

- Medians will limit vehicular traffic to my business
- Median islands with left turn bays would make the corridor safer
- Any change is vehicular access will hurt my business
- Consider a traffic light at Lake Ella/ Legion Street
- Medians should be landscaped for beautification
- Medians will limit the left turn queuing and block through traffic
- Coordinate with the City on other infrastructure improvements prior to construction
- Raised medians with pedestrian crossings would benefit the Lake Ella area
- Do not alter the access to "The Cottages" at Lake Ella





9.0 Preferred Alternative and Implementation Plan

Evaluating the likelihood of an uncontrolled midblock crossing being used once it is marked is difficult. The existing crossing volume may use alternative midblock crossing locations when a new midblock crosswalk is marked. However, with the existing pedestrian traffic, a midblock crossing is not warranted according to the MUTCD or the FDOT Traffic Engineering Manual. A raised median will assist pedestrians in a two stage crossing. A signal warrant study at Lake Ella Drive found that a traffic signal is warranted. This traffic light controlled intersection will provide a closer signal controlled crosswalk than the Tharpe Street intersection, which is an improvement.

The preferred alternative for the Lake Ella area is Alternative B with a directional opening only in front of Legion Street. The businesses on the east and west side of Monroe Street will receive left-in access and right out access. The Preferred Alternative can be seen in **Figure 9.1** and **Figure 9.2**.

A full median opening at Legion Street and On the Border Restaurant was considered, but due to the proximity of the nearest signalized intersection, it was determined that a safer alternative would be directional median opening. Motorists exiting the Legion Street area will have the opportunity to make a right turn, then a U-

turn at the North Lake Ella signalized intersection.

It is further recommended that additional signage be included as part of the new signalized intersection. To safely perform a U-turn on Monroe Street, motorists must be clear of right-turning vehicles from North Lake Ella Drive and the Lake Ella Plaza Shopping Center. Therefore, a sign stating that right turns must yield the right of way to U-turns should be installed.



Pedestrian timings must also be adjusted to allow for Uturning vehicles so that motorists and pedestrian conflicts are avoided.









Appendix A: Raw Pedestrian Count and Gap Size Data









			STATE OF FLORID	DA DEPARTMENT OF	E STUDY	2	TR/	FORM 750-020-08 AFFIC ENGINEERING 07/99	
LOCATION ID	LAKE E	ELLA (IV	LONROG S	T.)					
CITY: TALL	AHASSE	E	COUNTY	LEON					
DATE: APR. 12, 12									
DEMARKS.									
NEWARKO.				NUMBE	R OF GAPS	1		2	
<u>`</u>	PERIOD FROM: (0:36 A.M. /P.M.		PFRIOD PE			RIOD	PEF	PERIOD	
ADEQUATE			FROM: 11:30 (FROM: 12:30 A.M. (P.M.		FROM: 1:30	A.M. (P.M.	
GAP SIZE			TO: 12:30	R.M. IP.M.	TO: /:30 A.M. P.M.		TO: 2:30	A.M. P.M	
10 0, <u>1</u>	TALLY	TOTAL	TALLY	TOTAL	TALLY	TOTAL	TALLY	TOTAL	
8	1111	5			11	2	111	17	
9	111	3			10	3		1	
10	1					1	1	/	
11	1/11	4			1	1		2	
12	11	2		1			1	1	
13		1							
14	1	1					J	1	
15	1	2					_		
16	1	1							
17									
18									
19									
20							-		
21							-		
22									
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25			-						
20				1	-				
28			1						
20									
30			-						
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32									
33									
34									
35									
36									
37									
38									
39									
40									
41									
42					_				
43		_							
TOTAL									
ADEQUATE GAPS		Ø		Ø		Ø		Ø	

Appendix B: FTI AADT Report

FLORIDA DEPARTMENT OF TRANSPORTATION 2011 Annual Average Daily Traffic Report - Report Type: ALL

County: 55 LEON

	Site				AADT	"K"	"D"	"T"
Site	Type	Description	Direction 1	Direction 2	Two-Way	FCTR	FCTR	FCTR
====	====		==========	===========	======	=====	=====	=====
5011		SR 63 (US 27) 150' SOUTH OF C158 (THARPE STREET)	N 17000	S 18500	35500 C	7.5	67.3F	3.2F

Site Type : Blank= Portable; T= Telemetered "K" Factor : Department adopted standard K factor begining with count year 2011 AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown "D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

22-Mar-2012 20:31:13

622UPD [1,0,0,2] 3_55_CAADT.txt

Appendix C: Crash Long Form Reports

FLORI	Tic Crash Report can be purchased online at: DA TRAFFIC CRAS	www.buyerash.com	WAS DOT PROPERTY INVOLVED IN THIS	CRASH?
	SHORT FORM V UPD	TOTAL # OF VEHICLE SECTION	(S) <u>2</u>	
MAIL TO: DEPAR TRAFFIC C	TMENT OF HIGHWAY SAFE RASH RECORDS, NEIL KIR TALLAHASSEE, FL 32399-	TY & MOTOR VEHICLES KMAN BUILDING 0537	TOTAL # OF PERSON SECTION TOTAL # OF NARRATIVE SECTI	(S) 2 ON(S) 1
CRASH DATE	TIME OF CRASH DATE OF REI 2:44 PM 09/08/2012	PORT REPORTING AGENCY (0012024217	CASE NUMBER HSMY CRASH REI 83590470	
COUNTY CODE CITY CODE	COUNTY OF CRASH LEON	PLACE OR CITY OF CRASH TALLAHASSEE		IME REPORTED TIME DISPATCHE 2:44 PM
TIME ON SCENE TIME	CLEARED SCENE CHECK IF COMPLETED	REASON (If Investigation NOT Complete	ə)	Notified By: 1 Motorist
OADWAY INFORMATION	(CHOOSE ONLY 1 OF 4 OPTIONS)			
CRASH OCCURRED ON STRE Monroe St N	ET, ROAD, HIGHWAY	1 ^{AT STREET AC}	DDRESS # 2 AT LATITUDE	AND LONGITUDE
AT FEET MILES		ROM INTERSECTION WITH STREET, BOA	D,HIGHWAY	OR FROM MILEPOST #
Road System 1 Interstate 4 2 U.S. 5 3 State 6	n Identifier 7 Forest Road 8 Private Roadway Locat 9 Perking Lot 7 Other, Explain in Narrative	Type of Shoulder 1 Paved 2 Unpaved 3 Curb	Type of intersection 1 Not at intersection 2 Four-Way Intersection 3 T-Intersection 4 Y-Intersection	5 Traffic Circle 6 Roundabout 7 Five-Point, or More 77 Other, Explain in Narrative
RASH INFORMATION (CI	IECK IF PICTURES TAKEN)			
Ligin Condition 1 Daysight 5 Dai 2 Dusk 6 Dai 3 Dawn Light 4 Dark-Lighted 77 Of Narra 88 Ur	Aroot Lighted k-Unknown ng her, Exptain in tive known Seevere Crossy 2 Cloudy 77 Other, Exptail Narretive	Soil Contract Condition Contract Condition Contract Contract Condition Contract Contract Condition Contract Con	n School Bus Related 1 No 2 Yes, School Bus Directly Involved 3 Yes, School Bus Indirectly Involved 3 Angle	Manner of Collision/Impact 4 Sideswipe, Same direction 5 Sidaswipe, Opposite Directio 6 Rear to Side 7 Rear to Rear 77 Other, Explain in Narrative 83 Unknown
First Harmful Event within Interchange	Controlling Control Contr	strain 19 Impact Attenu stycke Object 19 Impact Attenu stycke Cusion 20 Bridge Overhe 21 Bridge Pier or 12 Bridge Pier or 22 Bridge Pier or 23 Cufvet 24 Ourbet 25 Ditch 26 By Felling, Shifting 28 Guardrai End 29 Cable Barrier	adorffrash adorffrash 30 Concrete 31 Other Traffic Barrier 32 Tree (standing) Support 33 Ubity Pole/Light Support 34 Traffic Signal Support 35 Traffic Signal Support 36 Other Post, Pote or Support 37 Fence 38 Maibox 39 Other Fixed Object (wall, building, tunnel, etc.)	Location 1 On Roadway 2 Off Roadway 3 Shouldar 4 Median 6 Gore 7 Separator 8 In Parking Lane or Zone 9 Outside Right-of-way 10 Roadskie 88 Unknown
First Harmful Ju 5 Rk Non-Junction Intersection 16 S Intersection-Related Driveway/Aftey Access telated 88 U	Event Relation to Co nction way grade Crossing infrance/Exit Ramp rossover - Related hared-Use of Path or Trail ccceleration/Declaration Lane hrough Roadway Wher, Explain in Narrative nknown	10 10 10 10 10 10 11 10 10 11 10 10 11 10 10 11 10 10 11 10 10 11 10 10 11 11 11 12 13 13 Work Zone (construction' 16 barnetnamestuses 14 3 Shoutders (none, low, soft, high) 77 7 74 58	Vorn, Travet-Poïshed Surface Road Surface Condition (wet, snow, stush, etc.) Obstruction in Roadway Debris Traffic Control Device Non-Highway Work Other, Explain in Narrative Unknown	S Animal(s) in Roadway ondrions 77 Other, Explain in bstruction(s) Narrative 88 Unknown
Work Zone Related 1 No 2 Yes 88 Unknown	Crash In Work Zone I Before the First Work Zone Warning Sign 2 Advance Warning Area 3 Transition Area 4 Activity Area 5 Termination Area	Type of Work Zone 1 Lane Closure 2 Lane Shift/Crossover 3 Work on Shoulder or Medi 4 Intermittent or Moving Wo 77 Other, Explain in Narrafiv	Workers in Work Zone ian 1 No 1 Yes ik 2 Yes 88 Unknown	Law Enforcement in Work Zone 1 No 2 Officer Present 3 Law Enforcement Vehicle
TNESSES				City Hosen
NAME		ADDRESS	CITY & STATE	ZIP CODE
NAME		ADDRESS	CITY & STATE	ZIP CODE
NAME		ADDRESS	CHY & STATE	ZIP CODE
	DAMAGE			
IL T FLAT PROPERTY	WINNIGE - UTFLER ITEN VET		DUSINESS (UIIY & STATE ZIP CODE
and a second	a server a server region extragal extragal server as a server			

1 8 Page______ of_____

VEHICLE # 1 Check if Comr	nercial Reporting) Agency Case Numbe 14217	G	HSMV Crash Report 83590470	Number			
1 Vehicle in Transport 2 Parked Motor Vehicle 2 Note to Vehicle 2	NSE NUMBER STATE REGISTRATION EXPIRES Check if Permanent			TVD D2 AN2 A5404360				
3 Yookang Venicle	MODEL	STYLE		DAMAGE: 1 Disabing 4 Minor	EST. AMOUNT			
2 Yés B8 Unknown 2010 FORD - FORD	MUSTANG	2 DOOR SEDAN	RED - RED	2 Functional 88 Unkn	own			
UNITED SERVICES AUTOMOBILE ASSOC.	503U71021	to Damage: 1 No 2 Yes		E REMOVED BY	1. Kotation 2. Owner Request 3. Driver 4. Other, Explain in Narrative			
NAME OF VEHICLE OWNER (CHECK IF BUSINESS)	CURRENT ADDRESS 4839 HOYER DR		CITY & SARA	STATE SOTA	ZIP FL 34241			
Trater LICENSE NUMBER STATE REGISTRATION EXP One:	RES Check if Perma Registration	Nent VIN		YEAR MAKE	LENGTH AXLES			
Trator LICENSE NUMBER STATE REGISTRATION EXPL	RES Check if Perma Registration	Pent VIN		YEAR MAKE	LENGTH AXLES			
VEHICLE N S E W Off-Road Unknown	ON STREET, ROAD, HIGH	IWAY		AT EST. SPEED POST	TED SPEED TOTAL LANES			
HAZ MAT. RELEASED 1 No 2 Yes 88 Unkriown MOTOR CARRIER NAME HAZ MAT. PLACARD 1 NO 2 Yes 88 Unkriown US DO	R CLASS	Area of In 2 3 4 1 (15)	itial Impact 5 6 7 16 17 8	18 Undercarriage 18 19 Overturn 19 20 Windshield 20	Most Damaged Area 2 3 4 5 6 7 1 (15) (18 17 8 1 4 5 6 7			
MOTOR CARRIER ADDRESS	CITY	13 12	2 11 10 STATE		13 12 11 10 3 PHONE NUMBER			
Vehicle Body Type 15 I nw Sneed Vehicle	Trafficway		Commercial	Motor Vehicle Configura	ation			
1 16 (Sport) Utäty Vehide 17 Cargo Van (10,000 los (4,536 kg) or less) 1 Passenger Car 18 Molor Coach 2 Passenger Van 19 Other Light Trucks (10,000 los (4,536 kg) or less) 3 Pickup (4,536 kg) or less) 7 Motor Home 20 Med/um/Heavy Trucks (more 8 Bus 10 Notor Cycle 21 Farm Labor Vehicle	1 Two-Way, Not Divided 2 Two-Way, Not Divided, 2 Two-Way, Not Divided, Unpr (painted >4 feet) Median 4 Two-Way, Divided, Posit Median Barrier 5 One-Way Trafficway 88 Unknown	vith a solution of the solutio	for Hazardous Maler 2 Single-Unit Truck (more than 10,000 fb 3 Single-Unit Truck (4 Truck Puting Traile 5 Truck Tractor (bob 6 Truck Tractor/Dout	Or less Pracarded 6 In Jals 9 Tin 2-axle and GWWR kg), 3 or more axles) occu yf(s) 11 B lail) occu I-Traßer 77 C xle Tuck 88 U	uck more than 10,000 lbs (4,536 Cennot Classify lus/Large van (seals for 9-15 upants, including driver) Bus (seals for more than 15 upants, including driver) Diter, Explain in Narretive Inknown			
All Terrain Vehicle (ATV) 88 Unknown Comm/Non-Commercial 1 Interstate Carrier 2 Intrastate Carrier 3 Not in Commerce/Government 4 Not in Commerce/Other Truck Most Harmful Event Non-Collision 1 Overtum/Rolover 2 Fire/Explosion 2 Fire/Explosion	TRAILER 1 TRAILER 2 2 Tandem Semi Trailer 9 Tower Mater 2 Cargo Body 2 Tandem Semi Trailer 10 Auto Transport 10 Auto Transport 3 Van/Encl 4 Saddle Mount/Trailer 10 Auto Transport 3 Van/Encl 4 Hoppor 5 Boat Trailer Narrative 88 Unknown 1 No Cargo 5 Pole-Trail 7 House Trailer 1 10,000 lbs (4,536 kg) or less 2 Bus 8 Dump 6 Comm 1 10,000 lbs (4,536 kg) or less 2 Bus 9 Concreta 7 Hause Trailer 1 0,000 lbs (4,536 kg) or less 9 Concreta 9 Concreta 8 UWR/GCWR 4 Not Appficable 10 Auto Tr 10 Auto Tr			rpe 13 Intermodał ed Box Container Chassis 14 Vehicle Towing Another Vehicle 15 Not Applicable (vehicle 10,000 Bis (4,536 kg) or less not öxer displaying HM placard sport 77 Other, Explain in Returse Narretive				
3 Intine ison 4 Jackknife 14 5 Cargo/Equipment Loss or Shift 6 Fett/Jumped From Motor Vehicle 7 Thrown or Faling Object 8 Ran into Water/Canal 9 Other Non-Colision 1st 2nd 14 3rd 4th 2rd 43 Ran Off Roadway, Loft	Collision with Non-Fixed 10 Pedestrian 11 Pedalcycle 12 Railway Vehicle (train 13 Animal 14 Motor Vehicle in Trer 15 Parked Motor Vehicle 16 Work Zoner/Maintena Equipment 17 Struck By Falling, Sh Anything Set in Motion t Vehicle 18 Other Non-Fixed Obj	Object n, engine) isport nce nce gting Cargo or y Motor ect	Collision Fixed Ob 19 Impact Attenuatoric 20 Bridge Overhead S 21 Bridge Pier or Supp 22 Bridge Raif 23 Cutvert 24 Curb 25 Ditch 26 Embankment 27 Guerdrail Face 28 Guardrail End	Ject 12 Log 29 Cable Ban 30 Concrete 31 Other Traffic 31 Other Traffic 33 Utility Pole 34 Traffic Sig 35 Traffic Sig 36 Other Posi 37 Fenco 38 Mailbox 39 Other Fixe building, tunn	88 Unknown Traffic Barrier fic Barrier fic Barrier fic Barrier fught Support n Support nal Support I, Pole, or Support d Object (wall, el, etc.)			
Roadway Grade 44 Cross Median 1 Level 45 Cross Centerline 2 Hilcrest 6 Downhill Runaway 3 Uphili Roadway Alignment 1 Straight 2 Curve Right 5 Sag (bottom) 1 No Special Function 1 of Motor Vehicle 1 No Special Function 1 of Motor Vehicle 2 Farm Vehicle 1 of Motor Vehicle 1 Parise	Vehicle Maneuver A 1 Straight Ahead 13 3 Turning Left 14 4 Backing 15 5 Turning Right 16 6 Changing Lanes 17 fd 8 Parked 77 fd 10 Making U-Turn 68 ld 11 Overtaking/Passing 11 overtaking/Passing Labor Transport 16 Shw Jebor Transport 16 Shw	ction Stopped in Traffic Stowing Vegotiating a Curve eaving Traffic Lane Entering Traffic Lane Other, Explain in Nerrat Jinknown roity Bus urter/Tour Bus title Bus m Labor Bus	Traffic Control 5 1 No Controls 4 School Zone S Device 5 Traffic Control Signal 6 Stop Sign 7 Yield Sign	IDevice For This Vehicle 8 Flashing Signal 9 Railway Crossing Device 10 Person (including Flagman, Officer, Guard, etc.) 77 Other, Explain in Narretive 88 Unknown 11	Vehicle Defects			
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PERSON# NAME OF VIOLATOR	FL STATUTE NUK	(BER	Cl	IARGE	CITATION NUMBER			
PERSON # NAME OF VIOLATOR	E STATUTE NUK	BER	C)	IARGE	CITATION NUMBER			

HSMV 90010 S

2 8 Page______6____
PERSON # 1	Reporting Agency Case Nu 0012024217	mber		HSMV 8359	Crash Report Nu 10470	mber		
1 Driver VEHICLE # NAME 2 Non-Motorist 1 1 3 Passenger 1 EMILY	KATHLEEN HALL			PHC (941) 993-3307	(Sheck if Recommen Driver Re-e	nd 🗌 Exam
CURRENT ADDRESS (Number and Street)			CITY & ST	ATE		ZIP CODE		
229-A LIPONA DR	TALLAHASSEE		F	L		32304		
DATE OF BIRTH SEX: 1 Male F 2 Fenale F	IUMBER	STATE	EXPIRES	INJUR 1 Non 2 Pos	Y SEVERITY (IN a sibla	V) 4 Incapacitati 5 Fatal (within 6 Non Traffic	ng 1 30 days) Entality	
11/19/1989 88 Unknown H400211899190	DRIVER	FL	11/19/201	9 3 Non	-Incapacitating	0 NORE ITAINC	ra@#ky	
DL Type Required Endorsements 1 A 2B 3C 1 Yas 4 DiChauffeur 1 Yas 5 HOperator 2 No 6 E/Oper-Rest 3 No Req. Endorsement 7 None 4 Other Inside the Vehicle (explain in narrative) 1 Not Distracted By 4 Other Inside the Vehicle (explain in narrative) 2 Electronic Communication Devices (cell phone, etc. (navigation device, DVD player) 5 Extensel Distraction (outside the vehicle, explain in narrative) 3 Other Electronic Device (navigation device, DVD player) 7 Inattentive 88 Unknown DRIVER VISION OBSTRUCTIONS 5 Load on Vehicle 9 Smoke	1st 1 No Contribution Act 2 Operated MV in Car Negisjent Manner 3 Failed to Yield Right 4 Improper Backing 6 Improper Eacking 6 Improper Furn 2nd 10 Followed too Closs 10 Followed too Closs 11 Ran Red Light 12 Drove too Fast for 13 Ran Stop Sign 17 Exceeded Posted 21 Wrong Side of Wrc 25 Failed to Keep in F	ers Actions a ion cless or Lof-Way i ≱y Conditions i Speed i roper Lane	t Time of Crash 26 Ran off Road, 27 Disregarded o Sign 28 Disregarded C Markings 29 Over-Correctia Steering 30 Swerved or Ari 0 Wind, Stippery Diject, Non-Mot Roadway, etc. 31 Operated MV Rechess or Agre 77 Other Contribut	vay ther Traffic Dther Road ng'Over voided : Due Surface, MV, vrist in in Erratic, essive Manne uting Action	3rd	Conditi Time 0 Crash 1 Apparently 3 Asleep or 5 III (sick) or 6 Seizure, E 7 Physically 8 Emotional angry, distu 9 Under the Medications 77 Other, E 88 Unknown	on At Normal Fatiuged Fainted pitespsy, E Impaired (dapressic bed, etc.) Influence (Drugs/Abc plain in Na	1 Blackout xn, of of of ohol arrative
1 2 Inclement Weather 6 Building/Fixed Object 10 Glare 3 Parked/Slopped Vehicle 7 Signs/Billboards 77 All Other Expla	ín L		DRIV	ER OR PA	SSENGER			
A Trees/Crops/Bushes 8 Fog in Narretive DRIVER OR PASSENGER Motor Vehicle Seating Position: Seat Row Other	THER OTH	e (HU) T-Compliant rcycle Heimet er Heimet Heimet		ye Protection 1 Yes 2 No 3 Not Applice	(EP) 3 ble 1 Not A 2 None 3 Shout 4 Shout	Restraint Syst (RS) ppEcable (non-rr Used - Motor Ve der and Lep Bel der Belt Only Us att Only Used	ems etorist) thicle Occu t Used ed	upant
2 Midde 1 Florin 2 Sleeper Section of Truck Cab 3 Right 2 Second 3 Other Enclosed Cargo Area 77 Other 3 Third 4 Unenclosed Cargo Area (explain in narrative) 77 Other Row 88 Unknown 5 Trailing Unit 6 Riding on Motor Vehicle Exterior (non- trailing unit) 88 Unknown	Ejection (EJECT) 1 Not Ejected 2 Ejected, Totally 3 Ejected, Partially 4 Not Appūcable 88 Unknown NON-MOTORIS		5 ot AppEcable (k ot Deployed 6 eployed Front C eployed-Side 7 8 U	Deployed-Oil nee, sir beil, e Deployed- ombination Deployed-Cur 3 Deployment nknown	her 6 Restre 6 Restre 7 Child 8 Child 9 Boost 10 Child 77 Ohe	aint Used - Type Restraint Syster Restraint Syster er Seat J Restraint Type x, Explain in Nat	Unknown n - Forwar n - Rear Fa Unknown Tative	d Facing acing
Non-Motorist Description 1 Pedestrian 2 Other Pedestrian 1 Intersection - Marke 3 Bicyclist 2 Intersection - Unmarket 4 Other Cyclist 3 Intersection - Unmarket 5 Occupant of Motor Vehicle Not in Transport (parked, etc.) 6 Occupant of a Non-Motor Vehicle 6 Occupant of a Non-Motor Vehicle 7 shoulder/Roadside 7 Unknown Type of Non-Motorist 1st	ation At Time of Cresh d Crosswalk rked Crosswalk 4 Midblock - Marked Crosswalk Crosswalk Location offst Actions/Circumstances oper Action ish to Yield RinhLof-Way	8 Sidewalk 9 Median/Crot 10 Driveway A 11 Shared-Us 12 Non-Traffic 77 Other, Exp Narrafive 88 Unknown	ssing Island uccess e Path or Trail way Area Iain in	Action 1 Crossing R 2 Waiting to 4 3 Walking Cy Roadway will adjacent to tr 4 Walking Cy Roadway Ag- or adjacent to	oadway Cross Roadway Cross Roadway cting Along h Traffic (in or avel lane) cting Along ainst Traffic (in a travel lane)	5 Walking/Cycli 5 Malking/Cycli 6 In Roadway – playing, etc.) 7 Adjacent lo R shoukder, media 8 Going lo or fir 9 Working in Tr (incident respor 10 None 77 Other, Expla 88 Unknown	ng on Side Other (wo eochway (e in) om School alficway ise) in in Narra	wašk orking, ±9-, ± (K-12) ative
1 None Safety Equipment 5 Lighting 4 Failure 2 Heimet 6 Not AppEcable 2nd Signals, i 3 Protective Pads Used 77 Other, Explain 5 In Roar (elbows, knees, shins, etc.) in Narrative 88 Unknown 6 Disable 4 Reflective Clothing (jacket, backpack, etc.) 88 Unknown 6 Disable 0 n, pushi	to Obey Traffic Signs or Officer tway Improperty (standing, tking, playing) d Vehicle Related (working ng, leaving/approsching) ALCOHOL/DRUG	7 Entering/Exit Vehicle 8 Inattentive (t 9 Not Visible (t lighting, etc.) (EMS	ing Parked/Slan alking, eating, el lark clothing, no	10 kmp 11 kmp 11 kmp 12 Wro 77 Oth 88 Unk	roper Turn/Merge roper Passing ong-Way Riding o er, Explain in Nar mown	a x Wa%ing native		
SUSPECTED ALCOHOL TESTED: ALCOHOL TEST TYPE: ALCOHOL USE: 1 Test Not Given 2 Test Refused 3 Test Given 1 Biood 2 Breath 3 Urine 7 Other, Explain	ALCOHOL TEST RESULT: 1 PENDING 2 COMPLETED	BAC SUSPEC DRUG U 1 No 2 Yes	SE: DR SE: 11 31	UG TESTED: est Not Given est Refused est Given	DRUG 1 Blood 3 Urine 77 Othe	TEST TYPE: DR 1 11 21 21 21 21 21 21 21 21 21 21 21 21 2	UG TEST Positiva Negativa Pending Unknown	RESULT:
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77 Other, Explain in Narrative 88 Unknown								
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CURRENT ADDRESS (Number and Street)	СПУ	II		STATE		ZIP CODE	1	1
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME	ORID	EMS RU	N NUMBER		MEDICAL FAC	LITY TRANSPO	RTED TO)
PERSON # VEHICLE # WAME	DATE OF BIRT	H INJ SI	EX LOC: S	R O	ÉJECT	HU EP	ABD	RS
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Hisman HSMV 90010 S	3 8							-

3 8 Page______of_____

1 Driver 2 Non-Motorist 2 3 Passenger								- Andrewski (Marine Statesticker) Andrewski (Marine Statesticker) Andrewski (Marine Statesticker)
J Fassenger				P	IONE NUMBER	C R D	heck if ecommend river Re-ex	1 🗋 xam
CURRENT ADDRESS (Number and Sueed)			CITY& S	STATE		ZIP CODE		
DATE OF BIRTH SEX: 1 Male 2 Female 83 Unknown	R	STATE	EXPIRES	INJU 1 No 2 Po 3 No	IRY SEVERITY (IN one isside on-Incapacitating	U) 4 Incapacitatir 5 Fatal (within 6 Non-Traffic I	g 30 days) Fatality	
DL Type Required Endorsements 1st A 2 B 3 C 1 Yes 1 Yes 4 D/Chauffeur 1 Yes 2 No 6 E/Oper-Rest 3 No Req. Endorsement 1 7 None 3 No Req. Endorsement 2nd Driver Distracted By 4 Other Inside the Vehicle (explain in narrative) 2nd 2 Electronic Communication Derives (cell phone, etc. in narrative) 5 External Distraction (outside the vehicle, explain in narrative) 2nd 3 Other Electronic Device (mavigabon device, DVD player) 6 Texting 7 Inattentive 88 Unknowm 1 Vision Not Obscured 5 Load on Vehicle 9 Smoke	DRIVER Drive 1 No Contribution Action 2 Operated MV in Carel Negligent Manner 3 Failed to Yield Right- 4 Improper Backing 6 Improper Turn 10 Followed too Closely 11 Ran Red Light 12 Drove foo Fast for C 13 Ren Stop Sign 15 Improper Passing 17 Exceeded Posted Sj 21 Wrong Side of Wron 25 Failed to Keep in Pro	rs Actions of n Iss of of-Way y conditions peed g Way oper Lane	t Time of Cras 26 Ran off Roas 27 Disregarded Sign 28 Disregarded Markings 29 Over-Correc Steering 30 Swerved or to Wind, Sipper 30 Swerved or to Wind, Sipper Object, Non-Mk Roadway, etc. 31 Operated M Reckless or Ag 77 Other Contin	h dway other Traffic Other Road ting/Over Avoided : Due ry Surface, M Xorist in V in Errafic, reessive Manu ibuting Action	3rd	Conditik Time of 1 Apparently 3 Asleop of 1 5 III (sick) or 6 Seizure, 7 Physically 8 Emotional angry, distur 9 Under the Medications? 77 Other, Ex 88 Unknown	n At Crash Normal aöuged Fainled Jespsy, Bi impared (depression ed, etc.) nihuence o Drugs/Alcc plain in Na	lackout n, sf shol strative
2 Indement Weather 6 Building/Fixed Object 10 Glare 3 Parked/Stopped Vehicle 7 Signs/Billoards 77 Att Other, Explain 4 Trees/Coros/Bustes 8 Fon in Narativa	Helmet Use	(HU)	DR	Eye Protectio	ASSENGER	Restraint Syst	ms	
DRIVER OR PASSENGER Motor Vehicle Seating Position: LOCATION: SEAT ROW OTHER Seat Row Other LOC Image: Comparison of the seating position: LOCATION: SEAT ROW OTHER 11 oft The seating position: INot Applicable Comparison of the seating position: Comparison of the se	R 1 DOT Motorc 2 Othe 3 No H	-Compliant cycle Helmet r Helmet leimet		1 Yes 2 No 3 Not Apple	cable 1 Not A 2 None 3 Shoul 4 Shoul	(RS) pplicable (non-m Used - Molor Ve ider and Lap Bell der Bell Only Us	otorist) hicle Occu Used ad	pant
2 Midde 1 Front 2 Sleeper Section of Truck Cab 3 Right 2 Second 3 Other Enclosed Cargo Area 77 Other 3 Third 4 Unenclosed Cargo Area (explain in narrative) 4 Fourth 5 Trailing Unit 88 Unknown 88 Unknown 88 Unknown 88 Unknown	Liton (EJECT) 1 Not Ejected 2 Ejected, Tots®y 3 Ejected, Partiaßy 4 Not Applicable 88 Unknown NON-MOTORIS		lot AppEcable lot Deployed lot Deployed lot Deployed-Front leployed-Side	5 Deployed-C (knee, air bell 6 Deployed- Combination 7 Deployed-C 88 Deployme Unknown	Diher 5 Lep 8 6 Restr. 7 Child 8 Child 8 Child 9 Boost nt 10 Chils 77 Othe	leit Only Used aint Used - Type Restraint Systen Restraint Systen ler Seat d Restraint Type x, Explain in Nar	Unknown - Forward - Rear Fa Unknown rative	l Facing Icing
Non-Motorist Description Non-Motorist Location A 1 Pedestrian 1 Intersection - Unmarked Crosswall 2 Other Pedestrian (wheekchari, person in a 1 Intersection - Unmarked Crosswall 3 Bicycist 1 Intersection - Other4 Midble 4 Other Cyclist 1 Intersection - Other4 Midble 5 Occupant of Motor Vehicle Not in 1 Farvet Lane - Other Location 6 Occupant of a Non-Motor Vehicle 7 shoutder/Roodside 7 Unknown Type of Non-Motorist 1 Intersection - Market rosswall 1 None Safety Equipment 5 Lighting 2 Heimet 6 Not Appicable	At Time of Crash swalk ock - Marked Crosswalk alk alk on ictions/Circumstances clion d Righl-of-Way y Traffic Signs er	8 Sidewalk 9 Median/Croc 10 Driveway. 11 Shared-U 12 Non-Tralfi 77 Othor, Exg Narrotive 88 Unknown 7 Enleting/Ex Vehicla	sssing Island Access se Path or Trail ovay Area plain in liting Parked/Sta	Ac 1 Crossing 2 Wating to 3 Watking/t Roadway / Roadway / or adjacent adjacent 10 Irr 11 Irr 11 Irr	Iton Prior to Crast Roadway o Cross Roadway Cycling Along Wih Traffic (in or travel Iane) Cycling Along Igainst Traffic (in I to frevel Iane) 	h 5 Watking/Cyclii 6 In Readway – playing, etc.) 7 Adjacent to R shoulder, media 8 Going to or fir 9 Working in Tin 9 Working in Tin (incident respor 10 None 77 Other, Expla 88 Urknown e	ig on Sider Other (wo aodway (e. n) m School afficway se) in in Nerral	walk (King, g., (K-12) tive
3 Protective Pads Used 77 Other, Explain 5 In Koadway Im (elbows, knees, shins, etc.) in Narnalive A Reflective Clothing (jacket, 88 Unknown 6 Disabled Vehic backpack, etc.)	ALCOHOL/DRUG/E	8 Inalientive (9 Not Visible lighting, etc.) EMS	taliong, eating, i (dark clothing, n	elc) 12 W ko 77 C 88 U	Vrong-Way Riding o ther, Explain in Na Inknown	x Walking native	10 7507	DECHIT
SUSPECTED ALCOHOL TESTED. ALCOHOL TEST TYPE: ALCOHOL TEST TYPE:<	INTRESULT: B/ ENDING DMPLETED DINKNOWN	AC SUSPE ORUG I No 2 Yes 38 Unio N NUMBER		Test Not Give Test Refused Test Given 8 Unknown, it	en 1 Blood 1 Blood 3 Unine 77 Othe Tosted Explain MEDICAL FACI	Ar, Arrative B3	Positive Regative Pending Unknown RTED TO	
1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown		0500						
PERSON # VEHICLE # WAME	DATE OF BIRTH	H BNJ S	SEX LOC: S	R	D EJECT	HU ÉP	ABD	RS
CURRENT ADDRESS (Number and Street)			I	STATE		ZIP CODE		
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME OR ID		EMS R	UN NUMBER		MEDICAL FAC	CILITY TRANSPO	RTED TO)
PERSON # VEHICLE # NAME	DATE OF BIRTI	H INJ S	SEX LOC: S	R	O EJECT	HU EP	ABD	RS
CURRENT ADDRESS (Number and Street) C		<u>, I I</u>	I	STATE	I	ZIP CODE		
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1141 Transported 2 EMS AGENCY NAME OR ID 1447 Transported 2 EMS 3 Law Enforcement 71 Offer, Esplin in Particle 83 UNITION	D	EMS R	UN NUMBER		MEDICAL FAC	CILITY TRANSPO	ORTED TO)

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NARRATIVE	Reporting Agency C 0012024217	ase Number	HSMN 835	/ Crash Report Nu 90470	mpet		
I responded to the above location in reference to a 2 vehi	cle accident. Upon arrival I m	ade contact with Hall (DV	1) and Plaskelt	(DV2). Both D)V1 and DV2	2 were ident	lifiec
by their valid Florida photo DL's. Neither DV1, DV2 or his	passenger had report of inju	ry as a result of this crash	l.				
According to DV1, she was traveling southbound on N. M DV1 said that she attempted stop but was unable to do s	lonroe Street in the innermost to before crashing into the rea	i lane. While traveling, DV ar end of DV2. Upon conta	'1 advised that I act with DV2, he	DV2 was comi e agreed with I	ng to stop ir DV1's accou	n front of her Ints of this ci	r. rash
Based on the above information, I determined DV1 to be DV1 and DV2 were given case information on a Driver's I	at fault for this crash. Due to Exchange of information form	minimal damage to DV2, t	there was no ci	tation issued.	Prior to leav	ing the scen	ne,
	ADDITIONAL P.	ASSENGERS FBIRTH INJ SEX 1104	C.S. IR IO	EJECT	HU EP	ABD	
ISON # /EHICLE # NAME 2 CANATHA JO PLASKETT	ADDITIONAL P. DATE O 8/31/1	ASSENGERS F BIRTH INJ SEX LOG 961 F	C: S R O	EJECT	HU EP	ABD F	25
TSON # //EHICLE # (JAME 2 CANATHA JO PLASKETT JRRENT ADDRESS (Number and Street) 1 W. KING STREET	ADDITIONAL P. DATE O 8/31/1 CITY QUINCY	ASSENGERS F BIRTH INJ SEX LOG 961 F	C: S R O STATE FL	EJECT	HU EP ZIP CODE 32351	ABD F	२ इ 3
RSON # //EHJCLE # NAME 2 CANATHA JO PLASKETT JRRENT ADDRESS (Number and Street) 1 W. KING STREET URCE OF TRANSPORT TO MEDICAL FACILITY CTTE Codd 2 BMS 3 Law Enforcement 17 Oper, Equation in the second 2 BMS AGE	ADDITIONAL P. DATE O 8/31/1 CITY QUINCY ENCY NAME OR ID	ASSENGERS FBIRTH INJ SEX LOA 9B1 F EMS RUN NUMBE	C: S R O STATE FL ER	EJECT MEDICAL FAC	HU EP ZIP CODE 32351 ILITY TRANSP	ABD F 3	२ इ 3
RSON # //EHICLE # (VAME 2 CANATHA JO PLASKETT URRENT ADDRESS (Number and Street) 14 W. KING STREET URCE OF TRANSPORT TO MEDICAL FACILITY URCE OF TRANSPORT TO MEDICAL FACILITY Table 32 Lens June Enforcement 17 ODer, Explain in Table 32 Lens June 18 Lens June	ADDITIONAL P. DATE O 8/31/1 QUINCY ENCY NAME OR ID DATE O	ASSENGERS FBIRTH INJ SEX LOA 961 F EMS RUN NUMBE FBIRTH INJ SEX LOA	C: S R O STATE FL R C: S R O	EJECT MEDICAL FAC EJECT	HU EP ZIP CODE 32351 ILITY TRANSP HU EP	ABD F SORTED TO ABD F	२इ 3
ISON # //EHICLE # (VAME 2 CANATHA JO PLASKETT JRRENT ADDRESS (Number and Street) 1 W. KING STREET URCE OF TRANSPORT TO MEDICAL FACILITY ITargeords 2008 Law Endormer 17 Oper, Expan in SON # //EHICLE # (VAME IRRENT ADDRESS (Number and Street)	ADDITIONAL P. DATE O 8/31/1 QUINCY ENCY NAME OR ID DATE O	ASSENGERS FBIRTH INJ SEX LOO 961 F EMS RUN NUMBE FBIRTH INJ SEX LOO	C: S R O STATE FL ER C: S R O STATE	EJECT MEDICAL FAC	HU EP ZIP CODE 32351 ILITY TRANSP HU EP ZIP CODE	ABD F 2 PORTED TO ABD F	२इ 3 २इ
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RSON # //EHICLE # (VAME 2 CANATHA JO PLASKETT JRRENT ADDRESS (Number and Street) 14 W. KING STREET URCE OF TRANSPORT TO MEDICAL FACILITY To build for a street SSON # //EHICLE # (VAME JRRENT ADDRESS (Number and Street) URCE OF TRANSPORT TO MEDICAL FACILITY URCE OF TRANSPORT TO MEDICAL FACILITY Composed 2 ENO Street Proceed 1700re, Equilibrium	ADDITIONAL P. DATE O 8/31/1 CITY QUINCY ENCY NAME OR ID CITY ENCY NAME OR ID	ASSENGERS F BIRTH INJ SEX LOO 961 F EMS RUN NUMBE F BIRTH INJ SEX LOO EMS RUN NUMBE	C: S R O STATE FL C: S R O STATE R	EJECT MEDICAL FAC	HU EP ZIP CODE 32351 ILITY TRANSP HU EP ZIP CODE ILITY TRANSP	ABD F PORTED TO ABD F PORTED TO	२इ 3 २इ
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 ID/BADGE #
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 OFFICER NAME
 DEPARTMENT
 TYPE OF DEPT.

 524
 OFFICER
 S HOLLINGSWORTH
 TALLAHASSEE
 POLICE DEPARTMENT (PD)

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IDEPODITING AGENCY CASE NUMBER	HSMV CRASH REPORT NUMBER
THE OTTING TO STOL TO MOLIT	
	00500470
10012024217	83590470
3. See a series of branches and a series of the second se Second second se Second second s	

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1 Vehicle in Transport YEHICLE LICENSE NUMBE 2 Parked Motor Vehicle 1 3 Working Vehicle 612NPQ Hit and Rup YEAR 1 No 2005 8 Unknown 2005 INSURANCE COMPANY (DRIVER) INS ALLSTATE PROPERTY & CASUALTY INS. CO. 971 NAME OF VEHICLE OWNER (CHECK IF BUSINESS)	R STATE FL MODEL MOTANA SURANCE POLICY NU 4039740224 CURRENT ADDR 311 W. KING STF	REGISTRATION EXPI 08/31/2013 STYLE VAN INC OPEN O IMBER Ton 1 NN	RES Check if Pen Registration COLO LUDES BLUE	manent VIN 1GM R BLU	MDV03L65D178	144	- LECT Alfonder
Hill and Rup YEAR MAKE 1 No 2005 PONTIAC 80 Unknown 2005 PONTIAC INSURANCE COMPANY (DRIVER) INS ALLSTATE PROPERTY & CASUALTY INS. CO. 971 NAME OF VEHICLE OWNER (CHECK IF BUSINESS) CANATHA CANATHA JO PLASKETT Trafer LICENSE NUMBER STATE Crist STATE REGISTRATION E	MODEL MOTANA SURANCE POLICY NU 4039740224 CURRENT ADDR 311 W. KING STF	MBER Tow IN IN IN IN	LUDES R CLOSE BLUE	R	DAMAGE: 1 Disabling 4 Hit		- EST AMOUNT
INSURANCE COMPANY (DRIVER) ALLSTATE PROPERTY & CASUALTY INS. CO. 971 NAME OF VEHICLE OWNER (CHECK IF BUSINESS) CANATHA JO PLASKETT Trater LICENSE NUMBER STATE REGISTRATION E One:	SURANCE POLICY NU 4039740224 CURRENT ADDR 311 W. KING STF	IMBER TOA to I 1 N			2 Functional 88 U 3 None	างก กหักงางก	
NAME OF VEHICLE OWNER (CHECK IF BUSINESS)	CURRENT ADDR 311 W. KING STR	1. 11 L L L L L L L L L L L L L L L L L	ed duə Damagə: Dia 2 Yes		MOVED BY	1. Rotation 2. Owner Rec 3. Driver 4. Other, Exp	uest lain in Narrative
Trater LICENSE NUMBER STATE REGISTRATION F		RESS REET		CITY & STA QUINCY	1)E	FL	ZIP 32351
and the second	EXPIRES Che Reg	ck if Permanent VIN istration		Y	'EAR MAKE	LEN	GTH AXLES
Trater LICENSE NUMBER STATE REGISTRATION E	EXPIRES Che Reg	ck if Permanent VIN istration		Y	ear Make	LEN	gth Axles
VEHICLE N S E W Off-Road Unknow	ATT ON STREET, R	ROAD, HIGHWAY		٦A	T EST. SPEED P	OSTED SPEED	TOTAL LANES
HAZ_MAT. RELEASED HAZ_MAT. PLACARD NU 1 No 2 Yes 1 No 2 Yes 88 Unknown 88 Unknown MOTOR CARRIER NAME US	MBER CLA DOT NUMBER	ASS	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	08 18 19 20 21	Undercamage 1 Overtum 19 Windshield 20 Trailer 2		Aost Damaged Area
MOTOR CARRIER ADDRESS	CITY			STATE ZIP C	ODE	PHONE	NUMBER
Venicle Body iype 15 Low Speed Vehicle 2 16 (Sport) Ullity Vehicle 17 Cargo Van (10,000 lbs (4,536 kg) or fless) 1 Passenger Car 18 Motor Coach 2 Passenger Van 19 Other Light Trucks (10,000 lb 3 Pickup (4,536 kg) or fless) 7 Motor Home 20 Medium/Heavy Trucks (more 8 Bus than 10,000 lbs (4,536 kg)) 11 Motorcycle 21 Farm Labor Vehicle	Traffic 1 Two-Way, N 2 Two-Way, N Continuous Le 3 Two-Way, D (painted >4 fec 4 Two-Way, D Median Barrier 5 One-Way Ir 88 Unknown	:Way tot Divided tot Divided, with a af Turn Lane twided, Unprotected ot) Median twided, Positive r rafficway Traffic Turn Traffic Turn	1 Vehicle for Haza 2 Single- more tha 3 Single- 4 Truck T 5 Truck T 6 Truck T 7 Truck T	A 10,000 libs of les rdous Materials Unit Truck (2-avid Unit Truck (2-avid Unit Truck (3 or m Pulling Traiter(s) Fractor (boblail) Fractor/Semi-Trait Fractor/Double Tr	lor venicle config ss Pfacarded e and GVWR 36 kg)) nore axles) Jer uck	3 Tractor/Triple 3 Tractor/Triple 9 Truck more tha kg), Cannol Class 10 Bus/Large var occupants, includ 11 Bus (seats for occupants, includ 77 Other, Explain 38 Unknown	n 10,000 ibs (4,536 sify i (seals for 9-15 ling driver) more than 15 ling driver) i in Narrative
13 Ali Terrain Vehicle (ATV) 88 Unknown Commt/Non-Commercial 1 Interstete Carrier 2 Intrastate Carrier 3 Not in Commerce/Government 4 Not in Commerce/Other Truck Most Harmful Event Non-Collision 1 Overtum/Roßover 2 Fire/Explosion 3 Immersion 4 Jackhnife	Comm GVWR/GCWF	TRAILER 2 TRAILER 2 3 Tank Trail 4 Saddle M 5 Beat Trail 6 Ubity Trail 7 House Trail 7 House Trail 8 Ubity Trail 7 House Trail 8 Ubity Trail 8 Ubity Trail 9 Ubity Trail 9 Ubity Trail 1 10,0 3 Morrow 4 Not. Non-Fixed Object	In Traiser So Forsen emil Traiser Jo Towed or 10 Auto unt/Traiser 77 Other way that the the the er 88 Unkon liter 200 Bos (4,536 kg) or la D1-26,000 lbs (4,536 than 26,000 lbs (11, Applicable Cotilisk	Vehida Transport , Explain in own 11,793kg) 793kg) on Fixed Object	Cargo Bo 3 Van/E 4 Hopp 5 Pole- 1 No Cargo 2 Bus 8 Dump 9 Conci 10 Auto 11 Gart 12 Log	dy Type inclosed Box frailer Trailer Tank d ele Mixer Transport Daga/Refuse	13 Intermodal Container Chassis 14 Vehicle Towing Another Vehicle 15 Not Appïcable (vehicle 10,000 lbs (4,536 kg) or less not displaying HM placard displaying HM placard displaying HM placard 88 Unknown
14 5 Cargo Equipment Loss or Shift 14 5 Cargo Equipment Loss or Shift 6 Felkkumped From Motor Vehick 7 Thrown or Falling Object 8 Ran into Water/Canal 9 Other Non-Collision 1st 2nd 14 [40-46 Sequence of Events only 14 40 equipment Failure (blown tire, brake failure, etc.) 3rd 4th 3rd 4th	10 Pedestric 11 Pedelogo 12 Railway 13 Animal 14 Motor Ve 15 Parked N 16 Work Zon Equipment 17 Struck By Anything Se Vehicle	en Le Vehicle (train, engine) shicle in Transport Solor Vehicle ner/Maintenance y Falling, Shifting Cargo o t in Motion by Motor et in Motion by Motor	19 Impact 20 Bridge 21 Bridge 23 Gridge 23 Cutvert 24 Curb 25 Ditch r 26 Emban 27 Guardr 28 Guardr	AttenuatoriCrash Overhead Structu Pier or Support Rail : : : : : : : : : : : : : : : : : : :	1 Cushion 1 Cushion 1 Cushion 1 Other 3 1 Other 3 2 Tree (3 3 Uthty 3 4 Traffic 3 5 Traffic 3 6 Other 3 7 Fence 3 8 Maib 3 9 Other	Barrier ete Traffic Barrier Traffic Barrier standing) Pole/Light Support Sign Support Signal Support Post, Pole, or Su X Fixed Object (wa	r Emergency Vehicle Use M 1 1 No 2 Yes 88 Unknown
Roadway Grade 44 Cross Median 1 Level 45 Cross Centerline 3 Uphili 1 Straight 5 Sag (cottom) 2 Curve Laft	14 Straight Ahee 3 Turning Left 4 Backing 6 Changing Left 6 Changing Left 8 Parked 10 Making U-Th 11 Overtaking/I	aneuver Action ad 13 Stopped in Tr 14 Stowing 15 Negotiating a t 16 Leaving Treff nes 17 Entering Traff 77 Other, Explair urn 88 Unknown Passing	affic Traff Curve Clane 1 NC ic Lane 4 Sc in Narrative Devi 5 Tra- Sign	Tic Control Dev 5 o Controls hool Zone Sign/ ice affic Control iai	Vice For This Vehicle 8 Flashing Signal 9 Railway Crossing Device 10 Person (including Flagman, Officer, Guard, etc.) 77 Other, Explain in	V 1 None 2 Brakes 3 Tires 4 Lights (head signat, teil) 6 Steering 7 Wrow	ehicle Defects 13 Wheels 14 Windows/ Windshield 15 Mirrors 16 Truck Coupling Trailer Mirch
Special Function 1 No Special Function 9 A 2 Farm Vehicle 10 3 Poice 11 7 Taxi 12 8 Military 13	mbulance Fire Truck Farm Labor Transport School Bus Transit/Commuter Bus	14 Intercity Bus 15 Charter/Tour Bus 16 Shuttle Bus 17 Farm Labor Bus 88 Unknown	6 St 7 Yi	op sign old Sign	Narrative 68 Unknown	9 Exhaust Sys 10 Body, Door 11 Power Trai 12 Suspension	Ilem Safety Chains Ilem Safety Chains II Odier, Cupani in Narrative 1 88 Unknown
TIOLATIONS PERSON # NAME OF VIOLATOR	FL ST	ATUTE NUMBER		CHARG	GE	CI	TATION NUMBER
PERSON # NAME OF VIOLATOR	FL ST	ATUTE NUMBER		CHARG	3E	CI	TATION NUMBER
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PERSON # 2	Reporting Agency Case Nun 0012024217	nber	HSMV Crash Report 83590470	Number
1 Driver VEHICLE # NAME 2 Non-Motorist 1 2 3 Passenger 1 2	MICHAEL PLASKET	Т	PHONE NUMBER (850) 376-7634	R Check if Recommend Driver Re-exam
CURRENT ADDRESS (Number and Street)		CITY &	STATE	ZIP CODE
	QUINCY	OTATE CHOICE	FL.	32351
DATE OF DIRTH SEX. I 1 Male 2 Female 1 3/4/1953 88 Unknown P423173530840	UNDER	FL 3/4/20	S INJURY SEVERITY 1 None 2 Possible 14 3 Non-Incepacitation	(INJ) 4 Incepecitating 5 Fatal (within 30 days) 6 Non-Traffic Fatality
DL TYDe Required Endorsemente	DRIVER 1st Drive	rs Actions at Time of Cr	ash 2-4	
1 A 2 B 3 C 1 Net 2B 3 C 4 Dichaufleur 1 Yes 5 E/Operator 1 Yes 6 E/Oper-Rest 3 No Req. Endorsement 0 Driver Distracted By 4 Other Inside the Vehicle (explain in neurative)	1 No Contribution Actio 2 Operated MV in Care NegSgent Manner 3 Failed to Yield Right- 4 Improper Backing 6 Improper Turn 10 Followed too Closet	n 26 Ran off R kss or 27 Disregard Sign of-Way 28 Disregard Markings 29 Over-Con Steering y	ed other Traffic	Time of 1 Crash 1 Apparently Normal 3 Asleep or Falinged 5 III (sick) or Feinted 6 Seizure, Epilespsy, Blackout 7 Physically Impaired 9 Errosingh (direction)
1 2 Electronic Communication Devices (cell phone, etc. 5 External Devices (outside the vehicle, explain in name/ive) 3 Other Electronic Device (navigation device, DVD player) 6 Texting 7 Inattentive 88 Unknown DRIVER VISION OBSTRUCTIONS 1 Vision Not Obscured	17 France 2 Light 12 Drava too Fast for C 13 Ran Stop Sign 15 Improper Passing 17 Exceeded Posted Si 21 Wrong Side of Wron 25 Feiled to Keep in Pro-	30 Swerved (ionditions to Wind, Stipp Object, Non-I Roadway, et g Way Reckless or / oper Lane 77 Other Cor	or Avoided : Due et al. (1996) pery Surface, MV, Motorist in	9 Under the Influence of 9 Under the Influence of Medications/Drugs/Alcohol 77 Other, Explain in Narrative 88 Unknown
1 2 Inclement Weather 6 Building/Fixed Object 10 Glare 3 Parked/Stopped Vehicle 7 Signs/Baboards 77 Alt Other, Explain	, `]	D	RIVER OR PASSENGER	
A Trees/Crops/Bushes & Fog in Narrative DRIVER OR PASSENCER Motor Vehicle Seating Position: Seat Row Other UoCATION: SEAT ROW LOCATION: LOCAT	OTHER 2 Other 3 No H	(HU) -Compliant ycke Helmet r Helmet lefmet	Eye Protection (EP) 1 Yes 2 No 3 Not Applicable 2 Not 3 Structure	Restraint Systems (RS) Applicable (non-motorist) ne Used - Motor Vehicle Occupant Sulder and Lap Belt Used
2 Midde 1 Front 1 Not Applicate 2 Midde 2 Second 2 Sleeper Section of Truck Cab 3 Right 2 Second 3 Other Enclosed Cargo Area 77 Other 3 Third 4 Unenclosed Cargo Area (explain in narralive) 77 Other Row 5 Trailing Unit 88 Unknown 88 Unknown 6 Riding on Motor Vehicle Exterior (non-trailing unit) 88 Unknown 88 Unknown	Ejection (EJECT) 1 Not Ejected 2 Ejected, Totally 3 Ejected, Partially 4 Not Applicable 88 Unknown NON-MOTORIST	Air Bag Deployed 1 Not Applicable 2 Not Applicable 2 Not Apployed 3 Deployed Fron 4 Deployed Side	5 Deployed-Other (knee, air belt, etc.) 6 Deployed- 7 Cmbinetion 7 Deployed-Curtain 88 Deployment Unknown 7 Tot	suder Beil Only Used straint Used - Type Unknown kd Restraint System - Forward Fecing ld Restraint System - Rear Facing ster Seat nikid Restraint Type Unknown ther, Explain in Narretive
Non-Motorist Description Pedestrian Other Pedestrian (wheekchari, person in a building, sketer, pedestrian conveyance, etc. 3 Bicyclist 4 Other Cyclist 5 Occupant of Molor Vehicle Not in Transport of Molor Vehicle Not in (parked, etc.) 6 Occupant of a Non-Motorist Non-Motorist Non-Motorist Non-Motorist Non-Motorist Non-Motorist Non-Motorist Safety Environment Safety Environment Safety Environment	Illon At Time of Crash (Crosswalk) crosswalk (Crosswalk) Midblock - Marked Crosswalk (Crosswalk) ocation (Crosswalk) ocation (Crosswalk) per Action (Croumstances) per Action (Croumstances) h	3 Sidewalk 3 Sidewalk 10 Driveway Access 11 Shared-Use Path or Trai 12 Non-Trafficway Area 17 Other, Explain in Varrative 89 Unknown	Action Prior to Cra Action Prior to Cra Waiting to Cross Roadway 2 Waiting to Cross Roadway 3 Walking/Cycing Along Roadway with Traffic (in or adjacent to travel lane) 4 Walking/Cycing Along Roadway Against Traffic (in or adjacent to travel lane)	Ish 5 Walking/Cycling on Sidewałk 6 In Roadway – Other (working, playing, etc.) 7 Adjacent to Raodway (e.g., shoulder, median) 8 Going to or from School (K-12) 9 Working in Trafficway (incident response) 10 None 77 Other, Explain in Narrative 88 Unknown
2 Heimet 5 Lighting 3 Protective Pads Used 6 Not AppEcable 7 Other, Explain 5 In Roadw 4 Reflective Clothing (jacket, 68 Unknown 60 Unknown	Object Tank Signs 7 Officer 7 (arg Improperty (standing, V ing, playing) 8 Vehicle Related (working 9 Vehicle Related (working 9 (leaving/approaching) 9 ALCOHOL/DRUG/EI	Entering/Exiting Parked/St ehicle Inattentive (talking, eating, Not Visible (dark clothing, ghting, etc.) MS	Landing 10 Improper Turr/Mer 11 Improper Passing etc) 12 Wrong-Way Riding no 77 Other, Explain in N 88 Unknown	ge j or Wa5sing Jarrative
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8 8 Page _____ of ____

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FLORIDA TRAFFIC CRASH	REPORT

UPDATE

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

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(Electronic Version)

SHORT FORM

· LONG FORM

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Vehicle Travelin	Direction g WEST		Ave		On Street, Ro	ad, Highwa	y				-	At	Est. Speed	d Posted Sp	eed Tota 30	Lanes 3
CMV Co	nfiguration			Cargo Bod	іу Туре					Area of Initial	Impact	J		Most D	amaged Ar	ea
Comm	MUP / COMP		Trailer	Evoe (Traile	er One) il	railer Type	Trail	er Two)		أعادادا		18 Linder		8 1 a	- . .	e _
comme	JY WAY GOWA		and the later	type (mane		inen iype	11104		$\frac{2}{1}$			19 Over 20 Wind	rturn 1 shield 2	$\frac{2}{9}$ $\frac{2}{15}$	(16 1	76
Haz. Ma	t. Release Haz. Mat	Placard	Number			Class			14	13 12 11		21 Tra	iler 2	14 13	12 11	10 9
Motor C	arrier Name				US	DOT Numb	ær				•					•
Motor C	arrier Address				Cit	y & State						Zip Code		Phon	e Number	
Comm/I	Non-Commercial	Vehid 1 PA	le Body Type ASSENGER (CAR		shicle Defec NONE	ts (or	ne)	Veh	icle Defects (two)	Emer NO	gency Vel	nicle Use Spe 1 FU	cial Function NO SPEC NCTION	of MV IAL
Vehicle 13 S TRAF	Maneuver Action FOPPED IN FIC	rafficway ONE-	WAY TRAFI	FICWAY	Re 1	oadway Gra LEVEL	de	Roadway Alignm 1 STRAIGHT	ent I	Aost Harmful Eve IOTOR VEHI IN TRANSPO	ent CLE RT	Most Harr MOTOR	nful Detai VEHICI	LE IN TR	ANSPORT	
Traffic C 1 NO	ontrol Device For Th CONTROLS	is Vehicle	First (1) Seque 14 MOTOR TRANSPOR	ence of Eve VEHIC	nts LE IN	Second (14 MC TRANS	(2) Se DTOF SPOF	quence of Events VEHICLE RT	IN	Third (3) Seq	uence of	Évents	Four	th (4) Sequen	ce of Events	
VEHIC Vehicle 3	LE Check I Motor Vehicle Type 1 VEHICLE IN	f Com n I TRAN	I nercial Hit and R SPO NO	un V	/eh License N	l Iumber G502RV	State FL	Reg. Expires		Permanent Reg.	VIN JHMES	9662450()8173			
Year 04	Make Model Hond Civic	Sty Se	le Co dan 4 c Ll	lor BL BLUI	Extent E 4 MIN	Of Damage OR	Est. C	Damage 250	Towed NO	l Due To Damage	Vehicle i Towns	Removed By end		Ro 3	tation DRIVER	
Insurance	e Company (Driver) e Farm		k		1					Insurance Pol 4050101-	icy Numb -59 4	er A02				
Name of Harry	Vehicle Owner (Busy Michael To	wnsen	d 10572 W	inters	Run Ta	Current llahass	Addre see,	ess , FL		City & :	State		Vear	Zip Coc 32312	le Length	Avles
One:	License Number	State	Reg Evol	res Pa	armanent Re	• VIN							Year	Maka	Length	Arles
Two:	Direction				On Street Ro	ad Highway						[At :	Est Speer	1 Posted Sn	ed Total	Lanes
Travelin	g WEST	7TH	Ave	Cares Dad	u Tune	aa, mgana	,						(30	3
CMV CO.	niguration			Cargo 800	у туре					Area of Initial	Impact			Most Da	maged Are	ea
Comm G	WWR/GCWR		Trailer 1	Γγρe (Traile	er One) 1	railer Type	(Trail	er Two)	$\overset{2}{\checkmark}$	3 4 5		18 Undera 19 Over	arrlage 1 rturn 1	$\frac{8}{9} = \frac{2}{3}$	4 5	
Haz. Ma	t. Release Haz. Mat I	Placard	Number			Class						20 Wind 21 Tra	shīeld 2 iler 2	$1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\$		
Motor C	arrier Name		J		US	DOT Numb	er				101 0				111	
Motor C	arrier Address				Cit	y & State		1				Zip Code		Phon	e Number	
Comm/N	lon-Commercial	Vehici 1 PA	e Body Type SSENGER (CAR	νε 1	hicle Defec NONE	ts (on	ne)	Veh	cle Defects (two)	Emerg NO	gency Veh	itcle Use Spe 1 FU	cial Function NO SPEC NCTION	of MV IAL
Vehicle i 13 S TRAFI	Maneuver Action T FOPPED IN 5 FIC	rafficway ONE-	WAY TRAFI	FICWAY	8c	adway Grad LEVEL	de	Roadway Allgnmo 1 STRAIGHT	ent M	Aost Harmful Eve OTOR VEHI N TRANSPO	ent CLE RT	Most Harn MOTOR	nful Detai VEHICI	LE IN TR	ANSPORT	
Traffic C 1 NO	ontrol Device For Thi CONTROLS	s Vehicle	First (1) Seque 14 MOTOR TRANSPOR	nce of Eve VEHIC T	nts LE IN	Second (2) Sec	quence of Events		Third (3) Seq	uence of	Events	Four	th (4) Sequen	ce of Events	
PERSO Person t	N Description DRIVER	Vehicle	e# Name 1 Susan	H Hel	lstrom		Véssie			, Date of Birth 08-24-1955	Sex FEMA	LE (I hone Nun 850) I	nber 877-0029	Re-Exam NO	3
1484	Address Vieux Carr	ce Dr	Tallaha	ssee,	FL			City & State	i					Zip Co 32	de 308	
Driver Li H423	cense Number 788558040			-	State FL	Expires	4/14	DI Type 4 5 E/OPER	ATOI	Req. End.	n] 1	ury Severity NONE		Ejectio 1 NC	n T EJECI	ED
Restrain 3 SHC BELT	t Systems DULDER AND L. USED	AP 2	r Bag Deployed NOT DEPL	OYED	Helmet Use		1	Eye Protection		Seating Location L LEFT	Seat	Seating Locat 1 FRONT	tion Row	Seating Loca	lon Other	

Crash Date	***************************************	Reporting Age	ency Case Nu	mber	ansesent versende		HSMV Cr	ash Report Numb	er			an a
Drivers Actions at Time of C	Crash (First)	CETON		Drivers Actions	at Time of Co	rash (Second)			C	river Distracted By		
TT OTHER CONTRI	BUTING A	ICTION								66 UNKNOWN		
Drivers Actions at Time of C	Crash (Third)			Drivers Actions	at Time of Cr	rash (Fourth)			C	rivers Condition at 1 APPARENTI	Time of Crash Y NORMAI	ն Լ
Non-Motorist Description				Non-Motorist A	ction Prior to	o Crash				lon-Motorist Locati	on at Time of	Crash
Non-Motorist Actions/Circu	unstances (Fir	st) Non	a-Motorist Act	ions/Circumstances	(Second)	Non-Motorist	Safety Eq	uipment (one)		Non-Motorist Sal	fety Equipmen	nt (two)
Suspected Alcohol Use Alco	ohol Tested	Alcohol Test ?	ĩ үре	Alcohol Test Result	BAC	Suspected Dr	ug Use	Drug Tested	Drug	Test Type	Drug Test	Result
NO						NO				•	1	
Source of Transport to Med	lical Facility	EMS Agenc	y Name or ID	1	EM	S Run Number		Medical Facilit	y Transp	orted To	,	
PERSON	biobiolo #		100 F Ø Ø					-l		Phone Numbe		Pe Fram
2 DRIVER	Venicle #	Per Ar	ne Rikv	vold	<u></u>	P. Ch	10-04	1-1948 MAL	3	(850) 50	8-4544	NO
1001 Kenilwort	s h Rd Ta	illahass	see, FL			& State		-			Zip Code	
Driver License Number R214661483640				State Expires	DIT) 4/19 5 I	/pe E/OPERATO	Req.	End. 11	njury Sev NONE	verity C	Ejection 1 NOT	EJECTED
Restraint Systems 3 SHOULDER AND I	Air8 LAP 21	iag Deployed NOT DEPLA	OYED He	lmet Use	Еуе Рго	tection	Seating 1 LEE	Location Seat	Seatin	g Location Row Se CONT	ating Location	n Other
BELT USED Drivers Actions at Time of C	Trash (First)			Drivers Actions	at Time of Cr	ash (Second)				river Distracted By		
1 NO CONTRIBUTI	NG ACTIO	N				,			Ē	1 NOT DISTR	ACTED	
Drivers Actions at Time of C	rash (Third)			Drivers Actions	at Time of Cr	ash (Fourth)			D	rivers Condition at	Time of Crash	
Non-Motorist Description		1		Non-Motorist A	ction Prior to	o Crash			N	on-Motorist Locati	ол at Пme of (Crash
······												
Non-Motorist Actions/Circu	imstances (Fir	st) Non	-Motorist Act	ions/Circumstances	(Second)	Non-Motorist S	iafety Eq	ulpment (one)		Non-Motorist Saf	ety Equipmen	it (two)
			-						10.00			
Suspected Alcohol Use Alco NO	ohol Tested	Alcohol Test T	iype	Alcohol Test Result	BAC	Suspected Dr NO	ug Use	Drug Tested	Drug 1	est Type	Orug Test I	Result
Source of Transport to Med	lical Facility	EMS Agenc	y Name or ID		EM3	S Run Number		Medical Facilit	 / Transp	orted To]	
PERSON												
Person #Description 3 DRIVER	Vehicle #	Barcy	Olivia	Townsend	,		Date of 07-05	Birth Sex 5-1991 FEM	\LE	(850) 86	8-0777	NO
Addres 10572 Winters	s Run Tal	lahasse	ee, FL		City 8	& State					Zip Code 3231	12
Driver License Number T525174917450				State Expires FL 07/05	DITy 5/14 5 E	/pe E/OPERATO	Req.	End. Ir	Jury Sev NONE	verity S	Ejection 1 NOT	EJECTED
Restraint Systems 3 SHOULDER AND I	Air B LAP 2 N	ag Deployed IOT DEPLA	OYED He	lmet Use	Eye Pro	tection	Seating 1 LEF	Location Seat	Seatin 1 FR	g Location Row Se ONT	ating Location	Other
BELT USED	rach (Eirct)			Drivers Actions	at Time of Cr	ash (Second)				river Distracted By		
1 NO CONTRIBUTIN	NG ACTIO	N		DINELS ACTIONS	at nine of ci	asii (Second)				1 NOT DISTR	ACTED	
Drivers Actions at Time of C	rash (Third)			Drivers Actions	at Time of Cr	ash (Fourth)			D	rivers Condition at	Time of Crash	
						<u> </u>				1 APPARENTE	I NORMAL	,
Non-Motorist Description				Non-Motorist A	ction Prior to	o Crash			N	on-Motorist Locati	on at Time of (Crash
Non-Motorist Actions/Circu	mstances (Fire	st) Non	-Motorist Act	ions/Circumstances	(Second)	Non-Motorist S	afety Eq	ulpment (one)		Non-Motorist Saf	ety Equipmen	t (two)
Suspected Alcohol Use Alco NO	ohol Tested	Alcohol Test T	үре	Alcohol Test Result	BAC	Suspected Dr NO	ug Use	Drug Tested	Drug T	est Type	Drug Test f	Result
Source of Transport to Medi	ical Facility	EMS Agenci	y Name or ID	<u>i</u>	iems	S Run Number		Medical Facility	 / Transp	orted To		
Person # Name	andri Afrika	er ander i 1970 han i 1970.		FL Statute Number	C	harge	n 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 199 I Standard - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1 I Standard - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1		n ya 201 (d. 1993) 1	e en en construction de la construc	Citation Nu	mber
WITNESSES Name	24.000		Address				\$133.X\$P	City & State	4533			Zip Code
NON VEHICLE PROP	ERTYDAM	AGE							- Kataka			
Vehicle # Person # Property i	Damage - Othe	r Than Vehicle	Est. Amount	Owner's Name (Check	if Business)]		Address		City & Sta	te	Zip Code

Crash Date 04/20/12	Reporting Agency Case Number 0012010603	HSMV Crash Report Number
NARRAT(VE		
V1, V2, and V3 were	west bound in the right thru-lane of	E 7th Ave., approaching the
intersection with N	Monroe St. V1 was behind V2. V2 was	behind V3. The three vehicles
stopped as traffic b	acked up from the upcoming intersecti	on. When the light turned green V1
believed that the tr	affic in front of her was free flowing	g. She looked down momentarily. When
she looked up traffi	c was at a standstill. V1 braked, bu	t was unable to fully stop prior to
bumping V2. V2, in	turn, bumped V3.	
No injuries were rep	orted. Damage was minimal. No damag	e was observed on V1. V2 had no
visible new damage t	o its rear bumper. There were minor	abrasions to the center of its front
bumper. V3 had the	imprint of V2's front vanity plate ho	der, minor abrasions, and visible
stress marks on its	rear bumper. Tow services were not a	equired.
V1 was found to be a	t fault for careless driving. No cit	ation was issued due to the minor
damage and the reque	sts of V2 and V3.	

REPORTING OFF	CER		
ID/Badge Number	Rank and Name	Department	Type of Department
10850	Officer DANIEL BUIE 703	Tallahassee Police Department	2 POLICE I
DIAGRAM			

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FLORIDA TRAFFIC CRASH REPORT

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

(Electronic Version)

LONG FORM X SHORT FORM UPDATE

Crash Date	Time of Crash	Date of Rep	ort Re	eporting Agency	/ Case Number		HSMV Crash Repo	nt Number	ANDAW SETLARKA
CRASH IDENTIFIERS	104.37 EM	[03/10/	<u>17 0</u>	01201250		的的子子的复数	/1906348		
County Code City Code Coun 13 50 Le	ty of Crash	Place Ta	or City of Crash Lahassee			[]	Within City Limits	Time Reported Time D	ispatched
Time on Scene Time Cleared	Scene Completed Rea	son (If Investigation	NOT Complete)				100	Notified By	7 - 121
ROADWAY INFORMAT	ION (CHOOSE ON	LY 1 OF 4 OPTIC)NS)		Statute and states	100 - F. 199 - See (199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 1		2 LAW ENFO	RCEMENT
Crash Occurred On Street, Ro	ad, Highway				At Street Addre	ess # 🔗	At Latitude	And Longitude	
US 27 (N Monroe S At Feet Or Miles	Direction	From Intersect	ion With Street, Ro	oad, Highway	Neger	+	·····	- Or From Milen	net #
200	SOUTH	EAST 7TH	Ave						
2 U. S.		lype 3	e of Shoulder CURB			Type of Intersection	n NTERSECTIO	N	
CRASH INFORMATION	CHECK IF PICTUR	ES TAKEN)					2.2. 2000 23		
1 DAYLIGHT	3 RAIN	юл	2 WET	Condition	School Bus Related		Manner 1 FRC	Of Collision NT TO REAR	
Floor Hanneld From A Young						5 NAME			
2 COLLISION WITH	14 MOT	UIEVENT OR VEHICLE (EN	First Harmful	Event Location	Within Interch	ange First Harmf 1 NON-JU	ul Event Relation To Ju NCTION	nction
NON-FIXED OBJECT	TRANSP	ORT							
1 NONE	oad	Contributir	g Circumstances: I	Road		Contributing Cir	cumstances: Road		
Contributing Circumstances: E 2 WEATHER CONDITI	nvironment ONS	Contri	buting Circumstan	ces: Environme	nt	Contributing Cire	cumstances; Enviro	onment	
Work Zone Related Crash In W	ork Zone		Type Of Wo	rk Zone	Work	ers in Work Zone La	w Enforcement in	Work Zone	
VEHICLE Check If	Commercial								
Vehicle Motor Vehicle Type 1 1 VEHICLE IN	Hit and I TRANSPC NO	Run VehLicen	se Number Sta 280PDM	ate Reg. Expir 06-12	es Permanent	Reg. VIN	3WC102440	912 - 2912 - 517 - 119 - 119 - 119 - 119 - 119 - 119 - 119 - 119 - 119 - 119 - 119 - 119 - 119 - 119 - 119 - 119	
Year Make Model	Style Co	lor Ext	ent Of Damage Est	t. Damage	Towed Due To Dar	mage Vehicle Remov	red By	Rotation	
Insurance Company (Driver)	sedan 4 og	то сого и	JISABLING	60		Owner e Policy Number	the set and the	2 OWNER 1	REQUEST
Name of Vehicle Owner (Busin	iess)		Current Ad	dress		v & State		Zio Code	
Broderick Lamar R	obinson 3104	Pontiac Dr	Tallahasse	e	1. Auto			32305	
One:	State Reg. Exp	ires Permanen	Reg. VIN				Year	Make Length	Axles
Trailer License Number Two:	State Reg. Exp	ires Permanen	Reg. VIN				Year	Make Length	Axies
Vehicle Direction Traveling SOUTH	Monroe St	On Street	, Road, Highway				At Est. Speed	Posted Speed Tota	l Lanes
CMV Configuration	<u>i</u>	Cargo Body Type	-,eeg.,						
- - -					Area of ini	tial Impact		Most Damaged A	ea
Comm GVWR/GCWR	Trailer	Type (Trailer One)	Trailer Type (Tra	ailer Two)	2 3 4	5 6 7 18	Undercarriage 18 Overturn 19	2 3 4 5	6 7
Haz. Mat. Release Haz. Mat Pl	acard Number	- 10	l líass		(15 ((16	17 8 20	Windshield 20) ((f3((16 1	7 8
					14 13 12	11 10 9 21	Trailer 21	13 12 11	10 9
Motor Carrier Name			US DOT Number						
Motor Carrier Address			City & State		I	Zip C	ode	Phone Number	
Comm/Non-Commercial	Vehicle Body Type 1 PASSENGER (CAR	Vehicle Defects (1 NONE	one)	Vehicle Defects (two)	Emergency Vehic	le Use Special Function 1 NO SPEC	of MV IAL
Vehicle Maneuver Action Train 1 STRAIGHT 4	fficway TWO-WAY DIV.	POSIT.	Roadway Grade 1 LEVEL	Roadway Alig	nment Most Harmfu HT 2 COLLIS	Event Mo ION 14	st Harmful Detail MOTOR VEH1	ICLE IN	F
AHEAD ME	D. BARRIER			1	WITH NON	-FIXED TRA	ANSPORT		
5 TRAFFIC CONTROL SIGNAL	14 MOTOR TRANSPOR	T	second (2) 5	equence of Eve	nts Third (3)	bequence of Events	Fourth	(4) Sequence of Events	
VEHICLE Check if (Vehicle Motor Vehicle Type 2 1 VEHICLE IN	i Commercial Hit and Ri TRANSPC NO	un Veh Licens	e Number Stat C110GU	te Reg. Exofre 01–13	s Permanent R	eg. VIN UTEZU1 4R8	40036109		
Year Make Model 04 Toyo Four Rui	Style Ccl nn SUV 4 doc SI	or Exte LL SILVER 4 M	nt Of Damage Est. INOR	Damage 50	Towed Due To Dam 0 NO	age Vehicle Remove Driver	ed By	Rotation	
Insurance Company (Driver) Allstate		L			Insurance 961921	Policy Number 200 12/28	*****	V_755	

Crash Date ' Reporting Agency Case Number HSMV Crash Report Number 05/09/12 0012012504 71906348																
Name of Vehicle Owner (Bu	isiness) [12304	a namen for in the Miller of	Current A	Address	orace CCRACIA		City & St	ate	************		Zip Code			
Carolyn Gail Sti Traffer License Number	LCh 35	60 Clip	pys Dr (Tallaha Permanent f	ssee Reg. VIN							Year	32303 Make	Length	Axles	
One: Trailer - Usense Number	State	Per	voires	Permanent				~			<u> </u>	Year	Make	Length	Axles	
Two:	51010	iveg. t	-Abilea it	ennenenti												
Vehicle Direction Traveling SOUTH	Mon	roe St		On Street, I	Road, Highway	i					A	it Est. Speed O	Posted Spe	35	Lanes 4	
CMV Configuration	<u> i </u>		Cargo Bo	dy Type					Area of Initial In	npact	·		Most Damaged Area			
								,		1						
Comm GVWR/GCWR		Trai	ler Type (Trall	ler One)	Traller Type (Trailer Two)	$\frac{2}{1}$	3 4 5 6		18 Unde 19 Ov	rcarriage 18 erturn 19 udebield 20	$2 \frac{3}{115}$	4 5		
Haz. Mat. Release Haz. Mat	Placard	Number	•		Class			1			20 VIII 21 T	railer 2	1 14 13	12 11		
Motor Carrler Name					US DOT Numb	er		17	13 12 11 1	01 5				1.11	101 2	
Motor Carrier Address					City & State			Zio Code II						Number		
<u></u>	1.1.51	te Oodu Ture			Vahiela Dofeet			Vahi	le Defects (buo)		Eme	vancy Vohi	Iclatica (Speci	at Function	of MV	
Comm/Non-Commercial	16 VEH	(SPORT) ICLE	UTILITY		1 NONE	is (one)		venic	the Deletts (two)		Citie	algency veri	1 N FUN	O SPEC CTION	IAL	
Vehicle Maneuver Action 13 STOPPED IN	Trafficway 3 TWO	/ -WAY DIV	7. 4607 NN		Roadway Grac 1 LEVEL	ie Roadw 1 ST	ay Alignme RAIGHT	ent M 2 10	COLLISION	it VED	Most Ha 14 MO TRANS	rmful Detail TOR VEH POBT	ICLE IN			
Traffic Control Device For Th	ils Vehich	First (1) Se	quence of Ev	ents	Second (i 2) Sequence	of Events	111	Third (3) Sequ	ence of Ev	ents	Fourt	h (4) Sequence	e of Events		
5 TRAFFIC CONTRO SIGNAL	Ъ	14 MOT TRANSP	OR VEHIO ORT	CLE IN												
PERSON										Sav.		Phone Num	her	Re-Evan		
1 DRIVER	Venic	1 Ashi	unti La	marria	Robins	on	_	[L	04-12-1993	FEMALI	E	(850) 5	590-2730	NO	· .	
Addres 8492 Titus Ln	s Talla	hassee				City	& State						Zíp Coc 32.3	805		
Driver License Number				State	Expires 04/12	DIT 2/18 5	γρ α Ε∕ΟΡΕΒ	ATO	Reg. End. 2 NO	injur 2 P	y Severity OSSIB	/ LE	Ejection 1 NO	I EJECI	red	
Restraint Systems	Helmet U	lse	Eye Pro	otection	S	eating Location S	eat Se	eating Loc	ation Row	Seating Locati	on Other					
3 SHOULDER AND 1 BELT USED	AP 1	COMBINAT	TED -					L	LEET		FROM	Ľ				
Drivers Actions at Time of C 12 DROVE TOO FAS	rash (Firs ST FOF	t) & CONDIT	TONS	D	rivers Actions a	at Time of C	rash (Seco	nd)			Driver 1 N	Distracted I OT DIST	^{By} TRACTED			
Drivers Actions at Time of C	rash (Thir	d)		Di	rivers Actions a	at Time of C	rash (Four	:h)			Driver	s Condition	at Time of Cra	sh		
												PPARENI		<u>зн</u>		
Non-Motorist Description				N	on-Motorist A	ction Prior t	o Crash				Non-N	Aotorist Loca	ation at Time o	ot Crash		
Non-Motorist Actions/Circu	mstances	(First)	Non-Motoris	st Actions/C	ircumstances	Second)	Non-Mote	orist Sa	fety Equipment (c	one)	No	n-Motorist S	Safety Equipm	ent (two)		
	h . 1 .			Alast	- Test Devula	IDAC	 Curnant	od Draw	- Heal Drug Task		aug Test 1	Turne	Drug Ter	t Result		
NO	no: Teste	a Alconor	iest type	400	ios rest nesuit	BAC	NO		Bose plag lest		Tug rest	1124	Brogree	e ne suit		
Source of Transport to Med 2 EMS	ical Facilii	LCE	gency Name o MS_MED	or ID 20		EM	 IS Run Num 201176	, iber 3	Medical Talla	l Facility Tr ahassed	ansporte e Memo	dTo orial He	ospital			
PERSON Person # Description	Vehic	le # Name					94.96	C	Date of Birth	Sex		Phone Num	iber	Re-Exan	n	
2 DRIVER	5 5	2 Caro	olyn Ga	il Sti	ch	City	& State		01-24-1985	FEMAL	Ľ,	(850) 5	Zip Con 201	Je 203	w	
Driver License Number	r 191	.±alid55		State	Expires	t Io	ура		Reg. End.	İnjur	y Severit _i	1	Ejection	1		
S320107855240		lir Rao Donio	ved	Helmat 1	01/24 Ise	1/13 5 Eve Pri	E/OPER	ATOI	2 NO	2 P eat Is	OSSIB eating Loc	LE cation flow	1 NO: Seating Locati	C EJEC1 on Other	PED	
3 SHOULDER AND I BELT USED	LAP	2 NOT DE	SPLOYED					1	LEFT	1	FRON	F				
Drivers Actions at Time of Crash (First) 1 NO CONTRIBUTING ACTION					rivers Actions a	at Time of C	rash (Seco	nd)			Driver 1 N	Distracted I	βγ TRACTED			
Drivers Actions at Time of C	Drivers Actions at Time of Crash (Third)					Drivers Actions at Time of Crash (Fourth)					Drivers Condition at Time of Crash 1 APPARENTLY NORMAL					
Non-Motorist Description	Non-Monviel Description						Non-Motorist Action Prior to Crash					Non-Motorist Location at Time of Crash				
mon-motonist pescription					5,7 motonat A											

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Crash Date 05/09/12		Reporting Agency Case Nun 0012012504	ърец	HSMV C 7190	Crash Report Num 6348	ber					
Non-Motorist Actions/C	ircumstances (Firs	st) Non-Motorist Acti	ons/Circumstances (Secon	d) Non-Motorist Safety E	Equipment (one)	Non-Motorist	Safety Equipment (two)				
Suspected Alcohol Use NO	Alcoho! Tested	Alcohol Test Type	Alcohol Test Result BAC	Suspected Drug Use NO	Drug Tested	Drug Test Type	Drug Test Result				
Source of Transport to I	Medical Facility	EMS Agency Name or ID	1	EMS Run Number	Medical Facili	ty Transported To					
VIOLATIONS FL Statute Number Charge Citation Number 1 Ashunti Lamarria Robinson Chapter 316 Careless Driving 316.1925 7526-GXL											
WITNESSES Name	NESSES e Address City & State										
NARRATIVE Driver 1 (D1 stated Vehic her vehicle rear bumper.) stated le 2 (V2) began to	she was travel suddenly stor slide. D1 stat	ing south bou pped in front ed she was un	nd on N. Monro of her. D1 sta able to stop h	e St. app ted she p er vehicl	roaching 7th ressed her br e and struck	Ave. D1 cakes and V2 on the				
Driver 2 (D2 stated she c 30 seconds a) stated ame to a fter she	she was travel stop due to th stopped, her y	ing south boune vehicles in vehicle st	nd on N. Monro front of her ruck by Vehicl	e St. app stopping. e 1 (V1)	roaching 7th D2 stated ar on the rear k	Ave. D2 oproximately oumper.				
LCEMS respon neck, back a declined med hospital.	ded and t nd should ical trea	ransported Dri ers were injun tment. D2 told	ver 1 to the ed. Driver 2 me if the pa	Tallahassee Mer told me she w in persist she	morial Ho as feelin would ta	spital. D1 st g pain in her ke herself to	cated her back, but the				
After conduc for Careless	ting my i Driving.	nvestigation, (Citation # 7	Driver 1 was 525-GXK)	found to be at	fault. D	1 was issued	a citation				
REPORTING OFFIC	ER										

ID/Badge Number	Rank and Name		Department		Type of Department
97674	Officer RODDRICK MILLER	632	Tallahassee Pol	lice Department	2 POLICE I
and the second se					



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LONG FORM

FLORIDA TRAFFIC CRASH REPORT

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

SHORT FORM X UPDATE

Crash Date 10/13/11	a alar na basa safi a bata na a danka di si anita da a	Time of Cras	sh PM	Date of 10/	Report Reporting Agency Case Number 3/11 0011028189								HSMV Crash Report Number					
CRASH IDE County Code 13	NTIFIERS City Code Count 50 Lec	y of Crash n		50 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Place or City Tallah	of Crash assee							Within C YES	City Limits	Time Repor	ted Time Disp PM 02 : 23	ratched PM	
Time on Scene 02:33 PM	Time Cleared S 02:55 PM	cene Compl 2 YE	eted Reaso S	on (if investig	ation NOT	Complete)							•		Noti 2 I	fied By LAW ENFOR	CEMENT	
Crash Occurred	INFORMATI d On Street, Roa St	ON (CHOC d, Highway	DSE ONLI	(10F40	PTIONS)				A At	Street Addr	ess #		At +	Latitude	And -	Longitude		
At Feet	Or Miles	Direction	Q	From Inte	rsection Wi	th Street,	Road, I	lighway							Or i	From Mileposi	1#	
Road System Ic	dentifier	[L		Type of Sh	oulder					Type of	Intersect	tion					
CRASH INFO	DRMATION (CHECK IF Weathe	PICTURE ar Conditio	S TAKEN)	Roadv	vay Surfac	e Cond	lition	School B	JS Related				Manner	Of Coliision			
First Harmful E	vent Type	Fir	st Harmful	Event	I		Fis	rst Harmful	Event Loc	ation	W	ithin Inter	rchange	l First Harmf	ul Event Rel	lation To Junct	ion	
Contributing Ci	rcumstances: Ro	bađ		Contr	ibuting Circ	unistance:	s: Road				Con	tributing	 Circumsta	nces: Road			<u> </u>	
Contributing Ci	ircumstances: Er	witonment		l	Contributing	Circumsta	ances: I	Environmer	nt		Con	tributing	Circumsta	nces: Enviro	onment			
Work Zone Rela	ated Crash In W	ork Zone		i		Type Of W	/ork Zo	ne		Work	ers in W	ork Zone	Law Enfo	rcement in	Work Zone			
VEHICLE Vehicle Motor	Check If Vehicle Type	Commerc	al Hit and Ru NO	in Veh	License Nu L	mber 385TM	State FL	Reg. Explr	es	Permanent NO	Reg. Vi	N 382H52	84XZ3	62736				
Year Make 99 Satu	Model	Style Sedan	Cold 4 q	or	Extent O 2 FUNC	í Damage TIONÁL	Est. Da	mage 250	Towe	d Due To Da	mage Ve	hicle Ren	noved By		R	otation		
Insurance Com Liberty M	pany (Driver) Mutua L	1	i.			L			r	Insurance A0225	e Policy	Number 891608	302432					
Name of Vehicl	le Owner (Busin	ess)	nak D	r Viera	ET	Current #	Addres	s		C	ity & Sta	te			Zip Co	de		
Trailer Licer One:	nse Number	State	Reg. Expire	es Perm	anent Reg.	VIN								Year	Make	Length	Axles	
Trailer Licer Two:	nse Number	State	Reg. Explr	es Perm	anent Reg.	VIN								Year	Make	iength	Axles	
Vehicle Traveling	Direction		I	On	Street, Roa	d, Highway	ł						At	Est. Speed	Posted Sp	eed Total	Lanes	
CMV Configura	tion	r	Ċ	Cargo Body Ty	үре					Area of In	itial Imj	pact			Most D	amaged Are	а	
Comm GVWR/G	SCWR		Trailer Ty	ype (Trailer O	ine) Tra	iiler Type (Trailer	Two)	~ ~	3 4	5 6	7	i8 Undere 19 Ove	carrlage 18 rturn 19	03	4 5 0	*	
Haz. Mat. Relea	se Haz. Mat Pla	card Nu	umber			Class				15 16	11 10	8 2	20 Wind 21 Tra	ishield 20 Aller 21				
Motor Carrier N	lame	·			US D	, OT Numb	er				•	•			0.		•	
Motor Carrier A	Iddress				City	& State						Zi	ip Code	L	Phon	ie Number		
Comm/Non-Cor	mmercial	Vehicle Bod	у Туре		Veh	kle Defect	s (one))	Veh	icle Defects	(two)		Emer	gency Vehi	tle Use Spe	cial Function	of MV	
Vehicle Maneuv	ver Action Traf	ficway			Roa	dway Grad	le Ro	oadway Alig	nment	Aost Harmfi COLLI VITH NO	ul Event SION N-FIX	ED 1	Most Harr 14 MOT FRANSP	nful Detail OR VEH ORT	ICLE IN	2		
Traffic Control D	Device For This \	'ehicle First 14 TRA	(1) Sequen MOTOR ANSPORT	ice of Events VEHICLE	: IN	Second (2	2) Sequ	ence of Eve	ents	Third (3) Sequer	ice of Eve	nts	Fourt	n (4) Sequer	nce of Events		
VEHICLE Vehicle Motor V	Check if (/ehicle Type	Commerci	al Hit and Ru NO	n Veh	License Nur O E	nber 88MAI	State FL	Reg. Expire	स स	, Permanent NO	Reg. VII SH	v ISRD78	886040	05606				
Year Make 06 Hond	Model	Style SUV 4	doc Colo	ł, r	Extent Of 2 FUNC	Damage I TIONAL	ist. Dar	mage 50	0 Towe	Due To Da	mage Ve	hicle Rem	ioved By		Re	otation		
Insurance Comp State Far	, m m		3			ł_				Insuranc 36504	e Policy 13–59	Number }4				· · ·		

Crash Date	Report	ing Agency Case M 028189	lumber	g kipi katala Samata Namber Shi Sheker	an 2 mail of 1997 per 2 mail		HSM	V Crash Repor	t Numbei	r r	angolan ang data a mariko		ranno estado esta-	gan na gan ann ann ann an a	
Name of Vehicle Owner (Busines	s) []	2557614540444444444444444 A T O T A A		Current Addi	ress	nan san si kat	ood sooro	City & S	itate			Zip Cod	8 8		
Edwin J Conklin Ta Trailer License Number	llahassee itate Reg	, FL Expires Per	rmar.ent Reg.	VIN				-9484			Year	Make	Length	Axles	
Trailer License Number !	tate Reg	Explres Per	rmanent Reg.	VIN							Year	Make	Length	Axles	
Vehicle Direction		0	n Street, Road	l, Highway						1	At Est. Speed	Posted Spe	ed Total	Lanes	
CMV Configuration		Cargo Body	Түре												
							Are	ea of Initial I	mpact	Most Damaged Area					
Comm GVWR/GCWR	Tr	ailer Type (Trailer	One) Tra	iler Type (Trai	iler Two)		$\frac{2}{1}$			18 Undercarrlage 18 2 3 4 5 6 7 19 Overturn 19 15 16 17 18 20 Windshield 20 1 15 16 17 18					
Haz. Mat. Release Haz. Mat Plac	atd Diamp	er		Class			14 1	3 12 11		20 11	Trailer 2	14 13	12 11		
Motor Carrier Name	I		US D	S DOT Number									-		
Motor Carrier Address			City	& State		1				Zip Code		Phone	Number		
Comm/Non-Commercial	/ehicle Body Ty	pe	Veh	Vehicle Defects (one) Vehicle Defects (two)					En	hergency Veh	icte Use Spea	ial Function	of MV		
Vehicle Maneuver Action Traffi	cway		Roa	dway Grade	Roadway /	lignmer	nt Mos MOT IN	t Harmful Eve FOR VEHI TRANSPO	nt CLE RT	Most H MOTOI	armful Detai R VEHICI	LE IN TR	ANSPORT	1	
Traffic Control Device For This Ve	hicle First (1) 14 MC TRANS	Sequence of Even TOR VEHICI PORT	LE IN	Second (2) S	equence of I	Events		Third (3) Seq	uence of I	Events	Four	th (4) Sequen	e of Events		
PERSON	lahiala # [Nam		1988					e of Airth	Sex		Phone Nur	nber	Re-Exan	1 1	
1 DRIVER	1 Chi	istopher	M Park	er	FD. 9 C		02	2-15-1972	MALE		(321)	728-9173	NO		
Address 5035 Palm Dr Mell	ornre B	each, FL			City & St	.ate							ve		
Driver License Number P626113720550	State FL	Expires	DÌ Type			Req. End.	inj	ury Severi	ty	Ljectio	n				
Restraint Systems	Air Bag Dep	loyed	Helmet Use		Eye Protec	tion	Sea	ting Location	Seat	Seating Lo	ocation Row	Seating Local	ion Other		
Drivers Actions at Time of Crash	(First)		Driver	Drivers Actions at Time of Crash (Second)						Driv	er Distracted	Ву			
Drivers Actions at Time of Crash	(Third)		Driver	Drivers Actions at Time of Crash (Fourth)					Drive	Drivers Condition at Time of Crash					
Non-Motorist Description			Non-N	Non-Motorist Action Prior to Crash					Non	Non-Motorist Location at Time of Crash					
Non-Motorist Actions/Circumsta	nces (First)	Non-Motorist	Actions/Circu	mstances (Sec	ond) No	n-Motor	rist Safel	ty Equipment	(one)	 N	Non-Motorist Safety Equipment (two)				
			Aleshalt	ant Danult 101		wpacto	d Drug I	Ice Drug Tes	tad	Drup Test	Tuna	Crupt	st Result		
NO	esteo Altono	r rest rype	Aconori	est tresuit of	N	10 10	0 0/08 0	100 010810		bidg ics					
Source of Transport to Medical F	acility EMS	Agency Name or	ID	I	EMS R	ın Numî	ber	Medic	al Facility	Transport	ed To				
PERSON Person # Description 2 DRIVER	ehicle # Name 2 Meio	helle S	Conklin				Dal 08	te of Birth 3–05–1945	Sex FEMA	LE	Phone Nur (850)	nber 877–5486	Re-Exan NO	n	
Address 1418 Lucy St Tal.	lahassee	, FL			City & S	tate						Zip Co 32	de 308		
Driver License Number C524557457850			State FL	Expires	Dl Type			Req. End.	inj	ury Severi	ity	Ejectio	n		
Restraint Systems Air Bag Deployed Hein					Eye Protec	tion	Sea	ting Location	Seat	Seating L	ocation Row	Seating Loca	ion Other		
Drivers Actions at Time of Crash (First)				s Actions at T	Ime of Crash	ı (Secon	d}			Driv	er Distracted	Ву			
Drivers Actions at Time of Crash (Third)				Drivers Actions at Time of Crash (Fourth)				Drivers Condition at Time of Crash							
Non-Motorist Description	Non-N	Non-Motorist Action Prior to Crash Non-Motoris						-Motorist Lo	Notorist Location at Time of Crash						

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Crash Date 10/13/11	Reporting Agency Case Nu 0011028189	uper Uter	ALIMEN CLOBIC MARCH	HSMVC	HSMV Crash Report Number								
Non-Motorist Actions/Circumstances (Fi	irst) Non-Motorist Act	tions/Circumstances (:	Second)	Non-Motorist Safety E	quipment (one)	Non-Motori	t Safety Equipment (two)						
Suspected Alcohol Use Alcohol Tested NO	Alcoho! Test Type	Alcohol Test Result	BAC	Suspected Drug Use NO	Drug Tested	Drug Test Type	Drug Test Result						
Source of Transport to Medical Facility	EMS Agency Name or ID	totary	EN	IS Run Number	Medical Facilit	ly Transported To	I						
VIOLATIONS Person # Name		FL Statute Number		Charge			Citation Number						
WITNESSES Name	Address				City & State		Zip Code						
NON VEHICLE PROPERTY DAI	MAGE	Owner's Name (Check i	if Business)		Address	City	& State Zip Code						
Vehicle 2 was northb Vehicle 2 stopped fo Vehicle 2. Vehicle 1	oound on N Monr or traffic. Veh was at fault.	oe St north icle 1 fail	of 7 ed to	th Ave. Vehi stop in tim	cle 1 was e and ran	behind Vehi into the re	icle 2. Bar of						
REPORTING OFFICER ID/Badge Number Rank and Name 07408 Officer M	A BLACKBURN 68	.7		Dej Ta	partment 111ahassee	e Police Dep	Type of Department artment 2 POLICE I						

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Crash Date	Reporting Agency Case Number 0011028189	HSMV Crash Report Number
DIAGRAM	1	
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FLORIDA TRAFFIC CRASH REPORT

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

(Electronic V	'ersion)
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LONG FORM

Crash Date	an Amarika manang ang ang ang ang ang ang ang ang an	Time of Cras	ih M	Da	te of Rep	ort 11	Reporting Agency Case Number							HSMV Crash Report Number				
CRASH IDENTI	IERS					**			E Sec	1.5.15.67	3.5			don Shek	6000			
County Code City (13	ode County 50 Leoi	of Crash			Place Ta	or City of Cras 11ahasse	sh e						YES	ty Limits	02:17	PM 0	2:17 PM	
Time on Scene Tim	e Cleared Sc	ene Compl	eted Rea	son (If Inv	estigatio	n NOT Comple	te)								N(tified By	i Enforcement	
ROADWAY INF	ORMATIC		SE ONL	Y 1 OF	4 OPTI	ONS)							18. I.M.		1 - 555 (A	100.50		
Crash Occurred On	Street, Road	, Highway								At Street Ac	dress	#	At Li	atitude	And -	Longi	lude	
At Feet Or I	Viles	Direction	le	From	Intersec	tion With Stre	et, Road	, Highway	1			F			C C)r From 1	vilepost #	
Road System Identi	fier			<u>NOR</u>	<u>тн мо</u> Түр	e of Shoulder					Ţ	pe of intersect	ion M TNOT	, param				
5 LOCAL	ATION I	HECKIE	PICTUR	ES TAKI	3 (N)	CORB						Z FOUR-WA	LI INTE	RDECT	TON			
Light Condition		Weathe	er Conditi	on	≂	Roadway Sur	face Cor	ndition	Sch	ool Bus Relate	d			Manner	Of Collisk	00 0 0 0 0	>	
1 DAYLIGHT			EAR			1 DRI			1	NO				T EUV	MI 10		`	
First Harmful Event	Туре	Fir	st Harmfu	Event	TOF	TNI	1	First Harmfu	it Ever אמאר אר	t Location		Within Inter	change Fi	irst Harmi s INTERS	ul Event l SECTION-	Relation -RELATE	To Junction	
NON-FIXED OBJECT TRANSPORT																		
Contributing Circun 1 NONE	ing Circumstar	ices: Roa	ad				Contributing	Circumstan (ices: Road									
Contributing Circun	nstances: En	vironment			Cont	ibuting Circun	nstances	s: Environme	ent			Contributing	Circumstan	ces: Envir	onment			
Work Zone Related	Crash in Wo	rk Zone			1	Түре С	of Work (Zone	~~	W	orker:	s In Work Zone	Law Enfor	cement ir	Work Zo	ne		
VEHICLE	Check if (Commerc	alee	18168					5.491	500 500 6				6.90%		00.000		
Vehicle Motor Vehi 1 3 WORK	cle Type [NG VEH	ICLE	Hit and F NO	lun	Veh Lice	nse Number C23H	W	e Keg. Exp	tres	Perman	ent ke	LHGFA16	5X6L08	6541				
Year Make 06 Hond	Model Civic	Style Sedan	4 cB	lu BL	UE 4	tent Of Dama MINOR	ge Est. I	Damage	50	Towed Due To NO	Dama	ge Vehicle Ren	noved By			Rotatic 3 DRJ	N IVER	
Insurance Company	(Driver) ual									Insur AO1	ance F	Policy Number 87256870						
Name of Vehicle Ov	vner (Busin	ess) 📋				Curre	nt Addr	ess			City	& State			Zip	Code		
Cody Robert Trailer License	: Vincer Number	nt 1553 State	Proct Reg. Exp	tor St Ires	Permane	nt Reg. Vi	N							Year	Make	50.5 l	ength Axles	
One: Trailer License	Number	State	Reg. Exp	ires	Permane	nt Reg. VI	N							Year	Make	1	ength Axles	
Two: Vehicle Di	rection				On Stre	et, Road, High	way						At I	Est. Speed	l Postec	l Speed	Total Lanes	
Traveling W	est	7TH Ave	:	10										5		30	0 03	
CMV Configuration				Cargo Bo	ау түре					Area o	f initi	əl İmpact			Mos	t Damaj	ged Area	
Comm GVWR/GCW	R		Trailer	Type (Tra	iler One)	Trailer Ty	pe (Trail	ler Two)		2 3	4 5	67	8 Underc	arriage 1	8 2)	3 4	5 6 7	
										1) (15)	16	17 8	19 Over 20 Wind:	turn 19 shield 2	ം പി	15 ((1	6 17 8	
Haz. Mat. Release	Haz. Mat Pla	card N	umber			Clas	s			14 13 1	11		21 Tra	iler 2		13 12		
Motor Carrier Nam	8	1				US DOT NU	mber			11	-1	11.						
Motor Carrier Addr	ess					City & State	•					Z	íp Code		Pl	hone Nu	mber	
Comm/Non-Comm	ercial	Vehicle Boo 1 PASSE	y Type NGER	CAR	· · ·	Vehkle De 1 NONE	fects (or	ne]		Vehicle Defe	ects (tr	NO}	Emerg	gency Veh	icle Use	Special F	unction of MV	
Vehicle Maneuver / 1 STRAIGHT	Action Traf	ficway ONE-WAY	TRAF	FICWAY	ć	Roadway (1 LEVE	Stade L	Roadway A 1 STRAI	lignm IGHT	I Int Most Ha MOTOR	VEI	Event HICLE	Most Harn MOTOR	nful Detai VEHICI	E IN	TRANS	SPORT	
Traffic Control Devi	ce For This V	ehicle First	(1) Sequ	ence of E	rents	Secor	id (2) Se	quence of E	vents	Thir	d (3) S	sequence of Eve	ents -	Four	th (4) Seq	uence of	Events	
		14 TR	Motoi Anspoi	R VEHI RT	CLE I	N												
VEHICLE Vehicle Motor Vehi 2 1 VEHT	Check If (cle Type CLE TN '	i Commerc Transpc	l al Hit and F NO	ใบก	Veh Lice	nse Number J63UN	U State	e Reg. Exp	ires	Perman	ient Re	g. VIN 2FAPP36	X6NB10)3290				
Year Make	Model	Style	4 c T	OF		dent Of Dama MINOR	ge Est. I	 Damage 1 (000	Towed Due To	o Dama	se Vehicle Ren	noved By	A		Rotatio	'n	
Insurance Company State Farm	(Driver)	Beuan					J			Insu 537	rance l 7420	l Policy Number 8591				1		
										I								

Crash Date	R	eporting Agency Ca	ase Number	aya dan tang manang paggapan dalah dalah dalam	Geodesia karanga sanaka	one of the second second second second second second second second second second second second second second s	SMV Crash	h Report Numbe	2560-000-000 26	ana ang ang ang ang ang ang ang ang ang	5	
Name of Vehicle Owner (B)	usiness} 🗔	·~++034333	an an an an an an an an an an an an an a	Current Add	ress	convertion constraints days		City & State	2010-004-005-005-	enovozelo otrova meno elo obsorio e	Zip Cod	e
Virginia L Cart	wright 28	30 John Kno	x Rd Apt	218 Tall	ahassee	<u>}</u>				Year	32303 Make	Length Axles
Trailer License Number One:	State	Reg. Expires	Permanent Re	eg. VIN								
Trailer License Number	State	Reg. Expires	Permanent Re	eg. VIN					_	Year	Make	Length Axles
Vehicle Direction			On Street, R	oad, Highway						At Est. Speed O	Posted Spe	ed Total Lanes 30 03
CMV Configuration	/1H AV	Cargo E	lody Type							<u> </u>	Most Da	maged Area
_							Area or i	тал тарасс			wost bu	
Comm GVWR/GCWR		Trailer Type (Tr	ailer One)	Trailer Type (Tra	iler Two}	2	<u>3</u> 4 (15 ((16	5 6 7 3 17 3	18 U 19 20	ndercarriage 18 Overturn 19 Windshield 24	$2 \frac{3}{10} \frac{2}{15}$	4 5 6 7 (16 17 B
Haz. Mat. Release Haz. Ma	t Placard	Number		Class		14	13 12	11 10 9	21	Trailer 2	1 14 13	12 11 10 9
Motor Carrier Name		,	U	IS DOT Number								
Motor Carrier Address			C	ity & State	<u></u>	1			Zip Co	de	Phon	e Number
Comm/Non-Commercial	Vehicle B 1 PASS	ody Type SENGER CAR	1	/ehicle Defects (NONE	one)	Vel	icie Defec	ts (two)		Emergency Veh	icle Use Spe	cial Function of MV
Vehicle Maneuver Action 13 STOPPED IN	Trafficway 5 ONE-WA	Y TRAFFICW	AY I	Roadway Grade LEVEL	Roadway 1 STRA	Alignment IGHT	Most Harn MOTOR IN TRA	nful Event VEHICLE NSPORT	Mos MOT	t Harmful Detail 'OR VEHICI	E IN TR	ANSPORT
Traffic Control Device For T	ihis Vehicle Fi 1 T	rst (1) Sequence of 4 MOTOR VEH RANSPORT	Events NICLE IN	Second (2) S	Sequence of	Events	Third	(3) Sequence o	Events	Four	th (4) Sequen	ce of Events
PERSON												[a. c
Person # Description 1 DRIVER	Vehicle #	Name Cody Robe	ert Vince	ent			Date of 8 09–21	lirth Sex -1990 MAL	E	Phone Nun	710.0	NO
Addre	ss St Tall	ahassee			City & S	tate					32	303
Driver License Number			State	Expires	DI Type 6 E/) OPER-RE	Req.E	End. I OREQ. I	injury Sev i NONE	/erity C	Ejecti	D n
Restraint Systems 3 SHOULDER AND	Air B LAP 2 N	ag Deployed IOT DEPLOYE	Helmet U D	lse	Eye Protec	tion	Seating L	ocation Seat	Seatin	g Location Row	Seating Loca	tion Other
BELT USED Drivers Actions at Time of 77 OTHER CONTRI	Crash (First) EBUTING A	CTION	Dr	ivers Actions at	Time of Cras	h (Second)	<u>.</u>			river Distracted 88 UNKNOW	By N	
Drivers Actions at Time of	Crash (Third)		Di	ivers Actions at	Time of Cras	h (Fourth)			C	trivers Condition	at Time of C TLY NORI	rəsh 1AL
Non-Motorist Description			N	on-Motorist Acti	on Prior to C	rash			8	ion-Motorist Lo	cation at Tim	e of Crash
Non-Matarist Actions/Circ	zumstances (Fir	st) Non-Mot	orist Actions/C	ircumstances (Se	cond) N	on-Motorist	Safety Equ	ulpment (one)		Non-Motorist	Safety Equip	ment (two)
Successed Alsohol Line (Al	cohol Tester	Alcohol Test Type	Alcoł	nol Test Result 8	BAC	Suspected D	rug Use 🛛 I	Drug Tested	Drug	Test Type	Drug	fest Result
NO						NO				•		
Source of Transport to Me	edical Facility	EMS Agency Nar	me or ID		EMSF	Run Number		Medical Facili	ity Transı	ported To		
PERSON Person # Description 2 DRIVER	Vehicle #	Name 2 Virginia	L Cartw	right			Date of 11-08	Birth Sex 1-1954 FEM	ALE	Phone Nu (850)	mber 891-435	8 NO
Addr 280 John Knox	Rd Apt	218 Tall	ahassee		City & S	State	v				3	2303
Driver License Number			State	Expires	DI Typ 6 E	e /OPER-RI	Req. E: 3 N	End. IO REQ.	injury Se 1 NON	verity E	Eject	ion
Restraint Systems 3 SHOULDER AND BELT USED	LAP 2 1	3ag Deployed NOT DEPLOYE	Helmet (Jse	Eye Prote	ction	Seating	Location Seat	Seati	ng Location Row	Seating Loc	ation Other
Drivers Actions at Time of 1 NO CONTRIBUT	Crash (First) ING ACTIO	DN	D	rivers Actions at	Time of Cra	sh (Second)				Driver Distracted 1 NOT DIS	BY STRACTED	I
Drivers Actions at Time of	Crash (Third)		D	rivers Actions at	Time of Cra	sh (Fourth)				Drivers Conditio	n at Time of (NTLY NOR	Crash MAL
Non-Motorist Description	1		N	lon-Motorist Act	Ion Prior to (Crash				Non-Motorist Lo	cation at Tin	ne of Crash

Crash Date Re 12/19/11 00	porting Agency Case Nun)11034533	Jper.		HSMVC						
Non-Motorist Actions/Circumstances (First)	Non-Motorist Acti	ons/Circumstances (Second)	Non-Motorist Safety E	quipment (one)	Non-Motorist Safe	ety Equipment (two)			
Suspected Alcohol Use Alcohol Tested Alc NO	cohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use NO	Drug Tested	Drug Test Type	Erug Test Result			
Source of Transport to Medical Facility	EMS Agency Name of ID	1		MS Run Number	Medical Facili	ty Transported To				
VIOLATIONS Person # Name		FL Statute Number		Charge			Citation Number			
WITNESSES Narme	Address				City & State		Zip Code			
Vehicle # Person # Property Damage - Other T	GE han Vehicle Est. Amount	Owner's Name (Check	if Busines	9 <u>0</u>	Address	City & Stat	se Zıp Code			
NARRATIVE Driver's of V1 and V2 accidentally took his	were stopped foot off the	in traffic break and	goi hit	ng West on 7t the rear of V	h Avenue. 2.	Driver of V1				
No injuries reported o	on scene, Driv	ver of V1 a	t fa	ult for Carel	ess Drivi	ng.				
REPORTING OFFICER ID/Badge Number Bank and Name 71661 Of ficer SAN	IDRA HARRISON	704		Dej Ta	partment 111ahassee	e Police Depart	ment			

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Crash Date	Reporting Agency Case Number	HSMV Crash Report Number
DIAGRAM	1004105.055	
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FLORIDA	TRAFFIC	CRASH	REPORT

UPDATE

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

(Electronic Version)

LONG FORM X SHORT FORM

Crash 1 11/2	ash Date Time of Crash Date of						Peport Reporting Agency Case Number 0011032289					HSMV Crash Report Number 71904336				9790-000-000 Cashiya ya ya ya		
CRAS	HIDENT	IFIERS				01444								liedeble a			at a dirtan a pr	
County	13	50 Lec	iy of Crash Dh			Tal	lahassee	n E						YES	Lity Limits i	ите керс 04:11	AM 04:1	spatcheo 2 AM
Time o	n Scene T	ime Cleared S	cene Compl	eted Rea	son (If Inves	tigation I	VOT Complet	e)						•		No	tiffed By	DODUDUM
ROAD	4 AMIC	IFORMATI	ON (CHOC		LY 1 OF 4	OPTIO	NS)	1975)								<u>-</u> 700 000	LAW ENFO	RCEMENT
Crash C	Occurred C	in Street, Roa	d, Highway	*************		5- 2- X 17 C]	6à	At Stre	et Address #	1 CASA	At	Latitude	And	Longitude	
NORT At feet	H Moni	roe Sq r Miles	Direction	E	From I	ntersectio	on With Stree	t. Road	, Highway				A Contraction	+		- 0	r From Milepo	ist#
				NIDP	🧭 7тн	Ave			,							S)		
Road S	ystem Ider S	ntifier				Туре	of Shoulder URB					Түр	e of intersect	ion)TNT	OR MORE			
CRAS	H INFOR	MATION	CHECK IF	PICTUR	ES TAKEN	1) X												
Light C	ondition		Weath	er Conditi	on	R	loadway Surf	ace Co	ndition	School	Bus R	elated			Manner O	f Collisio	n	
							1 DRY			1 NG	J				3 ANG	نظا		
First Ha	rmful Eve	nt Type	Fir	st Harmfu	l Event				First Harmful I	ivent l	ocatio	n	Within Inter	change	First Harmfu	l Event R	elation To Jur	ction
2 CO	LLISIC	N WITH	1	4 MOTO	OR VEHI יייסר	CLE I	N		1 ON ROA	DWA:	Y		NO		3 INTERSE	CTION-	RELATED	
Contrib	uting Circe	imstances: R	oad	MANJE	Co	ntributing	circumstan	ces: Ro	ad				Contributing	l Circumsta	nces: Road			
1 NO	NE												-					
Contrib	uting Circu	Imstances: Ei	nvironment			Contrib	uting Circum	stances	: Environmen	t			Contributing	Circumsta	nces: Enviro	nment		
77 0	THER E	XPLAIN	IN NARR	ATIVE					****	1.7.7. 								
Work Z NO	one Relate	d Crash In W	ork Zone				Τγρε Ο	Work	Zone			Workersh	n Work Zone	Law Enfo	rcement in \	Work Zon	e	
VEHIC	LE	Check If	Commerc	ial 👘														esvee
Vehicle	Motor Ve	hicle Type		Hit and F	lun V	eh Licens	e Number	State	Reg. Expire	s	Per	manent Reg.	ึ่งเท					
Year	Make	Model	Style	Co	lor	Exte	nt Of Damag	e Est. í) Damage	To	ved Du	e To Damage	e Vehicle Ren	10ved By			Rotation	
Insuran	ce Compa	ny (Driver)										insurance Po	licy Number					
Name o	f Vehicle (Dwner (Busir	iess) []				Curren	t Addr	855			City &	State			Ζίρ Ο	Code	
SAME	AS DE	IVER	-	Dee Eus			Dea MB								Vene	h	1	Auton
One:	License	Rumoer	State	Reg. Exp	ires re	undnen	Neg. Vin								rear	маке	Length	Axies
Trailer Two:	License	Number	State	Reg. Expi	ires Pe	rmanent	Reg. VIN								Year	Make	Length	Axles
Vehicle	(Direction		f	c)n Street,	Road, Highv	/ay						At	Est. Speed	Posted	Speed Tot	ai Lanes
CMV Co	g		1		Careo Body	TVOP	~~ `			1					1			
	Baraca										Are	ea of Initial	Impact			Most	Damaged A	rea
Commo		3(5		Trailar	Dunn (Traile	. 0	Trailer Tuo	otreil	er Turol	_	1.0	Litel	ol _ 1		1	T.		. 1
Comm	SAMAYOC.	wa		Trailer	type (mane	i Oliej	maner ryp	6 (1191	er iwoj	-	$\sqrt{2}$			is Under 19 Öve	rturn 19	$\sqrt{2}$	3 4 5	
											1 ((15	((16 1	7 8	20 Wind	Ishield 20	- 1 {(1	5 ((16 1	7 8
Haz. Ma	t. Release	Haz. Mat Pi	açardi N	umber			Class			-		3 12 11	10 9	21 Tra	atler 21	14	3 12 11	10 9
Motor C	arrier Nar	ne	1				US DOT Nun	nber			1		.,					
Motor	arder Adr	Iracc					City & State						7	in Code		Pho	ne Number	
GIOLOI C	anner Aug	11033					city of state						E.	p cooc		r in	ne number	
Comm/I	Von-Com	nercial	Vehicle Bod	у Туре			Vehicle Def	ects (or	ie)	V	ehicle	Defects (two)	Erner	gency Vehic	e Use Si	pecial Functio	n of MV
Vehicle	Maneuver	Action Tra	ficway				Roadway G	ade	Roadway Alig	nment	Mos	t Harmful Eve	ent	Most Hari	mful Detail	1		
Traffic C	ontrol Dev	rice For This	Vehicle First	(1) Seque	ence of Ever	nts	Second	 (2) Se	quence of Eve	nts		Third (3) Sea	uence of Eve	nts	Fourth	(4) Sequ	ence of Event	\$
				•								-						
				175-1629 110 - 11		ung ang ang ang ang ang ang ang ang ang a								109-1				
VEHIC	LE	Check If	Commerci				a Alumaha-	lc+-+-	Rea Sunt	20036	- al	manent Dec	алы	e e vez				
2	1 VEHI	CLE IN	TRANSPC	nii and K NO		en Licensi	3073iIR	t prate	09-12	2	NO	anament weg.	1FTHF25	M9PNA	61286			
Year	Make	Model F150	Style		or אד שאדיד	Exter T 1 3	nt Of Damag	e Est. C	, emage	Toy	ved Du	e To Damage	Vehicle Rem	ioved By			Rotation	NN I
Insuranc	e Compan	V (Driver)	FICKU	P ∼ 11			-5115151140			110		nsurance Pol	licy Number	<u>с т</u>			- 1010110	
Progr	essiv	e									Ć	08314318	3					

Crash Date		Reporting Agen 001103228	y Case Number 9	grga mana gulung sana Brakal B	anan garan tan daga da garan	an an an an an an an an an an an an an a	HSMV Cra 719043	sh Report N 36	umber	nga menanga bahaga kara			andra i y arrana a i n 3 y	
Name of Vehicle Owner	(Business) 📋		ng nganangan kanangangan kang kang kang	Curren	t Address	na afailgeach failt grannait	stanasonosonos	City & Stat	e	225202302000	uranakokokononin	Zip Code		en terreste seri
Judianna Mine) Trailer License Numb One:	cva Freema per State	n 126 Tho Reg. Expires	Permanen	Tallahas tReg. VIN	see						Year	32312 Make	Length	Axles
Trailer License Numb	per State	Reg. Expires	Permanen	t Reg. VIN			14.457PP				Year	Make	Length	Axles
Vehicle Direction Traveling NORTH	on I Monroe	e St	On Stree	t, Road, Highw	ay					At E	Est. Speed	Posted Spee	d Total 35	Lanes
CMV Configuration		Car	go Body Type				Area of	Initial Imp	pact			Most Dar	naged Are	ea
Comm GVWR/GCWR		Trailer Type	(Trailer One)	Trailer Type	e (Trailer Two)		2 3 4	5 6	7 18	Underc Over	arriage 18 turn 19	2	4 5	
Haz. Mat. Release Haz. I	Mat Piacard	Number		Class			14 13 1	2 11 10	8 20 21 9 -) Winds Trai	ller 2		12 11	10 9
Motor Carrier Name		<u>l</u>		US DOT Num	nber		11.	11						•
Motor Carrier Address				i City & State		<u>.</u>			Zip	Code		Phone	Number	
Comm/Non-Commercial	Vehicle 8 3 PIC	lody Type KUP		Vehicle Defe 1 NONE	ects (one)	V	ehicle Defe	cts (two)		Emerg	zency Vehi	cle Use Speci	al Function	of MV
Vehicle Maneuver Action 3 TURNING LEFT	n Trafficway 1 TWO-WI	AY NOT D	IVIDED	Roadway Gr 1 LEVEL	ade Roadw 1 ST	ay Aligoment RAIGHT	Most Har 2 COLI WITH 1	mful Event LISION VON-FIX	ED T	lost Harm 4 MOTO RANSPO	nful Detail OR VEH ORT	ICLE IN		
Traffic Control Devke Fo 5 TRAFFIC CONI SIGNAL	r This Vehicle [Fi PROL 1 T	rst (1) Sequence 4 MOTOR V RANSPORT	of Events EHICLE IN	Second 32 I	l (2) Sequence 'REE (STA	of Events ANDING)	Thire	l (3) Sequer	ice of Even	its	Fourt	h (4) Sequenci	e of Events	
PERSON										iai	kone Num	har	Re-Evan	•
Person # Description DRIVER	Vehicle #	Name L			Chu	9 64-4-	Date of t	Sirth	ж.х.		none tron		NO	•
Add Tallahassee,	fress FL				City	& state		1100				210 001	7¢	
Drivar License Number			State	e Expire	s DIT	уре	Req.	End.	Injury	Severity		Ejection	1	
Restraint Systems	Air 6	lag Deployed	Helme	LUse	Eye Pro	otection	Seating L	ocation Sea	at Sea	ting Local	tion Row	Seating Locati	on Other	
Drivers Actions at Time o	of Crash (First)		I	Drivers Action	is at Time of C	rash (Second)		••••••••••••••••••••••••••••••••••••••	.	Oriver D	Distracted	Ву		
Drivers Actions at Time o	of Crash (Third)			Drivers Action	is at Time of C	rash (Fourth)				Drivers	Condition	at Time of Cra	sh	
Non-Motorist Descriptio	ภ			Non-Motorist	Action Prior to	o Crash				Non-Mo	otorist Loc	ation at Time (of Crash	
Non-Motorist Actions/C	ircumstances (Fir	st) Non-N	lotorist Actions	/Circumstance	s (Second)	Non-Motoris	it Safety Equ	vipment (or	ie)	Non-	Motorist	Safety Equipm	ent (two)	
Suspected Alcohol Use / NO	Alcohol Tested	Alcohol Test Ty	xe Alc	ohol Test Rest	ult BAC	Suspected I NO	Drug Use	Drug Tester	Dru	ig Test Ty	pe	Drug Te	it Result	
Source of Transport to N	Aedical Facility	EMS Agency I	Name or ID		EM	is Run Numbe	ir	Medical F	acility Trai	nsported	То			
PERSON Person # Description 1 DRIVER	Vehicle #	Name 2 Josai A	lexander	Willia	ms		Date of 1 05-19	Birth -1993	Sex MALE	P {	hone Num 850)	iber 322–4931	Re-Exan NO	n
Add 126 Thompson	lress Cir Tall	Lahassee			City	& State						Zip Co 32	de 303	
Driver License Number W = 452 = 421 = 93	-179-0		State	Expire	s Dit 19/18 5	ype E/OPERAT	Req. [O] 2 N	End. O	injury 1 NO	Severity NE		Ejection 1 NO	r EJEC	TED
Restraint Systems 3 SHOULDER AND BELT USED	LAP 2 1	ag Deployed NOT DEPLOY	(ED	t Use	Eye Pro	otection	Seating I 1 LEF	otation Se T	at Sea 1	ting Loca FRONT	tion Row	Seating Locati 1 NOT A	on Other PPLICA	BLE
Drivers Actions at Time of 1 NO CONTRIBUT	of Crash (First) FING ACTIC	DN		Drivers Action	is at Time of C	rash (Second))		,	Oriver D 1 NO	Nstracted	^{By} FRACTED		
Drivers Actions at Time o	of Crash (Third)			Drivers Action	is at Time of C	rash (Fourth)				Drivers 1 AP	Condition PAREN	at Time of Cra FLY NORM	sh AL	
Non-Motorist Descriptio	n			Non-Motorist	Action Prior t	o Crash				Non-Me	otorist Loc	ation at Time	of Crash	

Crash Date 11/25/11	Reporting Agency Case Nun 0011032289	nber	HSMV C 71904	rash Report Numbe 1336	f		
Non-Motorist Actions/Circumstances (Fi	rst) Non-Motorist Acti	ions/Circumstances (Seco	nd) Non-Motorist Safety E	qulpment (one)	Non-Motorist Saf	ety Equipment (two)	
Suspected Alcohol Use Alcohol Tested NO	Alcohol Test Type	Alcohol Test Result BAC	Suspected Drug Use NO	Drug Tested	Drug Test Type	Drug Test Result	
Source of Transport to Medical Facility	EMS Agency Name of ID	I	EMS Run Number	Medical Facility	Transported To		
VIOLATIONS Person # Name		FL Statute Number	Charge			Citation Number	
WITNESSES Name Harper 829 McGuire C	Address			City & State		3	Zip Code 32303
NON VEHICLE PROPERTY DAM	AGE			e o e or por			
Vehicle * Person * Property Damage - Oth	er Than Vehicle Est. Amount	Öwner's Name (Check if Bus	iness) []	Address	City & Sta	te	2/p C003
NARRATIVE							
There are two stories	s as to Vehicle	e 2's and Veh	icle 1's action	5.]
Witness 1 states she	was driving No	orth on N Mon	roe St directly	behind Ve	hicle 2 in the	e inside	
lang of N Monrog St	Sho states Ve	ebicle 2 made	an abrupt left	turn on t	o 7th Avenue	and struck	
Vahiala i Vahiala	2 was travolin	a fast and rai	n the red light	. The wit	ness had to s	top for	
venicie i. venicie a	2 Was Llavelling	g last and lu	trovoling in th	o outside	lang of South	bound N	
the light and saw the	accident. Ve		ciavering in ch	ivorle aid	a contor pros	of both	
Monroe St. The front	t center bumper	c or venicie	Z SLIUCK CHE UI	rver s sru	e center area	Of Doon	
doors on Vehicle 1.	The witness ca	alled Police.	Witness I did	not remai	n on scene.	UIC.	
Schwab made contact w	with her at he	r residence w	here she provid	ed a sworn	written state	ement.	
The witness had just	left the store	e for Black F	riday shopping.			_	
Driver 2 states Ve	ehicle 2 was he	eading North (on Monroe St in	the North	bound inside	lane	
attempting to get to	the Tallahasse	ee Mall. Veh	icle 1 was trav	eling West	on 7th Avenu	e.	
Vehicle 2 was in the	inside lane.	Driver 2 was	looking down a	t his spee	dometer and w	hen he	
looked up saw Vehicle	e 1 in his path	n and attempt	ed to turn left	to avoid	him. Vehicle	2 struck	
Vehicle 1 The front	t center bumpe	r of Vehicle	2 struck the ce	nter drive	r's side of V	ehicle1.	
Of a Williams #36	took nicture	s of the scen	e using digital	camera 83	2.		
There are skids m	orka on saono	in the center	of the interse	ction. Deb	ris was found	in the	
There are skids in	arks on scene .	In the center	or the incorbe		Lab hab round		
inside lane of N Mon	ore St.		The next number		lod in an att	ompt to	
A silver side vier	w mirror casing	y was round.	the part numbe	i was yooy ing ng oui	denge	empt to	
identify Vehicle 1 u	nsuccessfully.	1 impounded	the mirror cas	Ing as evi	dence.	anidant	
Initially Driver 2	2 was reluctant	t to provide	any information	and even	advised the a		
had occur 20 minutes	ago. He was u	unable to giv	e any informati	on on veni	cie i. Appro	ximatery	
30 minutes after bei	ng on scene. I	Driver 2 stat	ed he had spoke	to Driver	I briefly af	ter the	
accident. Driver 1	told him he had	d a suspended	license and wa	s not supp	ose to be dri	ving.	
Driver 2 did not want	t to be the cau	use of anyone	going to jail	so he did	not give me t	he	
information when ask	ed. Driver 1 st	tates Vehicle	1 was a Silver	Infiniti.	Driver 1 wa	s a late	
20's to early 30's da	ark skin black	male, medium	build, approxi	mately 5'7	" with bald h	air.	
Ofc. Files made co	ontact with the	e clerk at th	e 1421 N Monroe	St Circle	K. The cler	k advised	
the store has outside	e camera's that	t might have	caught the acci	dent on ta	pe. The mana	ger who	
can operate the vide	o does not come	e on to work	till later in t	he day. T	he clerk advi'	sed they	
would call once wide	o was available	e for copy or	viewing.	-		-	
prooptial office	, au avarrada	- TOT SOPI OF					
ID/Padre Number Pack and Name			De	partment	19499999999999999999999999999999999999	Type of De	partment
94236 Officer C	HRISTOPHER GUE	RRERO 626	Ta	llahassee	Police Depart	ment 2 POLI	ICE I
officer o						· · · · · · · · · · · · · · · · · · ·	



eta FLORIDA TRAFFIC CRASH REPORT

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

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(Electronic Version)

Crash Date		Time of Cras	ìh	Date of Re	port	Reporting Agenc	y Case Numbe	5 1 		HSMV	Crash Repo	rt Number		
08/21/12		11:37 A	M	08/21	/12	001202230	4			719	07923			
CRASH IDEN I County Code City	IFIERS Code County	of Crash	81,950 SEL 200	Plac	e or City of Crash	5, 63 62 62 63 63 62 1				Within (City Limits	Time Repo	orted Time Dis	oatched
13	50 Leoi	n		Та	allahassee	,				YES		11:37	AM 11:37	AM
Time on Scene II	me Cleared So 2:50 PM	ene Compl 2 YE	s s seasor	i (II Investigati	on NOI Complete	2)						2	LAW ENFOR	CEMENT
ROADWAYIN	FORMATIC	DN (CHOC	SE ÓNLY	1 OF 4 OPT	IONS)			1				1.5.18.18	612 A.A.	
Crash Occurred O	n Street, Road '7 Hwy	l, Highway						reet Address	* 🕼 .	A1 +	Latitude	And 	Longitude	
At Feet O	r Miles	Direction	6	From Interse	ction With Street	, Road, Highway	;			-		Or Or	From Milepos	t#
Road System Iden	tifier			EAST 7T	Ave pe of Shoulder	_ · _ · ·		TV	ne of Intersecti	00		697		
2 U. S.				3	CURB			2	FOUR-WA	Y INT	ERSECT	ION		
CRASH INFOR	MATION (Weathe	PICTURES er Condition	TAKEN)	Roadway Surfa	ce Condition	School Bus	Related		ustroen.	Manner	Of Collision	i (Section of Section	
1 DAYLIGHT	·	2 CI	OUDY		1 DRY		1 NO				3 ANG	SLE		
First Harmful Ever	nt Tvoe	Fir	st Harmful E	vent		First Harmfu	I Event Locati	on	Within Interd	thange i	First Harmi	ul Event Re	lation To Junc	tion
2 COLLISIO	N WITH	1	4 MOTOR	VEHICLE	IN	1 ON RO	DADWAY		NO		2 INTERS	ECTION		
NON-FIXED	OBJECT	T ad	RANSPOR	T Contribu	ting Circumstanc	es: Road			Contribution	ircumsta	nces: Road			
1 NONE					ting circonstance	es. Noau				ir comisto	1003, 11040			
Contributing Circu 1 NONE	imstances: En	vironment		Con	tributing Circums	tances: Environme	ent		Contributing C	ircumsta	nces: Envir	onment		
Work Zone Relate	d Crash In Wo	rk Zone			Type Of	Work Zone		Workers	in Work Zone	Law Enfo	rcement in	Work Zon	e	
VEHICLE	Check If (Commerc	ai 👘											
Vehicle Motor Ve 1 1 VEH1	hicle Type [CLE IN 1	TRANSPC	Hit and Run NO	Veh Lk	ense Number A645ii	State Reg. Expl 02-13	ires Pa N	ermanent Reg O	Jt8bd69	s7101	38929			
Year Make 01 Lexu	Model G5300	Style Sedan	Color 4 d SII	SILVER	Extent Of Damage DISABLING	Est. Damage 60	Towed E	Due To Damai	ge Vehicle Rem Lawsons	oved By		; ;	Rotation 1 ROTATIO	4
Insurance Compar	ny (Driver)	,						Insurance P	olicy Number					
Name of Vehicle C	Owner (Busine	ess) []			Current	Address		City 8	k State			Zíp C	ode	
Deborah Lo	os Leona	ard 298	Montic	ello Ave	Monticell	0					N	3234	44	6.1.1.2
One:	enumper	State	reg. Expires	rennan	ent keg. vilv						rear	Make	Length	Axies
Trailer License Two:	Number	State	Reg. Expires	erman Perman	ent Reg. VIN						Year	Make	Length	Axles
Vehicle I Traveling E	Direction SAST	7TH Ave		On Str	eet, Road, Highwa	ay				At	Est. Speed 20	Posted S	speed Total 30	Lanes 2
CMV Configuratio	n		Ċa	rgo Body Type	1					!	1	1		
1							A	rea of Initia	Impact			Most	Damaged Are	a l
Comm GVWR/GC	WR		Trailer Typ	æ (Trailer One) Trailer Type	(Trailer Two)	2	3 (4) 5	6 7 10	B Under 9 Ove	carriage 18 rturo 19		3 4 5	6 7
No. Mar Palaca	and the second	# [b)	1				1 ((1	15 ((16	17 8 2	0 Wind	Ishield 20	0) 0)((17	8
Haz. Mat. Kelease	Haz. Mat Pla	caro NI	umber		Class		14	13 12 11	10 9 2	1 Tra	aller 2:		3 12 11	10 9
Motor Carrier Nar	ne				US DOT Num	ber						•		
Motor Carrier Add	İress				City & State				Ziş	Code	1	Pho	me Number	
Comm/Non-Comm	nercial	Vehicle Bod 1 PASSE	y Type NGER CA	R	Vehkle Defe 1 NONE	cts (one)	Vehic	e Defects (tw	0)	Emer NO	gency Vehi	cle Use Sp 1 F	ecial Function NO SPEC UNCTION	of MV IAL
Vehicle Maneuver 1 STRAIGHT	Action Traf	ficway ONE-WAY	TRAFFI	CWAY	Roadway Gra 1 LEVEL	ade Roadway A 1 STRAI	ignment Mo GHT 2	st Harmful E COLLISI	vent M ON 1	Aost Harr 4 MOT	mful Detail 'OR VEH	ICLE I	N	
AHEAD	vice For This V	abiela iFiret	(1) \$000000	a of Fumpte	Second	(2) Secure of Fi		TH NON-	FIXED T	RANSP	ORT	h /Al Sonua	nce of Events	
5 TRAFFIC	CONTROL	14 TRI	MOTOR	VEHICLE	IN 33 U SUPP	TILITY POLI ORT	E/LIGHT	11111013136	Agence of Ever	152		n (4) seque	and of Lycills	
VEHICIE	Check If (ommerci	al							1.200.500.3				
Vehicle Motor Veh 2 1 VEHI	icle Type	FRANSPC	Hit and Run NO	Veh Lk:	ense Number N114wj	State Reg. Expl 04-13	res Pe N	ermanent Reg O	1hgcg564	45xa0	33677	na na na kita kita		
Year Make 99 Hond	Mccel Civic	Style Sedan	Celor 4 CWHI	WHITE 1	xtent Of Damage DISABLING	Est. Damage 30	Towed E	ue To Damag	Vehide Reme Danny B	oved By 's			Rotation ROTATIO	1
Insurance Compar	ny (Driver)			· · · · · · · · · · · ·		J	1	Insurance Po	olicy Number			ŧ		
ALLOLALE								· · · · · · · · · · · · · · · · · · ·						

Crash Date 08/21/12		Reporting Agency	Case Number		and a second second second second	HSMV Crash Report Number 71907923						
Name of Vehicle Owner (Busin	ness) 📋			Current Address		City & State Zip Code						*************
Bradford Wayne Ki Trailer License Number	state	Reg. Expires	Permanent Reg.						Year	32344 Make	Length	Axles
Trailer License Number	State	Reg. Expires	Permanent Reg.	VIN					Year	Make	Length	Axles
Vehicle Direction			On Street, Road	, Highway				A	t Est. Speed	Posted Spee	d Total	Lanes
Traveling SOUTH CMV Configuration	US 27	HWY Cargo	Body Type						35		35	4
						Area	of Initial Impac	.t		Most Dan	naged Are	a
Comm GVWR/GCWR		Trailer Type (fraller One) Trai	ller Type (Trailer	Two)	2]3]	4 5 8 7	18 Under	rcarriage 18		4 5 0	6 7
		(A)		101		1) (15 (16 17 8	19 0₩ 8 20 Win	dshield 20	0](@((16 17	8
Haz, Mat. Kelease Haz, Mat Pi	acaro	Number		Class		14 13	12 11 10 1	9 21 Tr	aller 21	13	12 11 1	10 9
Motor Carrier Name			US D	OT Number								
Motor Carrier Address			City 8	State				Zip Code		Phone	Number	
Comm/Non-Commercial	Vehicle 1 PAS	Body Type SENGER CAR	Vehi 1 No	cte Defects (one) ONE		Vehicle De	iects (two)	Eme NO	rgency Vehic	le Use Specia 1 No FUNO	I Function D SPEC: CTION	of MV IAL
Vehicle Maneuver Action Tra 1 STRAIGHT 1 AHEAD	afficway TWO-W	AY NOT DIV	IDED Road	iway Grade Ro EVEL 1	adway Alignm STRAIGHT	ent Most H 2 CO WITH	armful Event LLISION NON-FIXEI	Most Har 14 MO D TRANSI	mful Detail FOR VEHI PORT	ICLE IN		
Traffic Control Device For This 5 TRAFFIC CONTROL SIGNAL	Vehicle F	irst (1) Sequence of 14 MOTOR VE TRANSPORT	Events HICLE IN	Second (2) Sequ	ence of Events	Th	ird (3) Sequence	of Events	Fourth	(4) Sequence	of Events	
PERSON Person # Description 1 DRIVER	Vehicle #	t Name 1 Deborah 1	Loos Leonai	rd		Date o 02-0	f Birth Sex 7-1952 FEI	MALE	Phone Numb (850) 89	er 93-8242	Re-Exam NO	
Address 10100 Veterans I	Memor	ial Dr Tal	lahassee		City & State			·		Zíp Cod 323	09	
Driver License Number 1,5,63172525470		· · ·	State	Expires 02/07/20	DIType 5 E/OPEE	Req	.End. NO REO.	Injury Severity	арастта	Ejection	APPLT	CABLE
Restraint Systems 3 SHOULDER AND LA	P 3 1	Bag Deployed DEPLOYED -	Helmet Use	Eye	Protection	Seating 1 LE	Location Seat	Seating Loca 1 FRONT	ation Row S	eating Locatio	n Other	
Drivers Actions at Time of Cras 11 RAN RED LIGHT	sh (First)		Drivers	Actions at Time	of Crash (Seco	nd)		Driver 88	Distracted By UNKNOWN	1		
Drivers Actions at Time of Cras	sh (Third)		Drivers	Actions at Time	of Crash (Four	th)		Drivers 1 A	Condition at	t Time of Cras LY NORMA	ኩ ጌ	
Non-Motorist Description			Non-M	otorist Action Pri	ior to Crash			Non-M	iotorist Locat	ion at Tíme o	f Crash	
Non-Motorist Actions/Circums	stances (Fli	st) Non-Mot	orist Actions/Circurr	istances (Second) Non-Mot	orist Safety E	quipment (one)	Nor	n-Motorist Sa	fety Equipme	nt (two)	
Suspected Alcohol Use Alcoho NO	Tested	Alcohol Test Type	Alcohol Te	est Result BAC	Suspect NO	ed Drug Use	Drug Tested	Drug Test T	уре	Drug Test	Result	<u> </u>
Source of Transport to Medica	I Facility	EMS Agency Nar	neor1D		EMS Run Nur	nber	Medical Facil	! lity Transported	То			
PERSON Person # Description	Vehicle #	Name	ity EHS		1202034	Date o	Birth Sex	4AT.E	Phone Numb (850) 45	er 59-8099	Re-Exam	
Address		antigalla	ьеу	(City & State	05-0	<u>5-1993</u> PLN		(050) 30	Zip Cod	1NU 8 4 4	
Driver License Number	ave Pl	MUTCETTO	State	Expires	DI Type	Req	. End.	Injury Severity		Ejection		
Restraint Systems 3 SHOULDER AND LA	Aire P 3 I	Bag Deployed DEPLOYED –	Helmet Use	Eye	Protection	Seating 1 LE	Location Seat	B NON-INC Seating Loca 1 FRONT	APACITA	AT 4 NOT eating Locatio	APPLI n Other	CABLE
BELT USED Drivers Actions at Time of Cras	FRC h (First)	DNT	Drivers	Actions at Time	of Crash (Seco	nd)		Driver	Distracted By	/		
1 NO CONTRIBUTING	ACTIC	10						1 NG	JT DIST	KACTED		
Drivers Actions at Time of Cras	h (Third)		Drivers	Actions at Time	of Crash (Four	th)		Orivers 1 Al	Condition at PPARENTI	t Time of Cras LY NORMA	հ Լ	We house
Non-Motorist Description			Non-M	otorist Action Pri	or to Crash			Non-M	otorist Locat	ion at Time of	f Crash	
An address of the second of th										////		

Crash Date 08/21/12	F (Reporting Agency Case Nu 0012022304	mber	nenetaitaitika minto	lans-a-s	HSI 71	MV Cras 9079	h Report Numb 23)er			n an an an an an an an an an an an an an	
Non-Motorist Actions/Circumst	ances (Firs	it) Non-Motorist Act	tions/Circumstan	tes (Second	d)	Non-Motorist Safe	ety Equi	ipment (one)	97 Lo 10 Cometo 8700 H	Non-Motorist Safet	Motorist Safety Equipment (two)		
Suspected Alcohol Use (Alcohol NO	Tested /	Alcohol Test Type	Alcohol Test Re	sult BAC		Suspected Drug	Use D	rug Tested	Orug T	l est Type	Drug Test Result		
Source of Transport to Medical	Facility	EMS Agency Name or ID		<u>i</u>	EM	S Run Number	L	Medical Facili	 γ Transpo	orted To	4		
PERSON Person # Description 3 PASSENGER	Vehicle # 2	Name Cassidy Lynn	Pope			Da 1	ate of Bi 2-11-	irth Sex	ALE	Phone Number (850) 556	-7875	am	
Address 4977 Scawthorne	Dr Ta	llahassee			City 8	& State					Zip Code 32303		
Driver License Number P100112949510			State Expl	res	ן וס	/pe	Req. E	nd. li	njury Sew NONE	erity	Ejection		
Restraint Systems 2 NONE USED-MOTOR VEHICLE OCCUPANT	Air Ba 3 DI FROI	g Deployed He EPLOYED – NT	Imet Use	Ey	e Pro	tection Se 3	ating Lo RIGH	cation Seat T	Seating 1 FR(Location Row Seati ONT	ing Location Other		
Drivers Actions at Time of Crash	(First)	1,	Drivers Actio	ns at Tîme	of Cr	ash (Second)			Dri	iver Distracted By			
Drivers Actions at Time of Crash	(Third)		Drivers Actic	ns at Time	of Cr	ash (Fourth)			Dri	ivers Condition at Tir	ne of Crash		
Non-Motorist Description			Non-Motoris	t Action Pr	ior to	Crash			No	n-Motorist Location	at Time of Crash		
Non-Motorist Actions/Circumsta	nces (First	Non-Motorist Act	ions/Circumstanc	es (Second)	Non-Motorist Safe	ety Equip	oment (one)		Non-Motorist Safety	(Equipment (two)		
Suspected Alcohol Use Alcohol 1	ested A	Icohol Test Type	Alcohol Test Res	ult BAC]	Suspected Drug L	Use Dr	ug Tested	Drug Te	st Type	Drug Test Result		
Source of Transport to Medical F	acility	EMS Agency Name or ID	<u> </u>		EMS	Run Number		Medical Facility	(Transpo	rted To		<u></u>	
VIOLATIONS Person # Name		1	R. Statute Numb	жег	l Cl	harge		on inste		lc	itation Number		
1 Deborah Loos	3 Leon	nard	316.075		F	<u>ail To Ob</u>	еу Т	<u>raffic S</u>	<u>Siqna</u>	1 316.07	5	-1-5753.000 a.e. orres	
Name Rodaio Allas Mede	968030909999 3	Address			1563163			City & State				Zip Code	
Name Name	181 44	Address	τ Havana					City & State				32333 Zip Code	
<u> Thomas Michael Hi</u> Name	ines 3	Address	llahassee	e				City & State				32315	
Kevin Waller 9024	l Shoa	al Creek Dr Ta	llahassee	∍				City of State				Zip Code	
ON VEHICLE PROPERTY ehicle # Person # Property Dama	DAMA	GE	aner's Name (Che					14005062103					
		Contraction of the Announa C	viller a rights (rhit	viel ousines	w []			Address		City & State		Zip Code	
ARRATIVE	- 346	na do a Algoria			6.3	115 A 38 8400				19 9 9 9 9 9 9			

Crash Date 08/21/12	Reporting Agency Case Number 0012022304		HSMV Crash Report Number 71907923	
Veh. #2, a 1999 Hond traveling in the out green light on Monro of Veh. #2.	a driven by Colby A side lane, at the i e St. and the drive	Kinsey, was southboun intersection of E. 7 or of Veh. #2 ran the AT	nd on US 27 (N. Monroe th Ave. Driver Kinsey e red light, traveling	St.), said she had a into the path
Veh. #1, a 2001 Lexu in the center lane.	s driven by owner [Veh. # 1 entered t	Deborah Leonard, was the intersection in :	westbound on E. 7th A front of Veh. #2.	ve., traveling
Veh. #2 struck the p passenger side of Ve #1 came to rest again median.	assenger side of Ve h. #1, and tip Veh. nst a utility pole	eh. #1. The momentur #1 up on it's drive on west side of the	n caused Veh. #2 to we er's side. The driver intersection, in the	dge under the 's side of Veh. 7th Ave.
Driver #1 Leonard be Department personnel Hospital.	came entrapped insi . Driver #1 Leonar	de her car and was e d was transported by	extricated by Tallahas y ambulance to Tallahas	see Fire ssee Memorial
Witness #1: Redgie Allen Tedder DL# T360721482240 (cell) 556-6035	·			
Tedder was traveling Green light for nort front of V2.	south on North Mon n/south traffic. He	aroe, north of the in didn't know exactly	ntersection and in the y where V1 came from bu	east lane. ut saw it in
Witness #2: Thomas Michael Hines DL# H520833481300 (cell) 510-8646 (home) 681-3804			,	
Hines was standing in North/south traffic H V2.	n the parking lot o had a green light.	f Circle K facing th V1 entered intersect	ne intersection (pumpin tion from 7th ave and w	ng gas). Was struck by
Witness #3: Kevin Waller Mr. Waller was stoppe the traffic light was forward out into the southbound vehicle or didn't have enough ti	ed in traffic on E s red for 7th Avenu intersection - whi n N. Monroe St. (US ime to avoid striki	7th Avenue, two cars e. Veh. #1 was stop le the light was sti 27) was able to avo ng Veh. #1.	behind Vehicle #1. M pped at the red light, 11 red. Mr. Waller sa pid a crash with Veh. #	Ar. Waller said but then moved aid that one 1, the Veh. #2
I was unable to conta arrived. I phoned Ma appointment to meet o appointment. I left duty officer Heather	act Driver #1 Leona 5. Leonard and we d 5. Mailer of the second 5. Leonard and we d 5. Leonard and the 5. Leonard and the Fox.	rd as she was discha iscussed her recolle onard called back on e duty office and Ms	arged from the hospital action of the crash. a 8/23/12 and changed t b. Leonard received that	before I We then set an the time of her at ticket from
Although Ms. Leonard independent witnesses fault in this crash.	was adamant that s s that confirm that	he did not run the r she did run the red	red light, there were t l light. Ms. Leonard i	chree s found at
REPORTING OFFICER D/Badge Number Rank and Name 32408 Officer Al	NETTE GARRETT 640		Department Tallahassee Police D	Epartment 2 POLICE I



	affic Crash Report can be pu	rchased online at www C CRASH	x buycrash.com A REPORT	WAS DOT PRO	DPERTY INVOLVED IN T	HIS CRASH?] /
LONG FORM	SHORT FORM		E []	TOTAL # 0	F VEHICLE SECTION	ON(S) 2	_!
MAIL TO: DEPAR	(Shaded Areas) RTMENT OF HIGH	WAY SAFETY	& MOTOR VEHICLES	TOTAL # O	F PERSON SECTION	DN(S) 3	_ 26
TRAFFIC	CRASH RECORD	S, NEIL KIRKM E, FL 32399-05:	IAN BUILDING	TOTAL # O	F NARRATIVE SEC		
CRASH DATE 09/08/2012 CRASH IDENTIFIERS	TIME OF CRASH 9:13 AM	DATE OF REPOR 09/08/2012	T REPORTING AGENCY	CASE NUMBER	83590464	REPORT NUMBER	
COUNTY CODE CITY CODE	E COUNTY OF CRASH		PLACE OR CITY OF CRASH			TIME REPORTED	TIME DISPATCHED
TIME ON SCENE TIM	AE CLEARED SCENE		REASON (If Investigation NOT Complete	6) 6	n an shekara ya ka ka ka ƙafa ƙwalara ƙa	Notified B	y: 1 Motorist 2
ROADWAY INFORMATIO	N (CHOOSE ONLY 1 O	F 4 OPTIONS)	······································			2 Caw Enr	Dreement
CRASH OCCURRED ON STI N MONROE ST	REET, ROAD, HIGHWAY			DDRESS #	2 AT LATITUDE	AND LO	VGITUDE
AT FEET MILES	N S E	W 3 AT/FROM	WINTERSECTION WITH STREET, ROA	D,HIGHWAY		4 OR FR	OM MILEPOST #
Road Syste	midentifier 7 F	orest Road	Type of Shoulder		Type of Intersection	5 Traffic Circle	
2 U.S. 3 State	4 County 9 P 5 Local 97 6 Tumpike/Toll 77	arking Lot Other, Explain in	3 2 Unpaved 3 2 Curb	3	P Four-Way Intersection	7 Five-Point, o 77 Other, Expl	r More ain in Narrative
CRASH INFORMATION (C	CHECK IF PICTURES T						
Light Conditio	on Wi Park-Not Lighted	eather Condition 4 Flog, Smog, Smoke 5 Steet/Heil/	Roadway Surface Conditi	ion School	Bus Related	Manner of Co	illision/Impact
1 2 Dusk 6 D 3 Dawn Ligi	ark-Unknown hting Other Explain in	Freezing Rain 6 Blowing Sand, Soil	1 7 Sand 8 Water		No Yes, School Bus rectiv Involved	3 5 Sideswi 6 Rear to	pe, Opposite Direction
Nar Nar	rative 1 Clear Unknown 2 Cloudy	Dirt 7 Severe Crosswinds 77 Other, Explain in	Standing/moving) 1 Dry 77 Other, Explain is 2 Wet Mercebia	in Inc	Ves, School Bus 1 Fro	ont to Rear 77 Rear to 77 Other,	Rear Explain in Narrative
Sizet Harmful Eva	3 Rain	Narrative	4 Ice/Frost 88 Unknown	0.000	3 An	gie 88 Unkno	/MT
14 First Harmful Event within Interchange 1 1 2 88 Unknown	DVerturNosove 2 Fire/Explosion 3 Immersion 4 Jackknife 5 Cargo/Equipmen Loss or Shift 6 Felt/Jumped Fror Motor Vehicle 7 Thrown or Falling Object 8 Ren int Water/Ca 9 Other Collision	f 10 Pedestra 11 Pedelsycy 12 Reilway v engine) 11 3 Animal 14 Motor Ve n Transport 15 Parked M 16 Work Zor Equipment anal 17 Struck By Cargo 18 Other No	In 19 Impact Attenui le Cusion rehicle (train, 20 Bridge Overhe 21 Bridge Pier or 22 Bridge Rat hicle in 23 Culvert 24 Curb lotor Vehicle 25 Ditch 126 Erribankment 27 Guardrail Face Palling, Shifting 28 Guardrail End 29 Cable Barrier n-Fixed Object	ator/Crash 30 (31 (31 (32 (32 (32 (32 (32 (32 (32 (32	Joncrete Joher Traffic Barrier Tree (standing) Jility Pote/Light Support Traffic Signal Support Traffic Signal Support Joher Post, Pole or port ence failbox Joher Fixed Object (wall, fing, tunnet, etc.)	Location 1 2 3 1 4 6 7 7 8 8 2 2 9 10 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 7	On Roadway Off Roadway Shoulder Median Sore Separator In Parking Lane or Ne Outside Right-of-way I Roadside 8 Unknown
First Harmfu	I Event Relation to unction	Contrit	outing Circumstances: Road 9 V	Nom, Travel-Polishe Raod Surface Condi	Surface Contri tion (wet,	buting Circumstan	ces: Environment
1 51 1 Non-Junction 15 2 Intersection 16 3 Intersection-Related 17 4 Driveway/Alley Access 77 Related 88	Railway Grade Crossing Entrance/Exit Ramp Crossover - Related Shared-Use of Path or Trail Acceleration/Dceleration La Through Roadway Other, Explain in Narrative Unknown	ne 1 Nor Maint 6 Sho 7 Rut	i icy, 11 ne 12 rk Zone (construction/ 13 rk Zone (construction/ 10 enance/utility 14 pudders (none, low, soft, high) 77 , Holes, Bumps 88	, snow, slush, etc.) Obstruction in Road Debris Traffic Control Devic perative, Missing or Non-Highway Work Other, Explain in Nar Unknown	e 1 None Dbscured 2 Weathe rative 4 Glare	1 5 Au r Conditions 77 (I Obstruction(s) Nara 88 U	timal(s) in Roadway Other, Explain in rative Jaknown
Work Zone Related	Crash in Wo 1 Before the Fi Weming Sign	r k Zone rst Work Zone	Type of Work Zone 1 Lane Closure	Wo	rkers in Work Zone	Law Enfor	cement in Work Zone
1 No 2 Yes 88 Unknown	2 Advance Wa 3 Transition An 4 Activity Area	ming Area ea	2 Lane Shift/Crossover 3 Work on Shoulder or Medi 4 Intermittent or Moving Wor 77 Other Explain in Narretiv	ian rk	1 No 2 Yes 88 Unknown	1 No 2 Office 3 Law	er Present Enforcement Vehicle
WITNESSES	5 Termination 7	-0ea				Only P	esent
NAME CHRISTOPHER CAMPBELL	CAMPBELL		ADDRESS 1479 MILLSTREAM DR.	1	CITY & STATE ALLAHASSEE	z FL	IP CODE 32312
NAME			ADDRESS	•	XTY & STATE	Ζ	IP CODE
NAME			ADDRESS	C	CITY & STATE	Z	IP CODE
ION VEHICLE PROPERTY	1 DAMÁGE	angegagana di di dan Mari	e farstinder og og en stærsterster for som for				
/EH.# PER# PROPERT	Y DAWAGE - OTHER THAN	IVEH. EST. AMT	OWNER'S NAME 🔲 (CHECK IF E	BUSINESS)	ADDRESS	CITY & STATE	ZIP CODE
EH. # PER # PROPERT	Y DAMAGE - OTHER THAN	IVEH. EST. AMT	OWNER'S NAME CHECK IF E	BUSINESS)	ADDRESS	CITY & STATE	ZIP CODE

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Ξ,

VEHICLE # 1 Check if Commer					nercia	ercial Reporting Agency Case Number HSMV Crash Report Number 83590464									5.67			
1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle			JMBER		STATE FL	REGISTRATION EXPIRES			Check if Permanent Registration 4			VIN 111BF3EKXBU757353						
Hit and Run 1 No 2 Yes 88 Llokoown	YEAR 2011		MAKE TOYOT		MODEL	٦Y		STYLE 4 DOOI	R SEDAN		COLOR	BLK	DAMAGE: 1 Disabling 2 Function	al 88 U/	ior sknown		EST. AMC	NUNT 00
INSURANCE COMPANY (ALLSTATE	DRIVER)		INSUR 641781	ANCE PC 769 12/3	OLICY NU 1	MBER	To to	wed due Damage: No 2 Yes		2		REMOVED B	Y	1. Rota 2. Own 3. Drive	tion er Reques	st	1
NAME OF VEHICLE OWNER (CHECK IF BUSINESS)					CURRE	TNO 2 res 4. Other, Explain in Narraity CURRENT ADDRESS CITY & STATE 518 MARVIN ST. TALLAHASSEE								<u>a</u>				
Trailer LICENSE NUMBER STATE REGISTRATION EXP				RES	Che Reg	ck if Permanent VIN						YEAR	MAKE	LENGTH			XLES	
Trailer LICENSE NUMBE Two:	R	STATE	REGISTRATI	ON EXPI	RES	Che Reg	ck if Permaneni	t vin					YEAR	MAKE		LENGTH	i A	XLES
VEHICLE N S	; E] []	w o	f-Road Ur	nknown	on st n. m	IREET, R ONROI	OAD, HIGHWA E ST.	Υ.					AT EST. SPE 35	ED PO	DSTED SF 5	EED	TOTAL L 4	ANES
HAZ. MAT. RELEASED 1 No 2 Yes 88 Unknown MOTOR CARRIER NAME	HAZ 1 No 2 Ye 88 U	L MAT. PL/ S Inknown		NUMBE	ER T NUMBE	R	ISS		Area of In 2 3 4 1 15 1 4 13 12	16 11 11 11 11 11 11 11 11 11 11 11 11 1	pact 6 7 17 8 9 0	01 18 20 27	8 Undercan 9 Overtu: 0 Windshi 1 Traile.	iage 18 m 19 ekd 20 21	01	Most 2 1 14 13	Damaged . 4 5 1 (16 12 11 1	λτεα <u> </u>
MOTOR CARRIER ADDR	ESS					ĊITY					ST.	ATE ZI	P CODE		PH	ONE NUM	BER	
1 16 (Sport) UEIty Vehicle 17 Cargo Van (10,000 ibs (4,536 kg) or less) 1 Passenger Car 18 Molor Coach 2 Passenger Van 19 Other Light Trucks (10,000 lbs 3 Pickup (4,536 kg) or less) 7 Motor Home 20 Medium/Heavy Trucks (more 8 Bus than 10,000 lbs (4,536 kg)) 11 Motorcycle 21 Farm Labor Vehicle 12 Miperain Vehicle (ATV) 77 Other, Explain in Narrative 13 All Terrain Vehicle (ATV) 18 Vehicle (ATV)				00 lbs nore ve	1 Two 2 Two Conti 3 Two (pain) 4 Two Media 5 On 88 U	D-Way, No D-Way, No D-Way, Di Led >4 fee D-Way, Di an Barrier e-Way Tra nknown	ot Divided ot Divided, with ft Turn Lane vided, Unprotect t) Median vided, Positive afficway	a cted lier Tyr Single Se	De mi Trailer	for 25 mo 35 4 T 5 T 6 T 7 T 8 P	Hazardo Single-Un ore than 1 Single-Un ruck Pull ruck Tra- ruck Tra- ruck Tra-	us Materia it Truck (2- 0,000 lbs (it Truck (3 ing Traiter) ctor (bobta ctor/Semi-1 ctor/Double	(4,536 kg)) or more axles) (5) (7) (7) (7) (7) (7) (7) (7) (7) (7) (7	R k 1 0 7 8	Truck moi g), Cannol 0 Bus/Larg ccupants, 1 Bus (sea ccupants, 7 Other, E 8 Unknown	re than 10 t Classify ge van (se including o als for mor including o xplain in N n	,000 lbs (4 als for 9-11 driver) e than 15 driver) larrative	.536 5
Comm/Non-Commercial					TRAILER 1 TRAILER 2 2 Tandem Semi Iraiter 9 Toweo Venicle 3 Var/Enclosed Box 1 3 Tank Traiter 10 Auto Transport 3 Var/Enclosed Box 4 Hopper 5 5 Boat Traiter Narrative 6 Utility Traiter 88 Unknown 6 Cargo Tank 7 House Traiter 10,000 bs (4,536 kg) or léss 2 Bus 8 Dump 6 110,000 bs (4,536 kg) or léss 9 Concrete Mixer 10 Auto Transport 3 10,001-26,000 lbs (11,793kg) 9 Concrete Mixer 10 Auto Transport 4 Not Appficable 110 Auto Transport 110 Auto Transport						13 li x Con 14 V Ano 15 M (veh (4,5 disp 77 C Nar	3 Intermodal ontainer Chassis 4 Vehicle Towing nother Vehicle 5 Not Applicable rehicle 10,000 lbs 1,536 kg) or less not splaying HM placard 7 Other, Explain in arrative						
14 Sequence of Events 1st 2nd 14	4 Ja 5 Ca 6 Fe 7 Th 8 Ra 9 Ot 40 e brak 41 S 42 R	ckknife rgo/Equipri WJumped rown or Fa an into Wat her Non-Ci 46 Sequent guipment F e failure, e eparation of an Off Roa	nent Loss or S From Motor Ve ling Object er/Canal ottision cce of Events of failure (blown t tc.) of Units of Units of Units	ihift bhicle only] tire,	Collis 10 11 12 13 14 15 16 16 17 19 40 40 40 40 40 40 40 40 40 40 40 40 40	Ion with I Pedestria Pedalcyct Railway V Animal Motor Veł Parked M Work Zon Jipment Struck By thing Set nicle	Non-Fixed Obje n e lehicle (train, en nicle in Transpo otor Vehicle er/Maintenance Falling, Shifting in Motion by Me	ect ngine) vrt g Cargo c otor	or	C 19 In 20 B 21 B 22 B 23 C 24 C 25 D 26 E 27 G 28 G	ollision i npact Att ridge Ov ridge Pie ridge Rai ulvert urb ritch mbankm uardrail i uardrail i	Fixed Obje enuator/Cra arhead Strin r or Suppo I ent Face End	ect	12 Log 29 Cable E 30 Concre 31 Other T 32 Tree (sl 33 Utily P 34 Traffic S 35 Traffic S 36 Other P 37 Fence 38 Mailbox 39 Other F	Barrier te Traffic Barri landing) ole/Light S Sign Suppo Signal Sup lost, Pole,	88 L Barrier er Support ort or Suppor or Suppor	t t t	rgency cle Use I s inknown
Roadway Grade 1 Level 2 Hildrest 3 Uphil 4 Downhill 5 Sag (bottorn) Special Function	44 C 45 C 46 D Road	ross Media ross Cente ownhill Ru I Way Alig 1 Straig 2 Curve 3 Curve	In an an an an an an an an an an an an an	9 Ambu	Veh 1 Strai 3 Tum 4 Back 5 Tum 6 Chai 8 Park 10 Mai 11 Ovi	icle Mar ght Ahead ing Left ing Right nging Lan ed king U-Tu artaking/P	neuver Actio d 13 Stop 14 Stow 15 Neg 16 Leav es 17 Ente 77 Othe m 88 Unkr tassing 14 Intercity	n ped in Tr ing otiating a nng Traff ring Traff r, Explain nown y Bus	raffic I Curve fic Lane fic Lane n in Narrat	tive	Traffic 5 1 No Co 4 Schoo Device 5 Traffic Signal 6 Stop S	Control I Introls M Zone Sig Control Sign	Device For This Vehi 8 Flashing 1 9 Raiway C 10 Person (Flagman, C Guard, etc.) 77 Other, E Narrative	cle Signal irossing including fficer, kplain in	1 None 2 Brakes 3 Tires 4 Lights (signal, ta 6 Steerin; 7 Wipers	Vehic 1 head, 1) g	Is Defect 13 Wheel 14 Windo Windshie 15 Mirrors 16 Truck Trailer Hit	s s ls ws/ kd s Coupting ldv
1 of Motor Vehicle 2 Fam Vehicle 10 Fin 3 Police 11 Fai 7 Taxi 12 Sci 8 Millery 13 Tra 7 Iou				10 Fire 11 Fam 12 Scho 13 Tran	e Truck 15 Charter/Tour Bus m Labor Transport 16 Shuttle Bus hool Bus 17 Farm Labor Bus instit/Commuter Bus 88 Unknown						7 Yield Sign 88 Unknown 9 Exhaust System 10 Body, Doors 11 Power Train 12 Suspension					Safety Cr 77 Other, Narrative 88 Unkno	ains Explain i wn	
PERSON # NAME OF 1 FRED PERSON # NAME OF	F VIOL	ATOR JC ATOR	PHNSON	J	316.0	FL STA 74(1) FL STA	TUTE NUMBEI	R R	VIOLAT	TION C)F TCD	СНА	RGE RGE			CITATH 9337WI CITATK	ON NUMB DD ON NUMBI	R
PERSON # NAME OF	F VIOL	ATOR				FL STA	TUTE NUMBEI	R				СНА	RGE			CITATIO	ON NUMBI	ĒR

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PERSON,# 1		Reporting A 0012024	gency Case Nun 194	nber) 	ISMV Cra 83590	ish Report N 464	umber		
1 Driver 2 Non-Motorist 3 Passenger CUMPREMANDELES (Mumbrased Skape)	ie D		озинос			CITY 6	J	PHON8 (850) 22	E NUMBER 22-2375		Check if Recomm Driver Re	end 🔽 -exam
518 MARVIN ST.		TALLAHA	SSEE			UITA	STATE				:	
DATE OF BIRTH SEX: 1 Male 2 Fernale 88 Unknown	DRIVERS LICENSE	NUMBER		STATE	1	EXPIRES 9/18/2()17	INJURY S 1 None 2 Possibl 3 Non-Inc	SEVERITY (I) e capacitating	^(J) 4 Incapa 5 Fatal (v 6 Non-Tr	itating ithin 30 days iffic Fatality	;) 1
DL Type Required E 1 A 2 B 3 C 4 D/Chauffeur 5 E/Operator 1 Yes 6 E/Oper-Rest 3 No Req. E 7 None 3 No Req. E Driver Distracted By 4 Oth 1 Not Distracted 2 Electronic Communication Devices (cell phone, etc. in nar 3 Other Electronic Device 6 Tex (navigation device, DVD player) 6 Tex 88 Ur DRIVER VISION OBSTRUCTIONS 1 Vision Not Obscured 5 Load on 1	ndorsements indorsement ar Inside the Vehicle in in narrative) mal Distraction fe the vehicle, explain rative) ing entive known fehicle 9 Smoke	1st 1 No C 1 2 Open 2 Open 3 Faile 4 Impp 6 Impr 2nd 10 Fol 13 Rai 12 Dro 13 Rai 15 Imp 17 Exx 21 Wir 25 Fail	DRIVER Drive Contribution Actio rated MV in Care ent Manner ed to Yield Right-4 oper Backing oper Turn lowed too Closeh n Red Light we too Fast for C wooper Passing seeded Posted S mong Side of Wror led to Keep in Pro	rs Actions n Iss or of-Way wonditions peed ig Way oper Lane	at Tin 26 R 27 D Sign 28 D Mark 29 O Stee 30 S to W Obje Roac 31 O Reck 77 O	ne of Cra an off Ro isregarde ings werved o ind, Slipp ct, Non-N hvay, etc. perated N dess or A ther Conl	ish adway id other Tra id Other Ro id Other Ro id Other Ro iscting/Over r Avolded : ery Surface lotorist in AV in Errabi greessive I ributing Ac	ffic Due a, MV, c, Janner tion	3rd	Con Tim Cra 3 Astee 5 II (sici 6 Seizuu 7 Physik 8 Emotio angry, d 9 Under Medicat 77 Othe 88 Unkm	dition At e of sh antiy Normal or Fatiuged) or Fainted e, Epilespsy, alty Impaired nal (depress sturbed, etc. ans/Drugs/Ai ; Explain in f own	Blackou ion,) a of cohol Varrative
1 3 Parked/Stopped Vehicle 7 Signs/Bit 8 Fog 4 Trees/Crops/Bushes 8 Fog DRIVER OR PAS 8 Fog Image: Signs/Bit Signs/Bi	Image: Second and Garage and Second an	OTHER 1 Ejection (E. 2 E 3 E Pai 4 N 8	Helmet Use 1 DOT: Motor 2 Othe 3 No H JECT) Not Ejected jected, trially jected, trially tot Applicable Usecup	(HU) Compliant ycle Helmet r Helmet elmet Alr Bag 2 1 2 3 4	t Deploy Not Ap Not De Deploy Deploy	of the second se	Eye Prote Eye Prote 1 Yes 2 No 3 Not A 5 Deployn (knee, air 6 Deployn Combinat 7 Deploye 88 Deploy Unknown	ed-Other belt, etc.) ed-Curtain ment	P) 3 1 Not A 2 None 3 Shoul 4 Shoul 5 Lep E 6 Restr 7 Child 8 Child 9 Boost 10 Chik 77 Othe	Restraint ((RS) pplicable (not Used - Moto der and Lap der Belt Only uset Only Use der Belt Only used - T Restraint Sy Restraint Sy er Seat I Restraint T r, Explain in	n-motorist) r Vehicle Occ Belt Used Used J rpe Unknown Item - Forwa Item - Rear f rpe Unknown Narrative	cupant n rd Faciny facing
Non-Motorist Description 1 Pedestinan 2 Other Pedestrian (wheelchari, person in a building, skater, pedestrian conveyance, etc. 3 Bicyclist 4 Other Cyclist 5 Occupant of Motor Vehicle Not in Transport (parked, etc.) 6 Occupant of a Non-Motor Vehicle Transportation Device 7 Unknown Type of Non-Motorist 1 None Safety Equipment 6 Lighting	Non-Motorist Loc 1 Intersection - Marke 2 Intersection - Unama 3 Intersection - Unama 4 Midblock - Marked (5 Travel Lane - Other 6 Bicycle Lane 7 shoulder/Roadside Non-Mot 1 No Impr 2 Dart/Dz 3 Faiture 4 Faiture	to Yield Right-of- to Yield Right-of- to Yield Right-of- to Yield Right-of- to Yield Right-of- to Obey Traffic Soc Obey Traffic Soc Officer	rcumstances	Sidewaik Median/C D Drivewa 11 Shared- 12 Non-Tra 77 Other, E Warrative 88 Unknow	rossing y Acces Use Pal fficway J xplain ir n	Island s th or Trail Area 1	1 Cross 2 Waitir 3 Walki Roadwa adjacen 4 Walki Roadwa or adjac	Action P ing Road- ing to Cros ng/Cycling y with Tra it to travel ng/Cycling y Againsi went to travel D Imprope	vay s Roadway g Along affice (in or lane) g Along t Traffic (in vel lane) r Turn/Merce	5 Walking/C 6 In Roadwa playing, etc. 7 Adjacent It shoulder, m 8 Going to c 9 Working ir (incident res 10 None 77 Other, E 88 Unknown	ycling on Sid y Other (w o Reodway (r dian) r from Schoo Trafficway ponse) plain in Narr	ewalk orking, e.g., ł (K-12) ative
3 Protective Pads Used 77 Other, Explain (elbows, knees, shins, etc.) in Narrative 4 Reflective Clothing (jacket, 88 Unknown backpack, etc.)	2nd 5 In Road Iving, wor 6 Disable on, pushi	tway Improperty (tking, playing) of Vehicle Relate ing, leaving/appro ALCO	(standing, V 8 d (working 9 paching) Ik HOL/DRUG/EI	ehicle Inatlentive Not Visible Inting, etc. VIS	(lalking (dark d	y, eating, slothing, r	1 etc) 1 io 7 8	1 Imprope 2 Wrong- 7 Olher, E 8 Unknow	er Passing Way Riding o Explain in Nar m	r Walking rative		
ALCOHOL LESTED: ALCOHOL USE: 1 No 2 Yes 88 Unknown SOURCE OF TRANSPORT TO MEDICAL FACILITY	ALCOHOL LEST TYPE: 1 Blood 2 Breath 3 Urine 77 Other, Explain in Narrative EMS AGENCY NAME OR I	ALCOHOL TEST RESULT 1 PENDING 2 COMPLETE 88 UNKNOW	T: BA N EMS RUN	C SUSPI DRUG 1 No 2 Yes 88 Uni		1	RUG TEST Test Not (Test Refu: Test Giver 8 Unknown	FED: Siven sed h, if Tester MEI	d Explain	r, Land TYPE: r, Land Type: in Narrative	DRUG TEST 1 Positive 2 Negative 3 Pending 88 Unknowr ORTED TO	
2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown PERSON # VEHICLE # VAME		ADDITIO	NAL PASSENGI	RS	SEX	LOC: S	R		EJECT	HU EF	ABD	RS
CURRENT ADDRESS (Number and Street)		СПҮ					STATE			ZIP CODE		
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EVS 3 Law Enforcement 77 Ober, Explain In Namether 88 Unition	EMS AGENCY NAME	ORID		EM\$ F	RUN NU	MBER		ME	DICAL FACI	LITY TRANS	PORTED TO	
PERSON # VEHICLE # NAME	F		DATE OF BIRTH	INJ	SEX	LOC: S	R	0	EJECT	HU EF	ABD	RS
SOURCE OF TRANSPORT TO MEDICAL FACILITY	EMS AGENCY NAME	ORID		EMS F	UN NU	MBER	SIAIE	ME	DICAL FACI	ZIP CODE	PORTED TO	
HINA HIA SIGNED 2 EXISTS DI LA ENVOLUMENT (17 UDE), Epipan in Nambre 88 Unknown												

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NARRATIVE	Reporting Agency Case Number HSMV Crash Report Number 0012024194 83590464
V-1 was traveling northbound in the inside	e on N. Monroe St. approaching the intersection of W. 7th Ave.

V-2 was traveling westbound in the middle lane on W. 7th Ave. approaching the intersection of N. Monroe St.

Witness Campbell advised that he was in the southern most lane on 7th Ave. 3-4 car lengths behind V-2. Campbell advised the traffic signal for 7th Ave. was green. He observed V-1 continue northbound and the front of V-1 crashed into the left side rear door of V-2.

D-1 advised he believed he had a green traffic signal prior to the crash. D-2 advised she had the green light prior to the crash. While on scene, the traffic signal was working properly.

Based on the witness statement, I found V-1 to be at fault and was cited for the crash.

D-2 was experiencing neck and shoulder pain after the crash and was transported to TMH via ambulance. Unknown extent of any injury at this time.

		ADDIT	IONAL PASSENGE	RS											
PERSON # VEHICLE # NAME		DATE OF BIRTH	INJ	SEX	LOC: S	R	0	EJECT	нu	EP	ABD	RS			
CURRENT ADDRESS (Number and Street)	CITY		STATE						ZiP			1			
SOURCE OF TRANSPORT TO MEDICAL FACIL 1 Not Transported 2 EVS 3 Law Enforcement 77 Oner, Explain in Native 88 Unknown	AGENCY NAME OR ID		EMS RUN NUMBER					MEDICAL FA	CILITY TR	TRANSPORTED TO					
PERSON # VEHICLE # NAME			DATE OF BIRTH	INJ	SEX	LOC: S	R	0	EJECT	HU	EP	ABD	RS		
CURRENT ADDRESS (Number and Street)	СПҮ	STATE						ZIP CODE							
SOURCE OF TRANSPORT TO MEDICAL FACIL 1 Not Transported 2 EVS 3 Law Enforcement 77 Other, Explain In Narrahve 58 Unknown	GENCY NAME OR ID		EMS	RUN NU	JMBER		R	MEDICAL FACILITY TRANSPORTED TO							
ADDITIONAL VIOLATIONS															
PERSON # NAME OF VIOLATOR	FL STATUTE NU	ABER	CHARGE						CITATION NUMBER						
PERSON # NAME OF VIOLATOR	FL STATUTE NUM	ABER	CHARGE					CITATION NUMBER							
REPORTING OFFICER										l.					
ID/BADGE # RANK	NAME	DEPA					DEPARTMENT					TYPE OF DEPT.			
727 OFC.	NALDSON				TALLAHASSEE					POLICE DEPARTMENT					

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VEHICLE #	2	С	heck if (Comm	nercial [] [Reporting Ag 00120241	ency Ca 94	sə Number				HSMV 8359	Crash Repo 0464	xt Numbe	¥	
1 Vehicle in Transport 2 Parked Motor Vehicle	1	VEHICLE	LICENSE NL	IMBER	STA	TE	REGISTRATI	ION EXP	IRES	Check i	f Perma	inent	VIN				
3 Working Vehicle	YEAR		MAKE		MODEL		01/14/201	4 STYLE		Registra C	olor		DAMAGE:	750804	46		EST. AMOUNT
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INSURANCE COMPANY (USAA	DRIVER)			INSUR/ 002705	ANCE POLIC 718C71051	Y NUM	IBER	to to 1♪	wed due Damage: No 2 Yes		1	VEHICLI TPD	E REMOVED BY	•	1. Rota 2. Own 3. Driv 4. Othe	ition ier Reques er er, Explain i	t in Narrative
NAME OF VEHICLE OWNI	ER (CHE) BURK	CK IF BUS (E	INESS)		CURRENT /	ADDRE EER DF	SS L					CITY & TALLAI	STATE IASSEE		FL	- ZII - 3:	> 2309
Trailer LICENSE NUMBE One:	RS	STATE	REGISTRATI	ON EXPI	RES	Check Regis	tration	UN.					YEAR	MAKE	<u> </u>	LENGTH	AXLES
Trailer LICENSE NUMBE Two:	RS	TATE	REGISTRATI	ON EXPI	RES	Check Regis	tration	t VIN					YEAR	MAKE		LENGTH	AXLES
VEHICLE N S	ε	w off	-Read Ur	1known	ON STRE	ЕТ, RO /Е.	AD, HIGHWA	Y					AT EST. SPE	ED PO	STED SF	'EED	TOTAL LANES 3
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				00.00				1	4 13 12	11 10	9	2	Trailer	21		14	12 11 10 9
MOTOR CARRIER ADDRE	SS				C	YTY					ST/	ATE Z	IP CODE		PH	ONE NUM	BER
Vehicle Body Type 2 1 Passenger Car 2 Passenger Van 3 Pickup 7 Motor Home 8 Bus 11 Motorcycle	15 16 (17 ((4,5 18) 19 ((4,5 20) than 21 f	Low Speed (Sport) Util Cargo Van (So kg) or 1 Motor Coad Other Light (So kg) or 1 Medium/He (10,000 lb) Fam Laboo	I Vehicle (ty Vehicle (10,000 fbs ess) ch Trucks (10,00 ess) eavy Trucks (r s (4,536 kg)) r Vehicle	20 lbs nore	Ti 1 Two-W 2 Two-W Continuo 3 Two-W (painted 4 Two-W Median E 5 One-W 88 Unkm	rafficw 'ay, Not 'ay, Not us Left 'ay, Divi >4 feel) 'ay, Divi 3amer /ay Traf	vay Divided Divided, with I Turn Lane ded, Unprotec Median ded, Positive ficway	a cted		1 Ve for H 2 Sir more 3 Sir 4 Tr 5 Tr 6 Tr 7 Tr	Comr hicle 10 agle-Un than 1 agle-Un uck Pull uck Pull uck Trat uck Trat	mercial I 0,000 lbs o us Materia it Truck (2 0,000 lbs it Truck (3 ing Trailer ctor (bobts ctor/Semi- ctor/Doubl	Motor Vehicle or less Placarded als -axte and GVWI (4,538 kg)) or more axles) (s) (s) Trailer e Truck	Configu 8 9 ₹ kg 10 00 11 00 77 85	ration Tractor/Ti Truck mo), Canno) Bus/Lan cupants, i Bus (sea cupants, ' Other, E 3 Unknow	riple re than 10, t Classify ge van (se: including c als for more including d xplain in N n	000 lbs (4,536 als for 9-15 Iriver) a than 15 Iriver) arrative
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1 inter 2 intra 3 Not i 4 Not i	state Can state Can in Comme in Comme	rier tier erce/Gover erce/Other	nment Truck				4 S 5 B 6 U 7 H	Saddle Mi Soat Trail Julity Trai Jouse Tra	ount/Traile er Ier ailer	r 77 O Narra 88 U	ther, E: ative nknown	kplain in N	1 No Cargo 2 Bus	4 Hopper 5 Pole-Tra 6 Cargo T 7 Flatbed	ailer Tank	14 V Anot 15 N (veh	ehicle Towing her Vehicle tot Applicable icle 10,000 lbs
Most Harmful Event	No 1 Ove 2 Fire 3 Imn	on-Collisio ertum/Roik /Explosion nersion	over I		Comm GVWR/G		4	2 10,0 2 10,0 3 Mor 4 Not	201-26,000 te than 26,0 Applicable) lbs (4,5 000 lbs (636-11, (11,793	793kg) ikg)		9 Concrel 10 Auto T 11 Garba 12 Log	e Mixer ransport ge/Refus	(4,5) displ 77 C e Nam 88 U	so kg) or less not aying HM placard ther, Explain in ative nknown
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Roadway Grade 1 Level 2 Hitcrest 3 Uph® 4 Downh® 5 Sag (bottom)	46 Do Roady	wahill Ron way Align 1 Straigh 2 Curve I 3 Curve I	away nment t Right Left	1	3 Turning 4 Backing 5 Turning 6 Changin 8 Parked 10 Making 11 Overtai	Left Right Ig Lane: U-Turn king/Pa	14 Slow 15 Nego 16 Leav s 17 Ente 77 Othe 88 Unkr ssing	ving otiating a ving Traff sring Traff or, Explair nown	i Curve fic Lane fic Lane n în Narrati	və E	5 No Co Schoo Device Traffic Signal	ntrols H Zone Sig	8 Flashing S 9 Railway C Device 10 Person (i Flagman, O Guard, etc.) 77 Other, Eb	ignat ignat rossing nctuding ficer, plain in	1 None 2 Brakes 3 Tires 4 Lights (signat, ta 6 Steerin	(head, 1) 9	13 Wheels 14 Windows/ Windshield 15 Mirrors 16 Truck Coupling
of Motor Vehic	on 1 2 1e 3 7 8	No Specia Farm Vehi Police Taxi Military	a Function icle	9 Ambul 10 Fire 11 Farm 12 Scho 13 Trans	eance Truck Labor Trans ol Bus sit/Commute	sport r Bus	14 Intercity 15 Charten 16 Shuttle 17 Farm La 88 Unknow	r BUS Moor Bu Bos abor Bus M	s	7	Yield \$	sign Sign	Narrative 88 Unknown		r vvipers 9 Exhaus 10 Body, 11 Powe 12 Suspe	ot System Doors r Train ension	Safety Chains 77 Other, Explain i Narrative 88 Unknown
PERSON # NAME OF	- Viola	ATOR				L STAT	UTE NUMBEI	R		Ne ja Ko		СН/	IRGE			CITATIC	ON NUMBER
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PERSON # NAME OF	VIOLA	TOR			F	LSTAT	UTE NUMBER	R		<u>.</u>		СН/	NRGE			CITATIC	DN NUMBER

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PERSON # 2			Repo 0012	rting Agency Case N 2024194	lumber				HSMV Cr 83590	ash Report 464	Numbe	r		
1 Driver 2 Non-Motorist 3 Passenger	VEHICLE # NAM	E RALYN	ĸ	BURKE					PHON (850) 5	E NUMBER 56-6923	2		Check if Recomm Driver Re	end 🗌
4615 INISHEER DR	er and Street)			41140055			CITY &	STATE			Zi	PCODE		
	L OFY.		TAL					FL			33	2309		
1/14/1960	1 Male 2 Female 88 Unknown	2 B62053160	514		STATE FL		EXPIRES	18	INJURY 3 1 None 2 Possio 3 Non-In-	SEVERITY le capacitatin	(INJ) 4 5 3	Incapacita Fatal (with Non-Traffi	iling in 30 days c Fatality) 2
DL Type	Required Er	ndorsements		DRIVER Dri Ma Contribution Ad	vers Actic	ons at Ti	me of Cras	sh		3rd	Γ	Condi	tion At	
5 4 D/Chauffeur 5 E/Operator 6 E/Oper-Rest 7 None	2 1 Yes 2 No 3 No Req. Er	ndorsement		2 Operated MV in Ca Negligent Manner 3 Failed to Yield Righ 1 Improper Backing 5 Improper Turn	trelss or	201 27 (Sigr 28 (Mar 29 (tan on Koa Disregarded Disregarded Kings Dver-Corred	d other Tra d Other Ro d Other Ro	affic Dad] 1	Time Crash Apparen Asleep o i II (sick) d	of Ily Normat r Fatiuged r Fainted	
1 Not Distracted 1 Not Distracted 2 Electronic Commu Devices (cell phone 3 Other Electronic D (navigation device, i DRIVER VISION OBSTRU 1 Vision Not Obs	4 Othe (explain sextennication 5 Extennication 5 Extennication sextex in name sextex 6 Texte DVD player) 7 Inatte 88 Unk CTIONS Curred 5 Load on Vision	r Inside the Vehicle in in narrative) mal Distraction le the vehicle, explain ative) ng entive wown ehicle 9 Smoke		0 Followed too Clos 1 Ran Red Light 2 Drove too Fast for 3 Ran Stop Sign 5 Improper Passing 7 Exceeded Posted 1 Wrong Side of Wr 5 Failed to Keep in I	ely Condition Speed ong Way Proper Lan	Stee 30 S s to W Obje Roa 31 C Red Red	ering Swerved or And, Slippe ect, Non-Mo dway, etc. Operated M kless or Ag Other Contri	Avoided : ny Surface olorist in V in Errati reessive I ibuting Ac	Due a, MV, c, Manner tion	4th	6 7 8 9 1 7 8	i Seizure, Physicall Emotiona Ingry, distu Under the Iedication 7 Other, E 8 Unknow	Epilespsy, y Impaired II (depress arbed, etc. o Influence s/Drugs/Af xplain in N n	Blackout ion, of cohol larrative
1 2 Inclement Wea 3 Parked/Stoppe	ther 6 Building/Fo d Vehicle 7 Signs/Bilbe	ked Object 10 Glare				-	DR	IVER OF	PASSE	INGER	L			
Motor Vehicle Seating Po Seat Row	DRIVER OR PAS: DRIVER OR PAS: osition: Other 1Not Applicable	SENGER CATION: SEAT RC C) 1 1	W OTHER	Heimet Us 3 1 DC Moto 2 Oty 3 No	ie (HU) DT-Complia rcycle Helm her Helmet Helmet	nt net	3	Eye Prote 1 Yes 2 No 3 Not A	ection (EF	²⁾ 3 1 Not 2 Nor 3 Sho 4 Sho	Resi (RS) (RS) Applica ie Used ulder ar ulder Bi	ble (non-r - Motor V nd Lap Be elt Onty U	tems notorist) ehicle Occ It Used sed	upant
2 Mode 3 Right 2 Second 77 Other 3 Third (explain in 4 Fourth narrative) 77 Other Row 88 Unknown 88 Unknown	2 Sleeper Section 3 Other Enclosed 4 Unenclosed Cal 5 Trailing Unit 6 Riding on Motor trailing unit) 88 Unknown	n of Truck Cab Cargo Area rgo Area r Vehicle Exterior (non	Ejection	I. (EJECT) I. Not Ejected 2 Ejected, Totally 3 Ejected, Partially 4 Not Applicable 88 Unknown NON-MOTORIS	2 T	1 Not Ap 2 Not De 3 Deploy 4 Deploy	yed opficable eployed yed-Front yed-Side	5 Deploya (knee, air 6 Deploya Combinati 7 Deploye 88 Deploye Unknown	ed-Other belt, etc.) ed- on d-Curtain ment	5 Lap 6 Res 7 Chi 8 Chi 9 Boo 10 Ch 77 Ot	Belt On traint U d Restra d Restra ster Sea Id Rest her, Exp	ly Used sed - Type aint System aint System at raint Type kain in Na	Unknown n - Forwar n - Rear F Unknown trative	d Facing acing
1 Pedestrian 2 Other Pedestrian (whe building, skater, pedestr 3 Bicyclist 4 Other Cyclist 5 Occupant of Motor Vel Transport (parked, etc.) 6 Occupant of a Non-Mo Transportation Device 7 Unknown Type of Non 1 None Safety Equipment	hpuon elchari, person in a ian conveyance, etc. hicle Not in hicle Not in hicle Not in hicle Not in hicle Not in	Non-Motorist 1 Intersection - M 2 Intersection - U 3 Intersection - O 4 Midblock - Mark 5 Travel Lane - O 6 Bicycle Lane 7 shoulder/Roads 1st 100 1st 2 Dat 3 Fail	Location At Ti arked Crosswal nmarked Crosss ther4 Midblock - red Crosswalk ther Location ide Motorist Action mproper Action 1/Dash ure to Yield Rig ure to Yield Rig	me of Crash k azik Marked Crosswalk 197Cfrcumstances ht-of-Way	9 Sidewa 9 Median 10 Drivew 11 Share- 12 Non-Ti 77 Other, Narrative 88 Unkno	% /Crossing vay Acces d-Use Pal rafficway rafficway Explain ir	Island S th or Trail Area n	1 Crossi 2 Waitin 3 Walkin Roadwa adjacen 4 Walkin Roadwa or adjac	Action Pr ing Roadw g to Cross ng/Cycling y with Tra t to travel ng/Cycling y Against ent to trav	vay s Roadway Along ffic (in or lane) Along Traffic (in rel lane)	sh 5 Wal 6 In R playin 7 Adja shouk 8 Goir 9 Woo (incide 10 No 77 Otl 88 Un	Iking/Cycli toadway ig, etc.) acent to R der, media ng to or fra der, media fring in Tr. ent respor- me her, Expla iknown	ng on Side Other (wo aodway (e an) om School afficway ise) in in Narra	wa!k xking, .g., (K-12) tive
2 Heimet 3 Protective Pads Used (elbows, knees, shins, etc.) 4 Reflective Clothing (jacket, backpack, etc.)	6 Not Applicable 77 Other, Explain in Narrative 88 Unknown	2nd Signa 5 In F hying, 6 Dis. on, pu	ils, or Officer toadway Improp working, playing abled Vehicle R ushing, leaving/ AL	erly (standing, 3) elated (working approaching) COHOL/DRUG/E	7 Entering Vehicle 8 Inattentiv 9 Not Visit: lighting, etc MS	/Exiting P ve (talking ble (dark c c.)	arked/Stan), eating, et fothing, no	iding 1(11 (c) 12 77 88	Improper Improper Wrong-V Other, E: Unknown	r Turr/Merg r Passing Vay Riding Xplain in Na N	je or Walk arrative	đng		
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1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative	38 Unknown	LCEMS		22733		.			TM	NCAL FACI	LITY IF	ANSPOR	TED TO	
PERSON# VEHICLE # VAME				DATE OF BIRTH	INJ	\$EX	LOC: S	R	0	EJECT	HU	EP	ABD	RŠ
CURRENT ADDRESS (Number	and Street)		CITY				s	STATE	<u>l.</u>	1	ZIPC	CODE		
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CHRRENT ADDOCCO Alimeter	and Street)	······		DATE OF BIRTH	INJ	SEX	LOC: S	R	0	EJECT	HU	EP	ABD	RS
SOUTH ADDAESS (MUNDEL	ono oucel)		CITY				s	TATE			ZIPC	ODE		
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UPDATE

FLORIDA TRAFFIC CRASH REPORT

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

(Flectronic	Version)
I CHECKI OFFIC	VERSION

LONG FORM X SHORT FORM

Crash Da	ate 2/11		Time of	Crash 0 AM	4	Date of Rep	oort /11	R	eporting Agenc	y Case	Number	an 'n Anne Valanter;		HSMV	Crash Repo	rt Number		2000)990)990 (990 (990 (990 (990 (990 (99
CRASH	IDENT	IFIERS	100.2			11/20/			01103257				94244	1 /1:	904365			
County	Code City	Code Coun	ty of Crasi	հ	•	Place	or City of	Crash						Within	City Limits	Time Reported	I Time Disp	atched
Time on	Scene (T)	ime Cleared	Scene Co	nipleted [F	eason (If Ir	westigatio	n NOT Cor	nplete)				••••• •••••		641		Notifie	107:04 3 By	PM
07:04	i PM			NO	Hit &	Run	-									2 LA	N ENFOR	CEMENT
Crash Oc	Curred O	n Street, Roa	iON (CH id, Highw	AUDSE O	NLY I UI	-4 0211	ONSJee				At Street Ad	dress #		A	t Latitude	And to	ngitude	
EAST	7TH				1									+		-		
At Feet	0	r Miles	Directio	n.	Fro No	mintersec	tion With !	Street, Ro	oad, Highway							Or Fro	m Mileposi	t#
Road Sys	stem Iden	tifler	EAST		[*2# NO.	Typ	e of Shoul	der				Type	of Intersec	tion	1	26220		
5 LOC	AL Incor	MATION	CUECV	ur nieri	IDEC TAL	3 // אוז	CURB			-		77	OTHER	EXPL	AIN IN D	NARRATIV	2 yhteesaan	
Ught Co	ndition			ather Cond	ition		Roadway	' Surface	Condition	Sch	ool Bus Related	(*************************************	1	04595597	Manner	Of Collision	1993-1993-1993 1993	
1 DAY	LIGHT	•	1	CLEAR			1 DRY			1	NO				4 SIE	ESWIPE	SAME	
First Har	mfol Fver	nt Type		First Harr	nful Event				First Harmfr	if Even	t location	h	Vithin Inte	rchango	DIREC	TION	on To Junc	Hon
2 COI	LISIO	N WITH		14 MO	TOR VE	HICLE	IN		1 ON RO	DADW	AY	1	UNKNOW	N	2 INTERS	ECTION	Ja io Juici	
NON-F	IXED	OBJECT		TRANS	PORT										<u> </u>			
1 NON	ung cacu)E	instances: R	020			Contributi	ing Circum	stances:	Road			Co	ntributing	Circumsta	ances: Road			
Contribu 1 NON	ting Circu IE	mstances: E	nvironme	nt		Conti	ibuting Cir	rcumstan	ices: Environme	ent	*** *** *****	co	ntributing	Circumsta	ances: Envir	onment		
Work Zor NO	ne Relate	d Crash in W	ork Zone			1	Түі	pe Of Wo	rk Zone		We	orkers in N	Work Zone	Law Enfo 1 NO	orcement In	Work Zone		F 11.00.
VEHICI	E See	Check if	Comm	ercial			1 22-12-22-22-22-22-22-22-22-22-22-22-22-2	939Q	S. 843 (F							영양 중 같다	STERIES V	1472/22/2
Vehicle N 1	Notor Vel	nicle Type		Hit an YES	d Run	Veh Lice	nse Numb	er St	ate Reg. Expl	ires	Permane	nt Reg. N	AN					
Year N	nake	Model	Style		Color	B	tent Of Da	mage Es	t. Damage	þ	owed Due To I	Damage \	/ehicle Ren	noved By		Rota	ition	
Insurance	e Compar	y (Driver)									Insura	nce Políc	y Number					
Name of	Voblala	woor Duci					C	work Ad				Cit. 9. Ct				71- 0-1		
Talla	hasse	e, FL					C.	areat AC	uress			City & St	ate			Zip Code		
Trailer One:	License	Number	State	Reg. E	xpires	Permane	nt Reg.	VIN							Year	Make	Length	Axles
Trailer Two:	License	Number	State	Reg. E	xplres	Permar.e.	nt Reg.	VIN							Year	Make	Length	Axles
Vehicle Traveling	ť	Direction		i		On Stree	et, Road, H	lfghway						At	t Est. Speed	Posted Spee	d Total	Lanes
CMV Con	figuration	<u>י</u>	l		Cargo 8	ody Type												
											Area of	Initial In	npact			Most Dan	laged Are	a
Comm G\	/WR/GCV	VR		Trail	er Type (Tra	iller One)	Trailer	Type (T	ailer Two)		2 3 4	56	121	18 Under	rcarrlage 18	2 3	4 5 6	티기
										ĺ	1 115 1 10	3 17	8	19 Uve 20 Wini	erturn 19 dshield 20	1 1151	16 17	7[8]
Haz. Mat.	Release	Haz. Mat Pl	acard	Number			6	Class					<u>}</u>	21 Tr	ailer 21			4
Motor Ca	rrier Nam	 1e						Number			14 13 12	11110	nla '	•		14 13	12 11 1	0 9
Motor Ca	rrier Add	ress					City & Si	tate					2	ip Code		Phone Phone	lumber	
Comm/No	on-Comm	ercial	Vehicie	Body Type			Vehicle	Defects	(one)		Vehicle Defect	ts (two)		Eme	rgency Vehia	le Use Specia	Function o	of MV
Vehicle M	aneuver	Action Tra	ficway				Roadwa	ay Grade	Roadway Al	ignme	nt Most Harr	nful Event	t l	Most Har	mful Detail			
										0	MOTOR IN TRA	VEHIC NSPOR	LE 1 T	MOTOR	VEHICL	E IN TRAN	ISPORT	
Traffic Coi	ntrol Dev	ice For This !	/ehicle F]]	irst (1) Sea 14 MOTO FRANSPO	uence of E DR VEHI DRT	vents [CLE 1]	Se Se	cond (2)	Sequence of Ev	/ents	Third	(3) Seque	ence of Eve	ents	Fourt	n (4) Sequence	of Events	
VEHICLE		Check If	 Comme	rcial				NA-5-195										
Vehicle	otor Veh	kle Type		Hit and	Run	Veh Ucer	ise Numbe	r Sta	ite Reg Expli	res	Permaner	nt Reg. 🔽	IN IN				~~~~	50:00000000
∠⊥ Year M	ake	Model	Style	ec no	Color	Ext	AGQ' ent Of Dai	nage Esi	DI-12 Damage		owed Due To D	1 Jamage V	nGCM66 ehide Rem	DOVED BY	2021	Rota	tion	
	ond	(Driver)	Sed	an 4 c	GRY GR	AY 2	FUNCTIO	DNĀL	2	00 N	l0	D	river					
Geico		(mutel)									4153	34349	8					

Crash Date		6-853) MC (1547,654	Reporting /	gency Case M 2576	lumber			-> 2020-00-00-00-00-00-00-00-00-00-00-00-00	anta ya ta ana ang ang ang ang ang ang ang ang an	HS 71	MV Cra L 904	ash Repor 365	t Numb)¢r	1 (jesterist sint 1					and a spine at the
Name of Vehicle	Owner (Busi	ness) 🗌		nokolokinekkonok	in sin sin geringe	enderanders om	Current Add	ress	ologiasti setti (est	งกระเจ้าอาวส	974493557355	City & S	tate	purcharch	ranskihoristi d	1769-09-079-679-69-06-06-	e open Refizio	Zip Code	0.000000000000	Verene en la tracat
Thomas Hu Trailer Licen	dson 241 se Number	8 Atl	as Rd T. Reg. Exp	allahas: Ares Per	see manen	t Reg.	VIN									Year	N	32304 Aake	Length	Axles
Trailer Licens	se Number	State	Reg. Exp	ires Pei	rmanéni	t Reg.	VIN									Year	N	Aake	Length	Axles
Vehicle	Direction			0	n Street	, Road,	Highway						•		Át	Est. Speed	d Pe	osted Spee	dTotal	Lanes
Traveling	EAST	7TH 1	Ave	'Careo Borly	Type											20	<u> </u>		\$5	3
cinv compored				Confee seen	.160					A	Area o	of Initial I	mpact	_			1	Most Dam	aged Are	а
Cornen GVWR/G	CWR		Trailer	Type (Trailer	One)	Traile	er Type (Tra	ler Two		$\frac{2}{\sqrt{2}}$	3 1.	4 5 6		18 19	Undera Ove	carrlage 1 rturn 1	.8 .9 ~	2 3	4 5	
Haz. Mat. Releas	e Haz. Mat Pl	acard	Number				Class			1	151	16 17	<u> </u>	20 21	Wind Tra	shield 2 iler -	20 21 -	1 15	16 17	
Motor Carrier Na	ame					US DO	T Number			14	13 1	12 11 (9 9				_	14 13	12 11 (9 9
Motor Carrier Ac	ldress					City & S	State		I					Zip (Code			Phone N	lumber	
Comm/Non-Com	mercial	Vehicle 1 PAS	Body Type SSENGER	CAR		Vehici 1 NO	e Defects (c NE	ne)		Vehic	le Defe	ects (two)			Emer	gency Vet	nicle L	Jse Specia	l Function	of MV
Vehicle Maneuw 3 TURNING LEFT	er Action Tra	l ifficway				Roadv 1 LI	vay Grade SVEL	Roadw 1 ST	ay Alignme RAIGHT	nt M M M	ost Hai OTOR	rmful Even	nt CLE RT	Mo MO	st Harr TOR	nful Detai VEHICI	I Le :	IN TRAN	ISPORT	
Traffic Control D. 5 TRAFFIC SIGNAL	evice For This CONTROL	Vehicle	First (1) Sequ 14 MOTO TRANSPO	ence of Even R VEHICI RT	ts LE IN	s S	econd (2) Si	equence	of Events		Thir	rd (3) Sequ	ience o	f Event	s	Four	th (4)) Sequence	of Events	
PERSON						99859U				N 69 (3		9.50.5								19 Å 2
Person # Descrip DRIV	tion ER	Vehicle	# Name 1				<u></u>		*	D	ate of	Birth	Sex		P	hone Nur	nber		Re-Exam	
Tallahas	Address see, FL							City	& State									Zip Code	9	
Driver License N	umber				State		Expires	DI T	үре		Req.	End.	1	njury Se	everity	·		Ejection		
Restraint System	IS	Air	Bag Deploye	d	Helmet	Use		Eye Pro	tection	Se	eating	Location S	ieət	Seati	ng Loca	tion Row	Seat	ing Locatio	n Other	·
Drivers Actions a	t Time of Cras	h (First)			(Drivers /	Actions at Ti	ime of Cr	rash (Secor	nd)					Drîver (Distracted	Ву			
Drivers Actions a	t Time of Cras	h (Third)				Drivers I	Actions at Ti	ime of Cr	rash (Fourt	h)					Drivers	Condition	at Ti	me of Crasl	h	
Non-Motorist De	scription				1	Non-Mo	torist Action	n Prior to	o Crash						Non-Ma	otorist Loc	ation	n at Time of	Crash	
Non-Motorist Ac	tions/Circums	tances (F	irst) N	on-Matarist /	Actions/	Circums	itances (Sec	ond)	Non-Moto	urist Saf	lety Eq	uipment (one)	ļ	Non	-Motorist	Safet	y Equipme	nt (two)	
Suspected Alcoh	ol Use Alcoho	Tested	Alcohol Tes	t Type	Alco	shol Tes	t Result BA	C	Suspecte	d Drug	Use	Drug Test	ed	Drug	Test Tv	rpe		Drug Test	Result	
				·· -					,	-0					- 1					
Source of Transp	ort to Medica	l Facility	EMS Age	ncy Name or	ID		1	EM	S Run Num	ber	E Contraction of the second seco	Medica	l Facilit	y Trans	ported	То				
PERSON Person # Descrip	tion F.B	Vehicle	# Name	ca Wuda	son					Q	ate of	Birth	Sex	ALE	P	hone Nur 850)	nber 252	-5864	Re-Exam	
2418 Atla	Address as Rd Ta	l allah	assee		3011			City (& State		70-0-	1-1303	<u> </u>					ZIp Code 323	04	
Driver License Nu	umber	4 0			State		Expires		pe z / ODED:	۵ ۳ Ο1	Req.	End.	1	njury Se MON	verity			Ejection	FJFCT	۶D
Restraint System 3 SHOULDER	s R AND LA	P 2	Bag Deployed NOT DEP	i Loyed	Heimet 3 NO	Use HELM	1ET	Eye Pro	tection	Se 1	eating LEF	Location S FT	ieat i	Seati 1 F	ng Loca RONT	tion Row	Seat 1 N	ing Locatio IOT AP	n Other PLICA	BLE
BELT USED Drivers Actions a	t Time of Cras	h (Fírst)			 [Drivers /	Actions at Ti	App1 me of Cr	ıcable ash(Secon	id)				1	Driver D 1 NC	Distracted	^{By} TRA	CTED		
Drivers Actions a	t Time of Cras	h (Third)				Drivers /	Actions at Ti	me of Cr	ash (Fourt	h)					Drivers] ∆□	Condition	at Ti	me of Crasl	а Г.	
Non Martin 2010	rodation					Jon M-	toriet A-1	Prior +-	frach						Non-M		ation	atTimo of	Crath	
NOR-WOLDEST De	scription					101110	Sonat ACUO		, 116010									, at mile of	41 K 21 1	

Crash Date Repo 11/28/11 001	orting Agency Case Num 11032576	per per	HSMV 7190	Crash Report Numbe 4365	sinden frankriker og som en som en som en er en som som en som en som en som en som en som en som en som en so F	n of level and a faith and an an an an an an an an an an an an an	y teres estated a
Non-Motorist Actions/Circumstances (First)	Non-Motorist Actio	ons/Circumstances (Second	i) Non-Motorist Safety i	Guipment (one)	Non-Motorist Saf	ety Equipment (two)	20418-11012-0
				Dave Tasked	10	In	
NO	noi test type	ACONDITIEST RESULT BAC	NO	Drug Testeo	orog rest type	Crug test Kesult	
Source of Transport to Medical Facility EN	MS Agency Name or ID		EMS Run Number	Medical Facility	 Transported To		
							(499-90) (499-90)
Person # Name		FL Statute Number	Charge			Citation Number	
WITNESSES Name	Address			City & State		Zip	Code
				- 			
NON VEHICLE PROPERTY DAMAGE Vehicle # Person # Property Damage - Other Tha	E an Vehicle Est. Amount C	Daner's Name (Check if Busin	ess) 🗌	Address	City & Sta	te Zıp	> Code
							ntener
V1 and V2 were traveling	q west on E.	7TH Ave. at	N. Monroe St.	V2 was fo	llowed by V1.	V2 began	
to make her left turn h	eading south	on N. Monroe	St. At this	time V1 hi	t V2 in the di	river side	
rear bumper between the	driver side	door and rea	r tire. Vl wa	s found at	fault for the	€	
incident.							
V2 pulled over to excha	nge informat	ion. V1 cont	inued travelin	g south on	N. Monroe St.	. D2	
advised that the V1 was	black in co	lor but does a	not recall any	other inf	ormation. The	e incident	
occurred this morning a	round 8:20am	. D2 advised	she was emoti	onally dis	traut and did	not know	
what to do after the in	cident. D2	called this e	vening after t	alking to	her husband.		
REPORTING OFFICER			ĺDe	partment		If yoe of Denarty	ment I
97675 OFFICER MELI	SSA RIOS 34	9	Τε	llahassee	Police Depart	ment 2 POLICE	3 Γ



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LONG FORM X SHORT FORM

FLORIDA TRAFFIC CRASH REPORT

UPDATE

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

3

(Electronic Version)

Crash D	ate	- 5.4 - 9.5 - 9.5 - 9.5 - 9.5 - 9.5 - 9.5 - 9.5 - 9.5 - 9.5 - 9.5 - 9.5 - 9.5 - 9.5 - 9.5 - 9.5 - 9.5 - 9.5 - 9	Time of Cra	sh	Date of Re	port	Rep	orting Agency	y Case f	Number	nion'i Colona da Colona da Colona da Colona da Colona da Colona da Colona da Colona da Colona da Colona da Colon	1993)) - Andrew States (1993)	HSMV C	rash Repo	ort Number		
CRASI	3/12 HIDENT	IFIERS	103:06 4	LD.	1 05723	/12	Inn	1201379					1 1130	0407			
County	Code City	Code Count	y of Crash	• 4 of motion of a statement	Plac	e or City of allahas	Crash						Within Ci YES	ty Limits	Time Reported	i Time Disp 1 03 : 08	atched AM
Time or	Scene Ti	ime Cleared S	cene Compl	eted Reason	(If Investigati	on NOT Cor	nplete)						1		Notifie	d By	
03:1	3 AM 0	4:20 AM	2 YE	IS SFONIY 1	OF 4 OPT	លេសទា	20120127-02		Marte Br		ST 5 505	20.20 <i>2</i> 0.20	912,739	svetory:	2 LA	W ENFOR	CEMENT
Crash O	ccurred O	n Street, Roa	d, Highway			1999 - 1997 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1 1999 - 1997 - 1997 - 1997 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 -	en oznak anda	ARUNA299789984	6	At Stre	et Address #	6	At L	atitude	And Lo	ngitude	-2016 (Provide) A
U. S	. 27 (<u>(N Monro</u> r Miles	e St)	2000.	From Interse	ction With	Street Roa	d Highway	69	1401			F		- Or Fro	n Milenost	#
ALLECT			Daceton					-,							69	······	
Road Sy 2 U.	stem Iden S .	tifier			Ту З	pe of Shou CURB	lder			and the second	Тур 1	e of Intersecti NOT AT	on INTERS	SECTIO	N		
CRAS	I INFOR	MATION (CHECK IF	PICTURES: er Condition	TAKEN)	Roadway	/ Surface Co	ondition	Scho	ol Bus R	elated			lManner	Of Collision		STATES
4 DA	RK-LIG	HTED	1 CI	EAR		1 DRY	ζ		1 N	10				4 SII DIREC	DESWIPE	SAME	
First Ha 2 CO	rmful Evei LLISIC	N WITH	Fir 1 T	st Harmful Ev 4 MOTOR	ent VEHICLE	IN		First Harmfu 1 ON RC	I Event DADWA	Locatio LY	ก	Within Intere NO	hange F 1	irst Harmi NON-JU	ful Event Relat INCTION	on To Junct	ion
Contribu 1 NO	uting Circu NE	imstances: Re	oad		Contribu	ting Circun	istances: Ro	bad				Contributing C	ircumstar	ices: Road	1		
Contribu	uting Circu	ımstances: Ei	wironment		Con	tributing Ci	rcumstance	es: Environme	ent			Contributing C	ircumstar	ices: Envir	onment		
Work Zo NO	one Relate	d Crash In W	ork Zone		I	Ту	pe Of Work	Zone			Workers	n Work Zone	Law Enfor	cement ir	n Work Zone		
VEHIC Vehicle	LE Motor Ve 3 WORI	Check If	Commerc	Hit and Run	Veh Lk	ense Numi XB8	≫r Stat 3428	ie Reg. Expl	lres	Per YF	rmanent Reg. 15	NN 3BPZL00	X59F71	8332			
Year 09	Make Pete	Model Truck	Style Utili	ty Color WHI	WHITE	Extent Of D MINOR	amage Est.	Damage	500 N	owed Di O	ue To Damag	^e Vehicle Rem Driver	oved By		Rot	ation	
Insuran City	ce Compa of Ta	ny (Driver) 11ahass	ee - Se	lf Insur	ed		<u> </u>		A		Insurance Po	licy Number					
Name o	f Vehicle (Owner (Busir	ness) 🕅		~	c	urrent Add	ress			City &	State			Zip Code		
City Trailer One:	Of Ta License	allahass Number	ee 300 State	SOUTH AC Reg. Expires	Perman	railana ent Reg.	VIN							Year	Make	Length	Axles
Trailer Two:	License	e Number	State	Reg. Expites	Perman	ent Reg.	VIN							Year	Make	Length	Axles
Vehicle Travelin	ig N	Direction IORTH	Monroe	St	On Str	eet, Road, I	Highway						At	Est. Speed 15	Posted Spe	ed Total 35	Lanes 04
CMV Co	ofiguratio	ñ	<u>.</u>	Car	go Body Type	2				Ar	ea of Initial	Impact			Most Dar	naged Are	9
Comm	GVWR/GC	WR		Trailer Typ	e (Trailer One) Traile	г Түре (Тга	iler Two)		2](3 4 5	<u>6</u> 7 ¹	l 8 Underc	arriage 18	8 <u>@</u>]@]	4 5 6	6 7
										1 (11	5 ((16 1	7 8 2	9 Over 0 Winds	turn 19 shield 2	9	16 17	8
Haz, Ma	it. Release	Haz. Mat Pl	acard N	umbér			Class			14 1	3 12 11	10 9 2	1 Tra	iler 2	1 14 13	12 11 1	
Motor C	arrier Nar	me				US DO	T Number			•							-
Motor C	arrier Ado	dress				City & S	State					Zij	o Code		Phone	Number	
Comm/l	Non-Comr	mercial	Vehicle Boo 20 MEDI TRUCKS	ly Type UM/HEAV	Y	Vehici 1 NOI	e Defects (o NE	one)		Vehicle	Defects (two)	Emerg	gen cy Veh	icle Use Speci 1 N FUN	al Function O SPECI CTION	of MV IAL
Vehicle 6 CH	Maneuver ANGINO S	r Action Tra 3 Uł	fficway TWO-WAY	DIV. ED MEDIA		Roadw 1 LE	ray Grade EVEL	Roadway Al 1 STRAI	lignmer GHT	at Mos MO IN	t Harmful Ev FOR VEH1 TRANSPO	ent ICLE DRT	Nost Harn IOTOR	nful Detail VEHICI	E IN TRA	NSPORT	
Traffic C 1 NO	CONTR	vice For This OLS	Vehicle First 14 TR	(1) Sequence MOTOR V ANSPORT	of Events EHICLE	IN	econd (2) Se	equence of E	vents		Third (3) Sec	quence of Ever	nts	Four	th (4) Sequence	e of Events	
VEHIC		Chest #												 2020-00			
VERIC Vehicle 2	LC Motor Vel 1 VEHJ	hicle Type ICLE IN	TRANSPC	Hit and Run NO	Veh Lic	ense Numt 166	xer Stat	e Reg. Expl	ires	Per NC	manent Reg.	VIN 2G1WJ15	K76917	9829			
Year 06	Make Chev	Model Monte C	ar Coupe	Color WHI	WHITE 1	Extent Of D DISABI	amage Est. JING	Damage 95	500 To	wed Di ES	ie To Damag	Vehicle Rem McGuffe	oved By Y'S		Rot 1 I	ation COTATION	ī
Insurand	e Compan E Farm	n y (Driver)									Insurance Po 6376949	licy Number -594 D15					

Crash Date 05/23/12		Reporting Age	ncy Case N 97	Number	a a tha ann an saonn an tha ann an saonn		9701. q.4191 991. 1.8 (*1961)	HSM\ 719	/ Crash Report Nur 06487	nber	un na sanga sa gury	-2021/02/22/02/22/22/22/22/22/22/22/22/22/22/	an an an an Anna an Anna an Anna		nas nastera grod
Name of Vehicle Owner (Busi	iness) 📋		iliani menerana ana		Current	Address	haannohiina Koodraas	were der statet	City & State	et Werde Adrie wie		tore Notine Models	Zip Code	enssonna se	184 400 stores and s
Pamela Henderson Trailer License Number	Gonzal State	ez 9642 Reg. Explice	WEST 7	Aberda manent l	re Ave C Reg. VIN	Jackson	ville				Ye	ðr	32208 Make	Length	Axles
Trailer License Number Two:	State	Reg. Expire	s Pei	rmanent l	Reg. VIN						Ye	ər	Make	Length	Axles
Vehicle Direction Traveling NORTH	Monroe	e St	0	n Street,	Road, Highway	¥					At Est.	Speed 35	Posted Spec	d Total 35	Lanes 04
CMV Configuration	•	c	argo Body	Түре		1992		Are	a of Initial Impa	ct			Most Dar	naged Are	a
Comm GVWR/GCWR		Trailer Ty	pe (Trailer	One)	Trailer Type	Trailer Two	o)	$2 \int \frac{3}{\sqrt{2}}$	4 5 6	7 18 U	Indercarr	iage 18	$2 \boxed{3}$	4 5	<u> </u>
Haz, Mat, Release Haz, Mat P	lacard	Number			Class			1 (15	((16 17	8 20	Windshle	21d 20	0](0(16 17	8
Motor Carrier Name				ļı	US ĐOT Numb	er		13	12 11 10	9	Haller		00	11 1	9
Motor Carrier Address					City & State					Zip Co	xte		Phone	Number	
Comm/Non-Commercial	Vehicle B	ody Type			Vehicle Defect	ts (one)		Vehicle (Defects (two)		Emergen	o Vehici	a Lice (Speci	al Function	of MV
commenced	1 PASS	ENGER CI	AR		I NONE						Emergen	cy relaci	1 N FUN	O SPEC CTION	IAL
Vehicle Maneuver Action Tr. 1 STRAIGHT 3 AHEAD U	afficway TWO-WA NPROTEC	Y DIV. TED MEDI	EAN		Roadway Grad 1 LEVEL	de Roadw 1 ST	way Aligomer IRAIGHT	nt Most MOT IN	Harmful Event OR VEHICLE TRANSPORT	Mos MOT	t Harmful OR VE	Detail HICLE	IN TRA	NSPORT	
Traffic Control Devke For This 1 NO CONTROLS	Vehicle Fin 1 T	st (1) Sequen 4 MOTOR RANSPORT	ce of Even VEHICI	its LE IN	Second (2) Sequenci	e of Events		Third (3) Sequence	of Events		Fourth	(4) Sequence	e of Events	
PERSON Person # Description 1 DRIVER	Vehicle #	Name Kennetl	h Edwi	in Co	peland			Date 03-	e of Birth Sex −07−1966 MA	LE	Phor	ie Numb	er	Re-Exam NO	
Address 7220 Rawhide Rd	g Tall	ahassee	1			Cíty	v& State						Zip Coo 323	le 810	
Driver License Number	-			State	Expires 03/07	01	Түре В	R	Reg. End.	Injury Sev	verity		Ejection	F.IFCT	FD
Restraint Systems 3 SHOULDER AND LF BELT USED	Alf Ba	ag Deployed OT DEPLC	DYED	Heimet U	lse	Eye Pr	otection	Seat 1 I	ing Location Seat	Seating 1 FR	g Location ONT	Row Se	ating Locatie NOT AI	on Other PLICA	BLE
Drivers Actions at Time of Cra 25 FAILED TO KEEI	sh (Fírst) P IN PRO	OPER LAN	E	Di	ivers Actions a	at Time of (Crash (Second	d)		יס נ	river Distr L NOT	acted By DISTE	RACTED		
Drivers Actions at Time of Cra	sh (Third)			Di	ivers Actions a	at Time of C	Crash (Fourth)		ان 1	rivers Cor L APPA	dition at RENTI	Time of Cras	հ ւL	
Non-Motorist Description				N	on-Motorist Ad	tion Prior 1	to Crash			N	on-Motor	ist Locat	ìon at Tíme c	f Crash	
Non-Motorist Actions/Circum	stances (Firs	t) Non-	Motorist #	Actions/Cl	ircumstances (Second}	Non-Motor	ist Safety	/ Equipment (one)	<u>I</u>	Non-Mc	torist Sa	fety Equipme	ent (two)	
Suspected Alcoho! Use Alcoho NO	o'Tested /	l Alcohol Test Tr	уре	Alcoh	ol Test Result	BAC	Suspected NO	d Drug Us	se Orug Tested	Drug T	l est Type		Drug Tes	t Result	
Source of Transport to Medice	al Facility	EMS Agency	Name or	ID I		ĒM	AS Run Numb	xər	Medical Faci	lity Transpo	orted To				
PERSON Person # Description 2 DRIVER	Vehicle #	Name Manuel	Antor	nio G	onzalez	, 111		Date 12-	of Birth Sex -04-1988 MA	LE	Phon (67	e Numb 8) 69	er 3−3348	Re-Exam NO	
Address 621 Arbor Stati	on Ln	Apt∦ 4	Talla	hasse	e	City	& State		I				Zip Cod 323	e 12	
Driver License Number G524541884440				State	Expires	DI1 /18 5	Type E/OPERA	R TOI 2	teq. End. 2 NO	Injury Sev 2 POSS	erity IBLE		Ejection 1 NOT	' EJECT	ED
Restraint Systems 3 SHOULDER AND LA BELT USED	Air Ba AP 2 N	ig Deployed OT DEPLC	YED	Helmet U	se	Eye Pr	otection	Seat 1 L	ing Location Seat EFT	Seating	g Location ONT	Row Se 1	ating Location NOT AF	on Other PLICAI	BLE
Drivers Actions at Time of Cra 1 NO CONTRIBUTING	sh (First) G ACTIOI	1	I	Dr	ivers Actions a	t Time of C	Crash (Second	1 (t		0; 1	river Distr L NOT	acted By DISTF	RACTED		
Drivers Actions at Time of Cra	sh (Third)			Dr	ivers Actions a	it Time of C	Crash (Fourth)		Dr 1	rivers Con L APPA	dition at RENTI	Time of Cras	հ ւե	
Non-Motorist Description				No	on-Motorist Ac	tion Prior 1	to Crash			No	on-Motor	ist Locati	lon at Tîme o	f Crash	

Crash Date 05/23/12	Reporting Agency Case Num 0012013797	iber		HSMV Cr 71 906	ash Report Numbe 487	алан на так так так так так так так так так та		
Non-Motorist Actions/Circumstances (Fir	ist) Non-Motorist Activ	ons/Circumstances (S	iecond)	Non-Motorist Safety Eq	uipment (one)	Non-Motorist Safe	ty Equipment (two)	000714 DE VERN
Suspected Alcohol Use 'Alcoho' Tested NO	Alcohol Test Type	Alcohol Test Result	BAC	NO	Drug lested	Drug Test Type	Ling lest Result	
Source of Transport to Medical Facility	EMS Agency Name or ID		EMS	S Run Number	Medical Facility	Transported To		
VIOLATIONS					1			
Person#Name	nneland	ALStatute Number Chapter 31	6 1	harge Improper Lan	e Change	316.085	Citation Number 7189-GXK4	
WITNESSES	Address			improper <u>num</u>	City & State	0101000	1710 <u>2</u> (IIII)	Zin Code
Earl Moore 1431 N Mon	nroe St Tallaha	issee					3	2301
NON VEHICLE PROPERTY DAM	AGE	Owner's Name (Check i	f Business) [1	Address	City & State	9	Zip Code
		en an al ar manufactura de la composition en antico de la composition de la composition de la composition de la		•			an an point and a formation of the type action of provide	saging sanaginasa ng
NARRATIVE	roughling north	on N Monr	oo St	in the right	band lan	0		
venicie z (vz) was ci	averring norch	I OII N MONE	ue su	In the right	. nana ran	e.		
Vehicle 1 (V1) was ti	cavelling north	on N Monre	oe St	in the left	hand lane	•		
V1 attempted to turn front end of V2 with of V2 and minor damag	into the Shell the right fron ge to the right	gas stations of V1 car front of V1 front of V	on at using V1.	1401 N Monro extensive fr	e St when cont end d	it struck the amage to the l	e left eft front	
The driver of V1 stat he was struck by V2.	ed that he was	attemptin	g to m	ake a right	hand turn	into the stat	ion when	
The driver of V2 stat crash.	ed that he was	driving s	traigh	t ahead when	n V1 turne	d into him cau	sing the	
Earl Moore b/m 03/28/ turned in front of th could be reached at	/57 stated that ne car when he (850) 879-2234.	he witnes was trying	ses th to pu	e accident a ll in the pa	and stated arking lot	that the garb . Moore state	age truck d he	
V1 was removed from t by Mcguffy's towing.	the scene by Ci	ty of Tall	ahasse	e employees.	V2 was	removed from t	he scene	
The driver of V1 was	cited for maki	ng an impr	oper l	ane change.				
Risk management was r department was also d	notified by dri on scene and to	ver superv ok picture	isor T s of t	heo Daniels. he damage.	Bobby H	eath from safe	ety	
REPORTING OFFICER ID/Badge Number Rank and Name 10547 Officer Jo	oshua Mahler 3	886		Dep Ta	artment 11ahassee	Police Departs	Type of Depa nent 2 POLI	artment CE I



FLORIDA	TRAFFIC	CRASH	REPORT
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UPDATE

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

(Electronic Version)

LONG FORM X SHORT FORM

Crash D 05/23	ate 3/12	Sec. Sec.	11me o 03 : 0	of Crash) 6 AM	1	D	ate of Repo 05/23/3	ort 12		Report 001	ting Age 20137	ncy Case 97	a Numbe	r Staria			HSMV 71	'Crash Repo 906487	rt Numbe	r	ير بر نوبر اس م	
County	Code Cl 13	ty Code Coun 50 Leo	ty of Cra on	sh iomnlet	od Real	on lif in	Place of Tal	or City of lahas	Crash See								Within YES	City Limits	Time Rep 03:06	orted T AM (tified B	ime Dispa 03:08	AM
03:13	3 AM	04:20 AM	I 2	YES	eu nea				o s	<		1	a in the second			*	a state of the		2	LAW	ENFORC	EMENT
Crash O	ccurred	On Street, Ro	id, High	Nay	usar	3- <u>1</u> -04		662 04-111				6	At Str	eet Addre	ess f	2	A	t Latitude	And	Long	itude	
U.S. At Feet	<u>. 27</u>	<u>(N_Monro</u> Dr Miles	<u>Ovirecti</u>) <u>.</u> ion		Fron	n Intersecti	on With S	Street, I	Road, I	Highway	/	1401	•			+		- •	r From	Milepost	#
Road Sy 2 U	stem ide	ntifier					Туре З (of Shoul	der						Түр	e of interse NOT AT	CTION INTE	RSECTIO	N			
6.1.1.4	÷, i i i i		2. C. S	N POP	(<u>)</u>		i i i i i i i i i i i i i i i i i i i					· · · ·			순구	್ರೆ ೩ ನಿರ್ಮ	관계					
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Contribu 1 NON	uting Circ	:umstances: E	nyironm	ent			Contri	buting Ci	rcumsti	ances:	Environ	ment				Contributin	g Circumst	ances: Envir	onment			
Work Zo NO	one Relat	ed Crash In W	/ork Zon	e				Tyj	pe Of V	York Za	one			Work	ers li	n Work Zon	e (Law Enf	orcement in	Work Zoi	lê		
Vehicle 1	Motor V 3 WOR	ehkle Type KING VE	HICLE	H	iit and F O	บก	Veh Licen	ise Numb XB8	er 428	State FL	Reg. E	xpires	Pe YI	rmanent ES	Reg.	VIN 3BPZL(0X59F	718332	· · · · · ·			
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Insurance City	of T	any (Driver) allahass	ee -	Seli	f Ins	ured								Insuranc	00 PO	Numbe	ſ		7.0	Cada		
Name of City	of T	allahass	ness) <u>R</u> see 3] 00 so	оυтн	Adams	s St Ta	illaha	18566	Adore: ∋, F	55 L			C.	ny or	51818			323	01		
Traller One:	Licen	se Number	State	R	leg. Exp	res	Permanen	it Reg.	VIN									Year	Make		Length	Axles
Traker Two.	Licen	Se Number	State	ส	leg. Exp	res	Permanen	t Reg.	VIN									Tear	Rosted	Speed	trout	Axces
Travelin	ig 1	NORTH	Monz	oe S	it		UNJUEE	(, NO80, F	U G INH a	,							ľ	15		3	5	04
CMV Co	nfigurati	ion				Cargo B	ody Type						A	rea of In	itial	Impact			Most	Dama	ged Area	
Comm G	SVWR/G	CWR			Trailer	Type (Tra	iller One)	Traile	г Туре ((Trafe	r Two)		2	<u>) </u>	6		18 Unde 19 Ov	rcarriage 18 verturn 19		<u>)</u>		12
Haz. Ma	it. Releas	e Haz. Mat P	lacard	Nur	nber				Class					13 12	11		20 Wir 21 T	railer 20 railer 2		13 12	8 11/ 2 11 10	
Motor C	arrier No	ime						US DOT	r Numb	er			•	•••		•				•	• •	
Motor C	arrier Ac	idress						City & S	tate								Zip Code		Ph	one Nu	mber	
Comm/I	Non-Con	nmerclai	Vehici 20 M TRUC	e Body IEDIU KS	туре м/не:	AVY		Vehicle 1 NON	Defec IE	ts (one	*)		Vehicle	e Defects	(two)	Eme	ergency Vehl	ide Use 1	pecial I L NO FUNCI	Function of SPECI SION	AL
Vehicle 6 CH/ LANES	Maneuw ANGIN S	r Action Tra G 3 UI	TWO-	WAY ECTE	DIV. D MEH	DIAN		Roadw 1 LE	ay Grac VEL	de R 1	oadway STRI	Alignm	ent Mo MO IN	st Harmfu TOR V TRAN	ulew EHI SPO	nt CLE RT	Most Ha MOTOR	rmful Detail VEHICL	EIN	FRANS	SPORT	
Traffic C 1 NO	CONTI	evice For This ROLS	Vehicle	First (1 14 N TRAN	1) Seque MOTOR ISPOR	nce of E VEHJ T	vents ICLE IN	Se	cond (2) Seq	vence of	f Events		Third (3) Seq	uence of E	vents	Fourt	h (4) Sequ	ience o	f Events	
Vehicle I 2	Motor Va	hicke Type ICLE IN	TRAN	H SPO N	it and R O	un	Veh Licen	se Numb 166	er JRS	State FL	Reg. E.	wires 2	Pe	rmanent)	Reg.	MN 2G1WJ1	5K7691	79829				
rear 06 0	Make Chev	Model Monte C	ar Co	e upe	Col WI	ог II WH	ITE I I	ent Of Da	image ING	Est Da	image	9500	Towed D YES	ue To Dai	mage	Vehide Re MCGuff	moved By ey's			Rotatic 1 RO	TATION	
nsurano State	e Compa Farn	n <mark>y (Driver)</mark> N	·		····									Insuranc 63769	* Pol 949-	594 D1	r .5					

Crash Date Reporting Agency Case Number	er er	HSMV Crash Report Number 71 906487	na kang pang pang pang pang pang pang pang p
Náme of Vehicla Owner (Business)	Current Address	City & State	Zip Code
Pamela Henderson Gonzalez 9642 WEST Aber	dare Ave Jacksonville	e, FL	32208 Year Make Length Axles
One:	The New York		Verr Mato Length Avies
Traller License Number State Reg. Expires Permane Two:	int Keg. Vin		Teat Make Lengur roues
Vehicle Direction On Stre Traveling NORTH Monroe St	et, Road, Highway		At Est. Speed Posted Speed Total Lanes 35 35 04
CMV Configuration Cargo Body Type		Area of Initial Impact	Most Damaged Area
Comm GVWR/GCWR (Trailer One)	Trailer Type (Trailer Two)	2 3 4 5 6 7 18 Und 19 0	Prercarriage 18 2 3 4 6 6 7 Werturn 19 0 0 0 1 18 17 8
Haz. Mat. Release Haz. Mat Placard Number	Class		Trailer 21 (13 (13 11 10 9
Motor Carrier Name	US DOT Number		
Motor Carrier Address	City & State	Zip Code	Phone Number
Comm/Non-Commercial Vehicle Body Type 1 PASSENGER CAR	Vehicle Defects (one) 1 NONE	Vehicle Defects (two) En	nergency Vehide Use Special Function of MV 1 NO SPECIAL FUNCTION
Vehicle Maneuver Action Trafficway 1 STRAIGHT 3 TWO-WAY DIV. AHEAD UNPROTECTED MEDIAN	Roadway Grade 1 LEVEL 1 STRAIG	Iment Most Harmful Event Most H T MOTOR VEHICLE MOTO IN TRANSPORT	armful Detail R VEHICLE IN TRANSPORT
Traffic Control Device For This Vehicle First (1) Sequence of Events 1 NO CONTROLS 14 MOTOR VEHICLE I TRANSPORT	Second (2) Sequence of Even	its Third (3) Sequence of Events	Fourth (4) Sequence of Events
Person # Description Vehicle # Name 1 DRIVER 1 Kenneth Edwin (Copeland	03-07-1966 MALE	NO
7220 Rawhide Rdg Tallahassee, FL	City & State		32310
Driver License Number Sta C145505660870 FI	te Expires Di Type , 03/07/18 2 B	Reg. End. Injury Severi 2 NO L NONE	ty Election 1 NOT EJECTED
Restraint Systems Ar Bag Deployed Helm 3 SHOULDER AND LAP 2 NOT DEPLOYED BELT USED	et Use Eye Protection	Seating Location Seat Seating Location S	Coation Row Seating Location Other IT 1 NOT APPLICABLE
Drivers Actions at Time of Crash (First) 25 FAILED TO KEEP IN PROPER LANE	Drivers Actions at Time of Crash (Se	cond) Driv 1	er Distracted By NOT DISTRACTED
Drivers Actions at Time of Crash (Third)	Drivers Actions at Time of Crash (Fo	urth) Driw 1	ers Condition at Time of Crash APPARENTLY NORMAL
Non-Motorist Description	Non-Motorist Action Prior to Crash	Non	Motorist Location at Time of Crash
Non-Motorist Actions/Circumstances (First) Non-Motorist Action	s/Circumstances (Second) Non-M	otorist Safety Equipment (one)	on-Motorist Safety Equipment (two)
Suspected Alcohol Use Alcohol Tested Alcohol Test Type Al NO	icohol Test Result BAC Susp NO	cted Drug Use Orug Tested Drug Test	Type Drug Test Result
Source of Transport to Medical Facility EMS Agency Name or 10	EMS Run N	umber Medical Facility Transport	ed To
	Constant of the Bear and	永安县王王王王王王王帝 (1989年7月97)	
Person # Description Vehkle # Name 2 DRIVER 2 Manuel Antonio	Gonzalez III	Date of Birth Sex 12-04-1988 MALE	Phone Number Re-Exam (678) 693-3348 NO
621 Arbor Station Ln Apt# 4 Tallahas	City & State		^{21p Code} 32312
Driver License Number Sta G524541884440 FI	te Expires Di Type , 12/04/18 5 E/OPI	Req. End. Injury Severi RATOI 2 NO 2 POSSII	ty Ejection BLE 1 NOT EJECTED
Restraint Systems Ar Bag Deployed Helms 3 SHOULDER AND LAP 2 NOT DEPLOYED BELT USED	et Use Eye Protection	Seating Location Seat Seating Location Seat Seating Location Seat Seature Location Seat Seature Location Sea	xation Row Seating Location Other IT 1 NOT APPLICABLE
Drivers Actions at Time of Crash (First) 1 NO CONTRIBUTING ACTION	Drivers Actions at Time of Crash (Se	cond) Drive 1	or Distracted By NOT DISTRACTED
Drivers Actions at Time of Crash (Third)	Drivers Actions at Time of Crash (Fo	urth) Drive 1	ers Condition at Time of Crash APPARENTLY NORMAL
Non-Motorist Description	Non-Motorist Action Prior to Crash	Non	Motorist Location at Time of Crash

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Crash Date 05/23/12	Reporting Agency Case Num 0012013797	iber	HSMV 0 7190	rash Report Number 5487			
Non-Motorist Actions/Circumstances (F	Irst) Non-Motorist Act	ons/Circumstances (Second) Non-Motorist Safety E	quipment (one)	Non-Motorist Safe	ty Equipment (two)	
Suspected Alcohol Use Alcohol Tested NO	Alcohol Test Type	Alcohol Test Result BAC	Suspected Drug Use NO	Drug Tested	Drug Test Type	Drug Test Result	1. MIT 21
Source of Transport to Medical Facility	EMS Agency Name or ID		EMS Run Number	Medical Facility	Transported To		
Person#Name 1 Kenneth Edwin C	opeland	FLStatute Number Chapter 316	Charge Improper Lan	e Change	316.085	Citation Number 7189-GXK4	
Name Earl Moore 1431 N Mo	Address nroe St Tallaha	ssee, FL	1.100 JAC 6 大和家	City & State			Zip Code 32301
Vehicle # Person # Property Damage - Of	er Than Vehicle Est. Amount	Owner's Name (Check if Busine	nn) 🗌	Address	City & State	, , , , , , , , , , , , , , , , , , ,	Zip Code
Video v Vehicle 2 (V2) was t	ravelling north	on N Monroe S	St in the righ	t hand land) } ?	n na her a karger	
Vehicle 1 (V1) was t	ravelling north	on N Monroe S	St in the left	hand lane			
V1 attempted to turn front end of V2 with of V2 and minor dama	into the Shell the right from ge to the right	gas station a t of V1 causir front of V1.	at 1401 N Monr ng extensive f	oe St when ront end da	it struck the amage to the l	left eft front	
The driver of V1 sta he was struck by V2.	ted that he was	attempting to	o make a right	hand turn	into the stat	ion when	
The driver of V2 sta crash.	ted that he was	driving strai	ight ahead whe	n V1 turned	into him cau	sing the	
Earl Moore b/m 03/28 turned in front of t could be reached at	/57 stated that he car when he (850) 879-2234.	he witnesses was trying to	the accident pull in the p	and stated arking lot	that the garb . Moore state	age truck d he	
V1 was removed from by Mcguffy's towing.	the scene by Ci	ty of Tallahas	see employees	. V2 was i	removed from t	he scene	
The driver of V1 was	cited for maki	ng an imprope	r lane change.				1
Risk management was department was also	notified by dri on scene and to	ver supervison ok pictures of	r Theo Daniels the damage.	. Bobby He	eath from safe	ty	
D/Badge Number Rank and Name 10547 Officer J	oshua Mahler S	86	De, Ta	partment 11ahassee	Police Departm	nent 2 POL	epartment ICE E



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LONG FORM

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FLORIDA TRAFFIC CRASH REPORT

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

SHORT FORM UPDATE

Crash I 12/0	Date 9/11		Time of Cra 10:57 Z	sh \M	Da 1	te of Repo 2/09/1	rt 1	Repo 001	orting Agency	Case Nu	Imber				HSMV C	rash Repo	rt Numt	er		
CRAS	H IDENT	IFIERS	v of Crash	2.202		Place o	r City of Cras	in in							Within C	ity Limits	Time Re	ported	ime Disp	atched
	13	50 Leo	n	•		Tal	lahasse	2							YES	· · · · · · ·	10:5	7 AM	11:00	AM
Time 0	n Scene T 15 AM 1	ime Cleared S	cene Compl 2 YF	eted Rea	son (If Inve	estigation	NOT Complet	te)									ľ	iolified (2 LAW	By ENFOR	CEMENT
ROAL	WAYIN	FORMAT	ON (CHOC	SE ON	LY 1 OF 4	OPTIO	NS)		a se se se							8 8 E			8 G (2	viti verski
Crash C	Curred C	n Street, Roa	d, Highway							() ()	At Stree	t Addres	s#		At I	atitude	And	Long	itude	
At Feet	: 0.3.	r Miles	Direction		🕞, From	Intersection	on With Stree	et, Road	l, Highway	- 107 19				alte.			623	Or From	Milepost	Ħ
Road St	50	tifier	SOUTH		EAS?	TYPE	Ave of Shoulder						fune of I	ntorrarti	00		NGF			
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CRAS	H INFOR	MATION	CHECK IF	PICTUR	ES TAKE	N) =	ooduov (ud	ere Cor	ndition	School	Buc Ro	- hatel	680,088,8		50000000		OfCollie	olation Ion		-20.02-03
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NON-	FIXED	OBJECT	T	RANSP	ORT															
Contrib 1 NO	outing Circo NE	umstances: R	oad		C	ontributin	g Circumstan	ces: Roa	ad				Contr	ibuting C	ircumstai	ices: Road				
Contrib 1 NO	uting Circu NE	imstances: El	nvironment		J.	Contril	outing Circum	nstances	s: Environme	nt			Contr	ibuting C	ircumstai	nces: Envir	onment			
Work Z	one Relate	d Crash In W	ork Zone				Туре О	f Work :	Zone			Worke	rs în Wo	rk Zone	Law Enfo	rcement in	Work Z	one		
VEHIC	CLE	Check if	Commerc	al	New Second				1980 - SH - SH - SH - SH - SH - SH - SH - S		P 744 S	 	<u>Surger</u> i	<u>8,40</u> ,03						
Vehicle	Motor Ve	hkle Type	TRANSPC	Hit and NO	Run	Veh Licen	se Number UKC 83	State	Reg. Explo	es	Pern	nanent R	eg. VIN	LRE38	707C04	18962				
Year	Make	Model	Style	0	olor	Exte	ent Of Damag	se Est. C	Damage	Tow	/ed Đượ	e To Dam	age Veh	icle Rem	oved By			Rotati	on	
07	Hond	CRV	SUV 4	doc E	BLU BLU	E 21	FUNCTION	<u>ч</u>	15	00 NO	- it-		Dr:	iver						
Prog	ceCompa ressiv	ny (Driver) 'e									2	10577	783-1	lumber						
Name o	of Vehicle (Owner (Busir	iess)				Curret	nt Addro	ess		1	Cit	& State)			Zij	Code		
Oksa Trailer	na Iva	novna A	mble 15. Istate	37 Par	ul Rus:	sell R	d Talla	hasso	ee							Year	32 Mak	301	Leosth	Axles
One:	Liechist			ine gr unt	ſ													-		
Trailer Two:	License	Number	State	Reg. Exp	ires F	ermanen	Reg. VIN	4								Year	Mak	ð	Length	Axles
Vehicle Travelir	ne S	Direction OUTH	U.S. 27	Hwv		On Street	, Road, Highv	way							At	Est. Speed 25	Poste	d Speed 3	Total 5	Lanes 4
CMV Co	onfiguratio	n			Cargo Boo	Зү Түре	· · ·								}		1			
											Are	a of Init	ial Imp	act			Mo	st Dama	ged Are	8
Comm	GVWR/GC	WR		Trailer	Type (Trail	er One}	Trailer Typ	e (Trali	er Two}		2 3	4 =	5 6	7 18	3 Underc	arriage 18	• •	3 4	5 6	3 7
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Haz. Ma	t. Release	Haz. Mat Pl	acard N	umber			 [Class	;			115	(16	$\lfloor 17 \rfloor$	8 21	D Wind	shield 20			6 17	_ _8
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Motor (Carrier Nar	ne					US DOT Nur	nber												
Motor C	arrier Ado	lress					City & State			1				Ziç	Code		F	hone Nu	ımber	
Comm/l	Non-Comr	nercial	Vehicle Bod	у Туре			Vehicle Def	ects (or	ne)	Ve	ehicle C)efects (t	wo)		Emerg	sency Vehi	cle Use	Special	Function	of MV
			16 (SPO	RT) U	TILITY		1 NONE											1 NO	SPECI	AL
Vehicle	Maneuver	Action Tra	ficway				Roadway G	rade	Roadway Ali	gnment	Most	Harmful	Event		Aost Harr	oful Detail		FONC		
6 CH	ANGING S	1	TWO-WAY	NOT	DIVID	ED	3 UPHII	են	1 STRAI	GHT	MOT IN	OR VE TRANS	HICLE PORT	с м	OTOR	VEHICL	E IN	TRAN	SPORT	
Traffic C	- Control Dev	vice For This '	Vehicle First	(1) Sequ	ence of Eve	ents	Secon	d (2) Se	quence of Ev	ents	<u>,</u> 1	hird (3)	Sequenc	e of Ever	its	Fourt	h (4) Sec	uence o	f Events	
NARRA	THER E	XPLAIN :		MOTO	R VEHIC RT	CLE IN														
ЛЕПІС	IF	Chack If	(Commerci	aless											lingenge	1 1 1		er propiosi en		
Vehicle	Notor Vel	nkle Type		Hit and F	tun (Veh Licens	e Number	State	Reg. Explr	es	Pern	nanent R	eg. ViN	0.000 E C C			-032205235		9	x e a van 620 1002
2 Year	1 VEHI	CLE IN	TRANSPC	NO Ic-		[Evi-	AZD8843	S Fet F	05-12 Jamage	Tow	NO Ped Date	ToDam	L J'	IGA59	LZSL55	02267		Detail		
08	Jeep		SUV 4	doc T	EA TEA	L (G2. F	UNCTIONA	Ĩ	8	00 Ю			Dr	iver	sted by			Rotati		
insurano Progi	e Compar Cessiv	e e									1n 6	surance 53259	Policy N 987–3	umber						

Crash Date 12/09/11	VSv. disciplination (1)	Reporting A	gency Case N 1577	lumber	er Leona de la construige tragas.	en russennerprenner) so	nen anola el contronta	HSMV Cr	rash Report Numb	19 61	-40-400 (- 10-400))))))))))))))))))))))))))))))))))	, , , , , , , , , , , , , , , , , , ,	ALIAN ALIAN ALIAN	
Name of Vehicle Owner (Busi	ness}	-		00000000000000000000000000000000000000	Current	Address	y tanahé na minya wanana		City & State	an farf a suitening in far ear	an an an an an an an an an an an an an a	Zip Code	artalatikatikatika	r dorg to sue dos
Thomas David Frit Trailer License Number One:	z 4714 State	Lower Reg. Expl	Hawthor res Per	manent Re	g. VIN				an 2015 no 18 19 5 19 5 19 5 19 5 19 5 19 5 19 5 1		Year	39828 Make	Length	Axtes
Trailer License Number Two:	State	Reg. Expl	res Peri	manent Re	g. VIN						Year	Make	Length	Axles
Vehicle Direction Traveling SOUTH	U.S. 2	1 7 Hwv	Or	n Street, Ro	ad, Highwa	Ŷ				At	Est. Speed	Posted Spee	d Total	lanes 4
CMV Configuration	0.0. 2	., nal	Cargo Body "	Туре	A. 211			•	£1-767-11					
								Area d	or initial impact			Most Dam	iageo Are	a
Comm GVWR/GCWR		Trailer ⁻	Type (Trailer (One) 1	frailer Type	(Trailer Two)		2 3	4 5 6 7 16 17 8	18 Undero	carriage 18 rturn 19 schold 20	2 3	4 5 0	
Haz. Mat. Release Haz. Mat P	acard	Number		3	Class		-	14 13	12 11 10 9	20 Wild 21 Tra	iller 21	14 13	12 11 1	
Motor Carrier Name	A			US	DOT Numb	er								
Motor Carrier Address				Cit	y & State		I			Zip Code		Phone N	lumber	
Comm/Non-Commercial	Vehicle Bo 16 (SP VEHICL	ody Type PORT) U JE	TILITY	V6 1	ehicle Defec NONE	ts (one)	V	ehicle Defe	ects (two)	Emer	gency Vehic	le Use Specia 1 NC FUNC	Function SPECI	of MV [AL
Vehicle Maneuver Action Tra 1 STRAIGHT 1 AHEAD	fficway TWO-WA	Y NOT	DIVIDEE) Ro 3	oadway Gra UPHILI	de Roadw - 1 STI	ay Aligoment RAIGHT	Most Ha MOTOR IN TR	rmful Event VEHICLE ANSPORT	Most Harr MOTOR	nful Detali VEHICLI	E IN TRAI	ISPORT	
Traffic Control Device For This 77 OTHER EXPLAIN NARRATIVE	Vehicle Fir IN 14 Ti	st (1) Seque 4 MOTOR RANSPOR	nce of Event VEHICL T	s E IN	Second (2) Sequence	of Events	Thi	rd (3) Sequence o	f Events	Fourth	a (4) Sequence	of Events	
PERSON	l Wahiola #	lName	0.283						Di-th Sev	o ⁽	l bone Numi	var	Re-Evam	
1 DRIVER	1	Oksana	a Ivano	ovna A	mble	5 4 - 1		06-14	6-1968 FEM	ALE (850) 5	45-3121	NO	
1537 Paul Russe	11 Rd	Tallah	assee			City a	& State					21p Code 323	, 01	
Oriver License Number A514649687160				State	Expires 06/10	DIT) 5/13 5 B	/pe E/OPERAI	Req. OI 3 1	.End. NO REQ. 1	njury Severity NONE		Ejection 1 NOT	EJECT	EÐ
Restraint Systems 3 SHOULDER AND LA	Air Ba P 2 N	g Deployed OT DEPI	OYED	Helmet Use	}	Eye Pro	tection	Seating 1 LEI	Location Seat	Seating Loca 1 FRONT	tion Row S	eating Locatio	n Other	
Drivers Actions at Time of Cras 25 FAILED TO KEEP	h (Fírst) IN PR(OPER LA	NE	Driv	ers Actions	at Time of Cr	ash (Second)	<u> </u>		Oriver C 1 NC	Vistracted B DT DIST	y RACTED		
Drivers Actions at Time of Cras	h (Third)			Driv	ers Actions	at Time of Cr	ash (Fourth)			Drivers 1 AP	Condition a PARENT	t Time of Cras LY NORMA	h L	
Non-Motorist Description		1 1 0000		Non	-Motorist A	ction Prior to	Crash			Non-Mc	otorist Loca	tion at Time of	Crash	
Non-Motorist Actions/Circums	tances (Firs	t) No	n-Motorist A	tions/Circ	umstances	(Second)	Non-Motoris	t Salety Eq	ulpment (one)	Non-	Motorist Sa	sfety Equipme	nt (two)	
Suspected Alcohol Use Alcoho NO	Tested A	lcohol Test	Туре	Alcohol	Test Result	BAC	Suspected (NO	Drug Use	Drug Tested	Drug Test Ty	pe	Drug Test	Result	
Source of Transport to Medica	Facility	EMS Agen	cy Name or II	D		EMS	S Run Numbe	r	Medical Facilit	y Transported	То	l		
PERSON Person # Description 2 DRTVER	Vehicle #	Name Evel vr	C Bel	k				Date of	Birth Sex		hone Numb 850) 31	er 93-4287	Re-Exam	
Address 4714 Lower Hawth	norne 1	Frl Ca	iro			City 8	k State	112-12	-1949 [<u>, </u>		Zip Code 398	28	
Driver License Number				State	Expires	DI Ty	pe COPERAT	Req.	End. II	Jury Severity		Ejection 1 자아파	FJFCT	FD
Restraint Systems	P 2 NG	g Deployed DT DEPL	OYED	leimet Use	12/12	Eye Prot	tection	Seating 1 LEF	Location Seat	Seating Local 1 FRONT	tion Row S	eating Locatio	n Other	50
Drivers Actions at Time of Crass 1 NO CONTRIBUTING	l h (First) ACTION	1	I_	Drivi	ers Actions a	at Time of Cr	ash (Second)			Driver D 1 NO	istracted B T DIST	y RACTED		
Drivers Actions at Time of Cras	h (Third)			Drive	ers Actions a	at Time of Cri	ash (Fourth)			Drivers (1 AP	Condition a PARENT	t Time of Crash	יייייי נ	
Non-Motorist Description				Non	Motorist A	tion Prior to	Crash			Non-Mo	otorist Local	tion at Time of	Crash	

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Crash Date Repor 12/09/11 0011	ting Agency Case Nun 1033577	nper nper	in mul yn print oaralleit	HSMV C	rash Report Numt	руулаан аларауулаан улаануулаан тоолоонуулаанта. 1 81	n andre sind and a general constant financial second and a second second second second second second second sec	1. 20. 1973 - 10 2004 - 10
Non-Motorist Actions/Circumstances (First)	Non-Motorist Acti	ons/Circumstances (S	Second)	Non-Motorist Safety E	quipment (one)	Non-Motorist	Safety Equipment (two)	
Suspected Alcohol Use Alcohol Tested Alcoho NO	o! Test Type	Alcohol Test Result	BAC	Suspected Drug Use NO	Drug Tested	Drug Test Type	Drug Test Result	
Source of Transport to Medical Facility	5 Agency Name or ID	1	EM	is Run Number	Medical Facilit	y Transported To	I ,,	
VIOLATIONS Person # 1 Oksana Iyanovna Amb	le	FL Statute Number 316.085		Charge Improper Lan	e Change	316.085	Citation Number 0702-GUC	
WITNESSES Name	Address				City & State			Zip Code
NON VEHICLE PROPERTY DAMAGE						영상 동안은 동안을		50,09,09,050
Vehicle ; Person ; Property Damage - Other Han NARRATIVE Vehicle one (V1) and veh 7th Avenue. The driver southbound. The driver change lanes. The drive lanes into the <u>Sutside</u> 1 looked back, and began t the front driver's side vehicles pulled over int Both drivers advised the exchange of information. lane as it was not safe	icle two (V of V2 state of V1 state r of V1 state ane. The c o make her corner of V o the parki y were unin Ms. Amble to do so.	2) were bo ad she was ted she was triver of V move into 1 struck the ng lot of jured. Bo	th sou travel in the oked b 1 stat the of he rea 1318 b th dri er of	L athbound on 1 lling straig oehind her to ted she did r ther lane. W ar passenger N. Monroe Sta ivers were gi V1, was cite	Address I. Monroe ht ahead in he travel o see if i hot look n then V1 be side corn ceet. Lven a cop ed for the	Street just in the inside ling south an it was safe t next to her, egan to chang ner of V2. E py of the dri e improper ch	south of a lane id wished to so change as she ge lanes, soth wers hange of	20,000

REPORTING OFF	IVER		67,82,83,83,96,96,96,97,90
ID/Badge Number	Rank and Name	Department	Type of Department
63006	Officer ELIZABETH BASCOM 759	Tallahassee Police Department	2 POLICE I



Crash Date 12/09/11	Reporting Agency Case Number 0011033577	HSMV Crash Report Number
DIAGRAM		
		· · · · · · · · · · · · · · · · · · ·
-×.		

* FLORIDA TRAFFIC CRASH REPORT

LONG FORM X SHORT FORM



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

29

(Electronic Version)

UPDATE

Crash Date	•	Time of Cra	sh l	Date of Repo	ort 1 2	Rep	orting Agence	y Case	Numbe	r	and and the second second		HSMV	Crash Repo	ort Numb	ér		
CRASH ID	ÉNTIFIERS	103:20	-ea	01/11/	T C	100	1201045.	<u>.</u>	97. C. M				/19	0/101		staan se		
County Code	City Code Coun 3 50 Leo	ty of Crash On		Place Tal	or City of Cra lahasse	ash ee						1	Within (YES	City Limits	Time Re 03:2	ported 6 PM	Time Disp 03:26	atched PM
Time on Sce	ne Time Cleared	cene Compl	eted Reason (If I	nvestigation	NOT Compl	ete)					.				N	lotified l	By	
ROADWA	YINFORMAT	ON (CHOC	IS SEONLY 1 O	F 4 OPTIC	DNS)		8.949.95	(in the second			Rođaj		<u>.</u>			2 LAW	ENFOR	CEMENT
Crash Occur NORTH U	red On Street, Roa Is 27 St	id, Highway							At Str	eet Address	5 #	+	At	Latitude	And -	Long	litude	
At Feet	Or Miles	Direction	Fro 8T	m intersect H Ave	ion With Stre	eet, Road	d, Highway									Or From	Milepost	#
Road System 3 STATE	Identifier			Туре З	e of Shoulder CURB	Ī				T	γpeofin 3 T−I	tersectio NTERS	n SECTI	ON				
CRASH IN	FORMATION	CHECK IF	PICTURES TAI	(EN)	A			393G)	Gelline.	6 In State	Surface.		Carses:		0.035,2554		-300 (80)6	
1 DAYLI	on GHT	Weath 2 CI	LOUDY		Roadway Su 1 DRY	rface Co	ndition	Scho 1 N	of Bus F IO	lelated				Manner 2 FRC	Of Collisi DNT T(lon D FRO	NT	
First Harmfu	Event Type	 Fir	st Harmful Event				First Harmfu	l Event	Locatio	'n	Withi	in Interch	ange	First Harmi	iul Event	Relation	r To Junct	ion
2 COLLI NON-FIX	SION WITH ED OBJECT	1 T	4 MOTOR VE RANSPORT	HICLE	IN		10 ROAE	SIDE	2		NO			1 NON-JU	INCTION			
Contributing 1 NONE	Circumstances: R	oad		Contributir	ng Circumsta	nces: Ro	ad				Contrib	outing Cir	rcumsta	nces: Road	ļ			
Contributing 1 NONE	Circumstances: E	nvironment		Contri	buting Circu	mstance	s: Environme	nt			Contrib	outing Cir	cumsta	nces: Envir	onment			
Work Zone R NO	elated Crash In W	ork Zone			Type	Of Work	Zone			Workers	s In Work	CZONE L	aw Enfo	rcement In	Work Zo	one		
VEHICLE	Check If	Commerc		Wahllear	en Number		o IPon Evol		Ine	en de la competencia	- 10N							
	EHICLE IN	TRANSPC	NO	Fentenen	G910X	W	11-12		NO)	IFA	FP534	43A1	61263				
Year Mak 03 For	e Model d Taurus	Style	4 d SIL SI	ELVER ¹	ent Of Dama DISABLIN	ige Est. I G	Damage 50	00	owed D ES	ue To Dama	ige Vehic McGi	le Remo uffey	ved By			Rotati 1 RO	on TATION	
Insurance Co State F	mpany (Driver) arm									Insurance F 304346	Policy Nu 5591	mber						
Name of Veh	icle Owner (Busin	iess)	D O Boy 2	204 mai	Curre	ent Addr	ess			City	& State				Zip	Code		
Trailer Li One:	cense Number	State	Reg. Expires	Permanen	t Reg. VI	N	<u></u> .							Year	32. Make	312	Length	Axles
Trailer Li Two:	cense Number	State	Reg. Expires	Permanen	t Reg. VI	N				<u></u>				Year	Make		Length	Axles .
Vehicle Traveling	Direction NORTH	Monroe	St	On Stree	t, Road, High	way							At	Est. Speed 15	Postec	I Speed 3	Total I	anes 5
CMV Configu	ration		Cargo B	Ιοάγ Τγρε					Δr	ea of Initia	al Impar	•#	ŀ		Most	t Dama	and Area	
:					- 1						ai intipac	•••			14103	C Danna	Sed Alea	
Comm GVW	(/GCWR		Trailer Type (Tr	ailer One}	Trailer Ty	pe (Trail	er Two]		$\sqrt{\frac{2}{2}}$	3 4 5		18 19	Under Ove	carriage (18 rturn 19	2	$\frac{3 4}{\sqrt{2}}$	56	
Haz. Mat. Re	lease Haz. Mat Pl	acard N	umber		Clas	5						^B 20	Wind Tra	lshield 20 Aller 21			6 17	
Motor Carrie	r Name	, I .,			US DOT Nu	mber			91	2 12 11	l int :				61	19 17	-1.11	018
Motor Carrie	r Address				City & State	2		1				Zíp	Code		P	hone Nu	mber	
Comm/Non-	Commerciał	Vehicle Bod 1 PASSE	y Type NGER CAR		Vehicle De 1 NONE	fects (or	ne)		Vehicle	Defects (tw	vo)		Emer NO	gency Vehi	cle Use	Special F 1 NO FUNCT	Function of SPECI FION	of MV AL
Vehicle Man 3 TURNI	NG 1	fficway TWO-WAY	NOT DIVI	DED	Roadway (2	Srade	Roadway Ali 1 STRAI	gamen GHT	t Mos 2 C	t Harmful E	vent ION	Mo 14	ost Harr MOT	nful Detail OR VEH	ICLE	IN		
Traffic Contro 1 NO COI	ol Device For This NTROLS	Vehicle First	(1) Sequence of E MOTOR VEH	events ICLE IN	Secor	nd (2) Se	quence of Ev	rents	MI.	Third (3) Se	edneuce	of Event	S S	Fourt	h (4) Seq	uence o	fEvents	
		TR	ANSPORT	9047370,004.008.00		a dagat Matan sh	750 tra balasian h					Sanada sana						
VEHICLE Vehicle Moto 2 1 V	Check if r Vehicle Type EHICLE IN	Commerci TRANSPC	al Hit and Run NO	Veh Lken	se Number E198W	S State	Reg. Explr	res	Per NO	manent Reg	g. VIN 1GNI	DS135	7621	58110				
Year Make 06 Che	v TrailBl	style az SUV 4	Color doc TAN TA	N 1 I	ent Of Dama DISABLIN	ge Est. E G	Damage 70		wed Di ES	ie To Dama,	ge Vehid Cob1	le Remov Ca	/ed By			Rotatio 1 RO	DATION	
insurance Co MGA	mpany (Driver)									Insurance P 01MGFC1	olicy Nur 133341	mber 7701						

Crash Date	R (eporting Agency Ca	se Numbei	ana.surates F	en de Elektrik de Breinen	003 (m20)2424;	a, tu na sa sa sa sa sa sa sa sa sa sa sa sa sa	H\$	MV Cra	sh Report Nu	ımber	arreitikke in to		ite erilini filtaleite ite oraș	, en bre dere re soldere	The contract of the second second second second second second second second second second second second second
Name of Vehicle Owner (Busin	ess}	,012010402	Y ONE OF CHILDREN CHILDREN	C	Current Add	ress				City & State	ancontantero 5000	V2022.2009.00000		Zip Cod	 e	
John Bates Rush 8 Trailer License Number	39 Arka State	Reg. Expires	lahas: Permaner	see ht Reg.	VIN								Year	32304 Make	Length	Axles
Trailer License Number Two:	State	Reg. Expires	Permanen	at Reg.	VIN						<u> </u>		Year	Make	Length	Axles
Vehicle Direction Traveling SOUTH	Monroe	st	On Stree	t, Road, I	Highway							At	Est. Spee	d Posted Spe	ed Tota 35	l Lanes 5
CMV Configuration	<u> </u>	Cargo Bo	осу Түре					4	Area o	Initial Impa	act	- 1		Most Da	maged Ar	ea
Comm CLAND/CCLMD		Trailer Tune (Tre	llas Oran)	Tralla	a Treas iTest	dat Tura				Lalat	-			Эліл		. 1
Connii GywryGCwr		Trailer Type (Tra	ner onej		er rype (ira	ner two		$\frac{2}{1}$	3 4		7 10	Onderc Over	turn 1		4 5	
Haz. Mat. Release Haz. Mat Pla	card 1	Number		l	Class			a	13 1	2 11 10	21 9 -	i vence i îra	ller :		12 11	10 9
Motor Carrier Name	1			US DO	T Number			0,						O I a		
Motor Carrier Address				City & S	State						Zip	Code		Phone	Number	
Comm/Non-Commercial	Vehicle Bo 16 (SP VEHICL	dy Type ORT) UTILIT: E	Y	Vehicle 1 NO	e Defects (o NE	ле)		Vehic	le Defe	cts (two)		Emerg NO	ency Veł	nicle Use Spec	ial Function IO SPEC ICTION	of MV IAL
Vehicle Maneuver Action Traf 14 SLOWING 1	ficway TWO-WA	Y NOT DIVII	DED	Roadw 2 HTTJ	vay Grade	Roadw 1 ST	ray Alignme RAIGHT	nt Ma 2 Wi	ost Har COL	mful Event LISION	м 1 Т. Т. Т.	lost Harn 4 MOT 8 ANSP	ful Detai DR VEI	HICLE IN		
Traffic Control Device For This V 1 NO CONTROLS	/ehicle Firs 14 TF	at (1) Sequence of Events MOTOR VEHI CANSPORT	vents CLE IN	1	econd (2) Se	l equence	of Events		Thir	l (3) Sequenc	e of Even	is	Four	th (4) Sequenc	e of Events	
PERSON																
Person # Description 1 DRIVER	Vehicle #	Name Elizabeth	Stanl	еу Ма	cconn		. -	D 1	ate of 1 1-08	Sirth Sea -1939 FE	K EMALE	P (ione Nur 850)	nber 877-3516	Re-Exar NO	n
P O Box 3324 Tal	lahass	see				City	& State							Zip Co 32	315	
Driver License Number M250237399080			State	e [1	Expires 11/08/1	DIT 7 5 ב	ype E/OPER#	ATO	Req. 1 2 N	End. O	Injury S 2 PO	everity SSIBLI	C	Electio 4 NO	n F APPL	CABLE
Restraint Systems 3 SHOULDER AND LAP BELT USED	Air Ba 2 NC	g Deployed DT DEPLOYED	Heimet	: Use		Eye Pro 1 Ye	tection S	5e 1	eating L LEF	ocation Seat P	Seat 1 E	ing Locat FRONT	íon Row	Seating Locati 1 NOT A	on Other PPLICA	BLE
Drivers Actions at Time of Crash 6 IMPROPER TURN	(First)			Drivers A	Actions at Ti	me of Ci	rash (Secon	d)		· · · · · · · · · · · · · · · · · · ·		Driver D 1 NO	istracted T DIS	By TRACTED		î
Drivers Actions at Time of Crash	(Third)			Drivers A	Actions at Ti	me of Ci	rash (Fourti	7)			,	Drivers (1 AP	Condition	at Time of Cra TLY NORM	sh AL	
Non-Motorist Description				Non-Mol	torist Action	n Prior te	o Crash					Non-Mo	toríst Loc	ation at Time	of Crash	
Non-Motorist Actions/Circumst	ances (First) Non-Motori	st Actions/	Circums	tances (Seco	ond)	Non-Moto	rist Safi	ety Equ	ipment (one)	1	Non-	Motorist	Safety Equipm	ent (two)	
NO	resteo A	iconol rest type	AIC	onol lest	CRESUL BA	Ļ	NO	a Drug	Use 1	rug lested	Uru	g lest lýp	æ	Drug le	it Result	-
Source of Transport to Medical	Facility	EMS Agency Name	or ID		I	EM:		ber		Medical Fac	lity Tran	sported 1	ō			
PERSON Person # Description	Vehicle #	Name John Patos	Puch			10-2		D	ate of 6	Linth Sep		Pt	ione Nun	1ber 143-2241	Re-Exan	יייין ווייין ווייין
Address 839 Arkansas St		assee	nuon			City 8	& State		9-02	-1930 11				Zip Co	le 304	
Driver License Number	14114		State	E	Expires	DI Ty	ype		Req. I	ind.	Injury S	everity		Ejection	1	
R200462383220 Restraint Systems	Air Bai	Deployed	Helmet	Use	19/02/3	8 5 I Eye Pro	E/OPERA tection	Se	ating L	ocation Seat	2 POS Seat	ing Locat	Ion Row	PA NO: Seating Locati	on Other	CABLE
S SHOULDER AND LAP BELT USED		AL DEPLOYED				ı re	5	1	LEF	Ľ		KONT				
UTIVERS ACTIONS AT TIME OF Crash 1 NO CONTRIBUTING	(First) ACTION			Urivers A	ictions at Ti	me of Cr	ash (Secon	a)				Uriver Di 1 NO	stracted P DIS	by TRACTED		
Drivers Actions at Time of Crash	(Third)		I	Drivers A	uctions at Tir	me of Cr	ash (Fourth	1)				Drivers C 1 AP	ondition	at Time of Cra FLY NORM	sh \L	t
Non-Motorist Description				Non-Mot	lorist Action	Prior to	o Crash					Non-Mo	iorist Loc	ation at Time o	of Crash	

Crash Date Reporting Agency Case Number HSMV Crash Report Number 07/11/12 0012018432 71907101												
Non-Motorist Actions/Circumstances (First)	Non-Motorist Actions/Circu	imstances (Second)	Non-Motorist Safety Equ	lipment (one)	Non-Motorist Safety I	Equipment (two)						
Suspected Alcohol Use Alcohol Tested Alcohol NO	l Test Type Alcohol	Test Result BAC	Suspected Drug Use NO	Drug Tested Drug Te	est Type	Grug Test Result						
Source of Transport to Medical Facility EMS / 1 NOT TRANSPORTED LCE	Agency Name or ID EMS	EMS 01	Run Number 7408	Medical Facility Transpo N/a	rted To							
VIOLATIONS Person#Name	FL Statu Copp	te Number C	harge Fail To Yield	Left Turn	316.122	tation Number 3455–GXK						
WITNESSES Name	Address			City & State		Zip Code						
Las Mcnear 574 Round Tabl	le Pl Tallahass	ee				32301						
Name	Address			City & State		Zip Code						
Jamie Heiker 925 E Magnol	lia Dr Apt# 28	Tallahassee				32300						
Vehicle # Person # Property Damage - Other Than V	Vehicle Est. Amount Owner's N	ame (Check if Business)]	Address	City & State	Zip Code						
NARRATIVE	eres Ch and was	propering t	o turn loft	on to 8th Ave	V2 south b	nound on						
VI was north bound on Mor	nroe St and was	preparing t	V1 turnod in	to its nath o	f travel C	ausing						
Monroe St and was slowing	y to stop for t.	drivore eta	tod that the	v wore sore h	nt were uns	are of						
pour venicie co suite ea	ach Other, both	arryers sta	akod osob dr	ivor	ac were and							
any injuries at this time	e. Ens was summ	oneu anu che	ckeu each ui	TACT'		-						
REPORTING OFFICER			Depa	rtment		Type of Department						
28014 Officer CLAYTO	ON FALLIS 631		Tal	lahassee Poli	.ce Departme	nt 2 POLICE I						



FLORIDA TRAFFIC CRASH REPORT f

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

(Electronic Version)

LONG FORM

Crash Date 07/20/	12		Time of Cras	h (i M	Date of Report	t 2	Report 0012	ting Agency 2019258	Case Ni	umber				HSMV 719	Crash Repo 107268	ort Num	ber		
CRASH I		IERS	of Crash		Place or	City of Crash	1. (7. 16) 1		948483	6166462)		02.00 P	2015049	Within	City Limits	Time R	eported	Fime Dispal	ched
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erson # Joscription Vehicle # Name Date of Birth Odd - 10 - 1990 Sex Phone Number Re-Exam NO Address Address City & State City & State Sex Phone Number (813) 317 - 7155 Re-Exam NO 08 E Tharpe St Tallahassee City & State City & State Sex Sex Sex Phone Number (813) 317 - 7155 Re-Exam NO 104 E Tharpe St Tallahassee City & State City & State Sex Sex Sex Sex Sex Sex Phone Number (813) 317 - 7155 Re-Exam NO 104 E Tharpe St Tallahassee City & State City & State Sex	ERSON	V	A 16175			<u> </u>				8489-85-824	(staal	 	189.LS1.		- 19 (S. 30 (S. 5			
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State Expires D1 Type Req. End. Injury Severity Ejection 1/426052906300 Air Bag Deployed Helmet Use Eye Protection Seating Location Seat Seating Location Row Seating Location Other rivers Actions at Time of Crash (First) Drivers Actions at Time of Crash (Second) Driver Distracted By rivers Actions at Time of Crash (Third) Drivers Actions at Time of Crash (Fourth) Drivers Condition at Time of Crash (Fourth) on-Motorist Description Non-Motorist Action Prior to Crash Non-Motorist Location at Time of Crash	208 E	Addre Tharpe S	ss St Ta	llah	assee				City	& State						Zip Cod 323	03	
Image: Section Section Section Systems Air Bag Deployed Helmet Use Eye Protection Seating Location Seat Seating Location Row Seating Location Other rivers Actions at Time of Crash (First) Drivers Actions at Time of Crash (Second) Driver Distracted By . NO CONTRIBUTING ACTION Drivers Actions at Time of Crash (Fourth) Drivers Condition at Time of Crash . NO CONTRIBUTING ACTION Drivers Actions at Time of Crash (Fourth) Drivers Condition at Time of Crash . Non-Motorist Description Non-Motorist Action Prior to Crash Non-Motorist Location at Time of Crash	river Lice	ense Number					State	Expires	ד לס	Гуре		Req. End.	I	Injury Severit	łγ	Ejection		
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NO CONTRIBUTING ACTION rivers Actions at Time of Crash (Third) Drivers Actions at Time of Crash (Fourth) On-Motorist Description Non-Motorist Action Prior to Crash	rivers Ac	tions at Time of (Crash (Fir	st)			Drive	ers Actions at Ti	me of C	trash (Second	d)			Drive	r Distracted By	1		
rivers Actions at Time of Crash (Third) Drivers Actions at Time of Crash (Fourth) Drivers Condition at Time of Crash on-Motorist Description Non-Motorist Action Prior to Crash Non-Motorist Location at Time of Crash	NO 0	CONTRIBUTI	NG AC	TION														
on-Motorist Description Non-Motorist Action Prior to Crash Non-Motorist Location at Time of Crash	nivers Ac	ctions at Time of (Crash (Th	irđ)			Drive	ers Actions at Ti	me of C	Trash (Fourth)}			Drive	rs Condition at	t Time of Cras	h	
	Ion-Mote	orist Description					Non-	Motorist Action	n Prior I	o Crash				Non-	Motorist Locat	ion at Time o	f Crash	

Crash Date Reg 07/20/12 00	oorting Agency Case Num 12019258	ber	tion presidente d	HSM) 719	Crash Report 07268	Number			
Non-Motorist Actions/Circumstances (First)	Non-Motorist Actio	ons/Circumstances (Secon	ıd) (l	Non-Motorist Safet	Equipment (one}	Non-Motorist Safe	ety Equipment (two)	
Suspected Alcohol Use Alcohol Tested Alcohol NO	ohol Test Type	Alcohol Test Result BAC	i	Suspected Drug U NO	e Drug Test	ed Drug T	Test Type	Drug Test Result	
Source of Transport to Medical Facility	MS Agency Name or ID	<u>i</u>	EMS	Run Number	Medica	Facility Transp	orted To		
VIOLATIONS Person # Name 1Diane Deason Field	ds	R Statute Number Chapter 316	L F	harge `ail To Yie	ld Left	: Turn	316.122	Citation Number 2558-GXLF	
WITNESSES Name	Address				City &	State			Zip Code
NON VEHICLE PROPERTY DAMAG Vehicle * Person * Property Damage Other Th NARRATIVE Vehicle 1 was northboun vehicle 1 stated that a make the left hand turn	nd on Monroe another drive n. Driver 1	St. making a er traveling s then attempte	lef sout	t hand tur hbound on he left ha	Addr n lane Monroe nd turn do the	ess onto 8th St. moti across	Civesian Ave. Dri oned for h southbound	ver of her to htraffic bhicle 2	Zıp Code
who was in the southbou vehicle 1's passenger s Driver 1 was cited for	c in the outs und outside l side front an failure to y	ane collided ad rear door.	wit kin	h vehicle g a left t	urn.	icle 2's	front end	i struck	
REPORTING OFFICER				lr	epartment			Type of De	partment

NON VEHICLE PROPERTY	DAMAGE	
Matule + Desease & Deseast Departure	Other Than Vehicle Ert Amount	Chaper's Name (Check if Business) (")

REPORTING OFF	CER			
ID/Badge Number	Rank and Name	Department		Type of Department
93311	Officer MELISSA LAURSEN 7	76 Tallahass	ee Police Department	

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FLOR	DA TRA	FFIC (CRASH F	KEPOR	l		HIGHV	VAY SAFET	Y & MO RASH F		EHICLE S	:5	\langle
	SHORT FO	DRM	UPDATE			NE	IL KIRKMAN	BUILDING	, TALLA	HASSE	– E, FL 3	2399-053	7
لبيع	(Elect	ronic Ver	sion)										
rash Date	Time of C	rash	Date of Rep	port	Reporting Ag	ency Case Nu	nber		HSMV Cr	ash Report 5941	Number		
4/05/12 RASH IDENTIFIERS	06:13	PM	04/05/	/12	10012009	197					NOSENSESSUS LICALISSAS		
ounty Code City City Code City City Code City City City City City City City City	County of Crash Leon	nleted Reas	Place Ta	or City of Cras	h ≘ (e)				YES	y Limits Ti	Ime Repo 06:13 No	PM 06:1 tified By	spatched 5 PM
6:50 PM 07:15	PM 2 1	ES									2	LAW ENFC	RCEME
OADWAY INFORM ash Occurred On Street	ATION (CHC , Road, Highway	OSE ONLI	(I UF 4 OP II			_ <u> </u>	t Street Address /	* 163	At La	stitude	And	Longitude	alatan ke teri
ORTH US 27 (N	Monroe S	t) <u>Hwy</u>	From Intersec	tion With Stree	et, Road, Highw	ay		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			- () 0	r From Milepe	ost#
Treet Of Males		(g	EAST 8TH	I Ave			T.,	no of Internetic		/		<u> </u>	
oad System Identifier			191 3	CURB			2 1 1	T-INTERS	SECTIC	N	en and Reference		*******
RASH INFORMATI	ON (CHECK)	F PICTURE	s TAKEN)	Roadway Sur	face Condition	School I	Bus Related			Manner O 2 FROI	f Collisio NT TO	n FRONT	
DAIBIONI					First Ha	rmful Event 1c	vation	Within Interc	hange F	rst Harmfu	l Event R	elation To Ju	nction
rst Harmful Event Type COLLISION WI JON-FIXED OBJE	ТН СТ	14 MOTO TRANSPO	R VEHICLE	IN	1 ON	ROADWAY		NO	1	NON-JUN	ICTION		
ontributing Circumstan NONE	es: Road		Contribu	ting Circumstar	eces: Road			Contributing C	ircumstan	ces: Road			
ontributing Circumstan NONE	es: Environmen	t	Cont	tributing Circun	nstances: Enviro	onment		Contributing C	ircumstan	ces: Enviro	nment		
ork Zone Related Crash O	ı In Work Zone			Туре С	of Work Zone		Workers	In Work Zone	Law Enfor	cement in '	Work Zoi	ne	
EHICLE Che	ck If Comme	rcial	un VehLic	ense Number	State Reg	. Expires	Permanent Re	8. VIN					
1 1 VEHICLE	IN TRANS	PCNO		266LM	D 12-	-12 Tox	NO ved Due To Dama	1G1AK55	ESTT25	0675		Rotation	
of Chev	ei Style	an 4 d Wi	HI WHITE	DISABLIN	Ğ	3000 YE	S	Johnny'	S			I ROTATI	.ON
surance Company (Driver Progressive	ver)						215739	07					
lame of Vehicle Owner	(Business)	andon C	t Cooper i	Curre	ent Address		City	& State			Zip 330	Code)26	
railer License Num	er State	Reg. Expl	res Perman	ent Reg. VI	N					Year	Make	. Lengt	h Axi
railer License Numi wo:	er State	Reg. Expi	res Perman	ent Reg. VI	N					Year	Make	Lengt	n Axl
ehicle Direction raveling EAST	on Monro	e St	On Str	eet, Road, High	way				At	Est. Speed 15	Posted	Speed To 35	tal Lanes 0
MV Configuration			Cargo Body Type	9			Area of Initi	al Impact			Mos	t Damaged /	Area
omm GVWR/GCWR		Trailer	Type (Trailer One	e) Trailer Ty	pe (Trailer Two)	2 3 4 5	6 7 1	8 Under	arriage 18	2	3 4 5	6
							1 (15 (16	17 8 2	9 Over 10 Wind	rturn 19 shleld 20	5 O(15 ((16	17
az. Mat. Release Haz.	Mat Placard	Number		Cla	55		13 12 11	1 10 9 2	1 Tra	iler 21	0	12 11	10
Aotor Carrier Name				US DOT NU	mber		-						
Aotor Carrier Address				City & Stat	e			21	p Code		P	none Number	
omm/Non-Commercia	Vehicle 1 PAS	Body Type SENGER	CAR	Vehicle De 1 NONE	efects (one)	. V	ehicle Delects (N	NO)	Emer NO	gency Vehi	cle Use	Special Funct 1 NO SPI FUNCTIO	ion of M SCIAL N
Vehicle Maneuver Actio 3 TURNING	n Trafficway 2 TWO-W	AY NOT	DIV. CONT.	Roadway 1 LEVE	Grade Roadv CL 1 ST	vay Alignment TRAIGHT	Most Harmful 2 COLLIS WITH NON-	Event ION -FIXED	Most Ham 14 MOT FRANSP	nful Detail OR VEH ORT	ICLE	IN	
raffic Control Device Fo	r This Vehicle	First (1) Seque 14 MOTOI TRANSPOI	ence of Events R VEHICLE RT	IN Seco	nd (2) Sequence	e of Events	Third (3) 5	Sequence of Eve	nts	Fourt	h (4) Seq	uence of Eve	nts
	k if Comm	rrial	14228		2.45 cozete					1995-1976			
ehicle Motor Vehicle T	YPE TN TRANG	Hit and F PC NO	Run Veh Li	cense Number 457TI	JI State Reg	g. Expires -12	Permanent Re NO	eg. VIN 4T1BE32	K44U9	04146			
ear Make Moo	iel Style	Co	blor	Extent Of Dama	age Est. Damag	e To	wed Due To Dam	age Vehicle Ren	noved By	~~~		Rotation	
HA PROVO CAR	шу sed	an 4 UB	TO TO TO TO				llosurance	i Policy Number					
surance Company (Dri	ver)						420009	5976					

Geico

Crash Date	alisti ana ang atao atao atao atao atao atao atao ata	Reporting Ager	icy Case Number 97		ana managina ana mpananana.	HSMV Crash Repo 71905941	rt Number			ану тарар тарар улу ули и и и и и и и и и и и и и и и и
Name of Vehicle Owner (B	lusiness) 🗖	001100011		Current Add	ress	City & :	State	e (A Tapel), da lo se accordentario.	Zip Code	1929) may karang sa barang sa b Na barang sa barang sa barang sa barang sa barang sa barang sa barang sa barang sa barang sa barang sa barang sa
Andrea Mcdermot	t 1421 C	onnectic	it St Talla	ahassee Reg. VIN	<u> </u>			Year	32304 Make	Length Axles
One:	June	1105. Cop#ee						Year	Mako	Length Axles
Trailer License Number Two:	State	Reg. Expires	Permanent	Reg. VIN					ITIGAC.	
Vehicle Direction Traveling SOUTH	Monroe	e St	On Street,	, Road, Highway				At Est. Speed 30	Posted Spee	d fotal Lanes 35 04
CMV Configuration	<u>ł.</u>	Ca	rgo Body Type			Area of Initial	Impact		Most Dam	naged Area
Comm GVWR/GCWR		Trailer Typ	æ (Trailer One)	Trailer Type (Tra	der Two)	2 3 4 5	6 7 18 U	ndercarriage 18	2]3]	4 5 6 7
	-1	<u>.</u>	-	Class		1 15 16 1	7 8 20	Overturn 19 Windshield 20		16 17 8
Haz. Mat. Kelease Haz. Mi	at Placard	Number				(4) 13 12 11	10 9		· 00	12 11 10 9
Motor Carrler Name	100.0			US DOT Number						
Motor Carrier Address				City & State			Zip Co	de	Phone	Number
Comm/Non-Commercial	Vehicle E 1 PAS	Body Type SENGER CA	AR	Vehkle Defects (1 NONE	one	Vehicle Defects (two)	Emergency Vehi NO	icle Use Specia 1 N FUN	al Function of MV O SPECIAL CTION
Vehicle Maneuver Action 1 STRAIGHT	Trafficway 2 TWO-WA	AY NOT DI	V. CONT.	Roadway Grade 1 LEVEL	Roadway Alignma 1 STRAIGHT	ent Most Harmful Ev 2 COLLISIC WITH NON-F	ent Mos DN 14 FIXED TRA	t Harmful Detail MOTOR VEH INSPORT	IICLE IN	
Traffic Control Device For	This Vehicle	irst (1) Sequen	e of Events	Second (2) S	l lequence of Events	Third (3) Sec	quence of Events	Fourt	th (4) Sequence	e of Events
1 NO CONTROLS	1	L4 MOTOR FRANSPORT	VEHICLE IN			. مر د معرف الروان ور الروان من مر مر مر مر من من من من من من	una e de las de factorias estadades de taxas de julio da	ar na a ar provinsi se con 198	ana ta porte program de la constitución de la constitución anticia de la constitución de la constitución de la constitución de la constitución de la constitución de la co	
PERSON	livabicia t	t Name		81.40181.co.5498		Date of Birth	Sex	Phone Num	1ber	Re-Exam
1 DRIVER	Venicie i	1 Cather:	ine Campo	5	City & Etato	11-29-1990	FEMALE	(954) (549-1229 71p Cod	NO le
Addr 615 W Tenness	ess ee St Aj	pt# 30 T	allahasse	e					323	304
Driver License Number			State	Expires	DI Type 12 5 E/OPEB	Req. End. ATOI 2 NO	Injury Sev B NON-	INCAPACI	TAT 1 NOT	EJECTED
Restraint Systems 3 SHOULDER AND	LAP 3	Bag Deployed DEPLOYED	- Helmet	Use	Eye Protection	Seating Location	n Seat Seatin	g Location Row	Seating Location	on Other
Drivers Actions at Time of 3 FAILED TO YII	Crash (First) ELD RIGH	r-of-way		Drivers Actions at	Time of Crash (Seco	nd)	D	river Distracted 1 NOT DIS	By TRACTED	
Drivers Actions at Time of	Crash (Third)			Drivers Actions at	Time of Crash (Four	th)	D	rivers Condition 1 APPAREN	at Time of Cra TLY NORM	sh AL
Non-Motorist Description				Non-Motorist Acti	on Prior to Crash		N	on-Motorist Loc	ation at Time o	of Crash
		hter	Maharist Astinus	/Circumstances ISe	cond) Non-Mot	orist Safety Equipmen	t (one)	Non-Motorist	Safety Equipm	ent (two)
Non-Motorist Actions/Cire	cumstances (H	rst) Inon	-Motonst Actional	Circuinstances (or						
Suspected Alcohol Use Al NO	coho! Tested	Alcohol Test T	ype Alc	ohol Test Result	BAC Suspect NO	ed Drug Use Drug Te	ested Drug	Test Type	Crug Tes	st Result
Source of Transport to M	edical Facility	EMS Agenc	y Name or ID		EMS Run Nu	nber Med	ical Facility Transp	xorted To		
PERSON Person # Description	Vehicle i		-			Date of Birth	Sex	Phone Nur	nber 212-4531	Re-Exam
2 DRIVER Addr	ress	2 Andrea	Mcdermot	t	City & State	08-25-198	3 FERALL	(650)	Zip Co	de 304
1421 Connecti	cut St	Tallahas	See State	e Expires	DI Type	Reg. End.	injury Se	verity	Ejectio	n
M236010838050)			08/25/	17 5 E/OPEI	ATOI 2 NO	3 NON	-INCAPACI	TAT 1 NO	T EJECTED
Restraint Systems 3 SHOULDER AND BELT USED	LAP 2	Bag Deployed NOT DEPLO	OYED	t Use	Eye Protection	Seating Locatio				
Drivers Actions at Time of 1 NO CONTRIBUT	Crash (First)	ON		Drivers Actions at	Time of Crash (Sec	ond)	C	Iniver Distracted 1 NOT DIS	IBY TRACTED	
Drivers Actions at Time o	f Crash (Third)			Drivers Actions at	Time of Crash (Fou	rth}		Drivers Condition	n at Time of Cra ITLY NORM	əsh AL
Non-Motorist Description	1			Non-Motorist Acti	ion Prior to Crash		1	Yon-Motorist Lo	cation at Time	of Crash

Crash Date 04/05/12	Reporting Agency Case Nur 0012009197	nber	HSMV Cr 71905	ash Report Numbe 941		
Non-Motorist Actions/Circumstances (Fi	irst) Non-Motorist Act	ions/Circumstances (Seco	nd) Non-Motorist Safety Eq	julpment (one)	Non-Matorist	Safety Equipment (two)
Suspected Alcoho! Use 'Alcoho! Tested NO	Alcohol Test Type	Alcohol Test Result BAC	Suspected Drug Use NO	Drug Tested	Drug Test Type	Crug Test Result
Source of Transport to Medical Facility 1 NOT TRANSPORTED	EMS Agency Name or ID LCMS Med #13		EMS Run Number 12008665	Medical Facility	Transported To	•
VIOLATIONS Person # Name	99499999999999999999999999999999999999	A Statute Number Chapter 316	Charge Careless Dri	ving 310	6.1925	Citation Number 1015-GXL
WITNESSES	Address			City & State		Zip Code
NON VEHICLE PROPERTY DAI Vehicle # Person # Property Damage - Oth	MAGE For Than Vehicle Est. Amount	Onner's Name (Check if Bus	iness) []	Address	City 8	s State Zip Code
stopped at the stop and reported no pass D2 said she was trav wearing her seatbelt D1 said she had chec see any traffic trav make a left turn. V sustained significan reported minor injur	sign waiting for sengers. weling south boot and reported is whether the south weling south boot for the south boot for the south boot for the south boot for the south boot for the south boot for the south boot set for the south boot for the sout boot	or traffic to und on N Monr no passengers and north bo und. D1 said it was trave mage to the f t leg and bru ound on N Mon	clear. D1 said oe St approachin und traffic on M she pulled out ling south bound ront driver's si ising from the s roe St when V1 p	d she was ng E 8th A N Monroe S onto N Mc d in the i ide fender seatbelt.	wearing her we. D2 said onroe St att nside lane. and front in front o	seatbelt d she was she did not empting to V1 tire. D1 f her. D2
attempted to stop in damage to the front forehead. D2 was me	driver's side	d a collision fender area. d by LCMS Par	. V1 struck V2 D2 reported to amedics Ellison	causing a have a mi and Rawli	significant nor injury ns on scene	front end to her
V1 was towed from th	ne scene by Jon	ny's Towing.				
D1 was positively id citation for careles	lentified using ss driving in r	her state of esult of a tr	Florida driver affic crash.	's license	e. D1 was i	ssued a
REPORTING OFFICER ID/Badge Number 98652 Officer T	FREBOR EARLEY	732	Der Ta	artment 11ahassee	Police Depa	Type of Department 2 POLICE [



RE FLORIDA TRAFFIC CRASH REPORT

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

SHORT FORM UPDATE

LONG FORM

Crash Date 08/08/12	Time of Crash	ן ג	ate of Repor	t 2	Reporting Age	ncy Case I 82	Number		alaan da sayaa baraa ayaa sayaa	HSMV 0	rash Report 07634	Number		
CRASH IDENTIFIERS	wolfeeb	=	place of	r City of Crash	•		50303			Within C	ity Limits T	ime Reported	Time Dispa	tched
13 50 Lee	on crash		Tall	Lahassee			~~			YES	(02:49 PM	02:49	РМ
Time on Scene Time Cleared	Scene Complet 2 YES	ed Reason (If In	vestigation N	VOT Complete	}							2 LAV	UY I ENFORC	EMENT
ROADWAY INFORMAT	ION (CHOOS	SE ÓNLY 1 OF	4 OPTIO	NS)			A+2+A	Addrost	# 1	41	atitude	And Ior	aibuda	
NORTH U.S. 27 Hwy	ad, Highway 7						MUSITE	et Address i	* @	+		-	Buoor	
At Feet Or Miles	Direction	Fro	m Intersectio	on With Street, Ave	, Road, Highway	1					. (Or Froi	n Milepost i	Ħ
Road System Identifier	1500111		Type of the type of type of the type of ty	of Shoulder				Ту	pe of Interse	ction	SECTION			
CRASH INFORMATION	(CHECK IF P	ICTURES TAK	(EN)	.010				1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1						
Light Condition	Weather	Condition	R	toadway Surfa	ce Condition	Scho 1 P	ol Bus Re IO	elated			Manner Ö	f Collision		
					let		1		34641.1.1.4.			I Funnt Balati	a To luncti	<u></u>
First Harmful Event Type	First	t Harmful Event			Hrst Harn	tul Event	Locatio	1	within inte	ercnange u	ust natano	i tvent Kelati	H IO JUIICG	
Contributing Circumstances: F	Road		Contributing	g Circumstance	es: Road				Contributing	g Circumsta	nces: Road			
I NONE								- /	Contribution	- Circucarta	non Endro	amont		
Contributing Circumstances: L 1 NONE	nvironment		Contrib	opung Circums	tances: Environ	nen 				scheumsta				
Work Zone Related Crash In V NO	/ork Zone			Type Of '	Work Zone		dan ku 100 at 110 at 1	Workers	In Work Zon	e Law Enfo	rcement in \	work zone	10000000000000000000000000000000000000	anata persite of a
VEHICLE Check I Vehicle Motor Vehicle Type 1 1 VEHICLE IN	Commercia H TRANSPC N	I it and Run 10	Veh Licens	e Number N037AJ	State Reg. E	xpires	Per YE	manent Rej S	8. VIN 4C3AU5	2N1YE0	56920			
Year Make Model 00 Chry Sebrin	5tyle G Conver	Cclor	Exte 1 E	ent Of Damage DISABLING	Est. Damage	1000 Y	owed Du ES	e To Dama,	ge Vehide Re Qualit	rmoved By Y		Rota 1 R	tion OTATION	
Insurance Company (Driver) Metropolitan Casa	alty							nsurance P 9752147	olicy Number 7461	r				
Name of Vehicle Owner (Bus	ness)		Rooth G	Current	Address			City I	& State			Zip Code		
Erlene Hawkins 1: Trailer License Number	State F	Reg. Expires	Permanent	Reg. ViN	see						Year	Make	Length	Axles
Trailer License Number Two:	State F	Reg. Expires	Permanent	Reg. VIN	·· · ·						Year	Make	Length	Axles
Vehicle Direction Traveling NORTH	U.S. 27	Hwy	On Street	, Road, Highwi	ay					At	Est. Speed	Posted Spee	d Total L	anes
CMV Configuration		Cargo E	Ισάγ Τγρε				Ar	ea of Initia	l Impact			Most Dan	naged Area	9
												t - 1		t
Comm GVWR/GCWR		Trailer Type (Tr	aller One)	Trailer Type	e (Traller Iwo)		$\sqrt{2}$	4 5		18 Under 19 Ove	rturn 19	2 3	415 6	
Han Afet Delega Han Mat 5	lacard Nu	mhar		Class			1 [[15	(16	17 8	20 Wind	Ishield 20	1 15	16 17	8
Haz, Mat. Release Haz, Matr							01	3 12 11	10 9	21 ira	1919 Er 21	ØØ	12 11 1	0 9
Motor Carrier Name				US DOT Num	ber									
Motor Carrier Address				City & State				·		Zip Code		Phone I	Number	
Comm/Non-Commercial	Vehicle Body	у Туре		Vehicle Defe	ects (one)		Vehicle	Defects (tw	(0)	Emer	gency Vehic	le Use Specia 1 N FUN	IFunction C SPECI CTION	of MV AL
Vehicle Maneuver Action Tr	afficway	w		Roadway Gr	ade Roadway	/ Alignme	nt Mos 2 C WIT	t Harmful E COLLISI TH NON-	vent ON FIXED	Most Han 14 MOT TRANSE	nful Detail OR VEHI ORT	ICLE IN		
Traffic Control Device For Thi	s Vehicle First 14 TRA	(1) Sequence of MOTOR VEH NSPORT	Events ICLE IN	Second	(2) Sequence o	f Events	1	Third (3) S	equence of E	vents	Fourth	t (4) Sequence	of Events	
VEHICLE Check i Vehicle Motor Vehicle Type 2 1 VEHICLE IN	f Commercia TRANSPC N	al Hit and Run NO	VehLicen	se Number D658ZG	State Reg. E	xpires	Per YE	manent Re S	g. <mark>VIN</mark> 1G8AL5	5F77Z1	19850			
Year Make Model 07 Satu Ion	Style Sedan	Celor 4 c	Exte 1 I	ent Of Damage DISABLING	e Est. Damage	6000 N	owed Du ES	ie To Dama	ge Vehicle Re Semino	moved By le Tow	ing	Rota 1 F	ition OTATION	
Insurance Company (Driver) Liberty Mutual							ļ	Insurance P A01258	olicy Numbe 61243010	r)				

Crash Date	Reporting	Agency Case Numb	er er	brevena o estatudo	ratainaine ann an Anna Anna Anna Anna	HSP 71	AV Crash Report Numb 907634	1999, 1999, 1999, 1999, 1999, 1999, 1999 1991 1991		ur doord a braith a	n seren son en en en en en en en en en en en en en	an an an an Arthur an Arthur
Name of Vehicle Owner (Busine	-ss)	raena tacanatan teestekonar atema (ent	Curre	ent Addı	ress ress	arasian ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng m Ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga ng mga	City & State	-1999 - 1999 - 1999 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997		Zip Code	1700.0000010470000000	7-670-0727977-670
(same as driver), Trailer License Number	FL State Reg. E	pires Perman	ent Reg. VI	N					Year	Make	Length	Axles
Trailer License Number Two:	State Reg. E	pires Perman	ent Reg. VI	N	2010-04 11				Year	Make	Length	Axles
Vehicle Direction Traveling NORTH	U.S. 27 Hwy	On Stre	et, Road, High	way				At	Est. Speed	Posted Spee	d Total	Lanes
CMV Configuration		Cargo Body Type				A	rea of Initial Impact			Most Dan	naged Are	a
Comm CVAND/CCVVD	Troile	r Tupo (Troiler One)	Trailer Dr		ler Two)			18 Under	19	പരി	1.1.1	
Collini Gywrydcwr	(1) Olic	a Type (Trailer One)	i italici ty	pe (118)	ner 1440)		5 16 17 8	19 Ove 20 Wind	rturn 19 Ishield 20	ിരി	16 17	
Haz, Mat. Release Haz. Mat Plac	ard Number		Clas	s		14	13 12 11 10 9	21 Tra	iller 21	14 13	12 11 1	e/L
Motor Carrier Name	1		US DOT Nu	mber								
Motor Carrier Address			City & State	Þ	1			Zip Code	******	Phone I	lauper	
Comm/Non-Commercial	Vehicle Body Type		Vehicle De	fects (o	one)	Vehici	e Defects (two)	Erner	gency Vehic	le Use Specia 1 No FUNO	Function SPECE	of MV [AL
Vehicle Maneuver Action Traff	icway		Roadway	Grade	Roadway Alignm	ent Mo 2	st Harmful Event COLLISION	Most Ham 14 MOT	nful Detail OR VEH3	ICLE IN	- · · ·	
Traffic Control Device For This V	ehicle First (1) Seq	uence of Events	Secor	nd (2) Se	equence of Events	WI	TH NON-FIXED Third (3) Sequence of	TRANSP f Events	ORT Fourth	a (4) Sequence	of Events	
	14 MOTO TRANSPO	OR VEHICLE I ORT	LN									
VEHICLE Check if C	ommercial					1-						
Vehicle Motor Vehicle Type 3 1 VEHICLE IN 1	RANSPC NO	Kun VehLic	400HB	Q	e Reg. Expires	Y	ES 1G4HI	R54K84U1	31365			
Year Make Model 04 Buic LeSabre	Style Sedan 4 c	Color E	xtent Of Dama DISABLIN	ge Est. G	Damage 3000	Towed D YES	ue To Damage Vehicle Quali	Removed By Lty		Rota 1 R	tion OTATION	
Insurance Company (Driver) State Farm							Insurance Policy Num 2660804-594C	ber 18				
Name of Vehicle Owner (Busine (same as driver).	ss) [FL		Curre	nt Addr	ress		City & State			Zip Code		
Trailer License Number One:	State Reg. Ex	pires Permane	ent Reg. VI	N		100 A. Land II. La 196, 19			Year	Make	Length	Axles
Trailer License Number Two:	State Reg. Ex	pires Permane	ent Reg. VI	N					Year	Make	Length	Axles
Vehicle Direction Traveling NORTH I	J.S. 27 Hwy	On Stre	et, Road, High	way				At	Est. Speed	Posted Spee	d Total	Lanes
CMV Configuration		Cargo Body Type				А	rea of Initial Impact	1		Most Dam	aged Are	a
C C1000/CC000	Troile	r Tuno (Trailor Ope)	Trailor Tu	no (Trai	lar Turol	1		10 11-10-		ا م ا		
Comm GVWR/GCWR	(FEBIIC	r type (trailer One)	italiet iy	petina	er iwoj	$\frac{2}{1}$		19 Over	rturn 19			1/
Haz. Mat. Release Haz. Mat Plac	i ard Number		Clas	s				20 Wind 21 Tra	shield 20 iller 21	1 [15]	16 17	
Motor Carrier Name			US DOT NU	mber		14	13 12 11 10 (9)			14 13	12 11 10	919
Motor Carrier Address			City & State	;				Zip Code		Phone	lumber	
Comm/Non-Commercial	Vehicle Body Type		Vehkle De	fects (o	ne)	Vehicl	e Defects (two)	Emer	gency Vehic	le Use Specia 1 NC	1 Function	of MV AL
Vehicle Maneuver Action Traff	icway		Roadway	Grade	Roadway Alignm	ent Mo 2	st Harmful Event COLLISION	Most Harr 14 MOT	nful Detail OR VEHI	ICLE IN		
Traffic Control Device For This Ve	ehicle (First (1) Sea	uence of Events	Secor	nd (2) 5e	equence of Events	WI	TH NON-FIXED	TRANSP	ORT Fourth	(4) Sequence	of Events	
	14 MOTO TRANSPO	OR VEHICLE I ORT	N							•••		
PERSON Person # Description 1 DRIVER	/ehicle# Name 1 Jarke	ezzia D. H	all			Da	ite of Birth Sex	P ALE (hone Numb 305) 91	er 24-1876	Re-Exam NO	
Address 2402 Atlas Rd Apt	t# A1 Tall	ahassee			City & State	1				Zip Code 323	03	
Driver License Number		Sta	te Expir	'es	OI Type	-95'	Req. End. Ir	jury Severity		Ejection	дротт	TARTE
Restraint Systems	Air Bag Daploy	ed Helm	et Use		Eye Protection	5e	ating Location Seat	Seating Loca	tion Row S	eating Locatio	n Other	
5 SHOULDER AND LAP BELT USED	Z NOT DEI	-TOLED			S NOT Applicable		LEFT	I FRONT	1	NOT AP	PLICAL	भुमुद्

Crash Date 08/08/12	Reporting Agency Case 0012021082	Number		antan zanya 1995		15MV Cra 719076	sh Report Numl 34	per			
Drivers Actions at Time of Crash (First) 2 OPERATED MV IN CAREL	ESS OR		privers Actions at	t Time of	Crash (Second)				Driver Distracted 8 1 NOT DIST	Y RACTED	
NEGLIGENT MANNER		ī	rivers Actions at	t Time of	Crash (Fourth)				Drivers Condition a	t Time of Crash	
Streep reconsidering of Group fring						-			1 APPARENT	LY NORMAL	
Non-Motorist Description		N	ion-Motorist Act	tion Prior	to Crash				Non-Motorist Loca	tion at Time of Cra	sh
Normotonist beschption		Ĩ									
Non-Motorist Actions/Circumstances (F	(rst) (Non-Matorist	Actions/(ircumstances (S	econd)	Non-Motorist S	afety Equ	ipment (one)		Non-Motorist S	afety Equipment (t	wo)
Normalianal Actor by carconistonicos (•							
Successed Alcohol Lise Micohol Tested	Alcohol Test Type	Alco	hol Test Result	BAC	Suspected Dr	ug Use (Drug Tested	Drug	Test Type	Drug Test Res	ult
NO	intentor rest (per				NO	•			÷		
Source of Transport to Medical Facility	EMS Agency Name of	D		lE	MS Run Number		Medical Facili	l ty Trans	ported To		
1 NOT TRANSPORTED								-			
PERSON	# Name	050577		9524.93	8 9 9 9 6 6 S	Date of F	arth Sex		Phone Num	ber Re	-Exam
3 DRIVER	2 Jennifer M.	Aray	/a Fernan	ndez		10-31	-1985 FEM	ALE	(850) 7	02-8142 N	0
Address 3116 Lookout Trl Tal	lahassee			Cft	y & State					Zip Code 32309	
Driver License Number		State	Expires	D 5	Type E/OPERATC	Req. 1	End. O	injury Se NON	everity E	Ejection 4 NOT Al	PPLICABLE
Restraint Systems Air	Bag Deployed	Helmet	Use	Eye P	rotection	Seating L	ocation Seat	Seati	ng Location Row	Seating Location Of	her
3 SHOULDER AND LAP 2	NOT DEPLOYED				ot licable	I PEL	T		KON1 J	NOI APPE	TCADPE
Drivers Actions at Time of Crash (First)		۱	Privers Actions a	t Time of	Crash (Second)				Driver Distracted E	Y Storm	
1 NO CONTRIBUTING ACTI	ON								1 NOT DIST	RACTED	
Drivers Actions at Time of Crash (Third)		Ē	Drivers Actions a	t Time of	Crash (Fourth)				Drivers Condition	at Time of Crash	and Kandada 10,
									1 APPARENT	LY NORMAL	
Non-Motorist Description		•	Ion-Motorist Ac	tion Prior	to Crash				Non-Motorist Loca	tion at Time of Cra	śh
Non-Motorist Actions/Circumstances (F	Irst) Non-Motorist	Actions/	Circumstances (S	iecond)	Non-Motorist	Safety Equ	ipment (one)		Non-Motorist S	afety Equipment (t	wo)
Suspected Alcohol Use Alcohol Tested	Alcohol Test Type	Alco	hol Test Result	BAC	Suspected D	ug Use 🛛	Drug Tested	Drug	Test Type	Drug Test Res	ult
NO					NO						
Source of Transport to Medical Facility	EMS Agency Name or	r ID		<u> </u> E	MS Run Number	1	Medical Facili	l ty Trans	ported To		
1 NOT TRANSPORTED				ALC STRUCTURE		-					
PERSON Person # Description Vehicle 4 DRIVER	# Name 3 Sally M. Sp	rung				Date of 0 07-18	Birth Sex -1956 FEM	IALE	Phone Num (850) 5	ber Re 76-3747 N	e-Exam IO
Address	abaggoo			C(I	iy & State					Zip Code 32305	
Driver License Number		State	Expires	D	Туре	Req.	End.	injury Se	everity	Ejection	
S165793567580				5	E/OPERATO	0] 2 N	0	I NON	E	4 NOT A	PPLICABLE
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BELT USED				App	licable						
Drivers Actions at Time of Crash (First)	ON	ſ	Drivers Actions a	t Time of	Crash (Second)				Driver Distracted 8	By BACTED	
I NO CONTRIBUTING ACTI	ON										
Drivers Actions at Time of Crash (Third)	Par—	ſ	Drivers Actions a	t Time of	Crash (Fourth)				Drivers Condition 1 APPAREN1	at Time of Crash	
£									Non-Motorist Loca	ation at Time of Cra	wb.
Non-Motorist Description	-	I	Non-Motorist Ac	tion Prio	r to Crash						1211
Non-Motorist Description		1	lon-Motorist Ac	tion Prio	r to Crash						1511
Non-Motorist Description	irrt) Islan Matains	Actions	Yon-Motorist Ac	Secondi	Non-Motorist	Safety Fry	joment (one)		Non-Motorist S	afety Equioment (two)
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Non-Motorist Description Non-Motorist Actions/Circumstances (f Suspected Alcohol Use 'Alcoho! Tested NO	First) Non-Motorist Alcohol Test Type	Actions/	ion-Motorist Ac Circumstances (S Shol Test Result	Second)	Non-Motorist Suspected D	Safety Equ rug Use	uipment (one) Drug Tested	ទ្រសាប	Non-Motorist S Test Type	afety Equipment (Drug Test Re	two) sult

Crash Date 08/08/12	Reporting Agency Case 0012021082	Number			ISMV Crash Report Num 71907634	electory and a second and a second and a second a second a second a second a second a second a second a second	ngala na manandi katani na katani katani katani katang na katang na manana na papana mangkan ng
PERSON Person # Description Veh 2 PASSENGER	kle# Name 1 Dontrell Pe	rryman J	IR		Date of Birth Sex 07-28-2011 MAI	Phone Numb	er Re-Exam
Address	A1 Tallahasse	<u> </u>	C	City & State		i	Zip Code 32303
Driver License Number		State	Expires	D! Type	Reg. End.	Injury Severity	Ejection
Restraint Systems	Air Bag Deployed	Helmet Use	Eye	Protection	Seating Location Seat	Seating Location Row S	eating Location Other
Drivers Actions at Time of Crash (Fir	st)	Drivers	Actions at Time of	of Crash (Second)		Driver Distracted By	y
Drivers Actions at Time of Crash (Th	ird)	Drivers	Actions at Time of	of Crash (Fourth)		Drivers Condition a	t Time of Crash
Non-Motorist Description	•	Non-M	otorist Action Pri	or to Crash		Non-Motorist Locat	ion at Time of Crash
Non-Motorist Actions/Circumstance	es (First) Non-Motorist	Actions/Clrcum	istances (Second)	Non-Motorist S	afety Equipment (one)	Non-Motorist Sa	fety Equipment (two)
Suspected Alcohol Use Alcohol Test	ed Alcohol Test Type	Alcohol Te	st Result BAC	Suspected Dr	ug Use Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facil	ity EMS Agency Name or	ID		EMS Run Number	Medical Facili	ity Transported To	I
PERSON Person # Description Veh 5 PASSENGER Address Address	kle# Name 3 Lawrence M.	Sprung	c	ity & State	Date of Birth Sex 10-12-1952 MAI	E Phone Numb	er Re-Exam Zip Code
Driver License Number		State	Expires 0	ОІ Туре	Reg. End.	Injury Severity	Ejection
Restraint Systems	Air 8ag Deployed	Helmet Use	Eye	Protection	Seating Location Seat	Seating Location Row S	eating Location Other
Drivers Actions at Time of Crash (Fir	st)	Drivers	Actions at Time c	of Crash (Second)		Driver Distracted By	1
Drivers Actions at Time of Crash (Th	ird)	Drivers	Actions at Time o	of Crash (Fourth)		Drivers Condition at	t Time of Crash
Non-Motorist Description		Non-Me	otorist Action Pric	or to Crash		Non-Motorist Locat	ion at Time of Crash
Non-Motorist Actions/Circumstance	s (First) Non-Motorist	Actions/Circum	stances (Second)	Non-Motorist S	afety Equipment (one)	Non-Motorist Sa	fety Equipment (two)
Suspected Alcohol Use Alcohol Test	ed Alcohol Test Type	Alcohol Te:	st Result BAC	Suspected Dr.	rg Use Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facil	ity EMS Agency Name or	ID .		EMS Run Number	Medical Facili	ty Transported To	
VIOLATIONS Person # Name		FL Statute	Number	Charge		< 100F	Citation Number
LUarkezzia D. Person#Name	Hall	FL Statute	er 316 Number	Charge	Driving 31	1920	Citation Number
1 Jarkezzia D. WITNESSES ^{Name}	Hall Addre	Chapt ss	er 322	Driving	<u>∜hile Licens</u> ∈ City&State	Suspended/Rev	Zip Code
NON VEHICLE PROPERTY L Vehicle * Person * Property Damage -	DAMAGE Other Than Vehicle : Est. Amou	nt Owner's Nam	ə (Check if Busines	s)[]	Address	City & Sti	ate Zip Code
NARRATIVE							





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FLORIDA UNIFORM TRAFFIC CITATION In the court designated below the undersigned certifies that he/she has just and reasonable grounds to believe and does believe that on:

and reasonable	e grounos to be	meve and does	ceneve mat c				
		Citati	on #: 2237	'-WGB X			
County:			County C	ode: 13			
City:	TALLAHASSE	E	City C	ode: 50			
Date/Time:	WED 08/08/20	12 02:49 PM	Agency	ype: PD			
VIOLATOR							
First Name:	JARKEZZIA		Middle: DER	ASHIELL			
Last:	HALL		DOB: 02/1	5/1989			
Address:	2402 ATLAS F		State: El	7in: 32203			
Telephone [,]	3059241876	Race' B	Sev: FL	Hat: 506			
DL #:	H4004248955	51 DI	State: FL	Lic. Expires: 2012			
CDL:	N	Ethnicity:	Class: E	Diff. Addr. on DL:			
REGISTRATI							
Yr Veh: 96	<u> </u>	Ve	h. Tao: N037	·A.I			
Color: RED		Trailer Tag:					
Make: CHRY		Yr. Tag E	xpires: 2013	State: FL			
Style: 2D		-	-				
Comm. Mtr	.Veh.: N	Plac. Haz. Mat	: N				
>= 16 Passe	ngers: N	Motorcycle	: N -				
LOCATION							
Upon a Public	Street or High	way or Other Lo	cation Name	iy:			
1400 BLOCH	(N MONROE S	ST					
Located	FI	Miles	Of Node				
VIOLATION							
Did unlawfully	y commit the fol	lowing Offense,	In violation o	f State-Statute,			
DL-OPERAT	E WHILE DL R	EVOKED FOR		\$22.34(5)			
HABITUAL T	RAFFIC			$\langle \rangle$			
OFFENDER							
·							
Unlawful Spe	ed:	Posted S	peed:				
Crash: Y	Prop. Dam.: Y	Prop. Dam.	Amt.: 10000	Aggressive Driv: I			
lnjury: N	Ser. Injury: N	Fatal: N	Re	d Light/Stop Sign:			
Companion C	Sitation Number	(s):					
Driving Under (the Influence of Al	coholic Beverage	s, Chemical, or	Controlled			
Substances, D Driving/Actual I	nving/Actual Phys Physical Control v	acai Control While with Unlawful Bloo	umpaired, or d/Urine Alcohol	Level Bai.:			
COURTIMEC	RMATION						
CRIMINAL VIO	TATION COURT	REQUIRED	·····				
LEON COUN	TY COURTHO	USE					
301 S. MONF	OE STREET -	COURTROOM	2E Cou	rt Date: 09/20/201			
TALLAHASS	EE, FL 32303		Cou	rt Time: 8:30 A.M.			
			Civil	Penalty: N/A			
Arrest Deliver	red To:						
	On:						
SIGNATHRE			_ · · ·				
LAGREE AND							
	PROMISE TO CO	MPLY AND ANS	WER TO THE	CHARGES AND			
INSTRUCTION	PROMISE TO CO	OMPLY AND ANS	WER TO THE	CHARGES AND			
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INSTRUCTION AND SIGN THI SIGNATURE IS IF YOU NEED	PROMISE TO CO IS SPECIFIED IN E CITATION MAY S NOT AN ADMIS REASONABLE F	DMPLY AND ANS THIS CITATION. RESULT IN ARF SSION OF GUILT ACILITY ACCOM	WER TO THE WILLFUL REA EST. JUNDED OR WAIVER C MODATIONS T COURT	CHARGES AND USAL TO ACCEPT RSTAND MY F RIGHTS. O COMPLY WITH			
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INSTRUCTION AND SIGN THI SIGNATURE IS IF YOU NEED THIS CITATIO Signature of D Signature	PROMISE TO CO IS SPECIFIED IN E CITATION MAY S NOT AN ADMIE REASONABLE F N, CONTACT TH Pefendarit:	DMPLY AND ANS THIS CITATION. RESULT IN ARF SSION OF GUILT ACILITY ACCOM E CLERK OF THI ACILITY ACCOM CLERK OF THI AS DELIVERED TO	WER TO THE WILLFUL REU DEST. JUNDEI OR WAIVER O MODATIONS T COURT. COURT. COLARA THE PERSON C	CHARGES AND USAL TO ACCEPT STAND MY FRIGHTS O COMPLY WITH D. HALL ZGG			
INSTRUCTION AND SIGN THI SIGNATURE IS IF YOU NEED THIS CITATIO Signature of D Signature Kit CERTIFY Officer name	PROMISE TO CO IS SPECIFIED IN E CITATION MAY S NOT AN ADMIE REASONABLE F N, CONTACT TH Pefendaril:	DMPLY AND ANS THIS CITATION. RESULT IN ARF SSION OF GUILT ACILITY ACCOM E CLERK OF THI ACILITY ACCOM CLERK OF THI AS DELIVERED TO	WER TO THE WILLFUL REU VILLFUL REU OR WAIVER O MODATIONS T COURT.	CHARGES AND USAL TO ACCEPT STAND MY F RIGHTS O COMPLY WITH D. HALL ZE 6 TED ABOVE ICET ID: 766			
INSTRUCTION AND SIGN THI SIGNATURE IS IF YOU NEED THIS CITATIO Signature of D Signature Kit CERTIFY Officer name Case number	PROMISE TO CO IS SPECIFIED IN E CITATION MAY S NOT AN ADMIE REASONABLE F N, CONTACT TH Pefendaril:	DMPLY AND ANS THIS CITATION. RESULT IN ARF SSION OF GUILT ACILITY ACCOM E CLERK OF THI ACILITY ACCOM CONTRACTOR AS DELIVERED TO Troop/Unit: EFE PD	WER TO THE WILLFUL REI OR WAIVER O MODATIONS T COURT.	CHARGES AND USAL TO ACCEPT STAND MY F RIGHTS O COMPLY WITH D. HALL D. HALL TED ABOVE ICEP ID: 766 Misc:			
INSTRUCTION AND SIGN THI SIGNATURE IS IF YOU NEED THIS CITATIO Signature of D Signature Kit CERTIFY Officer name Case number Agency Name Agency 4	PROMISE TO CO IS SPECIFIED IN E CITATION MAY S NOT AN ADMIE REASONABLE F N, CONTACT TH Defendant:	DMPLY AND ANS THIS CITATION. RESULT IN ARF SSION OF GUILT ACILITY ACCOM E CLERK OF THI ACILITY ACCOM CONTRACTOR AS DELIVERED TO Troop/Unit: EE PD	WER TO THE WILLFUL REI OR WAIVER O MODATIONS T COURT.	CHARGES AND USAL TO ACCEPT STAND MY F RIGHTS O COMPLY WITH D. HALL D. HALL TED ABOVE ICEP ID: 766 Misc:			
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FLORIDA TRAFFIC CRASH REPORT r i

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

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LONG FORM X SHORT FORM (Electronic Version)

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Crash Date	<u> </u>	Time of Cras	h D	ate of Report	F	Reporting Agene	ty Case Nu 12	imber			7190	asii keporti 4773	nomoer		
CRASH ID		11:52 A		01/00/12	1										
County Cod	e City Code County	of Crash	-	Place or City	y of Crash						Within Cil YES	ty Limits Ti	me Reported	fime Dispat	tched PM
1 Time on Sce	3 50 Leon	n ene Comple	ted Reason (If Im	vestigation NOT	Complete)								Notified	Зу	
12:40 I	PM 02:45 PM	2 YE	s	(CORTIONS)		enna forson la BAB	ooraa ka sing	18750000		ere ver filog		00000000	2 LAW	ENFORC	EMENT
ROADWA	Y INFORMATIC red On Street, Road)N (CHOO I. Highway	SE ONLY 1 OF	4 UP (10185)	A (59.7579.968	1999-999-999-999-999-999-999-999-999-99	1 1 672 I	At Stree	t Address #	ana ang ang ang ang ang ang ang ang ang	At La	atitude	And Long	jitude	awa kuna
NORTH U	JS 27 (Monro	be) Hwy					C.P			909 -	+		Or From	Milenost	#
At Feet	Or Miles	Direction	Fron ME	n Intersection W ST STH Ave	ith Street, I	(oad, Highway						Ŕ	9	macpost	
Road System	n Identifier			Type of St	noulder				Түре	of intersect	ion SECUTO	N			
2 U. S.			DICTURES TAK	IS COR	B		944-			1-INIEN					
Light Condit	Ion	Weathe	r Condition	Road	way Surface	e Condition	School	Bus Rel	ated			Manner Of	Collision	B	
1 DAYLI	IGHT	1 CL	EAR	1 1	DRY		1 NC)				1 FRON	IT TO REF	IK	
First Harmfu	I Event Type	Fir.	st Harmful Event			First Harmi	ful Event L	ocation		Within Inter	change F	irst Harmful	Event Relatio	n To Junctio	on
2 COLL	ISION WITH	1	4 MOTOR VE	HICLE IN		1 ON R	OADWAY	ť		NO	1	8 THROUG	H ROADWA1		
NON-FIX Contributio	KED OBJECT e Circumstances: Ro	ad	RANSPORT	Contributing Cir	cumstances	: Road			c	ı Contributing (Circumstan	ices: Road			
1 NONE															
Contributin	g Circumstances: En	vironment	-	Contributin	g Circumsta	inces: Environn	nent			Contributing	Circumstan	ices: Enviror	nnent		
Work Zone	Related Crash In Wo	ork Zone			Type Of W	/ork Zone	- ×.n.		Workers Ir	n Work Zone	Law Enfor	cement in V	Vork Zone		
NO	Chaok If	Commerci									l				
Vehicle Mo	tor Vehicle Type VEHICLE IN	TRANSPC	Hit and Run NO	Veh License N	umber 361KEJ	State Reg. Ex 03-11	pires 2	Pern NO	nanent Reg.	VIN WDBHA23	G8WA63	3304			
Year Ma 98 Me	ke Model rc 230 Ser	style Sedan	Color 4 c WHI WH	Extent C	Of Damage CTIONAL	Est. Damage	500 NC	wed Due	e To Damage	Vehicle Ren	noved By		Rotal	ion	
Insurance C Peacht	Company (Driver) ree Casualt	y Insura	ance					lr E	B000402	licy Number 23801			7. 6. 1.		
Name of Ve	hicle Owner (Busin	ess}	Ot Tallah		Current	Address			City &	State			Zip Code 32303		
Jeremi Trailer I	ah Green 53 License Number	State	Reg. Expires	Permanent Rep	3. VIN		·					Year	Make	Length	Axles
One:				December 10								Year	Make	Length	Axles
Trailer I Two:	License Number	State	Reg. Expires	Permanent Ke	3. ¥114										
Vehicle Traveling	Direction SOUTH	Monroe	St	On Street, Ro	ad, Highwa	Ŷ		10.00			At	Est. Speed 10	Posted Speed	5 Total 1	Lanes 4
CMV Config	guration	.	Cargo F	lody Type				Are	a of Initial	Impact			Most Dam	aged Area	а
Comm GVV	VR/GCWR		Trailer Type (Tr	aller One) T	railer Type	(Trailer Two)	\ \	2 3	4 5	6 7	18 Undero	arriage 18	2 3	4 5 6	
								1 1 15	((16 1	7 8	20 Wind	shield 20	1 15 ((16 17	8
Haz. Mat. R	elease Haz. Mat Pl	acard N	umber	,	Class		-				21 Tra	iler 21	M 13	12 11 1	
Motor Carr	ler Name			US	DOT Numb	er		01~	111	101 0			QI ~I		
Motor Carr	ier Address			Cit	y & State					z	lip Code		Phone N	lumber	
		11111	la Tran	- Lu	hiclo Defec	tr (one)		Vehicle	Defects (byc	1	Emer	gency Vehic	le Lise iSpecia	Function (of MV
Comm/Nor	i-Commercial	1 PASSE	NGER CAR	1	NONE	to tone }				1		B,	1 NO FUNC) SPECI CTION	IAL
Vehicle Ma	neuver Action Tra	1 fficway TWO-WAY	NOT DIVI	DED 1	adway Gra	de Roadway	Alignmen	t Most MOT	Harmful Ev OR VEH1	ent ICLE	Most Harr MOTOR	nful Detail VEHICLI	E IN TRAI	ISPORT	
LANES	GING	100 000				1		IN	TRANSPO	ORT					
Traffic Cont 5 TRAF	trol Device For This FIC CONTROL	Vehicle Firs	t (1) Sequence of MOTOR VEH	Events ICLE IN	Second	2) Sequence of	Events		Third (3) See	quence of Ev	ents	Fourth	1 (4) Sequence	of Events	
SIGNAL			MIQE VR1				240-540-540-540-540-5	e e e e e e e e e e e e e e e e e e e							
VEHICLE Vehicle Mo	Check If	Commerc	lal Hit and Run	Veh License N	lumber BETTE	State Reg. E) 07-1	opires 2	Peri	manent Reg	NN KM8JM1:	286807	09559	es. 50 45 45 45	572 2603	
Year Ma	ke Model	Style	Color	Extent	Of Damage	Est. Damage	- Foo To	wed Du	e To Damag	e Vehicle Rer	moved By		Rota	tion	
08 Hy	un Santa F	e SUV 4	dod SIL S	LVER2 FUN	CTIONAL		500 N	U Tr	insurance Po	licy Number		••			
state	Company (Driver) Farm							ŝ	5198156	591					

ran avante av 190 octo a transmissione av Crash Date	Re	porting Agency C	ase Number			an an an an an an an an an an an an an a	HSMV	Crash Report N 04773	lumber	nanan biran matuka		o w Derself anno de l'estadore do se	,	
01/07/12 Name of Vehicle Owner, (Burl	100 Iness) 🗔	012000582		Cu	rrent Addre	55		City & Sta	te	a dama ta ser se se se se se se se se se se se se se	ene energia de la compañía de la compañía de la compañía de la compañía de la compañía de la compañía de la com	Zip Code	aneo ora succestrativa	en eurone con Con S
Mary Nell Fite 1	92 Quail	Rdg Havan	a	D ==	MIN				.1.07	<i>u</i>	Year	32333 Make	Length	Axles
Trailer License Number One:	State	Reg. Expires	Permanent	neg.	241X						Year	Make	Length	Axles
Trailer License Number Two:	State	Reg. Expires	Permanent	ĸeg.	VIN						tes Samed	Posted Cor-		lanes
Vehicle Direction Traveling SOUTH	Monroe	St	On Street,	Road, Hi	ighway						2	r used speet	§5	4
CMV Configuration	<u> </u>	Cargo E	Body Type				Are	a of Initial Im	pact	,		Most Dam	aged Are	a
Comm GVWR/GCWR		Trailer Type (Tr	aller One)	Trailer	Type (Traile	er Two)	$\frac{2}{1}$	4 5 6	0	18 Underc 19 Over 20 Winds	arriage 18 turn 19 shield 20	2 3	4 5 0	
Haz. Mat. Release Haz. Mat I	Placard N	łumber		_![C	lass		14 13	3 12 11 10	9	21 Tra	iler 21	14 13	12 11 1	
Motor Carrier Name	L			US DOT	Number				•					
Motor Carrier Address				L City & St	tate					Zip Code		Phone !	lumber	1
Comm/Non-Commercial	Vehicle Bo 16 (SPC VEHICLI	dyType ORT) UTILI E	ΓY	Vehkle 1 NON	Defects (or E	ne)	Vehicle	Defects (two)		Emer	genc <mark>y Vehic</mark>	le Use Specia 1 N FUN	IFunction OSPEC CTION	of MV IAL
Vehicle Maneuver Action T 13 STOPPED IN TRAFFIC	rafficway			Roadwa 1 LE	ay Grade VEL	Roadway Alignma 1 STRAIGHT	ent Mos 14 VEH	t Harmful Event MOTOR HICLE IN	1	Most Harr 14 MOT TRANSP	nful Detail OR VEHI ORT	ICLE IN		
Traffic Control Device For Th	is Vehicle Firs 14 TF	at (1) Sequence of MOTOR VE ANSPORT	Events HICLE IN	Se	cond (2) Se	quence of Events		Third (3) Seque	nce of E	vents	Fourth	h (4) Sequence	of Events	
VEHICLE Check	f Commerce TRANSP(cial fills Hit and Run C NO	Veh Licen:	se Numb L82	er State 4YU	e Reg. Expires	Per NO	manent Reg. V	IN HLRE3	38718C0	41827			
Year Make Model	style at SUV	Color 4 doc SIL S	ILVER4	ent Of Da 41NOR	amage Est. I	Damage 100	Towed Du NO	ie To Damage V	'ehicle Re	emoved By		Rot	ation	
Insurance Company (Driver)								Insurance Polic 804589490	y Numbe	н.				
Name of Vehicle Owner (Bu	siness)			C	urrent Addr	ess		City & St	ate			Zip Code 32333	•	
Danielle Michell Trailer License Number	e Smith State	151 W C Bi Reg. Expires	Permanen	Havar t Reg.						·······	Year	Make	Length	Axles
One: Trailer License Number	State	Reg. Expires	Permanen	t Reg.	VIN					1	Year	Make	Length	Axles
Two: Vehicle Direction			On Street	t, Road, F	Highway					At	Est. Speed	Posted Spe	ed Tota	i Lanes 4
Traveling SOUTH	Monroe	St	Body Type							<u>l</u>	T Ū		<u> </u>	
CMA COURBOISTON			, ,				Ar	ea of Initial In	npact			Most Dai	naged Ar	ea
Comm GVWR/GCWR		Trailer Type (1	frailer One)	Traile	er Type (Trai	ler Two)	2/2	3 4 5 6	1	18 Under 19 Ove	carriage 18 erturn 19		4 5	6 7
,					Class		1][1	5 ((16 17	0	20 Win	dshield 20	0 1 ((15()	16 1	7 8
Haz. Mat. Release Haz. Mat	Placard	Number			1035		14 1	13 12 11 1	0 9	21 11		14 13	12 11	10 9
Motor Carrler Name				US DO	T Number		l					labora	Number	
Motor Carrier Address				City & S	State					Zip Lode			Tabilitier	
Comm/Non-Commercial	Vehicle B 16 (SE VEHICI	ody Type PORT) UTILI JE	ITY	Vehici 1 NO	e Defects (o NE	ne)	Vehicle	e Defects (two)		Eme	rgency Vehi	icle Use Spec 1 1 FUI	IN SPEC	n of MV CIAL
Vehicle Maneuver Action 13 STOPPED IN TRAFFIC	Trafficway			Roadw 1 LI	vay Grade EVEL	Roadway Alignn 1 STRAIGH	rent Mo F 14 VE	St Harmful Ever MOTOR HICLE IN	nt	Most Hai 14 MO TRANS	mful Detail TOR VEH PORT	IICLE IN		
Traffic Control Device For T	his Vehicle Fi 1 T	rst (1) Sequence o 4 MOTOR VE RANSPORT	f Events HICLE II	N S	iecond (2) S	equence of Event	\$	Third (3) Sequ	ience of I	Events	Four	(n (4) Sequenc	e or Evenu	5
PERSON Person # Description 1 DRIVER	Vehicle #	^{Name} Jeremiah	Green				Da 0	ate of Birth 3–17–1964	Sex MALE		Phone Nun (850)	nber 980-3501 71-0	Re-Exa NO	m
Addres	s allahas	see				City & State						32	303	
Driver License Number	A19		Stat	e	Expires 03/17/1	Ol Type 12 5 E/OPE	RATO	Reg. End. 2 NO	lnj 1	jury Severity NONE	1	Ejectio 4 NO	n T APPL	ICABLE
G650420640970 Restraint Systems 3 SHOULDER AND	Air B LAP 2 N	ag Deployed IOT DEPLOYE	ED Helme	at Use		Eye Protection	Se 1	ating Location ! LEFT	Seat	Seating Loc 1 FRON	r T	Seating Local 1 NOT A	ion Other PPLIC	ABLE
BELT USED			1			1				L		!		

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Crash Date	Reporting Agency Case	Number	ong overgen gegen van de de bede		H 7	SMV Cr 1904	ash Report 773	Number	en errer 19 v.a.				alaan sa gala mada da ahaa da ahaa da ahaa da ahaa aha
Drivers Actions at Time of Crash (First 2 OPERATED MV IN CARE	t) ELESS OR	Drivers /	Actions at Tim	e of Cra	ash (Second)	anni statututututu		artantin diraci	Orive 1 1	n Distracted I NOT DIST	^{By} FRACT	'ED	
NEGLIGENT MANNER Drivers Actions at Time of Crash (Thir	rd)	Drivers /	Actions at Tim	e of Cra	ash (Fourth)				Orive	ers Condition	at Time FLY N	of Crash	
Non-Motorist Description		Non-Me	torist Action	rior to	Crash				Non-	Motorist Loc	ationat	Time of (Crash
mon-motonst description		100010											
Non-Motorist Actions/Circumstances	s (First) Non-Motorist	Actions/Circums	stances (Secon	nd) (br	Non-Matorist S	afety Eq	uipment (o	ne)	N	on-Motorist S	Safety E	quipmen	t (two)
Suspected Alcohol Use Alcohol Teste NO	ed Alcohol Test Type	Alcohol Tes	t Result BAC		Suspected Dru NO	ıg Use	Drug Teste	d Dru	ug Test	Туре	D	rug Test I	?esult
Source of Transport to Medical Facili	ty EMS Agency Name o	r ID		EMS	Run Number		Medical	Facility Trai	nsporte	ed To	I		
PERSON Person # Description 2 DR IVER	l :e# Name 2 Mary Nell F	lite				Date of 07-13	1 8irth 1-1966	Sex FEMALE		Phone Num (850) 8	nber 841-9	799	Re-Exam NO
Address 192 Wuail Rdg Havar	na			City &	k State							Zip Code 3233	33
Driver License Number F300594667510		State	Expires 07/11/18	DITy 5 E	pe S/OPERATO	Req. 2 1	. End. NO	Injury 1 NC	Severit NE	ty	4 4	jection NOT	APPLICABLE
Restraint Systems 3 SHOULDER AND LAP BELT USED	Air Bag Deployed 2 NOT DEPLOYED	Helmet Use	E	ye Prot	tection	Seating 1 LEI	Location Se FT	at Sea 1	iting Lo FRON	cation Row IT	Seating 1 NO	Location T API	Other PLICABLE
Drivers Actions at Time of Crash (Firs 1 NO CONTRIBUTING ACT	t} FION	Drivers	Actions at Tim	e of Cra	ash (Second)				Drive 1	er Distracted NOT DIST	Bγ TRACI	ED	
Drivers Actions at Time of Crash (Thio	rd)	Drivers	Actions at Tim	e of Cra	ash (Fourth)				Drive 1	ers Condition	at Time TLY N	of Crash IORMAI	,
Non-Motarist Description		Non-Mo	otorist Action I	Prior to	o Crash				Non	Motorist Loc	ation at	Time of	Crash
Non-Motorist Actions/Circumstances	s (First) Non-Motorist	Actions/Circum	stances (Secor	nd) (Non-Motorist S	afety Eq	quipment (c	ne)	N	ion-Motorist :	Safety E	quipmen	t (two)
Suspected Alcohol Use 'Alcohol Teste NO	ed Alcohol Test Type	Alcohol Tes	st Result BAC		Suspected Dru NO	ig Use	Drug Teste	d Dri	ug Test	Туре	C	rug Test	Result
Source of Transport to Medical Facili	ity EMS Agency Name o	r ID	. <u> </u>	EMS	5 Run Number		Medical	Facility Tra	nsport	ed To			
PERSON Person # Description Vehic 3 DRIVER	cle# Name 3 Danielle Mi	chelle S	mith	1		Date of	f Birth 4–1978	Sex FEMALE		Phone Nun (850)	nber 228-5	5746	Re-Exam NO
Address 151 W C Brown Rd Ha	avana			City 8	& State	1	da 200 FF - F	ŧ				Zip Code 3233	33
Driver License Number S 5 3 0 1 7 3 7 8 8 6 4 0	1.00	State	Expires	DITy 5 E	/pe Z/OPERATO	Req	. End.	lnjury 1 NC	Severi DNE	tγ		Ejection I NOT	APPLICABLE
Restraint Systems 3 SHOULDER AND LAP	Air Bag Deployed 2 NOT DEPLOYED	Helmet Use	E	Eye Prot	tection	Seating 1 'LEI	Location Se FT	eat Sea 1	ating Lo FRON	ocation Row NT	Seating 1 NO	Location T AP	Other PLICABLE
Drivers Actions at Time of Crash (Firs 1 NO CONTRIBUTING ACT	t} TION	Drivers	Actions at Tim	ne of Cr	ash (Second)			I	Drive 1	er Distracted NOT DIS	BY TRACI	FED	
Drivers Actions at Time of Crash (Thin	rd)	Drivers	Actions at Tim	ne of Cr	ash (Fourth)			<u></u>	Drive 1	ers Condition APPAREN	at Time TLY 1	e of Crash NORMAI	<u></u> د
Non-Motorist Description		Non-Mo	otorist Action	Prior to	o Crash				Non-	-Motorist Loc	cation at	t Time of	Crash
Non-Motorist Actions/Circumstances	s (First) Non-Motoris	t Actions/Clrcum	stances (Secor	nd)	Non-Motorist S	afety Ec	quipment (c	ene)	м 	lon-Motorist	Safety E	quipmer	it (two)
Suspected Alcohol Use Alcohol Teste NO	ed Alcohol Test Type	Alcohol Te:	st Result BAC	:	Suspected Dri NO	ug Use	Drug Teste	d Dr	ug Tesi	t Туре	C	rug Test	Result
Source of Transport to Medical Facili	ity EMS Agency Name o	or ID	<u>l</u>	EMS	S Run Number		Medical	Facility Tra	insport	ed To	L_		
VIOLATIONS Person # Name		FL Statute	Number	 C	Charge		- I				CI	tation Nu	mper
WITNESSES Name	Addr	ess		1			City & :	State					Zip Code
NON VEHICLE PROPERTY D	AMAGE Other Than Vehicle Fst. Amo	unt Owner's Nam	e (Check if Busi	iness) r			Addre	255		City &	State		Zıp Code
remark frequencies and and a				· L	-					•			



FLO	Traffic Crash Report can be pi	urchased online at www IC CRASH	REPOR	Г	WAS DOT	PROPERTY INVOL	ED IN THIS CR	ASH?		
LONG FORM	SHORT FORM	UPDAT	E []		TOTAL	# OF VEHICLE \$	SECTION(S) _2	_	
MAIL TO: DEP TRAFFI	ARTMENT OF HIGH C CRASH RECORD TALLAHASSE	IWAY SAFETY)S, NEIL KIRKM E, FL 32399-05	& MOTOR V IAN BUILDIN 37	EHICLES IG	TOTAL TOTAL	# OF PERSON \$ # OF NARRATI\	ECTION(S)) <u>2</u> N(S) <u>1</u>		
CRASH DATE 09/18/2012 RASH IDENTIFIERS	TIME OF CRASH 7:45 AM	DATE OF REPOR 09/18/2012	T REI 00	PORTING AGENCY	CASE NUMBE	R HSMV 8359	CRASH REPO 0722	RTNUMBER		
	DDE COUNTY OF CRASH		PLACE OR CITY	OF CRASH		CHECK IF WIT CITY LIMITS		REPORTED	TIME DISPA	TCHED
ME ON SCENE	TIME CLEARED SCENE	CHECK IF COMPLETED	REASON (If Investi	igation NOT Comple	le)			Notified By 2 Law Enfo	r. 1 Motorist prcement	2
	NON (CHOOSE ONLY 1 C	OF 4 OPTIONS)		AT STREET A		1 ATLA	nnine	AND LON	GITUDE	
RASH OCCURRED ON IONROE ST N	SIREET, ROAD, HIGHWAT				DDICEDS#	2				
TFEET MIU	ES N S E		M INTERSECTION	WITH STREET, RO.	ad, Highway			10R FRC	M MILEPOS	
Road Sy 1 Interstate 2 U.S. 3 State	rstem Identifier 71 4 County 91 5 Local 77 6 Tumpike/Tol Ne	Forest Road Private Roadway Parking Lot 7 Other, Explain in anative	Туре	of Shoulder 1 Paved 2 Unpaved 3 Curb	1	Type of Inters 1 Noi at Intersect 2 Four-Way Inter 3 T-Intersection 4 Y-Intersection	ection ion section	5 Traffic Carcle 6 Roundabout 7 Five-Point, or 77 Other, Expla	More in in Narrative	€
Light Con 1 Daylight 2 Dusk 3 Dawn 4 Dark-Lighted	dillon 5 Dark-Not Lighted 6 Dark-Unknown Lighting 77 Other, Explain in Narretive 88 Unknown 2 Clou 3 Rein	Weather Condition 4 Flog, Smog, Smog 5 Steet/Heit/ Freezing Rain 6 Blowing Send, Sei Dirt 7 Tother, Explain in Narretive	Roadwa i 2 is 1 Dry 2 Wet 4 kce/Frost	ay Surface Condi 5 Oil 6 Mud, Dirt, Grav 7 Sand 8 Water (standing/moving 77 Other, Explain Narrative 88 Unknown	itton So rei))) in	thool Bus Related 1 No 2 Yes, School Bus Directly Involved 3 Yes, School Bus Indirectly Involved	i Front to 2 Front to 3 Angle	Manner of Co 4 Sidesw 5 Sidesw 6 Rear to 7 Rear to 77 Other, Front 88 Unkno	ollision/Imp ipe, same dire ipe, Opposite Side Rear , Explain in Na own	act xtion Directio arrative
First Harmful First Harmful Ever within Interchang I No 2 Yes 88 Unknown	Event Non-Colli 1 Overtum/Rotio 2 Fire/Explosion 3 Immersion 4 Jackknife 5 Cargo/Equipme Loss or Shift 6 Fett/Jumped Fir Motor Vahicle 7 Thrown or Fall Object 8 Ran int Water/A 9 Other Collision	ston GOIIIst ver 10 Pedest 11 Pedalcy engine) ent 13 Animal 14 Motor V rown Transport 15 Parked ung 16 Work Z Equipment Canel 17 Struck 1 6 Cargo	un Non-Fixed Ol ian cle vehicle (train, lehicle in Motor Vehicle one-Maintainance by Falling, Shifting	19 Impact Atten Cusion 20 Bridge Overt 21 Bridge Pier (22 Bridge Rail 23 Cutvert 24 Curb 25 Ditch 26 Embankmer 27 Guardrail Fa 28 Guardrail Er 29 Cable Barrie	tuator/Crash head Structure or Support	30 Concrete 31 Other Traffic Ba 32 Tree (standing) 33 Uilty PokALight 34 Traffic Sign Sup 35 Traffic Signal Su 36 Okter Post, Poke Support 37 Fence 38 Maibox 39 Other Fixed Obj building, tunnel, etc	tier Support port port or ect (wall, .)	Location 1 2 1 4 6 7 8 2 9 9	On Roadway Off Roadway Shoulder Median Gore Separator In Parking La one Outside Right 0 Roadside 8 Unknown	ne or I-of-way
First Ha	rmful Event Relation to	Conti	Ibuting Circums	stances: Road) Worn, Travel-I	Polished Surface	Contribut	ing Circumstar	nces: Envir	onmei
1 Non-Junction Intersection Related Driveway/Alley Access Related	Junction 5 Reävay Grade Crossing 14 Entrance/Exit Ramp 15 Crossover - Related 16 Shared-Use of Path or Tr 17 Acceleration/Dceleration 18 Through Roadway 77 Other, Explain in Narretiv 88 Unknown	reit 1 N Lane 4 W Ne 6 S 7 R	10 International	Lion/ tion/	cy, snow, skush, 11 Obstruction in 12 Debris 13 Traffic Contro noperative, Mis 14 Non-Highway 17 Other, Explai 38 Unknown	elc.) n Roadway X Device sing or Obscured (Work n in Namative	1 None 2 Weather Coo 3 Physical Ob 4 Glare	5 A ndītions 77 struction(s) Na 88	Anîmal(s) în Ro Other, Explais arative Unknown) xadway n in
Work Zone Relate	d Crash In V I Before the Warning Sig 2 Advance V 3 Transition	Work Zone) First Work Zone)n Warning Area Area	Ty iLan 2Lan 3Wo Atola	pe of Work Zone te Closure te Shift/Crossover rk on Shoulder or Ma umittent or Maxing V	edfan Vork	Workers In Wo	rk Zone	Law Enfo	orcement in Zone cer Present	Work
88 Unknown	4 Activity And 5 Terminatio	rea on Area	77 0	her, Explain in Nam	อร์งอ	88 Ur	known	Conty I	r Enforcement Present	Vencie
NTNESSES NAME				ADDRES	S	CITY & STATE			ZIP CODE	
NAME				ADDRES	S	CITY & STATE			ZIP CODE	
NAME				ADDRES	S	CITY & STATE			ZIP CODE	
ON VEHICLE PROPI	ERTY DAMAGE									
EH # PER # PRO	PERTY DAMAGE - OTHER IF	HAN VEH.	OWNER'S NAMI		IF BUSINESS)	ADDRESS	¢	ITY & STATE	ZIP CC	ЮE
EH.# PER# PRO	PERTY DAMAGE - OTHER TH	HAN VEH. ORAT	OWNER'S NAM	E CHECK	IF BUSINESS)	ADDRESS	C	ITY & STATE	ZIP CC	ЯDE
			el météhi jarajai	-			and a state of the	n njerije je posobile Transformation		

VEHICLE # 1	Check if C		porting Agency Case Numl 12025176		HSMV Cresh Repo 83590722	rt Number
1 Vehicle in Transport 2 Parked Motor Vehicle 1 Webicle	WC287	BER STATE RE FL 06	GISTRATION EXPIRES	Check if Permanent Registration	VIN 1FMZU77E71UC728	50
Hit and Run	R	MODEL	STYLE	COLOR	DAMAGE: 1 Disabling 4 Mino 2 Functional control	x EST. AMOUNT
2 Yes 88 Unknown	1 FORD FORD	EXPLORER	SUV	BLACK - BLK	3 None 88 Un	1. Rotation
INSURANCE COMPANY (DRN STATE FARM	(ER)	NSURANCE POLICY NUMBE 177 2924-59 4 D17 09785	to Damag 1 No 2 Y	e: 05		2. Owner Request 3. Driver 4. Other, Explain in Narrative
NAME OF VEHICLE OWNER (O Jason William P	CHECK IF BUSINESS)	CURRENT ADDRESS 3209 SPRINGDALE D	R			FL 32312
Trailer LICENSE NUMBER One:	STATE REGISTRATIO	N EXPIRES Check if Registra				LENGTH AXLES
Trailor LICENSE NUMBER Two:	STATE REGISTRATIO	N EXPIRES CILCULAR Registra			AT EST, SPEED PO	DISTED SPEED TOTAL LANES
VEHICLE N S TRAVELING []	E W Off-Road Und		Area o	f Initial Impact		Most Damaged Area
HAZ_MAT. RELEASED 1 No 2 Yes 88 Unknown MOTOR CARRIER NAME	HAZ, MAT. PLACARU 1 No 2 Yes 88 Unknown	US DOT NUMBER	2 <u>3</u> 1 (15 14	4 5 6 7 01 (16 17 8 9	18 Undercarriage 18 19 Overtum 19 20 Windshield 20 21 Trailer 121	$\begin{array}{c} 2 \\ 3 \\ 1 \\ 15 \\ 16 \\ 17 \\ 14 \\ 12 \\ 12 \\ 11 \\ 10 \\ 9 \\ 14 \\ 12 \\ 12 \\ 11 \\ 10 \\ 9 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 $
MOTOR CARRIER ADDRESS		СПУ	13	12 11 10 STATE		PHONE NUMBER
Vehicle Body Type 16 1 Passenger Car 2 Passenger Van 3 Pickup 7 Motor Home 8 Bus	15 Low Speed Vehicle 16 (Sport) Utility Vehicle 17 Cargo Van (10,000 lbs (4,536 kg) or less) 18 Motor Coach 19 Other Light Trucks (10,00 (4,536 kg) or less) 20 Medium/Heavy Trucks (n than 10,000 lbs (4,536 kg))	Trafficwa 1 Two-Way, Not D 2 Two-Way, Not D Continuous Left T 3 Two-Way, Divid (painted >4 feet) ħ 4 Two-Way, Divid Median Barrier 5 One-Way Traffi	y kvided kvided, with a um Lane ed, Unprotected tedian ed, Positive cway	Commerc 1 Vehicle 10,000 for Hazerdous M 2 Single-Unit Tru more than 10,000 3 Single-Unit Tru 4 Truck Putting T 5 Truck Trector (6 Truck Trector (7 Truck Trector (cial Motor Vehicle Config Ibs or loss Piacaided (aterials (ck (2-axle and GVVR) 1bs (4,538 kg)) ck (3 or more axles) (railer(s) bobtail) (Semi-Trailer) auther Truck	uration 3 Tracto//Triple 3 Truck more than 10,000 lbs (4,536 (g), Cannot Classify 10 BusL arge van (seals for 9-15 boccupants, including driver) 11 Bus (seals for more than 15 boccupants, including driver) 77 Other, Explein in Narrative 81 Unknown
11 Motorcycle 12 Moged 13 All Terrein Vehicle (ATV) Comm/N 1 Infersta 2 Intrasta 3 Not in (4 Not in (21 Farm Labor Venice 77 Other, Explain in Narrath 88 Unknown on-Commercial te Carrier te Carrier Commerce/Government Commerce/Other Truck Non-Collision	re TRAILER 1 TR	Trailer Type 1 Single Semi Tra 2 Tandem Semi Tra 2 Tandem Semi Tra 3 Tank Trailer 4 Saddie MounU 5 Beat Trailer 6 Utity Trailer 7 House Trailer 1 10,000 b 2 10,001 2	ižer 8 Pole Traiker raiter 9 Towed Vehicle 10 Aufo Transpo raiker 77 Other, Explain Narrative 88 Unknown 5 (4,536 kg) or less 3 ong up, ck 535, 11 7938	cargo Bo ct n in No Cargo S Var/E 4 Hopp 5 Pote- 1 No Cargo 2 Bus 8 Dumy 9 Conc	dy Type 13 Intermodal Enclosed Box er 14 Vehicle Towing Traiter 5 Tank 15 Nol AppScable ed (vehicle 10,000 fbs 5 (4,536 kg) or loss nol risele Moor displaying HM placard
It Sequence of Events	I Overtum/Rollover 2 Fire/Explosion 3 Immersion 4 Jackknife 5 Cargo/Equipment Loss of 5 6 Fett/Jumped From Motor V 7 Thrown or Falling Object 8 Ran into Water/Cenal 9 Other Non-Colfision [40-46 Sequence of Events 40 equipment Failure (blown brake failure, etc.) 41 Separation of Units 42 Ran Off Roadway, Fight 43 Ran Off Roadway, I eff	Collision with No Shift 10 Pedestrian ehicle 11 Pedatcycle 12 Railway Vel 13 Animal 14 Motor Vehix 5 Parked Mol 16 Work Zone 17 Struck By F Anything Sel ir Vehicle 18 Other Non-	4 2 10,001-24 3 More has 4 Not Appli 4 Not Appli 5 No	26,000 lbs (H,793kg) 26,000 lbs (11,793kg) cable Collision Fixe 19 Impact Attenue 20 Bridge Overhe 21 Bridge Pier or 22 Bridge Rail 23 Culvert 24 Curb 25 Ditch 26 Embankment 27 Guardrail Face 28 Guerdrail End	e 38 Mail: 30 Object 30 Conc 30 Conc 30 Conc 30 Conc 30 Conc 31 Othe 32 Tree 33 Uithy 34 Traffi 35 Traffi 39 Othe 39 Othe 39 Color 30 Conc 31 Othe 33 Uithy 34 Traffi 35 Othe 39 Othe 39 Othe 39 Othe 50 Othe 39 Othe	Transport 77 Other, Explain in Narrative 88 Unknown > Barrier rote Traffic Barrier (standing) Emergency Vehicle Use PoterLight Support c Signal Support c Signal Support r Post, Pole, or Support e wox 1 No 2 Yes 88 Unknown e Same e Samo yunnel, etc.) Kohlete Defecte
Roadway Grade 1 Level 2 Hilcrest 3 Uphil 5 Sag (boltom) Special Function	44 Cross Median 45 Cross Centerfine 46 Downhill Runaway Roadway Alignment 1 Straight 2 Curve Right 3 Curve Left 1 No Special Function 2 Farm Vehicle	Vehicle Man 1 Straight Ahead 3 Turning Left 4 Backing 5 Turning Right 6 Changing Lane 8 Parked 10 Making U-Tun 11 Overtaking/Pe 9 Ambulance 10 Fre Truck	euver Action 13 Stopped in Traffic 14 Slowing 15 Negotiating a Cur 16 Leaving Traffic Le s 17 Entering Traffic Le 77 Other, Explain in I a 88 Urknown issing 14 Intercity Bus 15 Charter/Tour Bus	ve ine 1 No Contra Norelive 4 School Zr Device 5 Traffic Cc Signal 6 Stop Signal 7 Yield Sign	ntroi Device Por This Vehicle 8 Flashing Signal 9 Railway Crossing Device one Sign/ 10 Person (including Flagman, Officer, Guard, etc.) 77 Other, Explain in Narrative 8 Brukhown	1 None 2 Brakes 3 Tires 4 Lights (head, Windshleid signal, tai) 6 Steering 6 Steering 7 Wipers 10 Roth Derse 10 Volte, Expansion 10 Volte, Expansion 10 Roth Derse 10 Volte, Expansion 10 Roth Derse 10 Volte, Expansion 10 Roth Derse 10 Volte, Expansion 10 Volte, Expa
1 of Motor Vehicle	3 Police 7 Taxi 8 Military	11 Farm Labor Transport 12 School Bus 13 Transit/Commuter Bus	16 Shuttle Bus 17 Farm Labor Bus 88 Unknown			11 Power Train Narrative 12 Suspension 88 Unknown
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DATE OF BIRTH		SEX: 1 Male 2 Female	N		P630439	10ENSC M	UNHOLN	•		F	L	6	/12/2020	1 2 3	None Possible Non-Inca	pacitating	5 Fat 6 Noi	al (within Traffic	ig 30 days) Fatality	
0/12/19/5		88 Otbriowi					101		DRIVER	Drivers	Actions	at Time	e of Crash	!		3rd		Conditi	on At	
DL Type DL Type 5 4 DiChauf 5 EXOpert 7 None Driver DI 1 Not Dist 2 Electron 3 Other E (naviga50 DRIVER VISION	C feur lor Rest stracted racted racted racted racted racted n device, OBSTRI	Rec 1 Yn 2 N 2 N 3 N By Aunication a, etc. Device DVD player) JCTIONS	Aulred Endo es o Req. Endo 4 Other In (explain in 5 Externa (outside t in narrath 6 Texting 7 Inatlent 88 Unkno	rsem orsem iside t n nam i Distr he vel /e) ive	ents ent he Vehicle stive) action side, explai	•	10 2nd	1 No C 2 Oper Negligo 3 Faile 4 Impro 6 Impro 10 Foll 11 Rar 12 Dro 13 Rar 15 Imp 17 Exc 21 Wrd 25 Fail	contribution ated MV in ent Manner d to Yield R oper Backin oper Turn lowed too Ca h Red Light we too Fast h Stop Sign h Stop Sign h Stop Sign sceeded Pos ong Side of led to Keep	Action Carelss light-of. ¹ g losely for Con ing ted Spe Wrong ¹ in Prop	or Way ditions ed Way er Lana	26 Rai 27 Dis Sign 28 Dis Markir 29 Ow Steerhi 30 Sw to Win Object Roady 31 Op Reckle 77 Ot	n off Roadw regarded of regarded of ys er-Correctin ng erved or Av d, Stippery t, Non-Moto vay, etc. erated MV i ass or Agree her Contribu	ay her Traffi ther Road g'Over oided : D Surface, rist in n Erratic, assive Ma ting Actio	c 1 MV, anner M	4th	1 Aj 3 A 5 III 6 Si 8 Ej 8 Ej 9 U Mec 77 (88 I	Time of Crash oparently keep or I (sick) or izure, E nysically notional ry, distur- nder the fications Diher, E Jinknown	Normal Fabued Fabled Dinpared (depressio bed, etc.) Influence (Drugs/Abc	llackout m, of ohol arrative
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Display City A State Precode Inter CF INITI SCC Inter CF INITI SCC Inter CF INITI Inter CF	1 Driver 2 Non-Motorist 2 VEHICLE # NAME				PHONE	NUMBER	C R D	heck if ecommend river Re-exe	em
NEE OF BRITH Subset DOWNERLY LETTER NUMBER SCALE DOWNERLY SUBJECT Status Downerly Subset Status	3 Passenger CURRENT ADDRESS (Number and Street)			CITY& STA	TE		ZIP CODE		
DRVER International Action DRVER Disarding Dis	DATE OF BIRTH SEX: 1 Male 2 Female 88 Unknown	NUMBER	STATE	EXPIRES	INJURY SE 1 None 2 Possible 3 Non-Ince	L EVERITY (INJ) apacitating	4 Incapacitalia 5 Fatal (within 6 Non-Traffic	ig 130 days) Fatality	
DRIVER OF ASSENCER DRIVER OF ASSENCE DRIVER OF ASSENC	DL. Type Required Endorsements 1 A 2B 3 C 1 Yes 4 D/Chauffeur 1 Yes 5 E/Operator 2 No 6 E/Oper-Rest 3 No Req. Endorsement 7 None 3 No Req. Endorsement Driver Distracted By 4 Other Inside the Vehicle (axplain in narrative) 2 Electronic Communication Devices (cell phone, etc.) 6 Extemel Distraction (navigation device, DVD player) 3 Other Electronic Device (navigation device, DVD player) 7 Inattentive 88 Unknown DRIVER VISION OBSTRUCTIONS 6 Lect on Vehicle (a converted on Vehic	DRIVER DRIVER 1 No Contribution A 2 Operated MV in C 2 Operated NV in C 2 Operated NV in C 2 Operated NV in C 2 Operated in Standard 4 Improper Backing 6 Improper Tassin 12 Drove too Fast in 13 Ran Stop Sign 15 Improper Passin 17 Exceeded Poste 21 Wrong Side of W 25 Failed to Keep in	ivers Actions al ction 2 areiss or 2 sht-of-Way 2 sety 2 sety 2 or Conditions 1 d Speed 2 /rong Way 1 Proper Lane 2	Time of Crash 66 Ran off Roadwa 27 Disregarded ot 3gn 28 Disregarded Ot Markings 20 Over-Correcting 30 Swerved or Avro o Wind, Steppery S Object, Non-Motor Roadway, etc. 31 Operated MV in Reckless or Agree 77 Other Contribut	ay her Traffic her Road g/Over	3rd 4th	Conditi- Time of 1 Apparently 3 Asleop or 1 5 III (sick) or 6 Seizure, E 7 Physically 8 Emotional angry, distur 9 Under the Medications, 77 Other, E 88 Unknown	n At Crash Normal Faituged Fainted pitespsy, Bla Impaired (depression bed, etc.) Influence of Drugs/Accé plain in Nan	ackout ackout hol rative
Ltd 1 Front 1 Not Applicable Ltd 2 Stadper Sector of Truck Cab Rody 3 Third 3 Other Enclosed Carpo Area Might M 3 Third 3 Other Enclosed Carpo Area Might M 4 Unacher Carpo Area 1 Not Epciden Might M 5 Displayed Other 1 Not Epciden Might M 4 Unacher Carpo Area 1 Not Epciden Might M 5 Displayed Other 1 Not Epciden Might M 4 Unacher Carpo Area 1 Not Epciden Might M 5 Displayed Other 1 Not Applayed Other Might M 5 Displayed Other 1 Not Applayed Other Might M 5 Displayed Other 1 Not Applayed Other Might Applayed Other 1 Not Applayed Other 1 Not Applayed Other Might Applayed Other 1 Not Applayed Other 1 Not Applayed Other Might Applayed Other 1 Not Applayed Other 1 Not Applayed Other Might Applayed Other 1 Not Applayed Other <td< td=""><td>2 Inclement Weather 3 Parked/Stopped Vehicle 4 Trees/Crops/Bushes B Fog DRIVER OR PASSENGER Motor Vehicle Seating Position: Seat Row Other</td><td>Alin Helmet 1 OTHER 10 3 7</td><td>Jse (HU) XOT-Compliant korcycle Heimet Other Heimet fo Heimet</td><td>Ey</td><td>ER OR PASSE Protection (EP 1 Yes 2 No 3 Not Applicable</td><td>1 Not Apr 2 None U 3 Should</td><td>Restraint Syst RS) Discable (non-m ised - Molor Ve er and Lap Bel</td><td>ems kotorist) shicle Occup t Used</td><td>pant</td></td<>	2 Inclement Weather 3 Parked/Stopped Vehicle 4 Trees/Crops/Bushes B Fog DRIVER OR PASSENGER Motor Vehicle Seating Position: Seat Row Other	Alin Helmet 1 OTHER 10 3 7	Jse (HU) XOT-Compliant korcycle Heimet Other Heimet fo Heimet	Ey	ER OR PASSE Protection (EP 1 Yes 2 No 3 Not Applicable	1 Not Apr 2 None U 3 Should	Restraint Syst RS) Discable (non-m ised - Molor Ve er and Lap Bel	ems kotorist) shicle Occup t Used	pant
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Internet outwork L PERSON # VEHICLE # MAME DATE OF BIRTH PERSON # VEHICLE # MAME DATE OF BIRTH CURRENT ADDRESS (Number and Street) CITY STATE ZIP CODE SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME OR ID INATIONOPOLIZE DIS Use Enforcement 17 Oner, Exstin in Inscision 60 Ukrown EMS RUN NUMBER	SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NA	ME OR ID	EMS R	UN NUMBER	Ň	AEDICAL FACI	LITY TRANSF	ORTED TO)
CURRENT ADDRESS (Number and Street) CITY SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME OR ID EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO INSTANCE OF TRANSPORT IT ONE, Explinin Hereter 63Ukroan	PERSON # VEHICLE # WAME	DATE OF E	BRTH INJ	SEX LOC: S	RO	EJECT	HU EP	ABD	RS
SOURCE OF TRANSPORT TO MEDICAL FACILITY COME EXSTINATION FOR ID EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO	CURRENT ADDRESS (Number and Street)	CITY			STATE		ZIP CODE		"L
	SOURCE OF TRANSPORT TO MEDICAL FACILITY	ME OR ID	EMSF	RUN NUMBER	ľ	MEDICAL FAC	LITY TRANSF	ORTED TO	>

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HSMV 90010 S

NARRATIVE			Reporting A 0012025	gency Case Nu 176	mber			HSI 83	MV Cras 359072	h Report Nu 22	Imper			
V1 and V2 were south b the 7th Ave intersection.	ound on N Monroe St., a V1 braked but was una	approaching the inte able to fully stop prio	rsection wit	h 8th Ave. V g the rear of	'1 was beł V2.	nind V2	. V2 sto	pped as	s traffic	backed u	ıp from t	he traffi	c signal a	t
No injuries were reporte	d. V1 had no visible dat	mage. V2 had dama owing too close No	ige to its rea	ar bumper re s issued at V	sulting from	m conta st.	act with	tow ring	s on V	l's front b	umper.	Tow Se	rvices we	ere
not required. V1 was to	Ind to de at hour tor tor	owing too close. No	GROUGH HIG	5 105000 UL 1	20 /0qu0									
PERSON # MEHICLE # NAME			ADDIT	IONAL PASSE	IGERS	SEX	LOC: S	R	0	EJECT	HU	EP	ABD R	es l
CURRENT ADDRESS (Num)	er and Street)		CITY				<u> </u>	STATE]	<u> </u>	ZIP C	ODE		
CONTENT ADDIECO (CONT		TEMS AGENCY NAME	ORID		EMS	RUN NU	IMBER		м	EDICAL FA	CILITY TR	ANSPOR	TED TO	
ENclose of Freedom On Freedom On Freedom On Freedom Parative St University Control of the International	177 Oter, Equisit h			DATE OF BIR	TH INJ	ISEX	LOC: S	R		EJECT	HU	EP	ABD F	٤S
PERSON # VEHICLE # MAM							<u> </u>	STATE			ZIP C	ODE		
CURRENT ADDRESS (Num	er and Street)				5110	011110	41050					ANSPOR	TED TO	
SOURCE OF TRANSPORT TO 19 July Transported 2 EMS 3 Line Enforcement Namedive 63 Unknown	D MEDICAL FACILITY 177 Otter, Espisiti In		ORID		EMS	RUN NU	MBER		'n	EDICAL F7		outor of		
ADDITIONAL VIOLATION PERSON # NAME OF	S VIOLATOR		STATUTE NU	MBER			ĊI	IARGE				CITATIO	NNUMBER	
PERSON # NAME OF	VIOLATOR	RL.	STATUTE NU	HBER			CI	IARGE				CITATIO	NNUMBER	
REPORTING OFFICER												4929-995		
ID/BADGE#	RANK	OFFICER NAME				C T						TYPE C POLICE (PD))F DEPT. E DEPARTA	AENT
703	OFFICER	DANIEL BUIE					ALLAI		-	1		<u> </u>		

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DIAGRAM	REPORTING AGENCY CASE NUMBER 0012025176	HSMV CRASH REPORT NUMBER 83590722
1 1		

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6 8

VEHICLE # 2	:	Check if Co	omme	ercial	Reporting 001202	Agency Case N 5176	umber			HSMV Cra 835907	ish Report 722	Number		
1 Vehicle in Transport 2 Parked Motor Vehicle		E LICENSE NUM	BER	STATE FL	REGISTR	ATION EXPIRES	Check if Registra	Permanent	VIN 1ZVI	FT84N475	303623			
3 Working Vehicle Hit and Run 1 No	YEAR	MAKE	h N	KODEL		STYLE		OLOR AROON,		DAMAGE: 1 Disabling 2 Functional	4 Minor		ES	F. ALHOUNT
2 Yes	2007	FORD	NSURAN	USTANG CEPOLICY N	JMBER	Towed	due F		PURPL 3	3 None MOVED BY	00010	1. Rotation		
ALLSTATE	жүску	9	61 4725	33 08/07		to Dan 1 No	nogo: 2 Yes					3. Driver 4. Other, E	Explain in N	evitanal
NAME OF VEHICLE OWN JANET CLARICE	ER (CHECK IF BU CHANEY	JSINESS)) C 10	URRENT ADD	RESS				TY & STAT VANA	E		FL	323	33
Trailer LICENSE NUMBE One:	R STATE	REGISTRATIO	NEXPIR	ES Chi Re	ack if Perman gistration	vent VIN			YI	EAR	MAKE	L	ENGTH	AXLES
Trailer LICENSE NUMBE Two:	R STATE	REGISTRATIO	n expir	ES Chi Re	eck if Perman gistration	nent VIN			YI	EAR	MAKE		ENGTH	AXLES
VEHICLE N STRAVELING		Off-Road Unk	nown]	ON STREET,	ROAD, HIGH	IWAY			ΤA	FEST, SPEE	0 909	STED SPE	ED T	OTAL LANES
HAZ. MAT. RELEASED	HAZ MAT. P		NUMBER	a	ASS	Are	a of Initial Imp 3 14 15 16		1 8				Most Da	maged Area 4 5 6 .,
2 Yes 88 Unknown	2 Yes 88 Unknown					2	15 116 1	7 5		Undercarria Overturn	ge 18 19 4 20	L	1/15	16 17 8
MOTOR CARRIER NAME			US DOT	NUMBER		14	13 12 11 10	9	²⁰	Trailer	21		14 13 1	2 11 10 9
MOTOR CARRIER ADDR	ESS	L		CITY				STATE	ZIP C	ODE		PHO	NE NUMBE	R
Vehicle Body Type	15 Low Sp	eed Vehicle		Traff	icway		1 V	Commer ehicle 10,000	rcial Mot 0 lbs or les	tor Vehicle ss Placarded	Configu	ration Traclor/Tric	xe	
1	16 (Sport) 17 Cargo V	Ut這ty Vehicle /an (10,000 lbs		1 Two-Way, 2 Two-Way,	Not Divided Not Divided, of Turn Lan	with a	for 2 S	Hazardous A ingle-Unit Tr	laterials uck (2-ad	e and GVWR	9 kg	Fruck more), Cannot (than 10,00 Classify)0 lbs (4,536
1 Passenger Car	(4,536 kg) 18 Molor C	orless) coach		3 Two-Way, (painted >4 f	Divided, Unp ect) Median	rotected		re man 10,00 ingle-Unit Tr	ло ios (4,5 uck (3 ог 1	move axies)	00	cupants, în	eiuding đớ	ver)
2 Passenger Van 3 Pickup	19 Other Li (4,536 kg)	or less)	UIDS	4 Two-Way, Median Barr	Divided, Pos ier	itive	4 I 5 T	ruck Putting ruck Tractor	tra≊er(s) (boblail)		11	Bus (seat cupants, in	s for more t scluding dri	than 15 ver)
7 Motor Home 8 Bus	20 Medau than 10,00	vHeavy Trucks (m 0 Ibs (4,536 kg))	KOLB	5 One-Way	Trafficway		6 T 7 T	nick Tractor/ ruck Tractor/	/Semi-Trai /Double Tr	ser ruck	77 88	Olber, Exp Unknown	plain in Nar	табуа
11 Motorcycle 12 Moped	21 Farm L 77 Other, I	abor Vehicle Explain in Narrative	0	88 Unknown)ſ	Traller Type 1 Single Semi	Trailer 8 P	ole Trailer			rao Bodi			
Com	v) 88 Unknow	ercial		TRAILER 1	TRAILER	2 Tandem Ser 2 3 Tank Trailer	niTrailer 97 10	owed Vehick Auto Transp	e ort		3 VarvEn	y Type closed Box	13 Inte Conta	ermodal iner Chassis
interior finite	erstate Carrier					4 Saddle Mou 5 Boat Trailer	nt/Trailer 77 Na	Other, Expla mative	มาต		4 Hopper 5 Pole-Tr	aler	14 Ve Anoth	hicle Towing er Vehicle
2 Int 3 No	astate Carrier t in Commerce/G	overnment		L	L	6 Utility Trailer 7 House Traile	। 88 भ	Unknown	'	1 No Cargo	6 Cargo 7 Flatbed	fank	15 No (vehic	t Applicable le 10,000 lbs
4 No Most Harmful Ever	t in Commerce/O nt Non-Col	iher Iruck Ilsion	[Comm		1 10,000) Ibs (4,536 kg 1.26 000 ibs 4)) or less (538-11 793	(ka)	2 Bus	8 Đưmp 9 Concre	te Mixer	(4,530 displa	5 kg) or less not ying HM placard
inostrianna jere	1 Overtum/1 2 Fire/Explo	Rollover Ision		GVWR/GCV	VR	4 3 More 1	han 26,000 lb m5cable	is (11,793kg))		10 Auto 1 11 Garba	fransport ige/Refuse	77 Oli Narra	her, Explain in tive
	3 Immersion 4 Jackknife	1	Ĺ	Collision wi	th Non-Fixed	d Object	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>	collision Fix	ed Object	۱ ۱	12 Log		88 Un	known
14	5 Cargo/Eq 6 Fett/umo	uipment Loss or S ed From Motor Ve	hift hicle	10 Pedes 11 Pedak	bian Sycle		19 h 20 F	mpact Atlenu Vidrae Overtui	uator/Crasi	h Cushion ture	29 Cablo I 30 Concre	te Traffic B	arrier	Vehicle Use
	7 Thrown O	Failing Object		12 Railwa 13 Anima	y Vehicle (Ira I	ain, engine)	21 8	Bridge Pier of Bridge Pier of	r Support		31 Other 1 32 Tree (s	rathc Barn tanding)	er .	
Sequence of Event	9 Other Nor	n-Collision		14 Motor 15 Parke	Vehicle in Tra 1 Motor Vehic	ansport de	23 (Culvert			33 UHity F 34 Traffic:	'ole/Light S Sign Suppo	support Sit	
	[40-46 Seq	uence of Events (only] Ere	16 Work	Zone/Mainter	nance	24 (25 [Curb Ditch			35 Traffic 36 Other F	Signal Sup Post, Pole,	port or Support	1 No 2 Yes
	brake failur	e, etc.) ion of Hote		17 Struck Asylbing	By Falling, S Set in Motion	Shifting Cargo or 1 by Motor	26 f 27 (Embankment Guardrail Fac	t ce		37 Fence 38 Mailbo	ĸ		88 Unknown
3rd 4th	41 Separati 42 Ran Off	Roadway, Right		Vehicle 18 Other	Non-Fired O	biert	28 (Guardrall Enc	d		39 Other F building, tr	Tixed Object unnel, etc.)	t (wall,	
	43 Kan Uli 44 Cross M	edian edian		Vehicle	Maneuver	Action 3 Stopped in Tra	ffic	Traffic Co	ontrol De	evice For	nie -		Vehici	e Detects
Roadway Grade	45 Cross C 46 Downhif	enterana Runaway		3 Turning Le	st 1-	4 Slowing 5 Negotiating a (Curve	1		8 Flashing S	Signal	1 1 1000	1	
2 Hildrest	Roadway	Alignment	13	5 Tuming R	ont 1 Lenes t	6 Leaving Traffic 7 Entering Traffic	: Lane : Lane	1 No Cont	l rois	9 Railway C , Device	crossing	2 Brakes	. –	13 Wheels 14 Windows/
1 3 Uphat 4 Downhill		raight		8 Parked	71 1 Turn 8	7 Other, Explain 8 Linknown	in Narrative	4 School 2 Device	zone sign	² 10 Person (Flagman, O	including fficer,	4 Lights	(head, m	Windshield
5 Sag (bottom)		nve folgar Nve folg		11 Overtaki	ng/Passing			S frame C Signal	iontrol	Guard, etc.) 77 Other, E) xotain in	6 Steenin	iu) HQ	16 Truck Couping
Special Fund	tion 1 No S	pecial Function Vehicle	9 Ambu 10 Fire	ilance Truck	14 lr 15 C	ntercity Bus Charter/Tour Bus		6 Stop Skg 7 Yield Sig	iu Bu	Narrative 88 Unknow	n	9 Exhaus	st System	Safety Chains
1 of Motor Veh	ICIE 3 Posc 7 Taxi	e	11 Fan 12 Sch	n Labor Transp ool Bus	ort 16 S 17 F	Shullle Bus Farm Labor Bus						10 DODY, 11 Powe	r Train	in Narrative Setteboourn
	8 Mate	ary	13 Trai	sit/Commuter	Bus 88 L	Jaknown		1				112 SUSP		
PERSON # NAME	OF VIOLATOR			FL.	STATUTE N	WABER			CHAT	rge			CHAIL	UN NUMDER
DEDSON #		in de la filite de Rectoremente		C Second Addre	STATUTE N	UMBER	a da da Mar El la recebit	and Spec 3. Com	CHA	RGE			СІТАП	ON NUMBER
						TURCO			7047	RGE			СПАТ	ON NUMBER
PERSON # NAM	OF VIOLATOF			FL	SIATUTEN	WMBER								

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PERSON # 2			Report 0012	ing Agency Case N 025176	umber		ł	ISMV Cras 835907	sh Report N 22	umber		
1 Driver 2 Non-Motorist 1	VEHICLE # NAME	- r		011A1)C				PHONE	NUMBER		Check if Recomme	
3 Passenger	er and Street)			GHANE	le stepheniste	CITY &	STATE	1000101	9-2190	ZIP CODE	Driver Re-	exam
160 KIRBY CIR			HAVA	INA			FL			32333		
DATE OF BIRTH	SEX:	DRIVERS LICEN	SENUMBER		STATE	EXPIRES		INJURY S	EVERITY (I	NJ) 4 Incapaci	lating	
11/19/1960	2 Female 89 Unknown	2 C500423609	190		FL	11/19/2	2013	1 None 2 Possible 3 Non-Ince	e apacitation	5 Fatal (w 6 Non-Tra	thin 30 days) fic Fatality	
DL Type	Regidined End	dorsemente		DRIVER	vers Actions	at Time of Cra	ush		<u></u>	Con	lition At	
1 A 2 B 3 C 4 D/Chauffeur 5 E/Operator 6 E/Oper-Rest 7 None Driver Distracted E	1 Yes 2 No 3 No Req. En	idorsements		No Contribution Ac Operated MV in Ca legigent Manner Failed to Yield Righ Improper Backing Improper Turn	tion relss or N-of-Way	26 Ran off Ro 27 Disregarde Sign 28 Disregarde Markings 29 Over-Corre	adway xd other Tra xd Other Ro acting/Over	iffic Dad	310	Time Cras 1 Appare 3 Asleep 5 III (sick 6 Seizuro	of h or Fatuged or Fatuled Epilesosy.	1
1 Not Distracted 2 Electronic Commu Devices (cell phone 3 Other Electronic C (navigation device, 1 DRIVER VISION OBSTRU	(exptain s Exten s Ext	n in narrative) nal Distraction a the vehicle, explain ative) ng nown 	2nd 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	D Followed too Clos 1 Ran Red Light 2 Drove too Fast for 3 Ran Stop Sign 5 Improper Passing 7 Exceeded Posted 1 Wrong Side of Wr 5 Failed to Keep in 1	ety : Conditions Speed ong Way Proper Lane	30 Swerved o to Wind, Slipp Object, Non-A Roadway, etc 31 Operated 1 Reckless or A 77 Other Con	r Avoided : ery Surface totorist in WV in Errati greessive h Inibuting Ac	Due a, MV, c, Manner tion	4th	7 Physica 8 Emotio angry, dis 9 Under I Medicatio 77 Other 88 Unkno	illy Impaired nal (depressi turbed, etc.) he Influence ns/Drugs/Ak Explain in N wn	on, of :ohol arrative
1 2 Inclement Wea 3 Parked/Stoppe	d Vehicle 7 Sions/Billion	ed Object 10 Glare				D	RIVER OF	R PASSE	NGER	L	····	
Motor Vehicle Seating P Seat Row	USHES 8 Fog DRIVER OR PASS osition: LOC Other LOC	SENGER SATION: SEAT ROL C)		Helmet Us 1 DC 2 OU 3 No	ie (HU) DT-Compliant xcycle Helmet her Helmet Helmet		Eye Prote 1 Yes 2 No 3 Not A	ection (EP opficable) 3 1 Not A 2 None 3 Shou	Restraint S (RS) ppEcable (nor Used - Motor Ider and Lap I Ider Bot Cobr	ystems +molorist) Vehicle Occ Jeit Used	upant
2 Midde 1 Front 3 Right 2 Second 77 Other 3 Third (explain in 4 Fourth narative) 77 Other Row 88 Unknown 88 Unknown	2 Steeper Section 3 Other Enclosed 4 Unenclosed Car 5 Trailing Unit 6 Riding on Motor trailing unit) 88 Unknown	ı of Truck Cab Cargo Area rgo Area r Vehicle Exterior (non-	Ejection	1 (EJECT) 1 Not Ejected 2 Ejected, Totałły 3 Ejected, Totałły 3 Ejected, Partiałły 4 Not Appšcabłe 88 Unknown NON-MOTORI	Air Bag I	Deployed Not AppEcable Not Deployed Deployed Front Deployed-Side	5 Deploy (knee, air 6 Deploy Combinat 7 Deploye 88 Deploy Unknown	ed-Other belt, etc.) ed- ion id-Curtain rment	4 Shoo 5 Lep E 6 Restr 7 Child 8 Child 9 Boos 10 Child 77 Othe	leit Only Usec aint Used - Ty Restraint Sys Restraint Sys ter Seat d Restraint Ty ar, Explain in I	pe Unknown lem - Forwar lem - Rear F pe Unknown larrative	d Facing acing
Non-Notorist Desc I Pedestrian 2 Other Pedestrian (wh- building, skater, pedest 3 Bicyclist 4 Other Cyclist 5 Occupant of Molor Ve Transport (parked, etc.) 6 Occupant of a Non-M Transportation Device 7 Unknown Type of Not	ription eelchari, person in a rian conveyance, elc. shicle Nol in olor Vehicle n-Molorist	Non-Motoriat 1 Intersection - UK 2 Intersection - UK 3 Intersection - OK 4 Midblock - Mark 5 Travel Lane - OK 6 Bicycle Lane 7 shoulder/Roads Non-1 1st 2 Dar 3 Faz	Location At Ti arked Crosswalt marked Crosswalt her4 Midblock ed Crosswalt ther Location ide Motorist Action mproper Action t/Dash ure to Yield Rig	me of Crash k valk - Marked Crosswalk ns/Circumstances ht-of-Way	8 Sidewalk 9 Median/Cr 10 Driveway 11 Shared-L 12 Non-Trafi 77 Other, Es Narrative 88 Unknown	ossing Island Access Ise Path or Trai licway Area splain in	1 Cross 2 Waitir 3 Walki Roadwa adjacen 4 Walki Roadwa or adjac	Action Pr ing Roadwing to Cross ng/Cycling ay with Tra- the to travell ng/Cycling ay Against cent to trave	for to Crast yay s Roadivay Along Ific (in or Iane) Along Traffic (in rel Iane)	h 5 Walking/C) 6 In Roadwa playing, etc.) 7 Adjacent k shoukder, me 8 Going to or 9 Working in (incident resp 10 None 77 Other, Ex 88 Unknown	cling on Side y Other (wa Raodway (e dian) from School Trafficway onse) Xain in Narra	svalk xrking, .g., (K-12) tive
A Reflective Clothing (jackel, backpack, etc.)	5 Lighting 6 Not Applicable 77 Other, Explain in Narrative 88 Unknown	2nd 4 Fail Signa 5 In F Iying, 6 Dist on, pu	ure to Obay Tra ils, or Officer toadway Improg working, playin abled Vehicle R ushing, leaving/ Al	affic Signs perly (standing, g) (elaled (working approaching) LCOHOL/DRUG)	7 Entering/E) Vehicle 8 Inatlentive 9 Not Visible fighting, etc.) (EMS	düng Parked/St. (talking, ealing, (dark clothing, r	anding 1 1 elc) 1 10 7 8	0 Improper 1 Improper 2 Wrong-W 7 Other, E: 8 Unknowr	r Tum/Merge r Passing Yay Riding c xplain in Nar 1	ə r Wašting 7ativə	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
SUSPECTED AL ALCOHOL USE: 1 1 No 2 2 Yes 8 88 Unknown 8	COHOL TESTED: Test Not Given Test Refused Test Given 8 Unknown, if Tested	ALCOHOL TEST TYP 1 Blood 2 Breath 3 Unine 77 Other, Explain in Narrative	E: ALCOHO TEST RE 1 PENDI 2 COMPI 88 UNKN	SULT: NG LETED IOWN	BAC SUSPE DRUG 1 No 2 Yes B8 Unite		ORUG TES I Test Not C 2 Test Refu 3 Test Giver 38 Unknown	TED: Siven sed n, if Tested	DRUG 1 Blood 3 Urine 77 Othe Explain	TEST TYPE: x, in Nerretive)RUG TEST 1 Positive 2 Negative 3 Pending 38 Unknown	
SOURCE OF TRANSPORT TO 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative	MEDICAL FACILITY 88 Unknown	EMS AGENCY NAME	ORID	EMS RI	JN NUMBER			MED	DICAL FACIL	LITY TRANSP	ORTED TO	
PERSON # VEHICLE # NAME			AOL	DATE OF BIRT	H INJ S	EX LOC: S	R	0	EJÉCT	HU EP	ABD	RS
CURRENT ADDRESS (Numbe	r and Street)		СПҮ			<u> </u>	STATE			ZIP CODE		<u> </u>
SOURCE OF TRANSPORT TO 1 Not Transported 2 EMS 3 Law Enforcement Nametry 65 Unknown	MEDICAL FACILITY	EMS AGENCY NA	ME OR ID		EMS R	UN NUMBER	L	MEC	DICAL FACI	LITY TRANSF	ORTED TO	
PERSON # VEHICLE # NAME		I		DATE OF BIRTI	HINJS	EX LOC: S	R		EJECT	HU EP	ABD	RS
CURRENT ADDRESS (Numbe	r and Street)		CITY	1		I	STATE	<u> </u>		ZIP CODE		L
SOURCE OF TRANSPORT TO 1 Not Transported 2 EVS 3 Law Enforcement 2 Narrative 53 Unknown	MEDICAL FACILITY	EMS AGENCY NA	ME OR ID		EMS RI	JN NUMBER	L	MEE	DICAL FACI	LITY TRANSF	ORTED TO	
HSMV 90010 S				_				K				

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FLORIDA TRAFFIC CRASH REPORT

UPDATE

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

(Electronic Version)

Crash Date	Time of Cra	sh	Date of Rep	ort /10	Reporting Agency	Case Number	ander for an an an an an an an an an an an an an	HSMV Cra	sh Report Number
CRASH IDENTIFIERS	103:36 1	291 2010	1 03/01/	12	0012011700		60000	1 11 500	
County Code City Code Co	unty of Crash	- - -	Place	or City of Crash				Within City	Umits Time Reported Time Dispatched
13 50 1 Time on Scene Time Clean	eon d Scene Comn!	eted Reason	(If Investigation	n NOT Complete				100	Notified By
03:47 PM 05:00	PM 2 YE	S	(2 LAW ENFORCEMENT
ROADWAY INFORM/ Crash Occurred On Street,	TION (CHOC Road, Highway	DSE ONLY :	1 OF 4 OPTI	ONS)		At Street Addre	ess#	At Lat	itude And Longitude
NORTH US 27	Direction		From Intersec	tion With Street.	Road, Highway	N(63)	1007 1	-	- Or From Milepost #
Affect			8TH Ave	,		····			
Road System Identifier 3 STATE			Тур 3	e of Shoulder CURB			Type of Intersection 77 OTHER	on EXPLAIN	I IN NARRATIVE
CRASH INFORMATIC	N (CHECK IF	PICTURES	TAKEN)	Deaduras Curfa	a Condition	School Bur Polator			Manpar Of Collision
Light Condition	Weath 1 CI	er Condition JEAR		1 DRY	ce condition	1 NO			1 FRONT TO REAR
First Harmful Event Type		rst Harmful Ev	vent		First Harmfu	Event Location	WithIn Interc	hange Fir:	st Harmful Event Relation To Junction
2 COLLISION WIT	н 1	4 MOTOR	VEHICLE	IN	1 ON RO	ADWAY			
NON-FIXED OBJEC	T T N: Road	RANSPOR'	T Contributi	ing Circumstance	s: Road		Contributing C	lrcumstance	es: Road
1 NONE									
Contributing Circumstance 1 NONE	: Environment		Conti	lbuting Circums	lances: Environme	nt	Contributing C	ircumstance	es: Environment
Work Zone Related Crash I NO	Work Zone			Type Of V	Work Zone	Work	ers in Work Zone	Law Enforce	iment in Work Zone
VEHICLE Chec	If Commerc		Weblie	nee Number	State Reg Evol	ras Permanent	Res MN		
1 1 VEHICLE	N TRANSPC	NO	Yelit.ce	805MHU	12-12	NO	1FTPW12	556FA47	512
Year Make Model 06 Ford F150	Style Picku	p 4 WHI	WHITE 1	dent Of Damage DISABLING	Est. Damage 50	Towed Due To Da	Mauldin	oved By	Rotation 1 ROTATION
Insurance Company (Drive Ocean Harbor)					Insurance JAJ26	ce Policy Number 54525202-02	929	
Name of Vehicle Owner (I	usiness)	4 Ohenly	atta Ct X	Current	Address	C	ity & State		Zip Code
Alicia Michelie Trailer License Number One:	State	Reg. Expires	Permane	nt Reg. VIN	Idiid55ee			Y	ear Make Length Axles
Trailer License Numbe Two:	State	Reg. Expires	Permane	nt Reg. VIN				Y	ear Make Length Axles
Vehicle Direction Traveling SOUTH	US 27	,[On Stre	et, Road, Highwa	iγ			At Es	t. Speed Posted Speed Total Lanes 35 35 4
CMV Configuration	I.	Ca	irgo Body Type			Area of in	utial Imnact	·····	Most Damaged Area
							neur impace		
Comm GVWR/GCWR		Trailer Typ	∞ (Traller One)	Trailer Type	(Traller Two)	2 3 4		8 Undercar 9 Overtu	riage 18 2 3 4 5 6 7
Haz. Mat. Release Haz. Ma	t Placard N	lumber		Class		14 13 12		0 Windsh 1 Traile	reid 20 (1) 13 18 17 8
Motor Carrier Name				US DOT Num	ber .				
Motor Carrier Address				City & State		<u> </u>	Ziş	p Code	Phone Number
Comm/Non-Commercial	Vehicle Boo 19 OTHE TRUCK (1	dy Type ER LIGHT 10 0001b) ()	Vehkle Defe	cts (one)	Vehicle Defects	(two)	Emerge	ncy Vehicle Use Special Function of MV
Vehicle Maneuver Action 1 STRAIGHT	Trafficway			Roadway Gra	ade Roadway Al	ignment Most Harmf 2 COLLI WITH NO	ULEvent N SION 1	Most Harmf 4 MOTO BANSPO	ul Detail R VEHICLE IN RT
Traffic Control Device For	his Vehicle Firs 14 TR	t (1) Sequenc MOTOR ANSPORT	e of Events VEHICLE I	N	(2) Sequence of Ev	vents Third (S	3) Sequence of Ever	nts	Fourth (4) Sequence of Events
VEHICLE Chec Vehicle Motor Vehicle Typ 21 WEBICLE	If Commerc	ial Hit and Run	Veh Lice	nse Number 1029HZ	State Reg. Exo! 08-12	res Permanent NO	Reg. MN SHSRD68	4530102	2222
Year Make Model	Style		SILVER1	ctent Of Damage DISABLING	Est. Damage 50	Towed Due To Da	mage Vehicle Rem Mauldin	oved By	Rotation 1 ROTATION
Insurance Company (Drive)				L	Insurant 01MGE	ce Policy Number 3C126230503		<u></u>
INTR									

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Crash Dat	aassiysteetaa le 112	eners a destada.	Rej	orting A	gency Cas 700	e Number	eoristi of Allerian	n en nomen en en en en en en en en en en en en e	na mana kanan di dirak di ka dina dina kana kana	19 vérépesztetetet	HSM 714	IV Crash Repor 206264	t Number	98967 868473	03520309-04	anaan tarabilarah iti		179623167979789	anda na sa s
Name of	7 1∠ Vehicle Owner	(Busine	ess)		2012.000.000.000.000.000		«مەريەكەرمەريەر» Cu	urrent Ada	iness iress		09/032009	City & S	tate	0.0000000000000000000000000000000000000	2000-00000-00	n mar an an an an an an an an an an an an an	Zip Code	42070/0700704878	
Miche Trailer	le Lee Ha License Numb	dden er	t 127 Bo State	ardwa Reg. Expi	res	Talla Permanent	hasse Reg.									Yéar	Make	Length	Axles
One: Trailer	License Numb	er	State	Reg. Expl	res	Permanent	Reg.	VIN								Year	Make	Length	Axles
Two: Vehicle	Directio	'n				On Street	, Road, H	lighway							At E	st. Speed	Posted Speed	Total I	anes 4
Traveling CMV Con	SOUTH figuration		08 27		Cargo Bo	dy Type												<u> </u>	
: - 1	0										Ar	ea of Initial l	mpact				Most Dama	aged Area	1
Comm G	WR/GCWR			Trailer	Type (Tra	ller One)	Traile	r Type (Tr	ailer Two)		2	3 4 5		18 U 19	nderc Over	arriage 18 turn 19	2 3 4	<u> 5 6</u>	12
	Delesse illes I	des Die	an ad INI	mhar				<u>Class</u>			1][1	5 ((16 17	8	20	Winds	hield 20	0)(15((16 17] (®
Haz. Mai	. Release naz. r	//at Fia									14 1	3 12 11	10 9	21			14 13 1	2 11 1	9
Motor Ca	Inder Name							Number									(D) 11		
Motor Ca	ırrier Address						City & S	tate						Zip Co	de		Phone M	umber	
Comm/N	on-Commercial		Vehicle Bod 16 (SPO VEHICLE	y Type RT) U	TILIT	Y	Vehicle 1 NON	e Defects (NE	(one)	ľ	Vehicle	e Defects (two)			Emerg	ency Vehicl	le Use Special	Function o	of MV
Vehicle M 13 S1	Aaneuver Action	Traf	ficway				Roadw	ay Grade	Roadway Alij	gnmen	t Mo 2 WI	st Harmful Eve COLLISIO TH NON-F	nt N IXED	Mos 14 TRA	Harn MOT NSP	nful Detail OR VEHI ORT	CLE IN		
Traffic Co	ontrol Device Fo	r This V	ehicle First	(1) Sequ	ence of E	vents CLE TN	s	econd (2)	Sequence of Ev	ents		Third (3) Seq	uence of E	vents		Fourth	(4) Sequence	of Events	
			TR	ANSPOI	RT														
VEHIC	.E Che	ck if (Commerci	al	<u>Þ</u> ská	luch a tran		k let	ta Bag Evolr		موا	- manent Reg	พง						
Venicle M	VEHICLE	IN !	FRANSPC	NO	sun	Venticen	161	6BM	06-12	es 	N		IG6DE	5EG51	A010	7992	h	•	
Year M	Make Mod Cadi	el	Style Sedan	4 q W	slor HI WH	ITE 2 E	UNCT1	ONAL	. Damagé 201	00 NG	Wed D O	ue lo Damage	Vehicle K	emove	d By		KOTAT	1081 	
Insurance	e Company (Driv	er}										Insurance Pol 2001–12–	cy Numbe 48–13	er					
Name of	Vehicle Owner	(Busine	ess)	1190 1	a Tal	lahass	C ee	urrent Ad	dress			City & S	state				Zip Code 32301		
Trailer	License Num	er	State	Reg. Exp	ires	Permanen	t Reg.	VIN								Year	Make	Length	Axles
Trailer	License Numi	er	State	Reg. Exp	ires	Permanen	t Reg.	VIN								Year	Make	Length	Axles
Vehicle	Directio	on				On Street	, Road, I	lighway							At	Est. Speed	Posted Speed	Total	anes 4
CMV Cor	figuration		08 21		Cargo Bo	ody Type						of Initial	mnatt		-!	-	Most Dam	aged Are	
			_										impact	<u> </u>			NUSC Dam		
Comm G	VWR/GCWR			Trailer	Type (Tra	iler One)	Traile	г Туре (Тг	ailer Two)	•	$\sqrt[2]{r}$	3 4 5		18 U 19	Inderd Ovei	arriage 18 turn 19	2 3	4 5 6	12
Haz, Mai	, Release Haz, I	Vat Pla	card N	umber				Class			1	5 ((16 17	']@	20 21	Wind Tra	shield 20 Ner 21	0[15]	16 17]@
1. Sector C							115.00	T Mumber			14	13 12 11	10 9				14 13	2 11 1	0 9
NIDIOI C							0500	The last						Zin Cr	vla		Phone N	umper	
Motor C	arrier Address						City & :											Function	-11/1
Comm/N	lon-Commercial		Vehicle Bod 1 PASSE	y Type NGER	CAR		Vehici 1 NO	e Defects NE	(one)		Vehick	e Delects (two)		Emer	gency Vehic	ie Use specia	Function	
Vehicle I 13 ST	Maneuver Actio COPPED IN	n Traf	ficway				Roady	vay Grade	Roadway Ali	gnmen	ut Mo 2 WI	st Harmful Eve COLLISIO TH NON-E	nt N IXED	Mos 14 TRA	t Harr MOT NSP	nful Detail OR VEHI ORT	ICLE IN		
Traffic C	ontrol Device Fo	r This \	/ehicle First	(1) Sequ MOTO	ence of E R VEH	vents ECLE IN	ı İs	econd (2)	Sequence of Ev	ents		Third (3) Sea	uence of I	Events		Fourth	i (4) Sequence	of Events	
			TR	ANSPO	RT													1	
VEHIC Vehicle	LE Che Motor Vehicle T	ck if (Commerc	[8] Hit and I NO	Run	VehLicen	se Numl M{	oer St. 39TN	ate Reg. Expir	res	Pe N	ermanent Reg. O	VIN 1P3ES	47C4	WD5	56851			
Year	Make Moo	el	Style		slor U.U. PT	L Ext	ent Of D	amage Es	t. Damage	Tc 50 N	owed D O	ue To Damage	Vehicle R	Remove	d By		Rota	tion	
98 Insuranc	e Company (Dri	ver)	jaedan							~~ re		Insurance Po	icy Numb	¢1			l		
Geico Name of) Vehicle Owner	(Busin	ess) į					urrent Ad	dress			City &	State				Zip Code		
Latre	at S Nip	ole : xer	2959 Ap	alach	ee Pkt	vy Apt	D21 t Reg.	Talla	hassee							Year	32301 Make	Length	Axles
One:	License Hulli		Ctaba	Pop F	direct.	Derman	t Ron	MIN								Year	Make	Length	Axles
Two:	License Num	A:T	519(6	neg. EXP	uu 62	p ermanen	cg.	• 114											

Crash Date	girons e konstêrên	n ndaran terter karan	F	Reporting	Agency Case I	tumber		1997-1998-1997-1997-1997-1997-1997-1997-	ionnos des	anga pengangan ke		HSM 719	V Cras	sh Report Nu 64	umber	2.875364994	40-9-50 4 (9295	alansaan sekara	nadori (Caracana) Angara (Caracana)	Marken Alexy Alexy	120093669059	074/70020050707979
Vehicle	Directio	n if19	~~~		0	n Stree	et, Road,	Highway		54040059676	rentive menerer on the owner	299.508 ACC 77	90406 (AQS)		0.7009700080		At Est	Speed	d Pos	ted Speed	d Tot 35	al Lanes 4
CMV Configura	ition	05	21		Cargo Body	Туре						Ar	ea of	Initial Imp	act				M	ost Dam	aged A	rea
Comm GVWR/	GCWR			Traile	r Type (Traller	One)	Trail	er Type (1	frailer '	Two)			3 4	5 6	7 1	8 Unc 9 C	dercarr Overtu	rlage 1 rn 1	8 1	2 3 (4 5	6 7
Haz. Mat. Relea	ase Haz. N	Aat Piacard	ł	Number				Class					<u>, ((, , , , , , , , , , , , , , , , , </u>		≥ 2 2	0 W 1	Indshi Tralle	eld 2 r 2	20 *			
Motor Carrier I	Name						US DC	l DT Numbe	ł			14 1	3 12	ן ארן די ן	9				- '	- 12	12 11	101 2
Motor Carrier /	Address						City &	State			I				Zij	o Code	e			Phone N	lumber	
Comm/Non-Co	ommercial	Vel 1	hicie Be PASS	ody Type ENGER	CAR		Vehic 1 NC	le Defecti NE	s (one)			Vehicle	Defec	ts (two)		- En	nergen	icy Veh	icle Us	e Specia	l Functio	on of MV
Vehkle Maneu 13 STOPP TRAFFIC	ED IN	Trafficw	ay		······		Road	way Grad	e Ro	adwa	y Alignmen	t Mos 2 C WIT	t Harn COLL	nful Event ISION	ED T	Most H 4 M	larmfu OTOP SPOF	l Detai VEI (T	IICL	EIN		
Traffic Control	Device For	This Vehi	cle Fir 1 T	st (1) Seq 4 MOT (RANSP (uence of Even DR VEHICI DRT	ts JE II	N	Second (2) Seque	ence e	of Events	1	Third	(3) Sequenc	e of Ever	nts		Four	th (4) S	equence	ofEven	\$
PERSON Person # Descr 1 DRI	ription VER	Veł	icle# 1	Name Andr	ea N Vi	llag	fran					Dat 02	te of 8 ?-14-	irth Se -1992 F	X EMALE	(anuar)	Phor (51	ne Nun LO)	nber 393-	3541	Re-Exa NO	im
2700 W I	Add Pensac	ress cola S	st A	pt# 2	512A Ta	llal	hasse	e	(City &	k State									Zip Code 323	04	
Driver License V4260149	Number 92554	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				Stat	e	Expires		DI Ty 5 E	pe C/OPERA	тоі	Req.E 2 N(ind. D	injury 1 NO	Severi NE	İtγ			Ejection		
Restraint Syste 3 SHOULDI BELT USE	ens ER AND	LAP	Air Ba 3 D FRO	ag Deploy EPLOYI NT	ed ED –	Helme	t Use	1	Εγε	Prot	ection	Sea	ting Lo	ocation Seat	Sea	ting L	ocation	n Row	Seatin	g Locatio	n Other	
Drivers Actions 77 OTHER	at Time o CONTR	f Crash (Fi (IBUTI)	ist) IGA	CTION			Drivers	Actions a	t Time	of Cra	ash (Second	}				Driv 88	er Dist UNH	/acted KNOW	By N			
Drivers Actions	at Time o	f Crash (Tł	urd)		971178 9		Drivers	Actions a	t Time	of Cra	ash (Fourth))				Drive 1	ers Co APPI	ndition AREN	at Tím TLY	e of Crash NORMA	יייייי ב	
Non-Motorist (Description	n					Non-M	otorist Ac	tion Pri	ior to	Crash					Non	-Moto	rist Loc	ətion a	it Time of	Crash	
Non-Motorist /	Actions/Cir	rcumstanc	es (Firs	it)	Non-Motorist /	Actions	/Circum	stances (S	econd)	Non-Motori	ist Safei	ty Equi	ipment (one)	N	lon-Mu	otorist	Safety	Equipmer	nt (two)	
Suspected Alco	ohol Use A	lcoho! Tes	ted /	l Alcohol Te	est Type	Alc	cohol Te	st Result	BAC		Suspected NO	l Drug U	lse D	orug Tested	Dru	ug Test	t Туре			Drug Test	Result	
Source of Trans	sport to M	ledical Faci	ility	EMS Ag	ency Name or	ID				EMS	Run Numb	er	E	Medical Fa	cility Tra	nsport	ed To					
PERSON Person # Descr 2 DRI	ription VER	Veł	iicle # 2	Name Mich	ele Lee	Had	lden			1		Dat 06	te of 8 5-15-	irth Se -1981 F	x EMALE		Phor (85	ne Nun 50) :	nber 559-	1632	Re-Exa NO	im
127 Boa	Add rdwal}	ress CLN T	all	ahass	ee				(City &	k State									Zip Code 323	01	
Driver License	Number 817151					Stat	e	Explices		DITY 5 F	pe C/OPERA	тоі	Req. E 2 NO	ind. D	Injury C PO	Severi SSI	ity BLE			Ejection		
Restraint Syste 3 SHOULDI	ems ER AND	LAP	Air Ba	ag Deploy	ed	Helme	t Use		Eye	e Prot	ection	Sea	ting Lo	- ocation Seat	Sea	ting Le	ocation	n Row	Seatin	g Locatio	n Other	
Drivers Actions	at Time o TRIBUT	f Crash (Fi 'ING AC	rst) TIO	N			Drivers	Actions a	t Time	of Cra	ash (Second	l)			I	Driv	er Dist	racted	8γ			
Drivers Actions	s at Time o	f Crash (Tł	ird)				Drivers	Actions a	t Time	of Cra	ash (Fourth))				Driw 1	ers Con APPI	ndition	at Tim TLY	e of Crasi NORMA	h L	
Non-Motorist (Description	n					Non-M	otorist Ac	tion Pri	ior to	Crash					Non	Moto	rist Loo	ation a	at Time of	Crash	
Non-Motorist /	Actions/Cir	cumstance	es (Firs	.t) []	Non-Motorist /	Actions	 /Circum	stances (S	econd)	Non-Motori	ist Safei	ty Equi	ipment (one)	N	ion-M	otorist	Safety	Equipme	nt (two)	
Suspected Alco NO	ohol Use A	lcoho! Tes	ted 1	Alcohol Te	est Type	Alc	cohol Te	st Result	BAC	1	Suspected NO	l Đrug U	lse D	rug Tested	Dru	ig Test	t Туре			Drug Test	Result	
Source of Trans 2 EMS	sport to M	edical Faci	lity	EMS Ag	ency Name or S	ID I			and de la constante de la constante de la constante de la constante de la constante de la constante de la const	EMS	 Run Numb -01106	er 2	<u>{</u>	Medical Fa Tallah	i cility Trai assee	nsport Mett	ed To nori	al H	l lospi	tal		

Crash Date 05/01/12	Reportin 00120	g Agency Case Nur 11700	nber	giolox base o de escueiro a	11111-1000-100-1000-1000		ISMV Cr 7 1 9 0 6	rash Report Numl 264	oner Der	n dagi na da dagi ngan sing dan dan 50-na	iller filler eine son ander alle in in der son	da na da antinen ser se se se se se se se se se se se se se
PERSON												
Person # Description Veh 3 DRIVER	icle # Name 3 Heni	ry G Adams	i			-	Date of 06-2	f Birth Sex 3-1948 MAL	E	Phone Numb (850) 4	er 49-1896	Re-Exam NO
Address 426 Stonehouse Rd	Tallaha	ssee			City	& State					Zip Code 3230	1
Driver License Number A 35238748223			State	Expires	ד DI 5	ype E/OPERATO	Req 1 2 1	.End. I NO	injury Sever POSSI	ity BLE	Ejection	
Restraint Systems 3 SHOULDER AND LAP BELT USED	Air Bag Deplo	yed He	lmet Use	-i	Eye Pro	otection	Seating	Location Seat	Seating L	ocation Row S	eating Location	Other
Drivers Actions at Time of Crash (Fin 1 NO CONTRIBUTING AC	st) TION		Driver	s Actions at	t Time of C	rash (Second)			Driv	er Distracted B	y	
Drivers Actions at Time of Crash (Th	ird)	,	Driver	s Actions at	t Time of C	rash (Fourth)			Driv 1	ers Condition a APPARENT	t Time of Crash LY NORMAL	
Non-Motorist Description		****	Non-N	1otorist Act	tion Prior t	o Crash			Nor	-Motorist Loca	tion at Time of t	Crash
Non-Motorist Actions/Circumstance	es (First)	Non-Motorist Act	ions/Circur	nstances (S	Second)	Non-Motorist S	afety Ec	quipment (one)		Yon-Motorist Sa	afety Equipmen	t (two)
Suspected Alcohol Use (Alcohol Tes NO	ted Alcohol	l Test Type	Alcohol T	est Result	BAC	Suspected Dr NO	ug Use	Drug Tested	Drug Tes	t Түре	Drug Test f	Result
Source of Transport to Medical Fac	lity EMS A	gency Name or ID	<u> </u>		EM	S Run Number		Medical Facili	ty Transpor	ted To		, <u>.</u>
PERSON Person # Description Veh 4 DRIVER	kle# Name 4 Lati	ceat S Nip	ple				Date of	f Birth Sex 6-1976 FEM	ALE	Phone Numb (850) 4	xer 59-3503	Re-Exam NO
Address 2959 Apalachee Pkw	y Apt#	D21 Talla	hassee	•	City	& State					Zip Code 3230	1
Driver License Number N14053776746			State	Expires	D1 T 5	ype E/OPERATO	Req 2	. End. I NO I	njury Sever NONE	itγ	Ejection	
Restraint Systems 3 SHOULDER AND LAP BELT USED	Air Bag Deplo	yed He	lmet Use		Eye Pro	otection	Seating	Location Seat	Seating L	ocation Row S	eating Location	Other
Drivers Actions at Time of Crash (Fi 1 NO CONTRIBUTING AC	st) TION		Driver	s Actions at	t Time of C	rash (Second)			Driv	er Distracted B	Ŷ	
Drivers Actions at Time of Crash (Th	ird)		Driver	s Actions at	t Time of C	rash (Fourth)			Driv 1	ers Condition a APPARENT	t Time of Crash LY NORMAL	
Non-Motorist Description			Non-N	fotorist Act	tion Prior t	o Crash			Nor	-Motorist Local	tion at Time of (Trash
Non-Motorist Actions/Circumstance	es (First)	Non-Motorist Act	ions/Circur	nstances (S	econd)	Non-Motorist S	afety Ec	uipment (one)	i	Von-Motorist Sa	afety Equipmen	t (two)
Suspected Alcohol Use Alcohol Tes NO	ted Alcohol 1	l Fest Type	Alcohol T	est Result	BAC	Suspected Dr NO	ug Use	Drug Tested	Drug Tes	t Туре	Drug Test I	tesult
Source of Transport to Medical Faci	lity EMS A	gency Name or ID		1	EM	S Run Number		Medical Facilii	ty Transpor	ted To	1	- A.M. (A.997)
	1		R Statute	Number		-harge					Citation No.	nber
1 Andrea N Vill	<u>agran</u>		Chapt	<u>ter 31</u>	.6	Careless	Dri	ving 31	6.192	5	7605-0	PZ
WITNESSES Name		Address						Oty & State				Zıp Code
Christopher Holbro	ok 1400	Jackson S	St Tal	lahas	see				den general and a			32303
NON VEHICLE PROPERTY	• Other Than Ve	hicle Est. Amount	Onner's Na	me (Check if	Business)]		Address	en en en en en en en en en en en en en e	City & St	ate	Zip Codi
NARRATIVE			holmon a bighter de fait Nachtar aige anna an thatairte									

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FLORIDA TRAFFIC CRASH REPORT

HIGHWAY SAFETY & MOTOR VEHICLES TRAFFIC CRASH RECORDS

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LONG FOF	RM 🔀 SHO	RT FORM	UPDATE			NEIL KIRKM	AN BUILDIN	IG, TALLAHA	ORDS ASSEE, FL	32399-0537
	(Electronic V	ersion)							
Crash Date	Tir	ne of Crash	Date of Repo	rt Rep	orting Agency	Case Number	ng ng pangang pangang pangang pangang pangang pangang pangang pangang pangang pangang pangang pangang pangang p	HSMV Crash I	Report Numb	n de la constante de la constante de la constante de la constante de la constante de la constante de la consta Ref
12/07/11	01	1:44 PM	12/07/2	11 00	11033440	•		7190450)0	
CRASH IDE	NTIFIERS City Code County of	Crash	Place	or City of Crash		an an an an an an an an an an an an an a		Within City Lin	nits Time Re	ported Time Dispatched
13	50 Leon		Tal	lahassee				YES	01:4	4 PM 01:46 PM
Time on Scene 01:46 PM	Time Cleared Scen	e Completed R 2 YES	eason (If Investigation	NOT Complete)						Notified By 2 LAW ENFORCEMENT
Trash Occurred	d On Street, Road, H Hwy 27	lighway		(19)		At Street Addre	ess# 🕼	At Latitur	de And –	Longitude
At Feet	Or Miles Dir	rection	From Intersecti	on With Street, Roa	d, Highway				A.S.	Or From Milepost #
200	NO	ORTH	😻 8TH Ave						1 833	
Road System io 2 U.S.	dentifier		Type 3 (of Shoulder CURB			Type of intersec 1 NOT AT	tion INTERSECT	NOI	
CRASH INFO	ORMATION (CH	ECK IF PICTU	RES TAKEN)			体验法生物学法			ar ten	
ight Condition	1	Weather Cond	ition	Roadway Surface Co	ndition	School Bus Related		Mar	ner Of Collis	ion
1 DAYLIG	HT	2 CLOUDY		1 DRY		1 NO		1	FRONT T	O REAR
irst Harmful E	Event Type	First Harm	iful Event		First Harmful	Event Location	Within Inte	erchange First H	armful Event	t Relation To Junction

200	ORTH		l Ave								16	S.		
Road System Identifier 2 U.S.			Type 3 (of Shoulder CURB				Тур 1	e of interse NOT AT	tion INTER	SECTION			
CRASH INFORMATION (C	HECK IF PI	CTURES TAK	EN)				8.989 kg	Y TOUR		V SASTAN		160 (SA)	948-78-8	1997-99 (
Light Condition 1 DAYLIGHT	Weather 2 CLO	Condition UDY		Roadway Surfac 1 DRY	e Condition	1 NO	Bus Relat	eđ			1 FRON	Collision IT TO RE	AR	
First House ful Growt Trees	15	11			First Marson	ul Event Le			Mithin Int	archange II	lert Unemful	Event Bolati	on To lund	lan
2 COLLISION WITH	14	MOTOR VEI	ITCLE I	N	1 ON R	OADWAY	cauon		NO	innange i	1 NON-JUN	CTION	on to June	.1011
NON-FIXED OBJECT	TRA	ANSPORT												
Contributing Circumstances: Roa	d		Contributin	g Circumstance	s: Road			1	Contributing	; Circumsta	nces: Road			
1 NONE														
Contributing Circumstances: Envi 1 NONE	ironment		Contril	outing Circumst	ances: Environm	nent		6	Contributing	; Circumsta	nces: Enviror	iment		
Work Zone Related Crash In Wor NO	k Zone			Type Of V	Vork Zone		ľ	Vorkers I	n Work Zon	e Law Enfo	rcement in V	/ork Zone	and a character of a construction of heading	
VEHICLE Check If C	ommercial				na na seu companya da seu companya da seu companya da seu companya da seu companya da seu companya da seu comp Na seu companya da seu companya da seu companya da seu companya da seu companya da seu companya da seu companya			74 - E (S						
Vehicle Motor Vehicle Type 1 VEHICLE IN T	H RANSPC N	it and Run O	Veh Licen	se Number 049LWW	State Reg Ex 08-13	olres 3	Permai NO	nent Reg.	. VIN 2HGFG1	2816H5	16016			
Year Make Model 06 Hond Civic	Style Sedan 2	Color 2 c BRZ BR	ONZE ²¹	ent Of Damage FUNCTIONAL	Est. Damage	Tow 500 NO	red Due T	o Damage	^e Vehicle Re Driver	moved By		Rot	ation	
Insurance Company (Driver) State Farm		,				T	insu 68	irance Po 0 304	licy Number 3-59 4	A28		I		
Name of Vehicle Owner (Busine	ss) 🗍			Current	Address		ł	City &	State			Zip Code		
Charles Robert Vic	kers 150)1 Grassla	nds Bl	vd Apt # 2	29 Lakela	nd						33803		
Trailer License Number S One:	State Re	eg, Expires	Permanen	t Reg. VIN							Year	Make	Length	Axles
Trailer License Number 5 Two:	State Re	eg. Expires	Permanen	t Reg. VIN							Year	Make	Length	Axles
Vehicle Direction Traveling SOUTH L	J. S. 27	North Hw	On Street Y	, Road, Highwa	Ŷ				-	At	Est. Speed 20	Posted Spee	ed Total 35	Lanes 4
CMV Configuration		Cargo Bo	ody Type				Area o	of Initial	Impact	1		Most Dar	naged Are	а
Comerciante locario		Testles Tures (Tes	iles () = a)	Teniles Tune	(Trailor Turo)		t a t	. [.]	, 			1.1	ر ا م ا م	. 1
Comm GAMA/GCMK		franer Type (11a	ner onej	maner rype	(maner rwo)			4 6		19 Ove	rturn 19	$\frac{2}{\sqrt{1}}$	4 5 7	
Haz. Mat. Release Haz. Mat Plac	ard Nurr	nber		Class				18 [[1		20 Wind 21 Tra	ishield 20 Aller 21			
Motor Carrier Name				US DOT Numb	ver	'	4] 13]	12 11	10 8			14 131	12 17 1	01 9
Motor Carrier Address				City & State		1				Zip Code		Phone	Number	
Comm/Non-Commercial	/ehicle Body 1	Туре		Vehicle Defec	ts (one)	Ve	ehicte Def	ects (two)	Emer	gency Vehick	e Use (Specia	al Function	ofMV
1	PASSEN	GÈR CAR		1 NONE								1 N FUN	O SPEC: CTION	IAL
Vehicle Maneuver Action Traffi	сway	NOT DIVI	ารอ	Roadway Gra	de Roadway A	Alignment	Most Ha	armful Ev	ent CLF	Most Harr	nful Detail	 1N TRA	NGPORT	
AHEAD	10-1151		750	5 UPNILLI		IGHI	IN TH	RANSPO	ORT	noion	VENICE		NOT OILT	
Traffic Control Devke For This Ve 5 TRAFFIC CONTROL SIGNAL	hicle First (1 14 M TRAN) Sequence of Ex IOTOR VEHI ISPORT	ents CLE IN	Second (2) Sequence of I	Events	Thi	rd (3) Sec	quence of Ev	rents	Fourth	(4) Sequence	e of Events	
				 				35055-55			sa lanaan			
VEHICLE Check If Co Vehicle Motor Vehicle Type	DEPENDENCIAL	it and Run D	Veh Licen:	se Number	State Reg. Exp	pires	Permar NO	nent Rég.		002834	14799	CERTER CONT		sen spåt
Year Make Model	Style Sedan	Color	Exte	ent Of Damage	Est. Damage	Tow 500 NO	ed Due T	o Damage	Vehicle Re	moved By	~	Rota	ation	
Insurance Company (Driver)	1	<u></u>					Insu 67	rance Po 2 7954	licy Number 4-59 4	E27		I		

Crash Date	Reportin	g Agency Case N 33440	lumber		t defenses en segurar por segurar de	ويريبونه فيحملهما الملاك	HSMV 7190	Crash Report Num 4500	iber		an ayyara a		an an an an an an an an an an an an an a	
Name of Vehicle Owner (Busine	ss) []	and the second second		Current Add	ress	payan na manakan karakan ka	e Can Calvandra	City & State	94070-016-A-00-0407			Zip Code		
John W. Churchill Trailer License Number One:	1802 Ataph State Reg. 1	ia Nene Ta Expires Per	a LLahass imanent Reg.	iee VIN						1	(еаг	Make	Length	Axles
Trailer License Number Two:	State Reg. I	Expires Per	rmanent Reg.	VIN						İ	fear	Make	Length	Axles
Vehicle Direction Traveling SOUTH	U. S. 27 N	orth Hwy	n Street, Roa	d, Highway						At Es	st. Speed O	Posted Spee	d Total 35	Lanes 4
CMV Configuration		Cargo Body	Туре				Area	of Initial Impac	t			Most Dan	naged Are	:a
Comm GVWR/GCWR	Trai	ler Type (Trailer	One) Tra	ailer Type (Tra	iler Two)	``	2 3	4 5 6 7	18 19	Underca Overti Windst	rriage 18 urn 19 bield 20	2 3	4 5	
Haz. Mat. Release Haz. Mat Plac	ard Numbe		<u>+</u>	Class		-	14 13		21	Trail	er 21	14 13	12 11	
Motor Carrier Name			USI	DOT Number			•							
Motor Carrler Address			City	& State					Zip C	Code		Phone	Number	<i></i>
Comm/Non-Commercial	Vehicle Body Typ 1 PASSENGE	R CAR	Ver 1 N	nicle Defects (1 NONE	one)	· v	/ehicle D	efects (two)		Emerge	ency Vehl	cle Use Specia 1 N FUN	SIFUNCTION O SPEC CTION	of MV IAL
Vehicle Maneuver Action Traff 13 STOPPED IN 1 T TRAFFIC	icway FWO-WAY N	OT DIVIDE	D 3	adway Grade UPHILL	Roadwa 1 STF	y Alignment RAIGHT	Most MOTO IN 7	Harmful Event DR VEHICLE FRANSPORT	Mo MO	ost Harmi TOR V	ful Detail 'EHICL	E IN TRA	NSPORT	
Traffic Control Device For This V 5 TRAFFIC CONTROL SIGNAL	ehicle First (1) So 14 MOZ TRANSI	equence of Even FOR VEHIC PORT	its LE IN	Second (2) S	equence	of Events	Т	hird (3) Sequence	of Events	2	Fourt	h (4) Sequence	e of Events	
PERSON										li de la constancia de la constancia de la constancia de la constancia de la constancia de la constancia de la c	ana Num	har	Po Even	
Person # Description 1 DRIVER	Vehicle # Name 1 Ben	jamin Jo	seph Vi	ckers	0	Chaba	Date 01-	16-1992 MA	LE	(8	363) 4	30-4929 7ip.Co	NO	
Address 2677 Old Bainbri	dge Rd Ap	t# 814 1	allaha	ssee	City e	. 51816						323	3 ⁰ 3	
Driver License Number V262070920160			State	Expires 01/16/	DITy 14 5 E	pe C/OPERAI	соі з	NO REQ.	1 NON	everity IE		1 NOT	EJECI	FED
Restraint Systems 3 SHOULDER AND LAP BELT USED	Air Bag Depi 2 NOT D	oyed EPLOYED	Helmet Use		Eye Prot	tection	Seati 1 L	ng Location Seat EFT	Seati 1 F	ng Locati RONT	Ion Row	Seating Location	on Other	
Drivers Actions at Time of Crash 2 OPERATED MV IN C	(First) CARELESS OF	र	Drive	rs Actions at 1	Time of Cr	ash (Second))			Driver Di 88 Ul	stracted I NKNOWN	Ву 1		
Drivers Actions at Time of Crash	(Third)		Drive	rs Actions at 1	lime of Cr	ash (Fourth)				Drivers C 1 API	Condition PARENT	at Time of Cra TLY NORM	sh AL	
Non-Motorist Description			Non-	Motorist Actic	on Prior to	o Crash	i			Non-Mol	torist Loci	ation at Time o	of Crash	
Non-Motorist Actions/Circumst	ances (First)	Non-Motorist	Actions/Circu	umstances (Se	cond)	Non-Motori	st Safety	Equipment (one)	I	Non-I	Motorist S	Safety Equipma	ent (two)	
Suspected Alcohol Use Alcohol NO	Tested Alcohol	Test Type	Alcohol	Test Result B	AC	Suspected NO	Drug Us	e Drug Tested	Drug	, Test Typ	æ	Drug Tes	st Result	
Source of Transport to Medical	Facility EMS	Agency Name or	1D		EMS	S Run Numbe	er	Medical Fac	ility Trans	sported T	0			
PERSON Person # Description 2 DRIVER	Vehicle # Name 2 Joh	n W. Chu	rchill				Date 06-	of Birth Sex -22-1959 MA	LE	P} (1	none Num 850) 3	1ber 339-1296	Re-Exar NO	n
Address 1802 Atapha Nene	Tallahas	see			City 8	& State						Zip Cor 32	de 301	
Driver License Number C 624479592220			State	Expires 06/22/	DIT) 14 5 ה	ype E/OPERA(TO1 3	eq.End. NO REQ.	Injury \$ 2 POS	everity SSIBLE	3	Ejection 1 NO	r EJEC.	TED
Restraint Systems 3 SHOULDER AND LAF	Air Bag Dept 2 NOT D	oyed EPLOYED	Helmet Use	L	Eye Pro	tection	Seati 1 I	ing Location Seat EFT	Seati 4 F	ing Locat OURTH	ion Row I	Seating Locati	on Other	
Drivers Actions at Time of Crash 1 NO CONTRIBUTING	(First) ACTION		Drive	ers Actions at	Time of Cr	rash (Second)		_	Driver D 1 NO	istracted T DIS	^{By} TRACTED		
Drivers Actions at Time of Crash	(Third)		Drive	ers Actions at	Time of Cr	rash (Fourth)	1	. dv =		Drivers (1 AP	Condition PAREN	at Time of Cra TLY NORM	sh AL	
Non-Motorist Description			Non-	Motorist Acti	on Prior to	o Crash				Non-Mo	otorist Loc	ation at Time (of Crash	

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Crash Date	Reporting Agency Case Num		anna an très di 1973 (f.	HSM 719	V Crash Report Num 104500	ber ber	il nefosiblinin managara para sa para para para para para par
Non-Motorist Actions/Circumstances (F	irst) Non-Motorist Acti	ons/Circumstances (Second)	Non-Motorist Safet	y Equipment (one)	Non-Motorist Saf	ety Equipment (two)
Suspected Alcohol Use Alcohol Tested NO	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug U NO	Ise Drug Tested	Drug Test Type	Crug Test Result
Source of Transport to Medical Facility	EMS Agency Name or ID LCEMS Med 4	1	EM 02	S Run Number 19115	Medical Facil	ity Transported To	
PERSON	# Mama			Dat	e of Birth Sex	Phone Numbe	r Re-Exam
3 PASSENGER	2 Mary Ellen Ke	enan-Churcl	hill	04	-26-1961 FEM	ALE (850) 33	9-1296
Address 1802 Atapha Nene Tal	lahassee		City	& State			32301
Driver License Number		State Expires	DI T	уре	Req. End.	Injury Severity 2 POSSIBLE	Ejection 1 NOT EJECTED
Restraint Systems Air 3 SHOULDER AND LAP 2	Bag Deployed He NOT DEPLOYED	Imet Use	Eye Pro	ntection Sea	ting Location Seat RIGHT	Seating Location Row Se 1 FRONT	ating Location Other
Drivers Actions at Time of Crash (First)	I	Drivers Actions a	at Time of C	rash (Second)		Driver Distracted By	
Drivers Actions at Time of Crash (Third)		Drivers Actions a	at Time of C	rash (Fourth)		Drivers Condition at	Time of Crash
Non-Motorist Description		Non-Motorist Ad	ction Prior t	o Crash		Non-Motorist Locati	on at Time of Crash
M- Bartanica Antina (Circumstances (I	(Non-Motorist Acti	ions/Circumstances (Second)	Non-Motorist Safe	ty Equipment (one)	Non-Motorist Sa	fety Equipment (two)
NON-MOTORSE ACTIONS/CITCORSEARCES (10775y 21120112101000 (
Suspected Alcohol Use Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug U	Jse Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility	EMS Agency Name or ID	1 AU	1 EM	IS Run Number	Medical Faci	lity Transported To	€A
VIOLATIONS	m poems ned 4		 				Citation Number
Person#Name	Vickers	FL Statute Number 316		_{Lharge} Careless D	riving 3	16.1925	8239-GPZX
WITNESSES	hddrass				City & State		Zip Code
Name	Audress						
NON VEHICLE PROPERTY DA	MAGE	Owner's Name (Check	If Business)		Address	City & Sta	ste Zip Code
			detarentere erekorezetete		waa amaana aha ka baha dadada	-	
NARRATIVE	ing south on N	. Monroe St	. (US	Hwv 27 N)	, just nort	th of the inter	section of
8TH Ave. Vehicle 2	was traveling :	in the insi	de sou	uthbound la	ane. Vehic	cle 2 had stopp	ed in
traffic due to a rec	l light at the :	intersectio	on of	7TH Ave. V	Vehicle 1 w	was also travel	ing south
on N. Monroe St. in	the inside lane	a. venicie	a i wa:	арртоасы.	ing the ret	II OF VEHICIC 2	•
Driver 1 said that 1	ne was "playing	with" his	glass	es and not	paying att	tention to the	road in
front of him. He di	d not realize	that traffi	lc ahea ht hum	ad of him l oer struck	had stopped vehicle 2	d. Vehicle L c 's rear bumper.	rashed
into the rear of ver	ficte z, venic.	16 1 3 1101	ic bung	Jor Deruck	VOMEOLO D	C 1002	
No independent withe	esses were repo	rted. Both) Drive	er 2 and Pa	assenger 1	in vehicle 2 c	omplained
of sore necks and ba	acks. LCEMS (Me ve themselves to	ed 4) was s o the hospi	summone ital te	o get chec	ked out. I	Driver 1 did no	t make me
aware of any injury.		o ono nospo		y			
	Inderon from the	soone by	civor '	1 was cite	d with care	eless driving.	A State
Both vehicles were of Farm representative	also responded	to the sce	ene.	r mao cite	G NICH CAL	cross arrying.	
REPORTING OFFICER							Tune of Donartmost
ID/Badge Number Rank and Name 36629 Officer 1	BRYAN HARVEY 31	5			Tallahasse	e Police Depar	tment 2 POLICE I

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FLORI		FFIC	CPA	CH D	FD(TOT	55	same	dan t wa	put From	it Cl	user Stur	to 8.	th explace (iting South
	SHORT FO	RM 🔽				cari	+ figo	KC 01		TRAFF	C CRASH	RECOR	DS	3 ∂∩ 4	he 1: _ 42
((Electro	دعا onic Ve	_ rsion)	L	[if @	la Si	NEIL	KIKKIVI	AN BUILDI	NG, IAL	LAHASS	EE, FL 32	2399-053	,
Crash Date 06/11/12 CRASH IDENTIFIERS	Time of Cra 02:30 1	sh PM	Da (ote of Repo 06/11/1	ert L 2	Rep 00	oorting Agency	Case Numb	51 51		HSMV	Crash Repo	rt Number		
County Code City Code C 13 50	ounty of Crash Leon			Place o Tal	or City o Laha:	of Crash ssee					Within YES	City Limits	Time Report	ted Time Dis PM 02:34	patched PM
Time on Scene Time Clear 02:39 PM 03:17	PM 2 YE	Ieted Rea	son (it inv		NOT CO	mplete)			1000, 2000, 2000, 10				Not 2	fied By LAW ENFOI	RCEMENT
Crash Occurred On Street,	Road, Highway	JEUN	.T.L.UR	4 0 110	נכאי			At St	reet Addre	ss#	At	Latitude	And	Longitude	1
At Feet Or Miles	Direction		Se From	Intersecti	on With	Street, Roa	id, Highway	160	0		· +		Or	From Milepo	st #
Road System Identifier			-en lite	Type 3 (of Shou CURB	lder				Type of Inters	ection T INTER	SECTIO	N		
CRASH INFORMATIC Light Condition 1 DAYLIGHT	DN (CHECK IF Weath 2 CI	PICTUR er Conditi LOUDY	ES TAKE	EN) / 6	Roadwa 1 DR'	y Surface Co Y	ondition	School Bus 1 NO	Related			Manner 3 ANG	Of Collision SLE		
First Harmful Event Type 2 COLLISION WIY	Fh FH 1	st Harmfu 4 MOTO	IEvent DR VEH	ICLE I	N		First Harmful 1 ON ROI	Event Locati ADWAY	on	Within In NO	terchange	First Harmi 3 INTERS	ul Event Re ECTION-R	lation To Juni ELATED	tion
Contributing Circumstance 1 NONE	es: Road	IMIGEN	C	Contributin	g Circur	mstances: Ro	osq			Contributi	ng Circumsta	inces: Road			
Contributing Circumstance 1 NONE	s: Environment			Contrib	outing C	ircumstance	es: Environmer	It		Contributio	ng Circumsta	nces: Envir	onment		
Work Zone Related Crash I NO	in Work Zone				Τ	ype Of Worl	Zone		Work	ers In Work Zo	ne Law Enfo	orcement in	Work Zone		
VEHICLE Check Vehicle Motor Vehicle Typ 1 1 VEHICLE	<mark>e</mark> e IN TRANSPC	ial Hit and F NO	iun	Veh Licen:	se Num 56(ber Stat 67UR	te Reg. Expire 06-13	es Pa	ermanent l O	Reg. VIN 1C4PJ	LAK8CW1	05660		6.5.222	
lear Make Model 12 Jeep Comm	Style ander SUV 4	doc W	lor HI WHI	Exte ITE 2 F	ent Of D	amage Est. IONAL	Damage 6(Towed I	Due To Dar	nage Vehicle R Drive:	emoved By r		R	otation	
nsurance Company (Drive Metropolitan Ca	r) isualty Ins	s.				J		i	Insurance 73750	e Policy Numb 29460	er				
Name of Vehicle Owner (B Ean Trust 5105	Johnson R	d Cocc	onut C	reek	C	Current Add	ress		Cii	y & State		•	Zip Cc 3307	de 3	
railer License Number Dne:	r State	Reg. Expl	res	Permanent	Reg.	VIN	/////					Year	Make	Length	Axles
railer License Number wo:	r State	Reg. Expi	res	Permanent	Reg.	VIN						Year	Make	Length	Axles
ehicle Direction raveling NORTH	U.S. 27	Hwy		On Street	, Road, I	Highway					At	Est. Speed 15	Posted S	eed Tota 35	Lanes 5
MV Configuration			Cargo Bo	dy Type				A	rea of Ini	tial Impact			Most D	amaged Ar	ea
Comm GVWR/GCWR		Trailer	Type (Trai	ler One)	Traile	er Type (Tra	iler Two)	_ 	3 4		18 Under 19 Ove	carriage 18 rturn 19	ØG) 4 5 1	6 7
laz. Mat. Release Haz. Ma	at Placard N	l umber				Class			5 (16 13 12	17 8	20 Wind 21 Tra	lshield 2(ailer 2)	1 + 15 + 14 + 13	16 11 3 12 11	7 8
Notor Carrier Name	1				US DO	, T Number			• •				5		Ŧ
Aotor Carrier Address					City & S	State					Zip Code		Phor	se Number	
omm/Non-Commercial	Vehicle Bod 16 (SPO VEHICLE	IγTγρ∉ RT)U:	TILITY	<u> </u>	Vehicl 1 NOI	e Defects (o NE	ne)	Vehicl	e Defects (two)	Emer NO	gency Vehi	cle Use Spa 1 FL	ecial Function NO SPEC INCTION	of MV IAL
ehicle Maneuver Action 17 ENTERING TRAFFIC LANE	Trafficway 1 TWO-WAY	NOT	DIVIE	DED	Roadw 1 LF	vay Grade EVEL	Roadway Alig 1 STRAIG	nment Mc HT 2 WI	st Harmfu COLLIS TH NON	Event SION FIXED	Most Han 14 MOT TRANS F	nful Detail OR VEH ORT	ICLE IN	3	
raffic Control Device For T 5 STOP SIGN	ihis Vehicle First 14 TRA	(1) Seque MOTOR ANSPOR	nce of Ev VEHI T	ents CLE IN	5	econd (2) 5	equence of Eve	nts	Third (3)	Sequence of E	ivents	Fourt	h (4) Sequei	rce of Events	
	2						cales and reside a set of some of					entra traffector con			Come Service Concerning on the
/EHICLE Check 'ehicle Motor Vehicle Type 2 1 VEHICLE I	(if Commerc In TRANSPC	al Hit and R NO	un	Veh Licens	e Numt DG2F	per Stati 386	e Reg. Expire 10–12	s Pe N	rmanent F O	eg. WN WBAPM!	5C52BE5	78319			
/EHICLE Check /ehkle/Motor Vehicle Type 2 1 VEHICLE 1 ear Make Model 11 BMW	(if Commerci N TRANSPC Style Sedan	al Hit and R NO Col 4 C Bi	or LK BLA	Veh Licens Exte NCK 2 F	e Numt DG2F nt Of D UNCTI	oer Stati 386 amage Est. IONAL	e Reg. Expire 10–12 Damage 100	s Pe Ni Towed D	rmanent F D Tue To Dan	leg. VIN WBAPM! Iage Vehicle R Deloac	5C52BE5 emoved By >h	78319	R	otation	

Crash Date Reporting Ag	ency Case Number 52.4		HSMV Crash Report Number	97474 974 to 750 972 to 100 972 to 100 972 to 100 100 100 100 100 100 100 100 100 10	
Name of Vehicle Owner (Business)	Currer	nt Address	City & State		Zip Code
Thuc Doan Wade 3128 Sawtooth Da Trailer Ucense Number State Reg. Expire	r Tallahassee es Permanent Reg. VIN	ı		Year	32303 Make Length Ayles
One: Trailer License Number State Reg. Expire	es Permanent Reg. VIN	/		Year	Make Length Axles
Vehicle Direction	On Street, Road, Highy	Yay		At Est. Speed	Posted Speed ITotal Lanes
Traveling NORTH U.S. 27 Hwy			· · · · · · · · · · · · · · · · · · ·	35	35 5
CMV Configuration C	Cargo Body Type		Area of Initial Impact		Most Damaged Area
Comm GVWR/GCWR Trailer Ty	pe (Trailer One) Trailer Typ	e (Trailer Two)	2 3 4 5 8 7	18 Undercarriage 18	2 3 4 5 6 7
			1 15 16 17 8	19 Overturn 19 20 Windshield 20	1 15 16 17 8
Həz. Mat. Release Həz. Mət Placard Number	Class			21 Trailer 21	
Motor Carrier Name	US DOT Nun	nber	I I I I I I		
Motor Carrier Address	City & State	••••••••••••••••••••••••••••••••••••••		Zip Code	Phone Number
Comm/Non-Commercial Vehicle Body Type 1 PASSENGER C	AR Vehicle Defe I NONE	ects (one)	Vehicle Defects (two)	Emergency Vehic NO	Le Use Special Function of MV 1 NO SPECIAL FUNCTION
Vehkle Maneuver Action Trafficway 1 STRAIGHT 1 TWO-WAY NOT 1 AHEAD	DIVIDED Roadway Gi 1 LEVEI	rade Roadway Alignme J STRAIGHT	nt Most Harmful Event 2 COLLISION	Most Harmful Detail 14 MOTOR VEH	ICLE IN
Traffic Control Device For This Vehicle First (1) Sequen 1 NO CONTROLS 14 MOTOR TRANSPORT	ce of Events Second VEHICLE IN	I (2) Sequence of Events	Third (3) Sequence of Ex	vents Fourth	1 (4) Sequence of Events
PERSON					
1 DRIVER 1 The 1ma	Kitchen Hannon		Date of Birth Sex 09-12-1931 FEMAL	E (850) 60	rer Re-Exam 68-9718 NO
Address 3228 N Shannon Lakes Dr Tall	ahassee	City & State			Zip Code 32309
Driver License Number	State Expire	S DI Type	Reg. End. Inju	ry Severity	Ejection
Restraint Systems Air Bag Deployed 3 SHOULDER AND LAP 2 NOT DEPLC BEELT USED	Helmet Use	Eye Protection	Seating Location Seat S 1 LEFT 1	eating Location Row S FRONT	eating Location Other
Drivers Actions at Time of Crash (First) 3 FAILED TO YIELD RIGHT-OF-WAY	Drivers Action	s at Time of Crash (Secon	d)	Driver Distracted By 1 NOT DISTI	y RACTED
Drivers Actions at Time of Crash (Third)	Drivers Action	s at Time of Crash (Fourth)	Drivers Condition at 1 APPARENTI	t Time of Crash LY NORMAL
Non-Motorist Description	Non-Motorist	Action Prior to Crash		Non-Motorist Locat	ion at Time of Crash
Non-Motorist Actions/Circumstances (First) Non-	Motorist Actions/Circumstance:	s (Second) Non-Motor	Ist Safety Equipment (one)	Non-Motorist Sa	afety Equipment (two)
Suspected Alcohol Use Alcohol Tested Alcohol Test Ty NO	ype Alcohol Test Resu	It BAC Suspected	Drug Use Drug Tested D	Irug Test Type	Drug Test Result
Source of Transport to Medical Facility [EMS Agency	Name or ID	EMS Run Numl	er Medical Facility Tr	ansported To	
DERSON					
Person # Description Vehicle # Name 2 DRIVER 2 Tony Ho	oang Tran		Date of Birth Sex 04-14-1967 MALE	Phone Numb (850) 55	er Re-Exam 59~4749 NO
Address 3128 Sawtooth Dr Tallahassee		City & State			Zip Code 32303
Driver License Number T650808671340	State Expires 04/1	s DI Τγρe 4/20 5 E/OPERA	Req. End. Injur TOI 1 N	y Severity ONE	Ejection 1 NOT EJECTED
Restraint Systems Air Bag Deployed 3 SHOULDER AND LAP 2 NOT DEPLO BELT USED	Helmet Use YED	Eye Protection 2 No	Seating Location Seat Se 1 LEFT 1	eating Location Row Se FRONT	eating Location Other
Drivers Actions at Time of Crash (First) 1 NO CONTRIBUTING ACTION	Drivers Actions	s at Time of Crash (Second	()	Driver Distracted By 1 NOT DISTR	RACTED
Drivers Actions at Time of Crash (Third)	Drivers Actions	s at Time of Crash (Fourth)	Drivers Condition at 1 APPARENTI	Time of Crash LY NORMAL
Non-Motorist Description	Non-Motorist /	Action Prior to Crash		Non-Motorist Locati	ion at Time of Crash

Crash Date 06/11/12	Reporting Agency Case Nun 0012015624	ber	HSMV	Crash Report Numbe	5-10-10-10-10-10-10-10-10-10-10-10-10-10-	anna ann an Anna ann an Anna ann an Anna an Anna an Anna an Anna an Anna Anna Anna Anna Anna Anna Anna Anna Ann
Non-Motorist Actions/Circumstances (Fir	st) Non-Motorist Acti	ons/Circumstances (Second)	Non-Motorist Safety	Equipment (one)	Non-Motorist Sal	fety Equipment (two)
Suspected Alcohol Use 'Alcoho' Tested NO	Alcohol Test Type	Alcohol Test Result BAC	Suspected Drug Us NO	e Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility	EMS Agency Name or ID	ş	EMS Run Number	Medical Facility	Transported To	10.001-0
VIOLATIONS						
Person # Name		RL Statute Number	Charge			Citation Number
1 Thelma Kitchen H	lannon	316.1925	Careless Dr	iving 316	5.1925	8151-WKT
WITNESSES Name	Address			City & State		Zip Code
NON VEHICLE PROPERTY DAM	AGE					
Vehicle * Person * Property Damage - Othe NARRATIVE	r Than Vehicle Est. Amount	Daner's Name (Check if Busines	s) []	Address	City & Sta	te Zıp Code
V2 was traveling nort	h on U.S. 27 i	n the 1600 blo	ck using the	outside la	ne V1 was ex	iting the
parking lot of 1630 N	Monroe St (Go	lden Corral)	V1 collided w	ith V2 in	the middle of	
The front right bumpe	r of V1 collid	ed with the le	ft rear door	of $V2$.	che middle of	0.3. 27.
D1 stated that she he	ard D2 honking	his horn and	thought that	he was tell	ling her to pu	ull out
raster, bz stated tha	t he was nonki	ng his norn to	try and get	DI to stop	•	
D1 was cited with car	eless driving.					
REPORTING OFFICER						
ID/Badge Number Rank and Name			De	partment		Type of Department
10533 Officer Ma	rk Ray 533		<u>T</u>	allahassee	Police Depart	ment 2 POLICE I



FLORIDA TRAFFIC CRASH REPORT

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

SHORT FORM X UPDATE

VA

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LONG FORM

Crash Date 11/10/11	Time of C 03:20	rash PM	Date of Rep 11/10/	ort '11	Reporting Agency	r Case Number)		HSMV Crash Repo	rt Number
CRASH IDENTIFIERS County Code City Code C 13 50	ounty of Crash Leon		Place Ta	or City of Crash 11ahassee				Within City Limits YES	Time Reported Time Dispatched 03:20 PM 03:22 PM
Time on Scene Time Clea	red Scene Com 2 1	ipleted Reason (If YES	Investigation	n NOT Complete)		,	· · · · · · · · · · · · · · · · · · ·	Notified By 2 LAW ENFORCEMENT
ROADWAY INFORM Crash Occurred On Street	ATION (CHC , Road, Highway	OOSE ONLY 1 C	F 4 OPTIC	DNS)		At Street Addr	ess#	At Latitude	And Longitude
NORTH US 27 Hw At Feet Or Miles	y Direction	Fr	om Intersect	tion With Street,	Road, Highway	6534		+	Or From Milepost #
100 Road System Identifier	SOUTH	Li 🖉	ake Ella Typ	a Dr: e of Shoulder			Type of Intersecti	kon	
5 LOCAL CRASH INFORMATION Light Condition 1 DAYLIGHT	DN (CHECK I Wea	E PICTURES TA	KEN)	Roadway Surfa	ce Condition	School Bus Related 1 NO		Manner	Of Collision
First Harmful Event Type 2 COLLISION WI	гн	First Harmful Even 14 MOTOR V	t EHICLE	1 IN	First Harmfu	Event Location	Within Inter	change First Harmi	ful Event Relation To Junction
NON-FIXED OBJEC	CT es: Road	TRANSPORT	Contributi	ng Circumstance	es: Road		Contributing C	ircumstances: Road	1
1 NONE			1 NONE				1 NONE		
Contributing Circumstance 1 NONE	es: Environment		Contr 1 N	ibuting Circums ONE	tances: Environme	nt	Contributing C 1 NONE	ircumstances: Envir	onment
Work Zone Related Crash	In Work Zone	anne an Daris staget an an de sige agent		Type Of \	Work Zone	Work	ers in Work Zone	Law Enforcement in	Work Zone
VEHICLE Chec Vehicle Motor Vehicle Typ 1 VEHICLE	k If Commen e IN TRANSP	rcial Hit and Run PC NO	Veh Lice	nse Number 1126UT	State Reg. Expl	res Permanent	Reg. VIN 4T1BE32	K16U698495	
Year Make Mode 06 Toyo Camr	y Style Seda	in 4 c	Ex 1	tent Of Damage DISABLING	Est. Damage 20	Towed Due To Da 00 YES	mage Vehicle Rem Danny B	oved By 'S	Rotation 1 ROTATION
Insurance Company (Drive Geico	er)					Insuranc 0313-	e Policy Number 88–75–07–0	9245	
Name of Vehicle Owner ((Same as Driver	Business) 🗌 :)			Current	Address	Ci	ity & State		Zip Code
Trailer License Numbe One:	r State	Reg. Expires	Permaner	nt Reg. VIN				Year	Make Length Axles
Trailer License Numbe Two:	r State	Reg. Expires	Permaner	nt Reg. VIN				Year	Make Length Axles
Vehicle Direction Traveling NORTH	US 27	Нพу	On Stree	et, Road, Highwa	ŧγ			At Est. Speed	Posted Speed Total Lanes
CMV Configuration		Cargo	Восу Туре			Area of In	itial Impact		Most Damaged Area
Comm GVWR/GCWR		Trailer Type (T	railer One)	Trailer Type	(Trailer Two)	2 3 4 1		8 Undercarriage 18 9 Overturn 19 0 Windshield 20	2 3 4 6 6 7 2 3 4 6 6 7 1 15 16 17 8
Haz. Mat. Release Haz. M	at Placard	Number		Class		14 13 12	11 10 9 2	1 Trailer 2	
Motor Carrier Name				US DOT Numb	ær				
Motor Carrier Address				City & State		,	Zip	o Code	Phone Number
Comm/Non-Commercial	Vehicle Bo 1 PASS	ody Type ENGER CAR		Vehicle Defec 1 NONE	ts (one)	Vehicle Defects 1 NONE	(two)	Emergency Vehi NO	Icle Use Special Function of MV 1 NO SPECIAL FUNCTION
Vehicle Maneuver Action	Trafficway			Roadway Gra	de Roadway Ali	gnment Most Harmfu 2 COLLI WITH NO	JEvent N SION 1 N-FIXED T	Aost Harmful Detail 4 MOTOR VEH RANSPORT	ICLE IN
Traffic Control Device For 1 NO CONTROLS	his Vehicle Fir 1 Ti	st (1) Sequence of 4 MOTOR VEH RANSPORT	Events IICLE II	Second ((2) Sequence of Ev	ents Third (3) Sequence of Ever	nts Fourt	h (4) Sequence of Events
VEHICLE Check Vehicle Motor Vehicle Typ 2 1 VEHICLE 1	(if Commer (if Commer (n TRANSP	cial Hit and Run C NO	Veh Licer	l Ise Number C931YC	State Reg. Explr	es Permanent	Reg. VIN 1G6EL12	 ¥2TU618085	
Year Make Model 96 Cadi El Do	Style Seda	n 2 c	Ext 2	ent Of Damage FUNCTIONAL	Est. Damage 10	Towed Due To Dai	mage Vehicle Remo Driver	oved By	Rotation
Insurance Company (Drive Progressive	1		,		· · · · · · · · · · · · · · · · · · ·	Insuranc 14260	e Policy Number 574–7		F

Crash Date Reporting Agency Case Number HSMV Crash Report Number											1 / 1 / 2 / 2 / 2 / 2 / 2 / 2 / 2 / 2 /	And reading the state				
11/10/11 Name of Vehicle Owner (Busin] (ness) []	101103097	•	oscentrecor C	urrent Addı	ress	99.94 <u>8.9</u> 99.999.7794.879	ordensameran	City & State	ooperedit.oveet.com	za na za na za na za na za na za na za na za na za na za na za na za na za na za na za na za na za na za na za Zip Code					
(Same as Driver) Trailer License Number	State	Reg. Expires	Permane	nt Reg.	VIN						Year	Ma	ke	Length	Axles	
Trailer License Number Two:	State	Reg. Expires	Permane	nt Reg.	VIN				- 247 m	225007	Year	Mə	ke	Length	Axles	
Vehicle Direction Traveling NORTH	US 27	Hwy	On Stre	et, Road, I	Highway						At Est. Spea	ed Post	ted Speed	Total	Lanes	
CMV Configuration		Car	go Body Type					Area	of Initial Impa			M	ost Dama	aged Are	a	
Comm GVWR/GCWR		Trailer Type	(Trailer One)	Traile	er Type (Tra	iler Two}		2 3	4 5 6	18 Ur 19	dercarriage Overturn	18 2 19 2	<u> 3 </u>			
Haz. Mat. Release Haz. Mat Pl	acard	Number		<u> </u>	Class			1 15		^b 20 V	Vindshleid Trailer	20 - 21 (4 13 1	2 11 1		
Motor Carrier Name	1			US DO	I T Number			OI .							•	
Motor Carrier Address				City &	State		1			Zip Coo	le		Phone N	umber		
Comm/Non-Commercial	Vehicle Bo 1 PASS	xdy Type ENGER CA	3	Vehkl 1 NO	le Defects (c NE	one)]	Vehicle D 1 NONE	efects (two)	EN	mergency Ve Ю	ehicle Us	e Special 1 NO FUNC	Function SPEC TION	of MV IAL	
Vehicle Maneuver Action Tra	fficway			Roady	way Grade	Roadwa	ay Aligamen	t Most 2 CC WITH	Harmful Event DLLISION 1 NON-FIXE	Most 14 1 D TRAI	Harmful Det MOTOR VI NSPORT	all EHICLI	EIN			
Traffic Control Device For This 1 NO CONTROLS	Vehicle Fir 1 Ti Ti	st (1) Sequence 4 MOTOR V RANSPORT	of Events EHICLE I	N S	iecond (2) S	equence	of Events	Ī	hird (3) Sequence	of Events	For	urth (4) S	equence (of Events		
PERSON Person # Description	Vehicle #	Name		. Grania			oute version of	Date	of Birth Sex	TP	Phone Nu	umber 656-	7682	Re-Exam	1997-1997 1	
1 DRIVER	<u> 1</u>	Lapolk	Jordan			City 8	& State	10-	17-1929 PIA		(050)	030-	Zip Code 32.3	17		
Driver License Number	nu tal	141143366	s Sta	te	Expires	DI Ty	/pe	R	eq. End.	Injury Seve	erity		Ejection	PAROS	ידי	
J635520293770 Restraint Systems	Air Ba	ig Deployed	Helm	et Use Eye Protectio			E/OPERA tection	TOI 2 Seati	NO ng Location Seat	μ NONE Seating	JNE IL NOT ating Location Row Seating Location			DI TOT		
3 SHOULDER AND LA BELT USED	P 2 N	OT DEPLO	(ED	3 Not 1 LEFT Applicable						1 FRO	TAC	1 NO	JT AP	PLICA	RTE	
Drivers Actions at Time of Cra 3 FAILED TO YIELE	sh (First) RIGHT	-OF-WAY		Drivers	Actions at T	îme of Cr	ash (Second	3)		0/	Driver Distracted By 1 NOT DISTRACTED					
Drivers Actions at Time of Cra	sh (Third)			Drivers	Actions at T	Time of Cr	ash (Fourth)		Dri 1	ivers Condition	on at Tim NTLY	ie of Crash NORMA	ո Լ		
Non-Motorist Description				Non-Mo	otorist Actic	on Prior to	o Crash			Nc	n-Motorist L	ocation a	at Time of	Crash		
Non-Motarist Actions/Circum	stances (Firs	it) Non-M	Antorist Action	s/Circum	stances (Se	cond)	Non-Motor	ist Safety	Equipment (one)	I	Non-Motori	st Safety	Equipmer	nt (two)		
Suspected Alcoho! Use Alcoho NO	o! Tested	Alcohol Test Ty	pe A	lcohol Te	st Result B	AC	Suspected NO	d Drug Us	e Drug Tested	Drug Te	est Type		Crug Test	Result		
Source of Transport to Medica	I Facility	EMS Agency	Name or ID			EM	S Run Numb	Dêr	Medical Fac	ility Transpo	orted To	I				
PERSON Person # Description 2 DRIVER	Vehicle #	Name Matthew	R. Beh	nke				Date 09-	of Birth Sei -26–1983 M	K ALE	Phone N (850)	umber 544-	6537	Re-Exan NO	n	
Address 2143 Harriet Dr	Talla	hassee				City	& State	1					Zip Code 323	03		
Driver License Number B520556833460		**** *****	Sta	ite	Expires	DI T 5 1	ype E/OPERA	TOI 2	eq. End. NO	Injury Sev 1 NONE	erity	1	Election 1 NOT	EJEC'	FED	
Restraint Systems 3 SHOULDER AND LA BELT USED	Air Ba 2 N	eg Deployed OT DEPLO	YED	iet Use		Eye Pro 3 No Appl	tection t icable	Seat 1 I	Ing Location Seat EFT	Seating 1 FR	Location Ro ONT	w Seatir 1 N	ng Locatio OT AP	n Other PLICA	BLE	
Drivers Actions at Time of Cra 1 NO CONTRIBUTING	sh (First) G ACTIO	N		Drivers	Actions at 1	fime of Ci	rash (Secon	d)		Dr 1	iver Distracto NOT DI	ed By STRAC	TED			
Drivers Actions at Time of Crash (Third)					Drivers Actions at Time of Crash (Fourth)					Dr 1	Drivers Condition at Time of Crash 1 APPARENTLY NORMAL					
Non-Motorist Description				Non-M	otorist Actio	on Prior to	o Crash			No	on-Motorist I	Location	at Time o	f Crash		
										1						

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Crash Date 11/10/11	Reporting Agency Case Nun 0011030970	non and a second s		HSMV Crash Report Number							
Non-Motorist Actions/Circumstances (Fi	irst) Non-Motorist Acti	ons/Circumstances (Seco	ind) Non-Motorist	Safety Equipment (o	ne) Non	n-Motorist Safety Equip	ment (two)				
Suspected Alcohol Use Alcohol Tested NO	Alcohol Test Type	Alcohol Test Result BA	C Suspected D NO	rug Use Orug Teste	d Drug Test Ty	ype Crug 1	fest Result				
Source of Transport to Medical Facility	EMS Agency Name or ID	1	EMS Run Number	Medical	Facility Transported	То					
VIOLATIONS											
Person # Name		FL Statute Number	Charge			Citatio	n Number				
1 Lapolk Jordan		Chapter 316	Fail To	<u>Yield Left</u>	<u> </u>	6.122 220	<u>5-WGB</u>				
WITNESSES Name	Address			City & S	tate		Zip Code				
NON VEHICLE PROPERTY DAM	MAGE										
Vehicle + Person + Property Damage - Oth	her Than Vehicle Est. Amount	Owner's Name (Check if Bu	siness) 🔲	Addre	ss	City & State	Zip Code				
NARRATIVE											
Vehicle # 1 was exit:	ing a private p	parking lot l	ocated at 1	660 North N	Ionroe Stre	et (US 27 H	му).				
Vehicle # 2 was trav	eling North on	US 27 Hwy (N	orth Monroe	Street) or	n the insid	de lane.	Legion H				
Driver of vehicle #	1 failed to see	e vehicle 2	approachin	g. Vehicle	# 1 pulled	i out (left					
turn/North bound) of	the parking lo	ot onto US 27	in front o	f vehicle	2. Vehic	le # 2 tried	l to				
stop but struck veh	icle # 1. There	e were no ini	uries on sc	ene.							
Stop Buc, Beruck Ven											
Driver of vehicle #	1 was found at	fault for th	e accident.								
REPORTING OFFICER							bues of Department				
ID/Badge Number Rank and Name				Department	see Police	Department	2 POLTCE				
25306 Officer M	lauricio Endara				Dee torre	Dopur chieffe	E 100100 E				

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Crash Date 11/10/11	Reporting Agency Case Number 0011030970	HSMV Crash Report Number
DIAGRAM		
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	IDA TR		CRASH		PORT			HIGH	IWAY SAF TRAFFI	ETY & I C CRASE	лотоr I recof	VEHICLES		10
	////		di DAII	-			NE	eil Kirkma	N BUILDI	NG, TAL	LAHASS	EE, FL 32	399-0537	(·
	(Ele	ctronic Ver	sion)				a gana nga	og waaron waaro				na si ja da ja da da da da da da da da da da da da da	NAM ANA CANADANAS	
02/22/12	03:5	O PM	Date of 02/2	Report	Rel 0(porting Agency	r Case Nu 1	mber		HSMV	Crash Repo	ort Number		
CRASH IDENTIFIERS County Code City Code C 13 50	County of Cra Leon	sh .	P	iace or Cit Tallah	y of Crash		12 800			Within	City Limits	Time Report	ed Time Dispa	itched
Time on Scene Time Clea	red Scene C	ompleted Reaso	on (If Investiga	tion NOT	Complete)			***		1100		Notifi	ed By	
ROADWAY INFORM	2 ATION (C , Road, Highw	YES HOOSE ONLI ^{Vay}	(1 OF 4 OF	PTIONS)			2 12 1	it Street Address	s# 🔀	A	Latitude	2 L And L	AW ENFORC	EMENT
SOUTH US 27 H At Feet Or Miles	WY Directi	on ka	From Inter	section W	/ith Street. Roa	d. Highway	83			+		– Or Fi	om Milenost I	#
50	NORT	'H 🧐	Legion	St										
2 U. S.				1 PAV	houlder ED			1	ype of Interse 1 NOT A	ection F INTEI	RSECTIO	N		
CRASH INFORMATI	ON (CHECH W	CIF PICTURE	S TAKEN)	Road	way Surface C	ondition	School	Bus Related			Manner	Of Collision		
First Harmful Event Type		First Harmful	Event			First Harmfu	Event Lo	cation	Within In	terchange	First Harm	ful Event Rela	tion To Junctic	on
Contributing Circumstanc	es: Road		Contri	buting Circ	cumstances: R	oad			Contributin	eg Circumst	ances: Road	1		
Contributing Circumstanc	es: Environm	ent	C	ontributin	g Circumstanc	es: Environme	nt		Contributin	g Circumst	ances: Envi	ronment		
Work Zone Related Crash	In Work Zone	2			Type Of Wor	k Zone		Worker	s in Work Zor	te Law Enf	orcement i	n Work Zone		
VEHICLE Chec Vehicle Motor Vehicle Ty 1 VEHICLE	ck if Comm pe IN TRAN	Hit and Ru SPC NO	m Vehl	License Nu 3	umber Sta 386THC	te Reg. Expl 05–12	el o secondo a secondo a secondo a secondo a secondo a secondo a secondo a secondo a secondo a secondo a second Test	Permanent Re	e. VIN 4T1BE	i 32K13U2	31024	(SASSALS)		
Year Make Mode 03 Toyo CAME	l Styl	e Colo MA	Dr R MAROON	Extent O)f Damage Est. ABLING	. Damage 15	Tow	ed Due To Dama	Be Vehicle R	emoved By	LATER	HAVE T	tation	
Insurance Company (Drive GEICI	er}	1			J			Insurance 422376	Policy Numbe 0481	9 9				
Name of Vehicle Owner (LEE M NAYLOR 3	Business) 🗌 925 Pace	es Pl Tall	Lahassee		Current Add	ress		City	& State			Zip Cod 32311	e	
Trailer License Numbe	er State	Reg. Expire	es Perma	anent Reg	. VIN						. Year	Make	Length	Axles
Trailer License Numbe Two:	er State	Reg. Explic	es Permi	anent Reg	. Vin						Year	Make	Length	Axles
Vehicle Direction Traveling SOUTH	n NM	ONROE St	On S	treet, Roa	ad, Highway			· · · · ·		A	t Est. Speed 30	Posted Spe	ed Total La 35	anes 4
CMV Configuration	. 1	Ċ	Cargo Body Ty	pe	, _ v			Area of Initi	al Impact			Most Da	maged Area	
Comm GVWR/GCWR		Trailer Ty	vpe (Trailer Or	ne) Tr	ailer Type (Tra	iler Two)	,		6 7	18 Under 19 Ove	carriage 1 erturn 19	$\frac{3}{2}$	4 5 6	12
Haz. Mat. Release Haz. M	lat Placard	Number			Class					20 Win 21 Tr	dshield 2 ailer 2			
i Motor Carrier Name		1		USI	DOT Number	11198-Au		10 12 10	Inia	Torran desired the same		. (9) 13	12 11 10	19
Motor Carrier Address			<u>0</u>	City	& State		. 1			Zip Code	.I	Phone	Number	
Comm/Non-Commercial	Vehicle 1 PA	Body Type SSENGER C	AR	Veł	nicle Defects (o	one)	Ve	hicle Defects (tv	vo)	Eme	rgency Veh	icte Use Spec	ial Function of	fMV
Vehicle Maneuver Action 14 SLOWING	Trafficway			Roa	adway Grade	Roadway Ali	gnment	Most Harmful E 2 COLLISJ WITH NON-	Event ION FIXED	Most Har 14 MO TRANSI	mful Detail 'OR VER 'ORT	ICLE IN		
Traffic Control Device For	This Vehicle	First (1) Sequer 14 MOTOR TRANSPORT	ce of Events VEHICLE	IN	Second (2) S	+ equence of Ev	ents	Third (3) S	equence of E	vents	Fourt	th (4) Sequenc	e of Events	
VEHICLE Chec Vehicle Motor Vehicle Typ 2 11 VEHTCLE	k if Comm	ercial Hit and Ru SPC NO	n Veh L	fcense Nu	imber Stat	e Reg. Expir	es	 Permanent Re	g. VIN	478085	L 09419			2007000 -005202
Year Make Mode	Style	Colo	r n n n n n n n n n n n n n n n n n n n	Extent O	f Damage Est.	Damage	Tow	ed Due To Dama	Be Vehicle Re	moved By	02410	Ro	lation	
94 GMC Insurance Company (Drive	r) [Pic	экир 2 RE	U KED	2 FUNC	TIONAL	8	ON DO	Insurance P	DRIVER Policy Number	r '				
SECURITY NATION	IAL							G004379	977101					

Crash Date Reporting Agency Case 02/22/12 0012004864	Yumber	olinee alot olin var versienstenne islos a brea	HSMV Crash Report Number	gangensen gebreigen sterneten in den sterneten besterneten er bereiten in det eine sterneten er der sterneten s				
Name of Vehicle Owner (Business)	Current Ad	dress	City & State	Zip Code				
Danny Ray GAINOUS 13071 LEXINGTON SU Trailer License Number State Reg. Expires Pe	MIT St Orlando manentReg. VIN			32828 Year Make Length Axles				
Trailer License Number State Reg. Expires Pe	rmanent Reg. VIN			Year Make Length Axles				
Vehicle Direction Traveling SOUTH N MONROE St	n Street, Road, Highway			At Est. Speed Posted Speed Total Lanes 10 35 4				
CMV Configuration Cargo Body	Туре		Area of Initial Impact	Most Damaged Area				
Comm GVWR/GCWR	One) Trailer Type (Tr	ailer Twol	13/4/5/6/0 18	Undercarriage 18 13 4 5 6 G				
			15 16 17 8 20	Overturn 19 2 1 15 1 17 (8) Windshield 20 1 15 16 17 (8)				
Haz. Mat. Release Haz. Mat Placard Number	Class	1	4 13 12 11 10 9 -	Trailer 21 14 13 12 11 10 9				
Motor Carrier Name	US DOT Number							
Motor Carrier Address	City & State		Zipt	Code Phone Number				
Comm/Non-Commercial Vehicle Body Type 3 PICKUP	Vehicle Defects	(one) Ve	hicle Defects (two)	Emergency Vehicle Use Special Function of MV				
Vehicle Maneuver Action Trafficway 14 SLOWING	Roadway Grade	Roadway Alignment	Most Harmful Event Mo 2 COLLISION 14 WITH NON-FIXED TB	ost Harmful Detail MOTOR VEHICLE IN RANSPORT				
Traffic Control Device For This Vehicle First (1) Sequence of Ever 14 MOTOR VEHIC TRANSPORT	its Second (2) LE IN	Sequence of Events	Third (3) Sequence of Event	is Fourth (4) Sequence of Events				
PERSON								
Person # Description Vehicle # Name 1 DRIVER 1 LEE M NAYLO	R	-	Date of Birth Sex 05-19-1990 MALE	Phone Number (850) 509-0036 NO				
Address 3925 Paces Pl Tallahassee		City & State		Zip Code 32311				
Oriver License Number N4 60 53 3 90 1 7 90	State Expires 05/19/	DIType 14 5 E/OPERATO	Req. End. Injury Se DI 3 NO REQ.	everity Ejection				
Restraint Systems Air Bag Deployed	Helmet Use	Eye Protection	Seating Location Seat Seati	ing Location Row Seating Location Other				
Drivers Actions at Time of Crash (First) 77 OTHER CONTRIBUTING ACTION	Drivers Actions at] Time of Crash (Second)	11	Driver Distracted By				
Drivers Actions at Time of Crash (Third)	Drivers Actions at	Time of Crash (Fourth)		rivers Condition at Time of Crash				
Non-Motorist Description	Non-Motorist Acti	on Prior to Crash		Non-Motorist Location at Time of Crash				
Non-Motorist Actions/Circumstances (First) Non-Motorist	Actions/Circumstances (Se	cond) Non-Motorist	Safety Equipment (one)	Non-Motorist Safety Equipment (two)				
Suspected Alcohol Use Alcohol Tested Alcohol Test Type	Alcohol Test Result	BAC Suspected D	rug Use Drug Tested Drug	Test Type Drug Test Result				
NO		NO						
Source of Transport to Medical Facility EMS Agency Name or	ID	EMS Run Number	Medical Facility Trans	sported To				
PERSON Person # Description 2 DRIVER 2 Danny Ray G	AINOUS		Date of Birth 10-22-1950 MALE	Phone Number Re-Exam (352) 3172699 NO				
Address 13071 LEXINGTON SUMMIT St Orlando)	City & State	-L k	Zip Code 32828				
Driver License Number G520176503820	State Expires 10/22/	ОІ Туре 13 1 А	Reg. End. Injury Se 2 NO	everity Ejection				
Restraint Systems Air Bag Deployed	Helmet Use	Eye Protection	Seating Location Seat Seati	ing Location Row Seating Location Other				
Drivers Actions at Time of Crash (First) 1 NO CONTRIBUTING ACTION	Drivers Actions at	I Time of Crash (Second)	1] Driver Distracted By				
Drivers Actions at Time of Crash (Third)	Drivers Actions at	Time of Crash (Fourth)		Drivers Condition at Time of Crash				
Non-Motorist Description	Non-Motorist Acti	Non-Motorist Action Prior to Crash Non-Motorist Location at Time of Crash						

Crash Date Reporting Agency Case Number HSMV Crash Report Number 02/22/12 0012004864 HSMV Crash Report Number										
Non-Motorist Actions/Circumstances (Fig	rst) Non-Motorist Acti	ors/Circumstances (S	econd}	Non-Motorist Safety Ed	quipment (one)	Non-Motorist	Safety Equipment (two)	VIOLAIDEN CONT		
Suspected Alcohol Use Alcohol Tested NO	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use NO	Drug Tested	Drug Test Type	Drug Test Result			
Source of Transport to Medical Facility	EMS Agency Name or 1D	¥	EM	l S Run Number	Medical Facility	Y Transported To	1			
VIOLATIONS Person # Name		FL Statute Number	t 	'harge			Citation Number			
WITNESSES Name	Address				City & State			Zip Code		
NON VEHICLE PROPERTY DAM Vehicle # Person # Property Damage - Othe	IAGE er Than Vehicle Est. Amount	Owner's Name (Check if	Business) į	J	Address	City &	State	Z p Code		
He was travelin He then moved over to see if anyone was con moving to the outside rear of his vehicle.	ng southbound i o the outside l ning up in the e lane he hearc	n the 1600 ane because outside lar l tires skic	block e he w ne bef lding	of N Monroe anted to tur ore moving o behind him a	e St (US 2 cn into a over; no c and then f	27) in the in driveway. H one was there felt an impac	nside lane. de looked to e. After et to the			
According to drive He was traveling Vehicle #2 was ahead quickly started to bu	er #1: g southbound in of him in the rake. He attem	h the 1600 k inside land upted to sto	olock e. Ve op but	of N Monroe hicle #2 the could not c	Street in en moved c due to the	the outside over to his l wet road su	e lane. ane and arface.			
There was no witne	esses to the ci	ash.								
Though Veh #2 coul it. The only evider #1 will be shown prim	ld have been pance on scene sh nce on scene sh nary at fault.	nrtially at nows that ve	fault h #1	(according did hit veh	to driver #2 in the	#1), I coul rear. The	d not prove erefore, Veh			
REPORTING OFFICER ID/Badge Number 30425 Officer EI	DWARD FORSBERG	709		Dep Ta	artment 11ahassee	Police Depa	Type of Dec rtment 2 POLI	oartment CE I		

30425	Officer	EDWARD	FORSBERG	709		larranassee	POTTCE	Depar the
				~	ne			

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FLORIDA	TRAFFIC	CRASH	REPORT

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

SHORT FORM UPDATE

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LONG FORM

Crash Date	menedii 636 desi 1977	Time of Crast	ann 1999 (1997) 1	Dai	e of Report		Rep	orting Agency	Case N	lumber			HSMV	Crash Re	port N	umber	-	
10/29/11 CRASH IDENTIFI	ERS	05:15 Pf	1		0/29/11	9.25032		110-2024								202 5 2		
County Code City Co	ode County	of Crash			Place or	City of Cr	ash						Within	City Limit	ts Tim	:15 PM	05:16	ecneo PM
I J Time on Scene iTime	Cleared Sc	n ene Comple	ted Reas	on (If Inve	stigation N	OT Comp	ete)						1			Notified	Ву	
05:30 PM 06:	29 PM	2 YES	3		CONTON	~1	-			oral-singetesing		San San San San San San San San San San				2 LAW	ENFORC	EMENT
ROADWAY INFC Crash Occurred On S	Treet, Road	N (CHOU: , Highway	SE ONLI	Y I UF I	I UP NUN	וסן פון פון			Cè	At Stree	et Address I	₩ @	A1	t Latitude	2 A	ind Long	gitude	9004000 A.H.B.B.
U.S. 27 At Feet Or M	liles	Direction	11 Es	From	Intersection	With Str	eet, Roa	d, Highway	- 21,0							Or Fron	Milepost #	'
400	ler l	NORTH	1	🖉 Lake	<u>e Ella</u> iTvpeo	Dr f Shoulde	r				 Ty	pe of Inter	section		- A. 19			
2 U. S.				····	3 CT	JRB				war-sierstic]]	I NOT A	T INTE	RSECTI	ION			2757655
CRASH INFORM	ATION (C	CHECK IF P	ICTURE	STAKE	N)	adway S	ufare Co	ondition	ischo	ol Bus Re	lated	5.05255465	an establish	[Mann	her Of C	Collision		
1 DAYLIGHT		1 CL	EAR		1	DRY			1 N	ю				1 F	RONT	TO REA	AR	
				(First Harmful	Fuent	location		Within t	nterchange	First Ha	rmful E	vent Relatio	n To Junctio	วภ
First Harmful Event T 2 COLLISION	Type WITH	14	MOTO	R VEH	ICLE IN	1		1 ON RO	ADWA	Y	•	NO		1 NON-	-JUNC	FION		
NON-FIXED OF	BJECT	TF	ANSPO	RT														
Contributing Circums 1 NONE	stances: Ro	ad		Ċ	ontributing	Circumst	ances: R	oad				Contribut	ing Circumst	iances: Ko	090			
Contributing Circum	stances: En	vironment			Contribu	ting Circ	umstance	es: Environme	nt			Contribut	ing Circums	lances: Er	nvironn	nent		
L NONE Work Zone Related (Crash In Wo	rk Zone		4.1/		Туре	Of Worl	k Zone			Workers	In Work Z	one Law En	forcemen	nt in Wo	ork Zone		
VEHICLE	Check if (Commerci			er an sea	I												
Vehicle Motor Vehic	le Type	TRANGOC	Hit and R	UN	Veh License	e Number WB6	5M Sta	te Reg. Exol 10-12	res	Per NO	manent Re	g. VIN 1 FMZU	J63KX4U	A45721	7			
Year Make I	Model Explores	Style	Col doc Bl	lor LU BLU	Exter JE 2 F	nt Of Dan UNCTIO	nage Est. NAL	. Damage 10	1 000 N	owed Du IO	ю To Dama	Be Vehicle Drive	Removed By	4		Rota	tion	
Insurance Company	(Driver)]		<u> </u>		Insurance P 00248	Policy Numi 58 40C	ber		<u> </u>	I		
Name of Vehicle Ow	ner (Busin	ess) [~]				Cur	rent Ado	iress	. <u></u>	· ł	City	& State				Zip Code		
John Neofit	os Micl	naelides	5496	NE 2	2nd Ave	e Ft I	aude	rdale						Year		33308 Make	Length	Axles
One:	lumber	State	reg. expi	res	rennament	neg.												
Trailer License N Two:	lumber	State	Reg. Expi	res	Permanent	Reg.	ทพ							Year		Make	Length	Axles
Vehicle Dir Traveling SOI	ection	u.s. 27			On Street,	Road, HI	shway		1					At Est. Sp	eed	Posted Spee	35	anes 04
CMV Configuration	0111	<u></u>		Cargo Bo	dy Type													
										Ar	ea of Initia	al Impact				MOST Dan	ageu Area	3
Comm GVWR/GCW	R		Trailer	l Type (Tra	iler One)	Trailer	Type (Tra	aller Two}		2	4 5	6 7	_ 18 Und	ercarriago	e 18	2 3 1	4 5 6	リン
										M	16	17 8	19 O	verturn ndchield	19 20	M[15]	16 17	
Haz. Mat. Release H	laz, Mat Pla	card Ni	Imper			- C	ass			STC.			20 11	Trailer	21			1
										14 1	3 12 11	10 9				^[13]	12 11 1	0 9
Motor Carrier Name	2					USDOLI	umper											
Motor Carrier Addre	ess					City & St	ite						Zip Code			Phone N	lumber	
Comm/Non-Comme	ercial	Vehicle Bod 16 (SPO VEHICLE	y Type RT) U	TILIT	Y	Vehkle 1 NONI	Defects (;	one)		Vehicle	Defects (b	wo)	Em	ergency	Vehicle	Use Specia 1 NO FUNO	IFunction of D SPECI CTION	of MV AL
Vehicle Maneuver A 1 STRAIGHT	ction Trai	ficway TWO-WAY	DIV.			Roadwa 1 LEV	y Grade /EL	Roadway A 1 STRAI	lignme [GHT	nt Mo 2	t Harmful I	Event ION	Most H 14 MC	armful De DTOR V	etail VEHI(CLE IN		
AHEAD	אט	PROTECT	ED ME	DIAN	wate	50	ond (2) 1	Sequence of F	vents	WI	TH NON-	- E T VED	f Events	FORT	ourth (4) Sequence	of Events	
1 NO CONTROL	LS	TR/	MOTOF	X VEHI	CLE IN		0110 (2)	ordaenee or e										
VEHICLE	Check if	Commerci	alass			5.85%								en george en Sentement				
Vehicle Motor Vehic 2 1 VEHIC	le Type LE IN	TRANSPC	Hit and R NO	ໃບກ	Veh Licens	e Numbe 891	r Sta /H1	nte Reg. Exp 07-12	ires	Pe: NC	rmanent Re)	eg. VIN 1N4B	A41E94C	92581	.5			
Year Make 04 Niss I	Model Maxima	Style Sedan	Co 4 ¢ B	lor LU BL	UE 2 F	nt Of Dar UNCTIO	nage Esi NAL	t. Darnage 35	500	iowed D NO	ue To Dami	age Vehicle Driv	Removed B er	İγ		Rota	tion	
Insurance Company Garrison Pr	(Driver) operty	& Casua	alty								Insurance 02717	Policy Nurr 34 49R	iber					

Crash Date 10/29/11	ļ	Reporting Ag	ency Case Nu 834	mber	anan sebanyan kalima	1711-1817-1913-1943,0 1	yay, ya shini disong Ago	HSMV Cr	ash Report Num	ber	alan barranan a				Algorian ang ang 201
Name of Vehicle Owner (B	usiness)	editationationale.	s de la companya de la companya de la companya de la companya de la companya de la companya de la companya de l	-	Current Addr	ess 635		united and the second second second second second second second second second second second second second second	City & State	eo an a constitutemente A		-a in 1946 (2020)	Zip Code	- 4 mil 4 mil 6 mil 6 mil 6 mil 6 mil 6 mil 6 mil 6 mil 6 mil 6 mil 6 mil 6 mil 6 mil 6 mil 6 mil 6 mil 6 mil 6	a an an an an an an an an an an an an an
Allen Packer 44 Trailer License Number	5 Appley State	ard Dr Reg. Expli	Apt# E2- res Perm	3 Talla anent Reg.	NN VIN				- mb#1		Ye	ar	Make	Length	Axles
Trailer License Number Two:	State	Reg. Expl	res Perm	anent Reg.	ViN			-14-4			Ye	ar	Make	Length	Axles
Vehicle Direction Traveling SOUTH	U.S. 2	27	On	Street, Road	, Highway						At Est.	Speed 25	Posted Spee	d Total 35	Lanes 04
CMV Configuration			Cargo Body Ty	/pe				Area o	of Initial Impact	t			Most Dan	naged Are	9
Comm GVWR/GCWR		Trailer 1	fype (Trailer O	ne) Trai	ler Type (Trai	iler Two)			4 5 6 7	18 (19	Indercarr Overtur	lage 18 m 19	2 3	4 5	
Haz. Mat. Release Haz. Ma	at Placard	Number		-	Class			14 13	12 11 10 9) 20 21	Windshie Trailer	eld 20 r 21			
Motor Carrier Name				US D	DT Number								1		10
Motor Carrier Address				City 8	State					Zip Co	xde		Phone	Number	
Comm/Non-Commercial	Vehicle B 1 PASS	ody Type SENGER	CAR	Vehi 1 No	le Defects (c DNE	one)	V	ehicle Def	ects (two)		Ernergen	icy Vehi	cla Use Speci 1 N FUN	al Function O SPEC CTION	of MV IAL
Vehicle Maneuver Action 1 STRAIGHT AHEAD	Trafficway 3 TWO-WA UNPROTEC	AY DIV. TED ME	DIAN	Roac 1. I	lway Grade .EVEL	Roadway 1 STRI	Alignment AIGHT	Most Ha 2 COI WITH	rmful Event LISION NON-FIXED	Mos 14) TR2	at Harmfu MOTOF ANSPOF	l Detail VEH	ICLE IN		
Traffic Control Device For 1 NO CONTROLS	This Vehicle Fi 1 T	rst (1) Seque 4 MOTOF RANSPOF	ence of Events VEHICLE XT	E IN	Second (2) S	equence o	f Events	Thi	rd (3) Sequence	of Events		Fourt	h (4) Sequenco	e of Events	
PERSON									(0) .1. Cov	20.92(39)	(Pho	ne Num	ber	Re-Evan	
Person # Description 1 DRIVER	Vehicle #	Name Neil	John Mi	chaelio	les	City P.	State	Date of 03-1	5–1991 MAI	LE	(7	70) 6	556-4482 710 Cod	NO	•
Addre 1844 Heritage	Grove C	ir Apt	# 1023A	Talla	hassee	Citya	State			lature Car			323	304	
Driver License Number M243630910950				State	Expires	DITYP 195E	æ /OPERAT	OI 2	NO	1 NONI	S	y	1 NO	r EJECI	ED
Restraint Systems 3 SHOULDER AND BELT USED	LAP 2 N	ag Deployed IOT DEPl	I H LOYED	elmet Use		Eye Prote	ection	Seating 1 LE	Location Seat FT	Seatin 1 FF	g Locatio (ONT	n Row	Seating Locati	on Other	
Drivers Actions at Time of 77 OTHER CONTRI	Crash (First) (BUTING) A	CTION	•••••••	Driver	s Actions at T	ime of Cra	sh (Second)	ł			oriver Dist 88 UN	tracted (KNOW)	By N		
Drivers Actions at Time of	Crash (Third)			Driver	s Actions at T	ime of Cra	sh (Fourth)			C	rivers Co 1 APP	ndition AREN1	at Time of Cra FLY NORM	sh AL	
Non-Motorist Description				Non-N	lotorist Actio	n Prior to	Crash			N	lon-Mote	orist Loc	ation at Time (of Crash	
Non-Motorist Actions/Circ	umstances (Fir	st) No	on-Motorist Ac	tions/Circur	nstances (Sec	cond) [A	ion-Motoris	st Safety E	quipment (one)	!	Non-M	otorist	Safety Equipm	ent (two)	
Suspected Alcoho! Use Al NO	coho! Tested	Alcohol Tes	t Түре	Alcohol T	est Result B	AC	Suspected NO	Drug Use	Drug Tested	Drug	Test Type	•	Drug Te	st Result	
Source of Transport to Me	dical Facility	EMS Ager	ncy Name or II	>	I	EMS	L	er	Medical Faci	lity Transı	corted To				
PERSON Person # Description 2 DRIVER	Vehicle #	Name Allen	Packer					Date o 04–0	f Birth Sex 14–1949 MA	LE	Pho (8	meNum 50) 4	nber 425-5250	Re-Exar NO	n
Addre 445 Appleyard	Dr Apt	ŧ E2−3	Tallaha	issee		City &	State	,		L.			Zip Co 32	^{de} 304	
Oriver License Number 6416588				State	Expires 03/25/	DI Typ 13 1 A		Rec 2	ą. End. NO	Injury Se 1 NON	verity E		Ejectio 1 NO	n T EJEC	red
Restraint Systems 3 SHOULDER AND BELT USED	LAP 2 N	lag Deployed NOT DEP	HOYED	lelmet Use		Eye Prote	ection	Seating 1 LE	g Location Seat FT	Seatir 1 Fi	ng Locatio RONT	xn Row	Seating Locat	ion Other	;
Drivers Actions at Time of 77 OTHER CONTR	Crash (First) IBUTING A	ACTION		Drlver	s Actions at 1	fime of Cra	ish (Second)	}			Driver Dis 1 NOT	tracted DIS	^{By} TRACTED		
Drivers Actions at Time of	Crash (Third)			Driver	s Actions at 1	fime of Cra	esh (Fourth)			E	Drivers Co 1 APP	AREN	at Time of Cra TLY NORM	ish AL	
Non-Motorist Description					Non-Motorist Action Prior to Crash Non-Motorist Location at Time of Crash						of Crash				

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Crash Date Reporting Agency Case Number 10/29/11 0011029834 HSMV Crash Report Number												landa balada baska ngi sa 1992 ngi sabara	
Non-Motorist Actions/Circumstance	es (First)	Non-Motorist /	Actions/Circu	mstances (Second)	Non-Motorist	Safety Ec	juipment (one)	75434345475 1	Non-Mote	orist Safel	ty Equipment	t (two)
Suspected Alcohol Use Alcohol Tes	ted Alcohol	Test Type	Alcohol T	est Result	BAC	Suspected D	rug Us e	Drug Tested	Dri	ug Test Type		Crug Test F	tesult
no l							A.1772 -						
Source of Transport to Medical Faci	ility EMS /	Agency Name or	ID		8	MS Run Number		Medical Faci	ility Tra	nsported To			
PERSON										l0h an a	Number		Ρο Γιμα
Person # Description Veh 3 PASSENGER	icle# Name 2 Kat	hleen Pao	cker				Date of 02-1	Birth Sex 6-1949 FE	MALE	Phone	Number		ке-Ехаті
Address 445 Applevard Dr A	ot# E2-	3 Tallah	assee		CI	ty & State	-					Zip Code 3230	4
Driver License Number			State	Expires	D	І Түре	Req	. End.	Injury	Severity	<u>.</u>	Ejection	E TEOMED
Restraint Systems	Air Bag Deple	oved	Helmet Use		Eyel	Protection	Seating	Location Seat	μ ΝC Sea	NNE. ating Location F	low Seat	ing Location	Other
3 SHOULDER AND LAP	2 NOT D	EPLOYED					3 RI(ЭНТ	1	FRONT			
Drivers Actions at Time of Crash (Fi	rst)		Driver	s Actions a	it Time o	f Crash (Second)	I			Driver Distra	cted By		
Drivers Actions at Time of Crash (Th	nird)		Driver	s Actions a	at Time o	f Crash (Fourth)				Drivers Cond	ltion at Ti	ime of Crash	
Non-Motorist Description			Non-N	Aotorist Ac	tion Pric	r to Crash				Non-Motoris	t Location	natinneoru	.rasn
A	(5))	Itan Manadat	And the second second		Gerand	Non-Motoritt	Cofety Er	winment (one)		Non-Mot	urist Safei	bi Equipment	t (two)
Non-Motorist Actions/Circumstance	es (Hirst)	NON-MOTORIST A	ACTIONS/CITCU	mstances (second	troit-atotonsc	Salety Ct	torbuent fonet		non-mot	JI)3L JQICI	ty Equipment	(((()))
Suspected Alcobol Lise Alcobol Tes	ted Alcohol	Test Type	Acobol 1	est Result	BAC	Suspected D	rugUse	Drug Tested	Dr	ug Test Type		Drug Test F	tesult
		1031 1 1 10											
Source of Transport to Medical Faci	llity EMS /	Agency Name or	ID D		1	MS Run Number		Medical Faci	ility Tra	nsported To			
VIOLATIONS	l												
Person # Name	8 - 2	1) a mining ang Pangalan (1992) ang Pangalan (1992) ang Pang	FL Statut	e Number	1.0.000000000000000	Charge						Citation Nur	nber
WITNESSES									(5200-600) (520-55-0)				
Name		Addres	is					City & State	2				Zip Code
NON VEHICLE PROPERTY	DAMAGE				15								Ten Code
Vehicle # Person # Property Damage	Other Than Ve	ehicle Est. Amour	it Owner's Na	me (Check	If Busines:	9 D		Address		Ĺ	ity & State	1	20p C082
NARRATIVE													
V-2 exited the par	king lo	ot of 163 we of tra	0 N. Mo ffic	onroe V-1 ພ	Stree as a	et and tu lso trave	rned lina	south or	eade n Mo	a south mroe St	on M reet	onroe in the	
outside lane. V-2	had tra	veled ap	proxima	tely	100	feet when	the	front of	f V-	1 struc	k the	rear o	of.
V-2.		-	-										
D-2 stated V-1 was	not in	sight w	hen he	pulle	d in	to the ro	adway	∕. D-1 a	and	D-2 stat	ted t	hat the	ere
was another vehicl	e betwe	en them	that sa	fely	move	d to the	insic	de lane (to g	o around	d the	slower	c
moving V-2.													
D-1 stated he slam	med on	his brak	es in a	n att	empt	to avoid	hitt	ing V-2	. т	here we:	re no	skid	
marks on the road.			-		•			-					
T did not icous a	aitatia	n se hot	h narti	De an	near	od to have	<u>a so</u> n	ne fault	in	the cra	sh.		
REPORTING OFFICER	CILAUIC		n parts	es ap	hear				-14				yn grugen de
ID/Badge Number Rank and Nan		N 200	والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع وا				Dep T a	artment 11ahasse	e Pr	olice De	partm	r_{2}	POLICE F
90298 Officer	K ROWA	NN 308					110				rar ch		LOUTOD L

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10/29/11	0011029834	HSMY Crash Report Number
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		\cup
		SEALARE NORTH WITH ABBOU
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FI OF		Same ø RASH REDOPT	WAS DOT PROPERTY INVOL	VED IN THIS CRASH?	
			LTOTAL # OF VEHICLE	SECTION(S) 2	
	(Shaded Areas)		TOTAL # OF PERSON		3
TRAFFIC	CRASH RECORDS, NE	L KIRKMAN BUILDING 32399-0537	TOTAL # OF NARRATI	VE SECTION(S) 1	
CRASH DATE 06/02/2012 CRASH IDENTIFIERS	TIME OF CRASH DATI 11:31 AM 06/(OF REPORT REPORTING AGE 02/2012 0012014738	NCY CASE NUMBER HSM 8350	/ CRASH REPORT NUMBER 03543	
COUNTY CODE CITY CO 13 50	DE COUNTY OF CRASH LEON	PLACE OR CITY OF CRASH TALLAHASSEE	CHECK IF WI CITY LIMITS	THIN TIME REPORTED THE THIN TIME REPORTED THE THE THE THE THE THE THE THE THE THE	ME DISPATCHE
11:31 AM	IME CLEARED SCENE CHECK II COMPLE	TED REASON (If Investigation NOT Co	nplele)	Notified By: 1 2 Lew Enforce	Motorist Z
CRASH OCCURRED ON S	ON (CHOOSE ONLY 1 OF 4 OF 1 TREET, ROAD, HIGHWAY		T ADDRESS #	TITUDE AND LONGI	NDE
N MONROE ST AT FEET MILES	N SEW	AT/FROM INTERSECTION WITH STREET,	ROAD,HIGHWAY	OR FROM I	MILEPOST#
Road Sve	tem Identifier 7 Enrest Roa	LEGION ST	Type of Inter	E Troffic Circle	
2 1 Interstate 2 U.S. 3 State	4 County 9 Parking Loi 5 Local 9 Parking Loi 6 Tumpike/Tol 77 Other, Exp Narrative 7 Curcit Is DICTUBER TAVENU	Adway 1 Paved Alain in 3 3 Curb	3 3 1-Intersection 4 Y-Intersection	section 6 Roundabout rsection 7 Five-Point, or Mor 77 Other, Explain in	re n Narrelive
Light Condi	(CRECK IF PICTORES TAKEN)	Condition Roadway Surface Co	ndition School Bus Related	Manner of Collis	sion/impact
1 Daylight 5 2 Dusk 6 3 Dawn 1	Dark-Not Lighted Dark-Unknown 1 Freezin	Smog, Smoke 5 O# Hal/ 8 Mud, Dirt, 0 g Rain 4 7 Send	Sravel 1 No 2 Yes, School Bus	4 Sideswipe, 5 Sideswipe,	same direction Opposite Directio
4 Dark-Lighted 7 N 8	7 Other, Explain in arrative B Unknown 2 Cloudy 77 Other 3 Rain 77 Other	ng Sand, Soil 8 Water (standing/mo e Crosswinds 1 Dry 77 Other, Exp ar, Explain in 2 Wet Narrative	ving) Directly Involved 3 Yes, School Bus kain in Indirectly Involved	6 Rear to Sid 7 Rear to Rear 77 Other, Exp 2 Front to Front 88 Unknown	ie ar plain in Narrative
First Harmful Ev	/ent Non-Collision	Collision Non-Fixed Object	Collision with Fixed Objec	t First Harmful E	vent
14	2 Fire/Explosion 3 Immersion	11 Pedakçıçle Cusion 12 Raihway vehicle (train, 20 Bridge C	31 Other Traffic Bar verhead Structure 32 Tree (standing)	rier Location 1 On F 2 Off	Roadway Roadway
First Harmful Event	5 Cargo/Equipment Loss or Shift	13 Animal 22 Bridge R 14 Motor Vehicle in 23 Cutvert	ail 34 Traffic Sign Sup 35 Traffic Sign Sup 35 Traffic Signal Su	port 3 Sho port 1 4 Med pport 6 Gord	uaer Kan e
within Interchange	o Feasumped From Motor Vehicle 7 Thrown or Falting	15 Parked Motor Vehicle 25 Ditch 16 Work Zone/Maintainance 26 Embanks	36 Onter Post, Pole Support nent 37 Fence	or 7 Sep 8 In Po Zone	arator arking Lane or
1 2 Yes 88 Unknown	Object 8 Ran int Water/Canal 9 Other Collision	Equipment 27 Guardrai 17 Struck By Falling, Shifting 28 Guardrai Cargo 29 Cable Ba	I Face 38 Mailbox I End 39 Other Fixed Obje mer building, tunnel, etc	9 Outs ect (wall, 10 Ro .) 88 Uni	side Right-of-way adside known
First Ham	ful Event Relation to	18 Other Non-Fixed Object Contributing Circumstances: Road	9 Worn, Travel-Polished Surface	Contributing Circumstances	: Environmen
1	Junction 5 Raiway Grade Crossing 14 Entranco/Exit Ramp	1	icy, snow, stush, etc.) 11 Obstruction in Roadway		
1 Non-Junction 2 Intersection	15 Crossover - Related 16 Shared-Use of Path or Trail 17 Acceleration/Declaration Lann	1 None 4 Work Zone (construction/	12 Debris 13 Traffic Control Device Inoperative Mission of Obscured	1 None 5 Anima	Ll al(s) in Roadvray
3 Intersection-Related 4 Driveway/Alley Access Related	18 Through Roadway 17 Other, Explain in Narrative 38 Unknown	Vianteen and certaineery 0 Shoulders (none, low, soft, high) 7 Rut, Holes, Bumps	14 Non-Highway Work 77 Other, Explain in Namelive 88 Unknown	2 weather Conditions 77 Othe 3 Physical Obstruction(s) Narrativ 4 Glare 88 Unkr	와, Explain in 16 nown
Work Zone Related	Crash in Work Zone 1 Before the First Work Warning Sion	Zone Type of Work Zone 1 Lane Closure	ne Workers in Wor	rk Zone Law Enforcer Zo	ment in Work ne
1 No 2 Yes 88 Unknown	2 Advance Warning Are 3 Transition Area 4 Activity Area 5 Termination Area	a 2 Lane Shift/Crossove 3 Work on Shoulder on 4 Intermittent or Movin 77 Other, Explain in N	Median 1 No g Work 2 Yes anative 88 Unit	snown	resent xcement Vehicle
VITNESSES					71R
NAME	CURRAN	ADDF	ESS CITY & STATE	ZiP C	CODE
NAME		ADDF	ESS CITY & STATE	ZIP C	CODE
NAME		ADDF	ESS CITY & STATE	ZIP C	CODE
ON VEHICLE PROPER	TY DAMAGE RTY DAMAGE - OTHER THAN VEH	ANT OWNER'S NAME TO CHEC		CITY & STATE	7IP CODE
EH.# PER# PROPE	RTY DAMAGE - OTHER THAN VEH	OWNER'S NAME (CHEC	K IF BUSINESS) ADDRESS	CITY & STATE	ZIP CODE
HSATV 90010 S	· · · · · · · · · · · · · · · · · · ·	<u>1</u> Ω	<u> </u>		

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VEHICLE # 1 Check i	if Commercial 🗌	Reporting Agency Case Numb 0012014738	ær	HSMV Crash R 83503543	teport Number
1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle	NUMBER STATE	REGISTRATION EXPIRES	Check if Permanent Registration		
Hit and Run 1 No 2 Year 88 Unknown 2 Unknown		STYLE UNKNOWN	COLOR UNKNOWN	DAMAGE: 1 Disabling 41 2 Functional 88 3 None	Vinor 88 EST. AMOUNT
INSURANCE COMPANY (DRIVER)	INSURANCE POLICY NU	IMBER Io Demage 1 No 2 Ye	e: VEHIC	LE REMOVED BY	1. Rotation 2. Owner Request 3. Driver 4. Other, Evolution Narration
NAME OF VEHICLE OWNER (CHECK IF BUSINESS)	CURRENT ADDR	ESS	CITY	STATE	
Trater LICENSE NUMBER STATE REGISTRA	ATION EXPIRES Cher Reg	ck if Permanent VIN		YEAR MAK	E LENGTH AXLES
Trailer LICENSE NUMBER STATE REGISTRA	ATION EXPIRES Chee Regi	ck if Permanent VIN		YEAR MAKI	E LENGTH AXLES
VEHICLE N S E W Off-Road	Unknown ON STREET, R	OAD, HIGHWAY		AT EST. SPEED	POSTED SPEED TOTAL LANES
HAZ. MAT. RELEASED HAZ. MAT. PLACARD 1 No 2 Yes 88 Unknown 88 Unknown	NUMBER CLA	SS Area of 2 3 4	15 6 7 16 17 8	18 Undercarriage 19 Overtum	18 2 3 4 5 6 7 19 1 (15)((16) 17/8
MOTOR CARRIER ADDRESS	US DOT NUMBER	14 13 1	2 11 10	20 Windshield 21 Trailer 2	
			SIALE		PHONE NUMBER
88 16 (Sport) Utility Vehicle 17 Cargo Van (10,000 bs (4,538 kg) or less) 1 Passenger Car 18 Motor Coach 2 Passenger Van 19 Other Light Trucks (10, 3 Pickup 3 Pickup (4,538 kg) or less) 7 Motor Home 20 Medium/Heavy Trucks 8 Bus than 10,000 bs (4,536 kg) 11 Motorcycle 21 Farm Labor Vehicle 12 Moped 77 Other, Explain in Namai 3 All Ternain Vehicle (ATV) 80 Unknown	Trave-Way, No Two-Way, No Continuous Left Two-Way, No Continuous Left Two-Way, Div (painted >4 few 4 few Two-Way, Div Median Barrier 5 One-Way Tra 88 Unknown trve TRAILER 1 Tri	A Divided A Divided, with a t Divided, with a t Divided, with a trum Lane Added, Unprotected I) Median Added, Positive Afficency Trailer Type 1 Single Semi Traiter RAILER 2 3 Tenk Traiter	1 Vehicle 10,000 lbs. for Hizzrdous Matein 2 Single-Unit Truck (more than 10,000 lbs 3 Single-Unit Truck (4 Truck Pulling Traite 5 Truck Tractor (bobl 6 Truck Tractor/Semi 7 Truck Tractor/Doub 8 Pole Trailer 9 Pole Trailer 10 Au/o Transport	or less Placarded lais 2-exile and GVWR (4,536 kg)) 3 or more axles) r(s) ail) -Trailer He Truck Cargo Bo	8 Tractor/Triple 9 Truck more than 10,000 bs (4,536 kg), Cannot Classify 10 Bus/Large van (seats for 9-15 occupants, including driver) 11 Bus (seats for more than 15 occupants, including driver) 77 Other, Explain in Narrative 88 Unknown by Type 13 Intermodal
Interstate Carrier Interstate Carrier Intrastate Carrier Intrastate Carrier Not in Commerce/Sovernment A Not in Commerce/Other Truck Most Harmful Event Non-Collision Overtum/Rotkover 2 Fire/Explosion Overtum/Rotkover	Comm GVWR/GCWR	4 Saddfe Mount/Trail 5 Boal Trailer 6 Ultiky Trailer 7 House Trailer 1 10,000 bs (4, 2 10,001-26,00 3 More than 26 4 Not Acourtem b	er 77 Other, Explain in Narative 88 Unknown 536 kg) or less 0 lbs (4,536-11,793kg) 000 lbs (11,793kg) e	4 Hopp 5 Pole- 5 Pole- 2 Bus 8 Dump 9 Conce 10 Auto 10 Auto	Container Chassis Container Chassis Container Chassis Trailer Another Vehicle Trailer Another Vehicle Trank 15 Not Appticable (vehicle 10,000 lbs (4,536 kg) or less not (4,536 kg) or less not trete Mixer displaying HM placard D Transport 77 Other, Explain in
3rd 4th 3rd 4th 3rd 4th	Collision with N Shift 10 Pedestrian /ehicle 11 Pedelcycle 12 Railway Ve 13 Animel 14 Motor Vehi is enly] i Gre, 17 Struck By F Anything Set is Vehicle 18 Other Non-	ion-Fixed Object shicle (train, engine) icle in Transport ior Vehicle Witaintenance Falling, Shifting Cargo or n Motion by Motor Fixed Object	Collision Fixed Obj 19 Impact Attenuator/C 20 Bridge Overhead St 21 Bridge Pier or Suppo 22 Bridge Rail 23 Cutvert 24 Curb 25 Ditch 26 Embankment 27 Guardrail Face 28 Guardrail End	rash Cushion 29 Cable 30 Concr 31 Other 31 Other 32 Tree (33 Utility 34 Traffic 35 Traffic 35 Traffic 36 Other 37 Fence 38 Mailbo 39 Other	Barrier Barrier Traffic Barrier Traffic Barrier Standing) Pole/Light Support Sign Support Sign Support Pols, Pole, or Support Pols, Pole, or Support Traffic Barrier Sign Support Pols, Pole, or Support Traffic Barrier Sign Support Pols Light Support Pols, Pole, or Support Trad Object (wall, burned, of a
Image: Special Function 44 Cross Median 44 Cross Centerline 45 Cross Centerline 46 Downhill Runaway 46 Downhill Runaway 2 Hitcrest 8 Roadtway Alignment 3 Uphill 1 Straight 5 Sag (bottom) 2 Curve Right 3 Special Function 1 No Special Function 4 Downhill 2 Farm Vehicle	9 Ambulance 9 Ambulance 9 Ambulance 1 Straight Ahead 3 Tuming Left 4 Backing 5 Tuming Right 6 Changing Lanes 8 Parked 10 Making U-Turr 11 Overtaking Parket 9 Ambulance	euver Action 13 Stopped in Traffic 14 Slowing 15 Negotiating a Curve 16 Leaving Traffic Lane 17 Entering Traffic Lane 17 Other, Explain in Nerrat 18 Unknown ssing 14 Intercity Bus 15 Charle/Tour Bus	Traffic Control I No Controls 4 School Zone Sig Device 5 Traffic Control Signal 6 Stop Sign 7 Yield Sign	Device For This Vehicle 8 Flashing Signal 9 Railway Crossing Device 10 Person (including Flagman, Officer, Guard, etc.) 77 Other, Explain in Narrative	Vehicle Defects 88 88 1 None 88 2 Brakes 13 Wheels 3 Tires 14 Windows/ 4 Lights (head, Windshield) Signal, tail) 5 Steering 16 Truck Coupling 7 Wipers Trater Hitch/
88 of motor vehicle 3 Police 7 Taxi 8 Mattery IOLATIONS 2ERSON# NAME OF VIOLATOR	11 Farm Labor Transport 12 School Bus 13 Transit/Commuter Bus	10 Shuttle Bus 10 Shuttle Bus 17 Fann Labor Bus 88 Urknown	r tieki sign	88 Unknown	9 Exhaust System Safety Chains 10 Body, Doors in 11 Power Train Narrative 12 Suspension 88 Unknown
ERSON # NAME OF VIOLATOR	FL STAT	UTE NUMBER	CH/	wge Wge	CITATION NUMBER
ERSON # NAME OF VIOLATOR	FL STAT	UTE NUMBER	СН	RGE	CITATION NUMBER

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1 Diver by CHICLE # NAME 2 Proceeding Control of Contr	PERSON # 1			Reporting 001201	Agency Case N 4738	nupei		HS 8	MY Crash Rep 3503543	ort Numà	ber		
	1 Driver 2 Non-Motorist 1	VEHICLE# NAM 1 UNK			UNIVERSE				PHONE NUM	BER		Check if Recomme	and D
DATE OF BIRTH SEX: 1 Adds 2 Evended DRWERS LICENSE MUMBER STATE EXPIRES INARCY SEVENTY (M*) Increaseding Failury in 12 days) DI-Type 4 Continuence 5 Contin 5 Contin 5 Continuence 5 Continuence 5 Contin 5 Continuence 5 C	3 Passenger] CURRENT ADDRESS (Numb	per and Street)			UNKNO	mn	CITY &	STATE			ZIP CODE	Driver Re	exam
DL Type DRIVER DRIVER DRIVER Condition At 18 and 14	DATE OF BIRTH	SEX: 1 Male 2 Female 86 Uokoown	DRIVERS LICENSE	ENUMBER		STATE	EXPIRES	IN 1 2 3	JURY SEVERI None Possible Non Incepacite	ITY (INJ)	4 Incapacitu 5 Fatal (wit) 6 Non-Traff	iting iin 30 days ic Falaity)
Bit Unknown 21 Wrong Siko of Wrong Wey Reddess of Agmessive Nameer Bit Unknown DHIVER VISION 0387BUCTRONG 9 Staded 9 Staded 9 Staded 9 Toden N 7 Other Confloxing Action 1 1 Vision MK Obscured 5 Load on Vihicle 9 Staded 9 Staded 9 Toden N 7 A 8 Other, Explain 1 1 Vision AK Obscured 6 Dividiong/Stade Object Tig Cong 1 Not Applicable 9 Staded 9 Stadede	DL Type 1A 2B 3C 4 D/Chauffeur 5 E/Operator 6 E/Oper-Rest 7 None Driver Distracted 1 88 1 Not Driver Distracted 2 2 Electronic Commun. Devices (cell phone 3 Other Electronic Cinner.	Required Er 1 Yes 2 No 3 No Req. E By 4 Othe (explain bevice 5 Externation (outsis) etc. in narr bevice 6 Text DVD player) 7 Instit	ndorsements ndorsement or Inside the Vehicle in in narrative) mai Distraction be the vehicle, explain ative) ative) ing entitive	18t 1 No 2 Op Negi 3 Fa 4 Im 6 Im 6 Im 10 F 11 R 13 R 13 R 13 R 17 E	DRIVER Dri Contribution Ac rerated MV in C: igent Manner ited to Yried Rigg proper Backing proper Turn blowed too Clos an Red Light orde Light orde too Stast for an Stop Sign sproper Passing ceeded Posted	Ivers Actions tion srelss or nt-of-Way wety r Conditions Speed	at Time of Crait 26 Ran off Rost 27 Disregarder Sign 28 Disregarder Markings 29 Over-Corres Steering 30 Swerved or to Wind, Sippe Object, Non-Mr Roadway, etc.	3 h shadway d olher Traffi d Other Road cting/Over Avoided : Du ry Surface, N otorist in	кчин-шкарасца с	h	Cond Time Crash 1 Apparen 3 Asleep o 5 III (sick) 1 6 Seizura, 7 Physical 8 Emotion angry, dist 9 Under th Medication 77 Other, I	ition At of r Fabuged or Fabuled Epilespsy, y Impaired al (depressi urbed, etc.) e Influence s/Drugs/Ak Syptain in N	88 Blackout on of cohol arrativa
4 Tress/CropsBushes 5 girls Datadous // AV One, Explain 4 Tress/CropsBushes 6 Fool intrative DRIVER OR PASSEINGER Invariative Motor Vehicle Seating Position: OCATION: SEAT ROW OTHER 1 Left 1 Front 1 Not Applicable 1 Not Applicable 1 Not Applicable 2 Midd 2 Second 2 Stepper Section of Truck Cab 3 Other Enclosed Cargo Area 3 Stakfor Red Lup Bet Used 700her 3 Other Enclosed Cargo Area 1 Not Applicable 5 Deployed Cotter 5 Deployed Cotter 5 Stapper Section of Truck Cab 700her 70 Other Station of Truck Cab 5 Trailing Unit 6 Riding on Motor Vehicle Exterior (non- 1 Not Applicable 5 Deployed-Cotter 5 Deployed-Cotter 8 Deployed Note 9 Bootard Seat 8 Unknown 8 Unknown 8 Unknown 1 Non-Motorist Location AT Time of Crosswak 1 Not-Motorist Location AT Time of Crosswak 1 Stoppad 1 Crossing Roadway - Other (working, Paint Note) 1 Deployed Acting Addeting One Andre Vehicle Crosswak 7 Other Explain in Narative 9 Matany Crossing Island 1 Crossing Roadway - Other (working, Paint Note) 2 Other Pedesting Motoristing Motorist Incellon AT Time of Crosswak 1 Stoppode C	DRIVER VISION OBSTRU 1 Vision Nol Obs 2 Indement Wea 3 Parket/Stonge	88 Uni CTIONS scuted 5 Load on V. ther 6 Building/Fi 6 Vehicle 7 Simon State	known ehicle 9 Smoke ixed Object 10 Glare	21 W 25 Fi	frong Side of Wr siled to Keep in	ong Way Proper Lane	Reckless or Ag 77 Other Contr	ibuting Action	nner n PASSENGEI	R	88 Unknov	m 	
Non-Motorist Description Non-Motorist Location At Time of Creath 8 Sidewalk 9 Modian/Crossing Island 0 Action Prior to Creath 5 Waking/Cycling on Sidewalk 1 Pedestrian 1 Intersection - Marked Crosswalk 9 Modian/Crossing Island 10 Driveway Access 11 Shared-Use Path or Trait 5 Crossing Roadway 5 In Roadway - Other (working, playing, alc.) 6 In Roadway - Other (working, playing, alc.) 3 Bicyclist 4 Midblock - Marked Crosswalk 11 Intersection - Other 4 Midblock - Marked Crosswalk 11 Shared-Use Path or Trait 1 Crossing Roadway 7 Adjacent to Randway (e.g., shoulder, modan) 5 Occupant of Motor Vehicle Not in Transport 6 Bicycle Lane 7 Non-Motorist Actions/Clrcumstances 8 Unknown 8 Unknown 8 Unknown 8 Oddant/Crossing Roadway 9 Working in Traffic (in or adjacent to travel lane) 7 Odjacent to gravity (e.g., shoulder, readiant) 1 None Status Building School (Kr.12) Patition School (Kr.12) Patition School (Kr.12) 9 Working in Traffic (in or adjacent to travel lane) 9 Working in Traffic (in or adjacent to travel lane) 10 Driverset Acton 10 None 10 None 10 None 10 None 10 None 10 None 10 None 10 None 10 None 10 None 10 None 10 None 10 None 10 None 10 None 10 None	Motor Vehicle Seating Po Seat Row 1 Left 1 Front 2 Midde 1 Front 3 Right 2 Second 77 Other 3 Third (explain in 4 Fourth narrative) 77 Other Row 88 Unknown	ushes 8 Fog DRIVER OR PAS osition: Uther 1Not Applicable 2 Sleeper Section 3 Other Enclosed 4 Unenclosed Ca 5 Trailing Unit 6 Riding on Moto trailing unit) 88 Unknown	A Al Other, Exp in Narrativo SEENGER CATION: SEAT ROW CC) 1 1 n of Truck Cab I Cargo Area Irgo Area r Vehicle Exterior (non-	OTHER Ejection (l 4 2 3 P 4 8 N	Helmet U: Holmet U: 1 0C Note SJECT) Not Ejected Ejected, Totality Ejected, Totality Ejected, Totality Not Applicable 8 Unknown ON-MGTCDPIC	e (HU) TI-Compliant arcycle Helmet her Helmet Heimet Alr Bag D 1 h 2 h 3 t 4 t	eployed tot Applicable tot Applicable tot Deployed Heployed-Front heployed-Side	Eye Protect 1 Yes 2 No 3 Not App 5 Deployed (knee, air be 6 Deployed Combination 7 Deployed 88 Deploymed Unknown	lon (EP)	3 (R Not Appli None Us Shoulder Shoulder Lap Bett Restraint Child Res Child Res Other, E	estraint Sys (S) icable (non-i- ed - Motor V and Lap Be Beit Only U Sed - Typ Beit Only U Sed - Typ Straint Syste Straint Syste Seat straint Type Systein Type Systein I Type	notorist) Yehicle Occ # Used sed a Unknown m - Forwar m - Rear F a Unknown urrative	upant d Facing acing
4 Reflective Clothing (jacket, 88 Unknown backpack, etc.) 6 Disabled Vehicle Related (working on, pushing, leaving/approaching) 9 Not Visible (dark clothing, no 17 Other, Explain in Narrative 88 Unknown 18 Unknown 88 Unknown 88 Unknown 18 Unknown 19 Not Visible (dark clothing, no 17 Other, Explain in Narrative 88 Unknown 19 Not Visible (dark clothing, no 17 Other, Explain in Narrative 88 Unknown 19 Not Visible (dark clothing, no 17 Other, Explain in Narrative 88 Unknown 10 Not Visible (dark clothing, no 17 Other, Explain in Narrative 88 Unknown 10 Not Visible (dark clothing, no 17 Other, Explain in Narrative 88 Unknown 10 Not Visible (dark clothing, no 17 Other, Explain in Narrative 88 Unknown 10 Not Visible (dark clothing, no 17 Other, Explain in Narrative 88 Unknown 10 Not Visible (dark clothing, no 17 Other, Explain in Narrative 88 Unknown 10 Not Visible (dark clothing, no 17 Other, Explain in Narrative 88 Unknown 10 Not Visible (dark clothing, no 17 Other, Explain in Narrative 88 Unknown 10 Not Visible (dark clothing, no 17 Other, Explain in Narrative 88 Unknown 10 Not Visible (dark clothing, no 17 Other, Explain in Narrative 88 Unknown 10 Not Visible (dark clothing, no 17 Other, Explain in Narrative 188 Unknown 10 Not Visible (dark clothing, no 17 Other, Explain in Narrative 188 Unknown 10 Not Visible (dark clothing, no 17 Other, Explain in Narrative 188 Unknown 188 Unknown 188 Unknown 188 Unknown 188 Unknown 198 Unk	Non-Motorisi Desc 1 Pedestnan 2 Other Pedestrian (why building, skater, pedesti 3 Bicyclist 4 Other Cyclist 5 Occupant of Motor Ve Transport (parked, etc.) 6 Occupant of a Non-M Transportation Device 7 Unknown Type of Nor 1 None 2 Helmet 3 Protective Pads Used (elbows, knees, shins, etc.)	ription eekchari, person in a rian conveyance, etc. shicle Not in otor Vehicle n-Motorist t 5 Lighting 6 Not Applicable 77 Other, Explain in Narrative	Non-Motorist Lc 1 Intersection - Mark 2 Intersection - Othe 4 Midblock - Marked 5 Travel Lane - Othe 6 Bicycle Lane 7 shoulder/Roadside 1st 204// 1st 204// 2 Dat// 2 Dat// 2 Signals, 5 In Ros Non-Motorist Lc 1 Intersection - Market 1 Intersection - Van 8 Signals, 5 In Ros Non-Motorist Lc 1 Intersection - Market 1 Intersection - Van 1 Intersection - Van 1 Intersection - Van 1 Intersection - Van 1 Intersection - Van 1 Intersection - Van 1 Intersection - Van 1 Intersection - Van 1 Intersection - Van 1 Intersection - Van 1 Intersection - Van 2 Intersection - Van 1 Intersection - Van 1 Intersection - Van 1 Intersection - Van 2 Intersection - Van 2 Intersection - Van 1 Intersection - Van 2 Intersection - Van 1 Intersection - Va	cation At Time ced Crosswalk arked Crosswalk (Crosswalk Crosswalk	of Crash ; inked Crosswalk Circumstances Si-Way Signs y (standing,	6 Sidewalk 9 Median/Crc 10 Driveway, 11 Shared-U; 12 Non-Traffi 77 Other, Traffi 77 Other, Star Narrative 83 Unknown 7 Entering/Ext Vehicle 8 Inattentive (I	ssing Island Access se Path or Tra∄ cway Area Jain In ting Parked/Star iaking, eating, e	1 Crossing 2 Waiting t 3 Walking/ Roachway i adjacent tu 4 Walking/ Roachway / or adjacen nding 10 In 11 Ir tc) 12 V	tion Prior to 6 PROMANY Io Cross Roady Cycing Along with Traffic (in to travel tane) Cycing Along Against Traffic to travel tane Informer Turn mproper Turn mproper Passii Vong-Way Rid	Cresh 5 V 6 Ii pfa way 7 A way 8 C or 9 V (inc (in 10 (in 77) 88 Merge 19 Werge 19	Yatking/Cycl n Roadway - ying, etc.) dijacent to F suider, medi Soing to or fi Soing to or fi yorking in Ti cident respo None Other, Expli Unknown	ing on Side - Other (wo Raoctway (e an) om School om School afficway nse) ain in Narra	walk xking, .9., (K-12) tive
2 Yes 3 Test Green 37 Other, Explain 2 COATPLETED 1 Pres 1 Stest Green 17 Other, Explain 39 Pending 88 Unknown 88 Unknown, if Tested in Narretive 38 UNKNOWN 98 Unknown 98 Unknown, if Tested 17 Other, Explain in Narretive 38 Unknown 98 Unknown	I Kellective Cioling (jacket, jackpack, etc.) SUSPECTED ALCOHOL USE: 1 No 2 Yes 88 Unknown GOURCE OF TRANSPORT TO 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative	88 Unknown COHOL TESTED: Test Not Given Test Refused Unknown, if Tested MEDICAL FACILITY 88 Unknown 1	6 Disabl on, pust ALCOHOL TEST TYPE: 1 Blood 2 Breath 3 Urine 17 Othor, Explain In Narrative EMS AGENCY NAME OR	ed Vehicle Relat ing, leaving/app ALCO ALCOHOL TEST RESU 1 PENDING 2 COMPLET 38 UNKNOW	ed (working roaching) DHOL/DRUG/ LT: ED ED KN EMS RL	9 Not Visitve (Ighling, etc.) EMS VAC SUSPEC DRUG U 1 No 2 Yes 88 Unkno IN NUMBER	dark clothing, nd SE: SE: 1 3 3 own 88	9 77 C 88 U RUG TESTEI Test Not Grv Test Refused Test Given Unknown, if	Direr, Explain in Inknown D: DF en 1 E 3 t 3 t 77 T Tested Ex, MEDICAL F	Narrabi RUG TES 300d Jrine Other, L plain in N	re TTYPE 1 2 iarretive RANSPO	NUG TEST Positive Negative Pending Unknown RTED TO	
ADDITIONAL PASSENGERS PERSON # VEHICLE # NAME DATE OF BIRTH INJ SEX LOC: S R O LEJECT HU EP ABD RS	ERSON # VEHICLE # NAME			ADDITI	ONAL PASSEN DATE OF BIRTI	GERS H INJ SI	EX LOC: S	RC) EJECT	HU	EP	ABD	RS
CURRENT ADDRESS (Number and Street) CITY STATE ZIP CODE SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME OR ID EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO Ithat Transported 2003 Use Environment 77 Oter, Expain n	CURRENT ADDRESS (Numbe OURCE OF TRANSPORT TO 1923 Transported 2 EUS 3 Law Entrocement Instrukte 60 Workson	MEDICAL FACILITY	EMS AGENCY NAMI	CITY E OR ID		EMS RU	N NUMBER	STATE	MEDICAL	FACILITY	TRANSPO	ORTED TO	
PERSON # VEHICLE # NAME DATE OF BIRTH INJ SEX LCC: S R O EJECT HU EP ABD RS	ERSON # VEHICLE # NAME		<u>_</u>		DATE OF BIRTI	I INJ SE	EX LOC: S	R C	EJECT	HU	EP	ABD	RS
CURRENT ADDRESS (Number and Street) CITY STATE ZIP CODE SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME OR ID EMS RUN NUMBER MEDICAL FACILITY TRANSPORTED TO	OURCE OF TRANSPORT TO	r and Sireel) MEDICAL FACILITY	EMS AGENCY NAME			EMS RU	NNUMBER	STATE	MEDICAL	FACILITY	P CODE	RTED TO	
Narrahe 65 Urbrown HSMV 90010 S 3 8	HSMV 90010 S]	3									

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PERSON #		Reporting Agency Case Nur	nber		HSMV Crash Report I	Number
1 Driver 2 Non-Motorist 3 Passenger	Æ				PHONE NUMBER	Check if Recommend Driver Re-exam
CURRENT ADDRESS (Number and Street)				CITY & STATE	· · · · •	ZIP CODE
DATE OF BIRTH SEX: 1 Male 2 Female 88 Unknown	DRIVERS LICENSE NU	JMBER	STATE	EXPIRES	INJURY SEVERITY (1 None 2 Possible 3 Non-Incepacitating	(NJ) 4 Incapacitating 5 Fetal (within 30 days) 6 Non-Traffic Fatality
DL Type 1 A 2 B 3 C 4 D/Chauffeur 5 E/Operator 6 E/Operator 6 E/Operator 0 Driver Distracted By 1 Not Distracted By 2 No Req. E Driver Distracted By 2 No Req. E 4 Oth (oxpla 1 Not Distracted By 2 Electronic Communication Devices (cell phone, etc. 1 Not Distracted S Extr 2 Electronic Device (nevigation device, DVD player) 1 Vision Not Obscured 1 Vision Not Obscured 1 Vision Not Obscured 1 Vision Not Obscured 1 Vision Not Obscured 1 Vision Not Obscured 1 Vision Poly Communication 1 Vision Not Obscured 1 Vision Not Obscur	Indorsements	DRIVER 1st Drivi 1 No Contribution Activ Drivi 2 Operated MV in Care Negigeni Manner 3 Failed to Yield Right. 4 Improper Backing 6 Improper Backing 6 Improper Turn 2nd 10 Followed too Closel 11 Ran Red Light 12 Drove loo Fast for C 13 Ran Stop Sign 15 Improper Passing 17 Exceeded Posted Sign 17 Exceeded Posted Sign 18 Wrong Side of Wror 25 Failed to Keep in Pr	ers Actions at xn 2 stss or 2 sof-Way 2 of-Way 2 of-Way 2 xn 2	t Time of Crash 6 Ren off Roadway 70 Disregarded other 1 Sign 18 Disregarded Other 1 Jarkings 19 Over-Correcting/Ov Steering 10 Swerved or Avoidec o Wind, Slippery Surfa Doject, Non-Motorist in Roadway, etc. 14 Operated MV in Ern Rockless or Agreessiw 7 Other Contributing /	3rd Treffic Road er 1: Due t.ce, MV, alic, alion, Additional the the the the the the the the	Condition Al Time of Crash 1 Apparently Normal 3 Asleep or Fafuged 5 III (sick) or Fainled 6 Seizure, Epdespsy, Blackout 7 Physicelly Impaired 8 Emotional (depression, angry, disturbed, etc.) 9 Under the Influence of Medications/Drugs/Alcohol 77 Other, Explain in Narretive 88 Unknown
3 Parked/Stopped Vehicle 7 Signs/Bill 4 Trees/Crops/Bushes 8 Fon	coards 77 All Other, Explain	Helmet Lise	R (1)	DRIVER (Restraint Sustame
Image: Second	an Neinarve	Ejection (EJECT) 1 Not Ejected 1 Not Field 2 Othe 3 No F Ejection (EJECT) 1 Not Ejected 2 Ejected, Totally 3 Ejected, Partally 4 Not AppEcable 88 Unknown	Compšant -Compšant ycle Helmet r Helmet leimet 1 Not 2 Not 3 Deg 4 Deg	bloyed t Opplyced t Opplyced t Opplyced t Opplyced blopkyced 5 Depk t Opplyced 5 Depk 6 Depk ployed 5 Depk 6 Depk 0 Knee, a 8 0 Depk 0 Knee, a 8 0 Depk 0 Knee, a 8 0 Depk 0 Knee, a 1 0 Depk 0 Nove	Applicable 1 Not / 2 Norm 3 Shoo yed-Other 5 Lap in bolt, etc.) 7 Chic ation 8 Chic yed-Curtain 9 Boos oyment n 77 Oth	Restraint Systems (RS) Applicable (non-motorist) e Used - Motor Vehicle Occupant uider and Lap Beit Used uider Beit Only Used Beit Only Used Beit Only Used Traint Used - Type Unknown I Restraint System - Rear Facing Iser Seal Id Restraint Type Unknown ter, Explain in Namative
Non-Motorist Description 1 Pedestrian 2 Other Pedestrian (wheekhari, person in a building, skater, pedestrian conveyance, etc. 3 Bicyctist 4 Other Cyclist 5 Occupent of Motor Vehicle Not in Transport (parked, etc.) 6 Occupant of a Non-Motor Vehicle Transportation Device 7 Unknown Type of Non-Motorist	Non-Motorist Locati 1 Intersection - Marked C 2 Intersection - Unmarke 3 Intersection - Other4 M 4 Midblock - Marked Cro 5 Travel Lane - Other Lo 6 Bicycle Lane 7 shoulder/Roadside Non-Motorist 1No Imprope 2 Dart/Dash 2 Catrono b 2 Dart/Dash	Ion At Time of Crash Crosswalk d Crosswalk lidblock - Marked Crosswalk sswalk saswalk ca5on st Actions/Circumstances er Action	8 Sklewalx 9 Median/Cross 10 Driveway Acc 11 Shared-Use 12 Non-Trafficw 77 Other, Explai Narrative 88 Unknown	sing Island ccess Path or Trail in in 3 Wat Read A Wat Read A Wat Road or adj	Action Prior to Cras ssing Roadway ting to Cross Roadway king/Cycling Along way wth Traffic (in or ant to travel lane) king/Cycling Along way Against Traffic (in acent to travel lane)	h 5 Wašking/Cycling on Sidewalk 6 In Roadway – Olher (working, playing, etc.) 7 Adjacent to Raodway (e.g., shoulder, median) 8 Going to or from School (K-12) 9 Working in Trafficway (incident response) 10 None 77 Other, Explain in Narrative 88 Unknown
I None Safety Equipment 5 Lighting 2 Helmet 6 Not Applicable 6 Not Applicable 3 Protective Pads Used 77 Other, Explain 6 Not Applicable 4 Reflective Cothing (jacket, backpack, etc.) 88 Unknown 88 Unknown SUSPECTED ALCOHOL USE: 1 Test Not Given	ALCOHOL TEST TYPE 1 Blood 2 Breath	Action (Agricol-Hay Obey Traffic Signs 7 Stricer 3 Jinproperty (standing, 4 Jinproperty (standing, 9 Jeaving/approaching) ALCOHOL/DRUG/E ALCOHOL FEST RESULT: BA	Entering/Exiling 'ehicle Inattentive (tali Not Visible (tali Not Visible (tali ghting, etc.) MS C SUSPECT DRUG USI	g Parked/Standing king, eating, etc) urk clothing, no ED ORUG TE E:1 Test Noi	10 Improper Tum/Merg 11 Improper Passing 12 Wrong-Way Riding of 77 Other, Explain in Na 88 Unknown STED: DRUG Given 1 Bood	e or Walking wrative TEST TYPE: DRUG TEST RESULT: 1 1 Positive
1 No 2 Test Refused 2 Yes 3 Test Given 88 Unknown 88 Unknown, if Tested	J Urine 77 Other, Explain in Narrative	2 COMPLETED	1 No 2 Yes 88 Unknow	2 Test Rei 3 Test Giv 38 Unknov	tused B Unine en 77 Othe wn, if Tested Explain	er, 2 Negative 3 Pending in Narrative 88 Unknown
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown	EMS AGENCY NAME OR ID	EMS RUN	NUMBER		MEDICAL FACI	LITY TRANSPORTED TO
PERSON # VEHICLE # NAME		ADDITIONAL PASSENG DATE OF BIRTH	ERS INJ SEX	LOC: S R	O EJECT	HU EP ABD RS
CURRENT ADDRESS (Number and Street)		CITY				ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 11td Transprad 2 BUS 3 Lee Enforment 77 Oter, Extein in Narszwei Stuktown	EMS AGENCY NAME OF	RID	EMS RUN	NUMBER	MEDICAL FAC	LILITY TRANSPORTED TO
PERSON # VEHICLE # NAME		DATE OF BIRTH	INJ SEX	LOC: S R	O EJECT	HU EP ABD RS
CURRENT ADDRESS (Number and Street)				STATE		ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 11kt Transported 2 BMS 3 Law Enforcement 77 Other, Explain In Names No. 1 (1997)	EMS AGENCY NAME OF	RID	EMS RUN	NUMBER	MEDICAL FAC	LITY TRANSPORTED TO

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NARRATIVE		Reporting	Agency Case N 4738	lumber				ISMV 0 8350	rash Report I 3543	Yumber			
······				general belline or te			2-222	1122	E.S. S.R. Southern				
D2 walked into the Duty Office at the Tallahass	ee Police Department	to report	the following) incident.									
D2 indicated that V1 and V2 were traveling nor lane. W1 was behind both vehicles and saw V she thought she hit something, V1 continued no (male with white hair.) The Department of High DHSMV RECORD T530NJ 1FAHP25W58G128704 FORD 4D 08 (COLOR: BLK	h bound on N Monroe drift to the left. W1 v with on N Monroe St. way Safety Motor Veh 03503 LIEN MAINTE	St, appr vitnessed W1 conti nicles rec NANCE	oaching the i I the left side nued to follow ord indicates ON	ntersection of V1 (bla v V1 and the follow	n of Le ack Ford obtaine ring:	gions S d) side s d the Fl	t. V1 w wiped t orida ta	as in t he rigl g (T53	he outside ht front of V -ONJ) and	lane an /2. As \ a descr	d V2 wa V2 stopj iption of	as in the ped, be f the dri) inside cause ver
JOHANNA JOHNSON WATSON OR RUDOLPH WATSON 453 COLLINGSFORD RD CLASS: 001 GVW: (TALLAHASSEE FL 32301 0000 COUNTY RES DOB: 02/20/37 SEX: F DECAL (YR: 01/202785/	00000 : 13 : DECAL EXP:02/20/1	3 USF- 1											
REGISTRANT(S) INFORMATION REGISTRANT 1: JOHANNA JOHNSON WATS 453 COLLINGSFORD RD SEX: F DOB: 02/20/ TALLAHASSEE FL 32301 0000 DL#1: W32543 REGISTRANT 2: RUDOLPH WATSON 453 COLLINGSFORD RD SEX: M DOB: 06/26/ TALLAHASSEE FL 32301 0000 DL#2:	ON 37 0375600 29												
INSURANCE INFORMATION INSURER: STATE FARM MUTUAL AUTOMOB ONE STATE FARM PLAZA BLOOMINGTON IL 61710 0000	ILE INS. CO. POLICY	′ # 23085	36594										
DL#1: W325430375600 EMERGENCY CONTA RUDOLPH WATSON Spouse 453 COLLINSFORD ROAD TALLAHASSEE FL HOME: 8508782656 WORK: 0000000000 CELI	CT INFORMATION 323013370 .: 8502105690												
JOHN BATTEN Child 373 SOUTH MAIN STREET MADISON GA 306 HOME: 00000000000 WORK: 0000000000 CELI END DHSMV RESPONSE	500000 .: 7062150691												
		ADDIT	IONAL PASSE	IGERS	I SEX	lioc-s	lp.		FIECT	<u>।</u>	IED	LABD	De
	·		DATE OF DEC		527	100.0	ſ	ľ	LULUI			, and a second	1.5
CURRENT ADDRESS (Number and Street)		CITY					STATE			ZiPC	ODE		
OURCE OF TRANSPORT TO MEDICAL FACILITY	EMS AGENCY NAME OF	RID		EMS	RUN NU	IMBER	-	1	MEDICAL FA		VANSPOF	RTED TO	
ERSON # VEHICLE # NAME			DATE OF BIR	TH INJ	SEX	LOC: S	R	0	EJECT	HU	EP	ABD	RS
CURRENT ADDRESS (Number and Street)		CITY			<u> </u>	L	STATE	L		ZIP C	ODE	<u> </u>	
OURCE OF TRANSPORT TO MEDICAL FACILITY	RID		EMS	RUN NU	IMBER		·	NEDICAL FA	CILITY TF	RANSPOF	RTED TO		
										·	· · · · ·	a sa sa sa sa sa sa sa sa sa sa sa sa sa	
PERSON # NAME OF VIOLATOR	FLSTA	ATUTE NUI	WBER			CH	ARGE				СПАТЮ	N NUMBI	R
ERSON # NAME OF VIOLATOR	FLSTA	TUTE NUP	MBER			СН	ARGE				СПАПО	N NUMBE	R
and the second states and the second states of	아파 승규는 아름이 가슴다 같은	8989,8988	· 1999年4月11日1日	(1) S.S. (1)	1.12	e na sta sa tin	5.55 (C. 19	19125-1		고 가격 티 관계	16-26-26		나라 가 가

 ID/BADGE #
 RANK
 OFFICER NAME
 DEPARTMENT
 TYPE OF DEPT.

 751
 OFFICER
 G. BARRETT #751
 TALLAHASSEE
 POLICE DEPARTMENT

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VEHICLE # 2 Check if Co	ommercial 🗌	Reporting Agency Case Numbe 0012014738	61	HSMV Crash Re 83503543	port Number
1 Vehicle in Transport 2 Parked Motor Vehicle 2 Morting Vehicle 1 F889WU	STATE	REGISTRATION EXPIRES	Check if Permanent		MAR
Hin and Run YEAR MAKE	MODEL	STYLE	COLOR	DAMAGE:	EST. AMOUNT
2 Yes 88 Unknown 2012 TOYT	CAMRY	4 DOOR SEDAN	BEIGE - BGE	2 Functional 88 L	Inknown 3 \$300.00
IDSURANCE COMPANY (DRIVER)	ISURANCE POLICY NU X00196421	MBER Towed due to Damage: 1 No 2 Ye	s 1	LE REMOVED BY	1. Rotaton 2. Owner Request 3. Driver 4. Other, Explain in Narrative
NAME OF VEHICLE OWNER (CHECK IF BUSINESS)	CURRENT ADORI 2401 MONACO D	ess Rive	CITY TALL	& STATE AHASSEE	ZIP FL 32308
Trater LICENSE NUMBER STATE REGISTRATION	EXPIRES Chec Regi	ck if Permanent VIN		YEAR MAKE	LENGTH AXLES
Trailer LICENSE NUMBER STATE REGISTRATION	EXPIRES Chec Regi	ck if Permanent istration		YEAR MAKE	LENGTH AXLES
VEHICLE N S E W Off-Road Unkn	own ON STREET, RO	OAD, HIGHWAY ST		AT EST. SPEED F 35 3	POSTED SPEED TOTAL LANES 05 04
HAZ MAT. RELEASED HAZ. MAT. PLACARD N 1 No 1 No 2 Yes 2 Yes 88 Unknown 2 Yes 88 Unknown U	UMBER CLA	SS Area of L 2 3 4 1 (16) 14	nitial Impact 15 6 7 03 16 17 8 9	18 Undercarriage t 19 Overtum 1 20 Windshield 2	Most Damaged Area 8 03 2 3 4 5 6 7 9 1 15 16 17 8
MOTOR CARRIER ADDRESS	СПҮ	13 11	2 11 10 STATE	ZIP CODE	13 12 11 10 0 PHONE NUMBER
Vehicle Body Type 15 Low Speed Vehicle	Traffic	way	Commercia	al Motor Vehicle Config	guration 8 Tests/finte
1 15 Cory speed verace 16 (Sport) Utility Vehicle 17 Cargo Van (10,000 lbs (4,538 kg) or less) 1 17 Cargo Van (10,000 lbs (4,538 kg) or less) 2 Passenger Van 3 Pickup 18 Motor Coach 2 Passenger Van 3 Pickup 20 Medium/Heavy Trucks (10,000 lbs (4,538 kg) or less) 7 Motor Home 20 Medium/Heavy Trucks (more 8 Bus 8 Bus than 10,000 lbs (4,538 kg) 11 Motorcycle 21 Farm Labor Vehicle 77 Other, Explain in Narafive 88 Unknown Comm/Non-Commercial 1 Interstate Carrier 2 Intrastate Carrier 3 Not in Commerce/Government 4 Not in Commerce/Government 4 Not in Commerce/Government 4 Not in Commerce/Government 4 Not in Commerce/Government 5 Cargo Equipment Loss or Shift 6 Fett/Jumped From Motor Vehicr 7 Thrown or Falling Object 8 equence of Events 8 Ran into Weter/Canai 9 Other Non-Collision 14 2nd 14 4 and th and in Weter/Canai 9 Other Non-Collision 151 2nd 164 4 and May Away, Keght	I Two-Way, No Continuous Lef 3 Two-Way, No Continuous Lef 4 Two-Way, Dis (painted >4 feel 4 Two-Way, Dis (painted >4 feel 4 Two-Way, Dis Median Barrier 5 One-Way Tra 88 Uaknown TRAILER 1 T Comm GVWR/GCWR Collision with N 10 Pedestriar 11 Pedalcyck 12 Raihway Vi 13 Animal 14 Motor Veh 15 Parked Mi 16 Work Zone Equipment 17 Stuck By Anything Set Vehicle 18 Other Noo	A Divided A Divided, with a 1 Turn Lane vided, Unprotected 1) Median i Single Semi Trailer 2 Tandem Semi Trailer 2 Tandem Semi Trailer 2 Tandem Semi Trailer 2 Tandem Semi Trailer 2 Tandem Semi Trailer 2 Tandem Semi Trailer 3 Sackle Mount/Trail 5 Boet Trailer 6 Utility Trailer 7 House Trailer 1 10,000 Los (4 2 10,001-26,00 3 More than 26 4 Not Applicable Non-Fixed Object 1 Non-Fixed Object additional points 1 Single Semi Trailer 1 10,000 Los (4 2 10,001-26,00 3 More than 26 4 Not Applicable Non-Fixed Object Falling, Shifting Cargo or in Motion by Motor Extraded Object	Vehicle 10,000 lb Or Hazardous Mate 2 Single-Unit Truck more than 10,000 lb 3 Single-Unit Truck 4 Truck Pulling Trait 5 Truck Tractor/Do 6 Truc; Tractor/Do 6 Truc; Tractor/Do 7 Truck Tractor/Do 8 Pole Traiter 10 Auto Transport 10 Bridge Orenead 1: 21 Bridge Frei or Sup 22 Bridge Rail 23 Culvert 24 Curb 25 Ditch 26 Embankment 27 Guardrail Face 28 Guardrail End	s or less Placarded rials (2 avic and GVWR (2 avic and GVWR (3 or more axles) let(s) bial) ni-Trailer bial) ni-Trailer bial) ni-Trailer bial) ni-Trailer bial) ni-Trailer bial) ni-Trailer bial) ni-Trailer 1 No Cargo 2 Bus 8 Dump 9 Concr 10 Auto 11 Gart 12 Log 9 Concr 10 Auto 11 Gart 12 Log 20 concr 10 Auto 11 Gart 12 Log 20 concr 10 Julier 30 Concr 10 Julier 30 Concr 10 Julier 30 Concr 31 Other 32 Tree (33 Utily) 34 Traffic 35 Traffic 36 Other 37 Fence 38 Mailto 39 Other	8 Tractor/Triple 9 Truck more than 10,000 lbs (4,536 kg), Cannot Classify 10 Bust.arge van (seals for 9-15 occupants, including driver) 11 Bus (seals for more than 15 occupants, including driver) 17 Other, Explain in Narrative 88 Unknown dy Type 13 Intermodal inclosed Box endoted Box 14 Vehicle Towing trailer 14 Vehicle Towing trailer 14 Vehicle Towing trailer 14 Vehicle Towing trailer 14 Vehicle Towing trailer 14 Vehicle Towing trailer 14 Vehicle 10,000 lbs (4,536 kg) or less not ete Mixer 4,536 kg) or less not ete Mixer 15 Not Applicable 10,000 lbs (4,536 kg) or less not ete Mixer 17 Other, Explain in Narative 88 Unknown Barrier ete Traffic Barrier traffic Barrier standing) Polet ight Support Signal Support Signal Support Signal Support X Fixed Object (wall, unnel, etc.)
Roadway Grade 44 Cross Avedani 1 Level 46 Downhill Runaway 2 Hiltcrest Roadway Alignment 4 Downhill 1 Straight 5 Sag (bottom) 1 Straight 2 Curve Right 3 Curve Left 0 Motor Vehicle 2 Farm Vehicle 1 Of Motor Vehicle 2 Farm Vehicle 1 Taxi 12 Runaway	Verificte Mar Straight Ahead 3 Turning Left 4 Backing 5 Turning Right 6 Changing Lane 8 Parked 10 Making U-Tur 11 Overtaking/Pi Vnbulance Fire Truck Farm Labor Transport School Bus Transit/Commuter Bus	1 13 Stopped in Traffic 1 13 Stopped in Traffic 14 Stowing 15 Negobating a Curve 16 Leaving Traffic Lane 17 Entering Traffic Lane 17 Other, Explain in Narra m 88 Unknown assing 14 Intercity Bus 15 Charter/Tour Bus 16 Shuttle Bus 17 Farm Labor Bus 88 Unknown	tive 5 Traffic Controls 4 School Zone 3 Device 5 Traffic Control Signal 6 Stop Sign 7 Yield Sign	b) Device For This Vehicle 8 Flashing Signel 9 Railway Crossing Device 10 Person (including Flagman, Officer, Guard, etc.) 77 Other, Explain in Narrative 88 Unknown	1 1 1 1 2 Brakes 3 Tires 1 Windshield signal, tail) 15 6 Stering 16 Track Coupling 7 Wipers 10 Body, Doors 11 Poors 12 Suspension 88<
PERSON # NAME OF VIOLATOR	FLSTA	TUTE NUMBER	C	HARGE	CITATION NUMBER
PERSON # NAME OF VIOLATOR PERSON # NAME OF VIOLATOR	FL STA FL STA	JUTE NUMBER	C	HARGE	CITATION NUMBER

HSMV	900	10	S
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7 8 Page______ of____

PERSON # 2	Reporting Agency Case Nu 0012014738	mber		HSMV Crash Report N 83503543	under
1 Driver 2 Non-Motorist 3 Passenger 1 2 LINDA	RICHARDSON GUY			PHONE NUMBER (850) 656-6349	Check if Recommend
CURRENT ADDRESS (Number and Street)			CITY & STATE		ZIP CODE
2401 MONACO DR	TALLAHASSEE		FL		32308
DATE OF BIRTH SEX: DRIVERS LICENSE 1 Male 2 Fernale 2	NUMBER	STATE	EXPIRES	INJURY SEVERITY (I 1 None 2 Possible	NJ) 4 Incapacitating 5 Fatal (within 30 days)
10/12/1946 88 Unknown G00053646872	20 DRIVER	FL f	10/12/2012	3 Non-Incapacitating	6 Non-Traffic Falatity
DL Type Required Endorsements 1 A 2 B 3 C 4 D/Chauffeur 5 J/Chauffeur 2 No 5 E/Operator 2 No 6 E/Oper-Rest None 7 None 2 No Req. Endorsement 1 Not Distracted By 4 Other Inside the Vehicle (explain in narrative) 1 Not Distracted 5 External Distraction Oevices (cell phone, elc. 0 Other Electonic Device (navigation device, DVD player) 2 Other Station 6 Texting 7 Inaltentive 8 Unknown 88 Unknown	1st 1 No. Contibution Advisor 1 No. Contibution Advisor 2 Operated MV in Car NegSpent Manner 3 Failed to Videl Röght 4 Improper Backing 6 Improper Turn 2nd 10 Followed too Close 11 Ran Red Light 12 Drove too Fast for t 13 Ran Stop Sign 17 Exceeded Posted S 21 Wrong Side of Wro 25 Failed to Keep in Pl	ers Actions at Tim on 26 R, siss or 27 Di Sign -of-Way 28 Di Mark 29 O Steer ty Conditions to Wi Object Speed 31 O ng Way Reck	ne of Crash an off Roadway isregarded other Tri isregarded Other Re ings ver-Correcting:Over ring werved or Avoided : nd, Stippery Surface ct, Non-Motorist in Iway, etc. perated MV in Errat less or Agreessive J	affic 3rd Dad	Condition At Time of Crash 1 Apparently Normal 3 Asleep or Faituged 5 Iil (sick) or Fainted 6 Seizure, Epäespsy, Blackout 7 Physically Impaired 8 Emotional (depression, angry, disturbed, etc.) 9 Under the Influence of Medications/Drugs/Nochol 77 Other, Explain in Narretive 88 Unknown
1 Vision Nol Obscured 5 Load on Vehicle 9 Smoke			on contraining re	0011	
1 2 Industrient results/ 3 Parket/Stopped Vehicle 4 Trees/Crops/Bushes 6 Buidding/Fixed Object 10 Glare 7 Signs/Bilboards 8 Fog 77 All Other, Exple in Narrative DRIVER OR PASSENGER Motor Vehicle Seating Position: Seat DORIVER OR PASSENGER Motor Vehicle Seating Position: Location: Seat Location: Location: Location: Seat DOCATION: SEAT 2 Midde 1 Front 1Not Applicable 2 Midde 2 Second 3 Other Enclosed Cargo Area 3 Right 2 Second 3 Other Enclosed Cargo Area 77 Other 3 Third 4 Unenclosed Cargo Area 88 Unknowm 5 Trailing Unit 6 Riding on Motor Vehicle Exterior (non- trailing unit) 88 Unknown 88 Unknown 88 Unknown		(HU) C-Comptant cycle Helmet ar Helmet leinet Air Bag Deploye 2 1 Not App 2 Not Dep 3 Depkoye 4 Depkoye	ed 5 Deploy plcable ed-Side 8 Deploy Unknown	R PASSENGER vction (EP) a hyplicable 1 Not A 2 None a3 Shout 4 Shout ed-Other beit, etc.) ed-Curtain 10 Chtk 7 Child 9 Boost 10 Chtk 77 Other	Restraint Systems (RS) pplicable (non-motorist) Used - Motor Vehicle Occupant der and Lep Beit Used der Belt Only Used ett Only Used ett Only Used aint Used - Type Unknown Restraint System - Rear Facing er Seat Restraint Type Unknown «, Explain in Narrative
1 pedestinal Non-Motorist Description 2 Other Pedestinan Non-Motorist Lear 3 Bicyclist Intersection - Marke 4 Other Cyclist Sticyclist 5 Occupant of Motor Vehicle Not in Transport (parked, etc.) Travel Lane - Other 6 Occupant of a Non-Motor Vehicle Transportation Device Non-Motorist 7 Unknown Type of Non-Motorist 1at 1 None Safety Equipment 6 Bicycle Lane 2 Helmet 2 Helmet 8 Protective Pads Used 6 Not Applicable 77 Other, Explain in Narmative 8 B Unknown 7 Reflective Clobling (jacket, 8 B Unknown 8 Unknown	ation At Time of Crash ed Crosswalk A Midblock - Marked Crosswalk Crosswalk Location orist Actions/Circumstances oper Action Ish to Yield Right-of-Way to Obey Traffic Signs or Officer Way Impropetly (stending, Way Impropetly (stending, a Marked Related (working) a Marked Related (working)	8 Sidewalk 8 Median/Crossing 1 10 Drivewary Access 11 Shared-Use Path 12 Non-Trafficwary A 77 Other, Explain in Narrative 88 Unknown Entering/Exiling Pa /ehicle Inattentive (latking, Not Visible (dark cl)	Island h or Trail h or Trail Area 2 Waiki Roadwa adjacen 4 Walki Roadwa or adjac arked/Slanding 11 1 eating, etc) 12 kothing, no 77 8	Action Prior to Crash ing Roadway gro Cross Roadway ng/Cycling Along ny With Traffic (in or I to Iravel tane) ng/Cycling Along ng/Cycling Alon	5 Walking/Cycling on Sidewalk 6 In Readway Other (working, playing, etc.) 7 Adjacent to Raodway (e.g., shoulder, median) 8 Going to or from School (K-12) 9 Working in Trafficway (incident response) 10 None 77 Other, Explain in Narrative 88 Unknown
SUSPECTED ALCOHOL TESTED; ALCOHOL TEST TYPE; ALCOHOL USE: 1 Test Not Given 1 Blood 2 Breath 1 No 2 Test Refused 3 Urine 3 Test Given 3 Test Refused 77 Other, Explain 88 Unknown 88 Unknown Norrative SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME OR	ALCOHOL/DRUG/E	MS C SUSPECTED DRUG USE: 1 No 2 Yes 88 Unknown	DRUG TEST 1 Test Not C 2 Test Refus 3 Test Giver 38 Unknown	ED: DRUG T Siven 1 Blood 3 Urine 7 Other 1 Tested Explain 1 MEDICAL FACH	EST TYPE: DRUG TEST RESULT: 1 Positive 2 Negative 3 Pending n Narretive 88 Unknown
2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown					
PERSON # VEHICLE # NAME	ADDITIONAL PASSENG DATE OF BIRTH	INJ SEX	LOC: S R	O EJECT I	IU EP ABD RS
CURRENT ADDRESS (Number and Street)			STATE		ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME INFORMATION AND A BACTORIA TO THE ACTION AND A CONTRACT	ORID	EMS RUN NUM	IBER	MEDICAL FACIL	ITY TRANSPORTED TO
PERSON # VEHICLE # NAME	DATE OF BIRTH	INJ SEX I	LOC: S R	O EJECT F	IU EP ABD RS
CURRENT ADDRESS (Number and Street)	Спу		STATE		ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME INATIonsocial 2 BM3 3 Line Enforcement 77 Offer, Explain In Nameler 83 Uniform	OR ID	EMS RUN NUM	IBER	MEDICAL FACIL	ITY TRANSPORTED TO
HSMV 90010 S	I				

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FLORIDA TRAFFIC CRASH REPORT

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

13

(Electronic Version)

Crash D 04/2	ate 3/12		Time of Cra	sh AM	Date of Re 04/23	port /12	Rep 0 C	oorting Agency	y Case Nun 2	nber			нѕмѵ	Crash Repo	ort Num	ber		
CRAS	Code Cit	IFIER5 Code Count	y of Crash		Plac	e or City of	Crash	-9. SAMAN		<u></u>	3802943)	100 (BAR) 	Within (City Limits	Time R	eported	Time Disp	atched
	13	50 Leo	'n		Ta	llahas	see						YES		10:4	4 AM	10:49	AM
10:5 ROAD	7 AM 3	1:46 AM	2 YE	SE ONLY 1	DF 4 OPT	IONS)	nplete)		Constant of the							Notified 2 LAW	By ENFOR	CEMENT
Crash O	ccurred C	n Street, Roa	d, Highway	***************************************	o yezho kazi bio gendok ke	an a ngalann a ya sigi ji	1997.08/2012/110/2013	115 mil A generation and an a	At 👔	Street Addr	ess #	68	At	Latitude	Ànđ	Long	jitude	81983C434
At Feet	<u>H U.S.</u> 0	<u>27 Hwy</u> r Miles	Direction	FI L	om Interse ake Ell	ction With S La Dr	treet, Roa	ad, Highway				<u> </u>			-	Or From	Milepost	#
Road Sy 2 U	stem Ider S .	tifier		• · · · ·	Ту	pe of Should	der				Type of I	intersectio	ภ 7 T ม เค					
CRASI	I INFOR	MATION (CHECK IF	PICTURES TA	KEN)	E] 2 10		1117	DROBCT	TON			
Light Co 1 DA	ndition YLIGH1	1	Weath 1 CI	er Condition JEAR		Roadway 1 DRY	Surface Co	ondition	School Bi 1 NO	us Related	- 100 BB - 100 B - 100 C - 20 C	- 99 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 199 - 1		Manner 3 ANG	Of Collis GLE	ion		
First Ha	rmful Ever	аt Түре	Fir	st Harmful Even	t			First Harmfu	Event Loc	ation	Wit	hin Interch	ange	First Harmi	ful Even	t Relation	1 To Juncti	ón
NON-	FIXED	OBJECT		4 MOIOR V RANSPORT	рністр	111		IT ON RO	ADWAY		NO	•		5 INTERS	SECLIÓ	S-RELAT	ED	
Contribu 1 NO	uting Circu NE	Imstances: Ro	bad		Contribut	ting Circums	stances: Ro	oad			Contr	ibuting Cir	cumsta	nces: Road	1			
Contribu 1 NO	uting Circu NE	imstances: Er	vironment		Cont	ributing Cir	cumstance	es: Environme	nt		Contr	ibuting Cir	cumsta	nces: Envir	onment			
Work Zo NO	one Relate	d Crash In Wo	ork Zone			Τγρ	e Of Work	Zone		Work	kers in Wo	rk Zone La	sw Enfo	rcement in	i Work Z	one		
VEHIC	LE	Check If	Commerc	al 👘 👘	Several and	n search									611.131.545 			
Vehicle 1	Motor Ve 1 VEH1	hicle Type ICLE IN	TRANSPO	Hit and Run NO	Veh Lice	ense Numbe C295	er Stat 5RH	te Reg. Expli 07-12	es	Permanent NO	Reg. VIN 4S2	2CK58E	6V43	03616				
Year 97	Make Isuz	Model Rodeo	Style SUV 4	doc RED F	ED 4	xtent Of Da MINOR	mage Est.	Damage 10	00 NO	d Due To Da	mage Veh Owr	ide Remov ner	ved By			Rotati	on	
Secu	ce Compa rity N	ational	Ins. Co	o.						Insurance 3000G	ce Policy N 6004800	lumber 0241						
Name o	f Vehicle (Dwner (Busin	ess)		~ ~ ~	Cu	rrent Addi	ress		C	ity & State	è			Zi	o Code		
B111 Trailer One:	License	Number	1g 323 : State	Reg. Expires	Permane	Quincy ent Reg.	VIN							Year	32 Mak	351 °	Length	Axles
Trailer Two:	License	Number	State	Reg. Expires	Permane	ent Reg.	VIN							Year	Mak	e	Length	Axles
Vehicie Travelin	e l	Direction	1700 N	Monroe St	On Stre	et, Road, Hi	ighway						At	Est. Speed	Poste	d Speed	Total L	anes
CMV Co	o nfiguratio	n		Cargo	Body Type									20			, j	2
										Area of In	itial Impa	act			Mos	t Dama	ged Area	
Comm G	SVWR/GC	WR		Trailer Type (1	railer One)	Trailer	Type (Trai	ller Two)	$\frac{2}{\sqrt{2}}$		5 6	7 ¹⁸ 19	Undero Over	arriage 18 rturn 19	2	3 4	5 6	
Haz. Ma	t. Release	Haz. Mat Pla	card Ni	umber		c	lass		1	15 (16	11 10	8 20 21	Wind Tra	shield 2(iler 21		15 ((1		8
Motor C	arrier Nar	ne				US DOT	Number		\neg			•			0	. 101	-11.	1 •
Mator C	arrier Add	ress				City & Sta	əte		1			Zip C	Code		P	hone Nu	mber	
Comm/N	lon-Comn	nercial	Vehicle Bod 16 (SPO VEHICLE	yType RT) UTILI	TY	Vehicle 1 NONE	Defects (o	ne)	Vehi	cle Defects	(two)		Emer NO	sency Vehi	cle Use	Special F 1 NO FUNCT	unction o SPECI	fmv AL
Vehicle I 3 TUI LEFT	Maneuver RNING	Action Traf	ficway FWO-WAY	NOT DIV	IDED	Roadwa 1 LEV	y Grade /EL	Roadway Alig 1 STRAIC	soment N SHT 2 W	Most Harmfu COLLI	JEvent SION N-FIXE	Mc 14 D TR	st Harn MOTO ANSPO	nful Detail DR VEH	ICLE	IN		
Traffic C 6 STO	ontrol Dev P SIGI	rice For This V N	ehicle First 14 TRA	(1) Sequence of MOTOR VEH ANSPORT	Events IICLE I	N Sec	ond (2) Se	L equence of Eve	ents	Third (3) Sequence	e of Events	5	Fourth	h (4) Sec	uence ol	í Events	
VEHICI Vehicle 1 2 1	.E Motor Veh VEHI	Check if C icle Type CLE IN T	ommerci RANSPO	al Hit and Run NO	Veh Lice	nse Number V958	r State MG	e Reg. Expire 11-12	es	l Permanent I NO	Reg. VIN KMH	IET46C4	16A07	I 8348				
Year N 06 I	Make Iyun	Model Sonata	style Sedan	Color 4 CWHI W	HITE 2	tent Of Dan FUNCTIO	nage Est. (NAL	Damage 10(Towed	Due To Dar	nage Vehi	cle Remov	ed By			Rotatic	эл	
Insurance	e Compan	γ (Driver)					l			Insurance	e Policy Nu	umber						
Zuatt	CA THE	arance								03209	3302							

Crash Date 04/23/12	Reporting Agency Case	Number	*************			HSMV Cr	ash Report Num	ıber			201009-02000-006	
Name of Vehicle Owner (Business)			Current Add	ress	*************	ann an taraite ann an	City & State	54900-00-00-00-00-00-00-00-00-00-00-00-00-		Zip Code		**********
Alecia Noel Donaldson Trailer License Number State	Reg. Expires	kd Tallah ermanent Reg.	assee VIN						Year	32305 Make	Length	Axles
Trailer License Number State	Reg. Expires	ermanent Reg.	VIN			. <u></u> .			Year	Make	Length	Axles
Vehicle Direction	e Ella Dr	On Street, Road	l, Highway					At	Est. Speed	Posted Speed	Total	Lanes 2
CMV Configuration	Cargo Bod	ły Τγρε		=1,000 T		Area o	of Initial Impac		<u> </u>	l Most Dam	aged Are	a
												_
Comm GVWR/GCWR	Trailer Type (Traile	er One) Tra	iler Type (Tra	iler Two)	.	$\frac{2}{1}$	4 5 6 7	18 Under 19 Ove	carriage 18 erturn 19 ichield 20	2 3	4 5 6	
Haz. Mat. Release Haz. Mat Placard	Number	<u>-</u>	Class			14 13		20 VVIR 21 Tr	ailer 2	1 14 13	2 1016	
Motor Carrier Name	1	US D	OT Number				1 101			• •	1010	
Motor Carrier Address		City	& State	·	I			Zip Code	J	Phone N	umber	
Comm/Non-Commercial Vehic 1 Pi	de Body Type ASSENGER CAR	Veh 1 N	icle Defects (o ONE	ne)		Vehicle Defi	ects (two)	Emei NO	gency Vehi	cle Use Special 1 NC FUNC	Function SPECI TION	of MV EAL
Vehicle Maneuver Action Trafficway 1 STRAIGHT 1 TWO- AHEAD	WAY NOT DIVID	ED 1 1	dway Grade JEVEL	Roadway 1 STRA	Alignmen AIGHT	nt Most Ha 2 COL WITH	rmful Event LISION NON-FIXED	Most Har 14 MOT D TRANSE	mful Detall OR VEH ORT	ICLE IN		
Traffic Control Device For This Vehicle 6 STOP SIGN	First (1) Sequence of Eve 14 MOTOR VEHIC TRANSPORT	ints CLE IN	Second (2) Se	l equence of	f Events	Thir	rd (3) Sequence	of Events	Fourt	h (4) Sequence	of Events	
PERSON Person # Description Vehic	le # Name			9-09-190 G		Date of	Birth Sex	۱) ۱	hone Num	ber	Re-Exam	
1 DRIVER	1 Rickey De'C	Carlo Re	dding	City & S	State	03-15	5-1962 MAI	LE	(850) 8	75-1581 Zip Code	NO	
785 Selman Rd Quinc	у .		151	loi ru		Dec	r -4			323	51	
Driver License Number State Expires Dilype Req. End. Injury Seventy Ejection R352724620950 03/15/14 1 A 1 NONE 1 NOT EJECTED												
Restraint Systems 3 SHOULDER AND LAP BELT USED	Vr Bag Deployed 2 NOT DEPLOYED	Helmet Use		Eye Protei	ction	Seating 1 LEE	Location Seat FT	Seating Loca 1. FRONT	ition Row [Seating Location	a Other	
Drivers Actions at Time of Crash (First 6 IMPROPER TURN	()	Driver	s Actions at Ti	me of Cras	sh (Second	j)		Driver 7 Il	Distracted f	3γ SIVE		
Drivers Actions at Time of Crash (Thin	d)	Driver	s Actions at Ti	me of Cras	sh (Fourth)		Drivers 1 Al	Condition PPAREN'I	at Time of Crash LY NORMA)	
Non-Motorist Description		Non-M	lotorist Action	n Prior to C	Crash			Non-M	otorist Loca	ation at Time of	Crash	
Non-Motorist Actions/Circumstances	(First) Non-Motorist	t Actions/Circur	nstances (Sec	ond) N	on-Motori	ist Safety Eq	uipment (one)	Nor	-Motorist S	afety Equipmer	it (two)	
								ŗ				
Suspected Alcohol Use Alcohol Teste	d Alcohol Test Type	Alcohol To	est Result BA	c 's	Suspected NO	l Drug Use	Drug Tested	Drug Test T	/pe	Drug Test	Result	
Source of Transport to Medical Facilit	y EMS Agency Name o	r ID		EMS 8	lun Numb	er	Medical Facil	ity Transported	То			
PERSON Person # Description Vehic	le # Name	~				Date of	Birth Sex		hone Num	ber	Re-Exam	
2 DRIVER Address	ZALECIA NOEL	Donald	son	City & S	State	11-12	2-1988 PEC	DALE	(850) 2	Zip Code	100	
Driver License Number	.1anassee	State	Expires	Di Type	e	Req.	End.	Injury Severity		Ejection		
D543014889120 Restraint Systems	Vr Bag Deployed	Helmet Use	11/12/1	9 5 E/	OPERA	TOJ Seating	Location Seat	Seating Loca	tion Row :	1 NOT Seating Location	EJECT Other	ED
3 SHOULDER AND LAP BELT USED	2 NOT DEPLOYED					1 LEI	ĨŢ	1 FRONT		-		
Drivers Actions at Time of Crash (First 1 NO CONTRIBUTING ACT) 'ION	Driver	s Actions at Ti	me of Cras	h (Second	J)		Driver 1	Distracted E DT DIS1	3y 'RACTED		
Drivers Actions at Time of Crash (Thir	d)	Driver	s Actions at Ti	me of Cras	h (Fourth))		Drivers 1 AI	Condition PAREN1	at Time of Crash LY NORMAI		
Non-Motorist Description	Non-Motorist Description Non-Motorist Action Prior to Crash Non-Motorist Location at Time of Crash											

Crash Date 04/23/12	Reportin	g Agency Case Nun 10872	ibe <i>r</i>		HSMV C	əsh Report Numb	er		
Non-Motorist Actions/Circumstances (Fi	irst)	Non-Motorist Acti	ons/Circumstances (S	iecond)	, Non-Motorist Safety Ec	uipment (one)	Non-Motori	st Safety Equipment (two)
			-						
Suspected Alcohol Use Alcohol Tested NO	Alcohol 1	Fest Type	Alcohol Test Result	BAC	Suspected Drug Use NO	Drug Tested	Drug Test Type	Drug Test Result	
Source of Transport to Medical Facility	EMS A	gency Name or ID		EM	i 5 Run Number	Medical Facilit	y Transported To	I	
VIOLATIONS			In		۱			loite Marsh Marsh an	
1 Rickey De'Carlo	Redd	ing	316,121		Fail To Yiel	d To Inte	rsection	316. 17703-GXK	
WITNESSES Name		Address		946-946		City & State			Zip Code
Jean									
NON VEHICLE PROPERTY DAM	1AGE	Side Learning		(Bueleese) (1.1.1			Zin Codo
Venicle # Person # Property Damage - Out	er inan ve	nicie Est. Antount l	owner's name (Check a	Dusiness) [4	Address	City	a state	210 0000
NARRATIVE									5.3.348
V1 was turning left	onto	N Monroe S	t from 170	0 N Mo	nroe St. V2	was cross	sing N Monro	e St from	
Lake Ella Dr into th	e ent	rance of 1	700 N Monre	be St.	As V2 cross	ed N Moni	roe St, V1 b	egan a left	
turn. V2 and VI coll	ıded	in the mid	IQTE OI N M	onroe	St.				
V1 sustained damage	to fr	ont left h	umper and	headli	apt secondly	v V2 sust	ained damag	e to the	
driver's side rear d	oor a	nd rear fe	ender.	ncuurr	gire assensity	1 72 5050	carnea aamay	e co che	
V2 gave a witness nam	me of	Jean with	a phone m	umber	of 850-294-9	770 but h	nad no other		
information.									
D1 was cited as the	at fa	ult driver							
REPORTING OFFICER	8.00			1000			Service and the service of the servi		13.531.63.64
ID/Badge Number Rank and Name		9.2899.209.2872.2822.2822.2999.4622.29782.2824	ana kataloga yang kataloga ing kataloga ing kataloga kataloga kataloga kataloga kataloga kataloga kataloga kata	an an 25 to 19 to 19 to 19 to 19 to 19 to 19 to 19 to 19 to 19 to 19 to 19 to 19 to 19 to 19 to 19 to 19 to 19	Dep	artment		Type of E	Department
10533 Officer M	ark R	ay 533			l'a.	LIANASSEE	Forrice nebs	artment 2 POI	TCE I

Crash Date 04/23/12	Reporting Agency Case Number 0012010872	HSMV Crash Report Number
DIAGRAM		
		TN Maria
	Rblix S, Ent	Lake Ella
		$\left[\frac{\sqrt{2}}{\sqrt{2}} \right] $
		•

FLORIDA TRAFFIC CRASH REPORT

UPDATE



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

31

(Electronic Version)

Crash Date	Time of Crash	Date of Report	Reporting Agency	Y Case Number	[HSMV C	rash Report Number
03/23/12	11:30 AM	03/23/12	001200774	3	7190)5736
CRASH IDENTIFIERS	v of Crash	Place or City of Crasi	låsion er sen sen sin h		Within C	ity Limits Time Reported Time Dispatched
13 50 Leo	n	Tallahassee	2		YES	11:30 AM 11:33 AM
Time on Scene Time Cleared S	cene Completed Reason (If 2 YES	Investigation NOT Complete	e)			2 LAW ENFORCEMENT
ROADWAY INFORMATI	ON (CHOOSE ONLY 1	OF 4 OPTIONS)				
Crash Occurred On Street, Road	d, Highway 7 11 9 27 N 9	t		At Street Address	# At I	-
At Feet Or Miles	Direction	om Intersection With Stree	t, Road, Highway			Or From Milepost #
Road System Identifier		ake Ella Dr Type of Shoulder		ITA	one of Intersection	
2 U. S.		3 CURB			3 T-INTERSECTIO	DN I
CRASH INFORMATION (CHECK IF PICTURES TA	KEN) Roadway Surf	ace Condition	School Bus Related		Manner Of Collision
1 DAYLIGHT	1 CLEAR	1 DRY		1 NO		3 ANGLE
First Harmful Event Type	Eirst Harmful Ever	ıt	First Harmfu	Event Location	Within Interchange	irst Harmful Event Relation To Junction
2 COLLISION WITH	14 MOTOR V	EHICLE IN	1 ON RO	DADWAY	_	
NON-FIXED OBJECT	TRANSPORT	Contributing Circumstanc			Contributing Circumstar	nces: Road
1 NONE		contributing enconstant				
Contributing Circumstances: Er 1 NONE	wironment	Contributing Circum	stances: Environme	ent	Contributing Circumstar	nces: Environment
Work Zone Related Crash In W	ork Zone	Type Of	Work Zone	Workers	s In Work Zone Law Enfo	rcement in Work Zone
VEHICLE Check If	Commercial					
Vehicle Motor Vehicle Type 1 1 VEHICLE IN	Hit and Run TRANSPC NO	Veh License Number GRANJAN	State Reg. Expl ₹ 01-13	ires Permanent Re NO	JT6HF1CU1Y011	14604
Year Make Model 00 Lexu	Style Color SUV 4 doc WHI	Extent Of Damag	e Est. Damage 4 (Towed Due To Dama	ee Vehicle Removed By PERFERRED PAI	INT & BODY 2 OWNER REQUEST
Insurance Company (Driver) Allstate				Insurance F 091083	Policy Number 137	
Name of Vehicle Owner (Busin	ess)	Curren	nt Address	City	& State	Zip Code 32304
Trailer License Number	State Reg. Expires	Permanent Reg. VIN	9		2000 A	Year Make Length Axles
Trailer License Number Two:	State Reg. Expires	Permanent Reg. VIN	1			Year Make Length Axles
Vehicle Direction Traveling NORTH	Monroe St	On Street, Road, Highw	vay		At	Est. Speed Posted Speed Total Lanes 15 35 04
CMV Configuration	Carg	Body Type	- "Anno 1000 100"		<u>.</u>	
				Area of Initia	al impact	Most Damaged Area
Comm GVWR/GCWR	Trailer Type I	Trailer One) Trailer Typ	e (Trailer Two)	2 3 4 5	6 7 18 Undero	barriage 18 2 3 4 5 6 7 sturn 19
Haz, Mat, Release Haz, Mat Pl	acard Number	Class	•	1 15 16	17 8 20 Wind	shleid 20 1 15 16 17 8
				14 13 12 11	10 9	
Motor Carrier Name		US DOT Nur	nber			
Motor Carrier Address		City & State		· · · · · · · · · · · · · · · · · · ·	Zip Code	Phone Number
Comm/Non-Commercial	Vehicle Body Type 1 PASSENGER CAR	Vehicle Def 1 NONE	ects (one)	Vehicle Defects (tv	vo) Emer	gency Vehicle Use Special Function of MV 1 NO SPECIAL FUNCTION
Vehicle Maneuver Action Tra 17 ENTERING 1 TRAFFIC LANE	fficway TWO-WAY NOT DI	/IDED Roadway G 1 LEVEI	rade RoadwayA L 1 STRAI	ignment Most Harmful GHT 2 COLLIS WITH NON-	Event Most Harr ION 14 MOT -FIXED TRANSP	nful Detail OR VEHICLE IN ORT
Traffic Control Device For This 1 NO CONTROLS	Vehicle First (1) Sequence (14 MOTOR VE TRANSPORT	of Events Second HICLE IN	d (2) Sequence of E	vents Third (3) S	equence of Events	Fourth (4) Sequence of Events
VEHICLE Check If Vehicle Motor Vehicle Type 2 1 VEHICLE TN	Commercial Hit and Run TRANSPC NO	Veh License Number N631WC	State Reg. Exp 04-12	Ires Permanent Re NO	g. WN 1FTYR14V6XPB4	43542
Year Make Model 99 Ford	Style Color Pickup 2 GRY	Extent Of Damag	ge Est. Damage 3 3 (Towed Due To Dama	Be Vehicle Removed By DEE 'S	Rotation I ROTATION
Insurance Company (Driver) Geico		1]	Insurance I 421587	Policy Number 4449	

Crash Date	6-1941-1998-1994-1994-1994-1994-1994-1994	Reporting Ag	ency Case Ni 7 4 3	smpet	aan een de wit politie te opropeiden.	nya basi tertik tanggal	000409-002510 000409-002510	HSMV 719	Crash Report Nur 05736	nber	apanete alter en distrik redekt	n pinagina (marta di Anton Victoria) Antonio (Marta di Antonio (Marta di Antonio (Marta))			
Name of Vehicle Owner (8	usiness) 🦳	10012007	•	an 40 Met 000000000	Current Ad	ldress			City & State	94): 40-11 X / COVERED	a anna an an an an an an an an an an an	-	Zip Code	244967.00 ^{-2,44772}	
Eric R FLAMENT	421 EAS	Reg. Exoir	gs St Ta es Pern	allaha manent Rei	ssee g. iViN						Year	M	s2301 ake	Length	Axles
One:		Pog Evet	os Porr	nanent Po							Year	M	ake	Length	Axles
Two:	State	Aeg. Expir	es iren		6						At Ect Soc	and item	tarl Snaa	i Total	lanes
Vehicle Direction Traveling NORTH	Monr	oe St	On	Street, Ro	ad, Highway						ALEST OPE	35	steo spee	35	04
CMV Configuration			Cargo Body T	Гуре				Are	a of Initial Impa	ct			lost Dam	aged Are	a
Comm GVWR/GCWR		Trailer T	ype (Trailer (One) 1	irailer Type (T	railer Two)		2 3	4 5 6	7 18 U 19 8 20	Undercarriage Overturn Windshield	18 19 20 (1	$\frac{2 3 }{60}$	4 5 16 17	6 7
Haz. Mat. Release Haz. Ma	it Placard	Number		1.	Class			13	3 12 11 10	> ²¹	Trailer	21	1013	12 11	- <u> </u> -
Motor Carrier Name	<u> </u>		•••	US	OOT Number	r		U 1	,						
Motor Carrier Address				Cit	y & State		<u></u>			Zip C	ode		Phone N	lumber	
Comm/Non-Commercial	Vehici 3 PI	e Body Type CKUP		V/1	ehicle Defects NONE	(one)		Vehicle	Defects (two)		Emergency V	/ehicle U	se Specia 1 NC FUNC	Function SPEC	of MV IAL
Vehicle Maneuver Action 1 STRAIGHT	Trafficway 1 TWO-	WAY NOT	DIVIDED		oadway Grade LEVEL	Roadw 1 STI	ay Alignme RAIGHT	nt Mos 2 C WII	tHarmfulEvent COLLISION TH NON-FIXE	Mo 14 D TRJ	st Harmful De MOTOR V ANSPORT	tail EHICL	E IN		
Traffic Control Device For 1 NO CONTROLS	This Vehicle	First (1) Seque 14 MOTOR TRANSPOR	nce of Event VEHICL T	s E IN	Second (2)	i Sequence	of Events		Third (3) Sequence	e of Events	F	ourth (4)	Sequence	of Events	
PERSON											lahaa a A			Ro Eron	
Person # Description 1 DRIVER	Vehicle	e∦ Name 1 Jan E:	ICHINGE	CR JAR	RETT			Dat 01	e of Birth Set -13-1934 FF	X EMALE	(850)	576-	-2459	NO	•
Addre 1306 Parga St	ss Talla	hassee				City	& State						Zip Cod 323	04	-
Driver License Number				State	Expires	DIT 120 5 1	/pe E/OPER/	ATOI	Reg. End.	Injury Se 1 NON	verity E		Ejection 1 NOT	EJECT	ED
Restraint Systems	A A	ir Bag Deployed	OVED	Helmet Us	e	Eye Pro	tection t	Sea 1	ting Location Seat	Seatin	g Location Ro RONT	w Seati	ng Locatio	n Other	
BELT USED	LAP Z	NOT DEPI	JOIED			Appl	icable								
Drivers Actions at Time of 2 OPERATED MV J	Crash (First) [N CARE	LESS OR		Driv	vers Actions at	t Time of C	rash (Secon	nd)		ſ	1 NOT DE	ied By ISTRA(CTED		
Drivers Actions at Time of	Crash (Thire	1)		Driv	vers Actions at	t Time of C	rash (Fourt	h)	11.41. gr	ſ	1 APPARI	tion at Tir ENTLY	ne of Cras NORMA	h L	
Non-Motorist Description				Noi	n-Motorist Act	tion Prior t	o Crash				lon-Motorist	Location	at Time o	f Crash	
Non-Motorist Actions/Circ	umstances	(First) No	n-Motorist A	Actions/Clr	cumstances (S	Second)	Non-Moto	orist Safet	y Equipment (one)	Non-Motor	rist Safet	y Equipme	nt (two)	
Suspected Alcohol Use Al NO	coho! Testeo	d Alcohol Test	Түре	Alcoho	ol Test Result	BAC	Suspecte NO	ed Drug U	Ise Drug Tested	Drug	Test Type		Drug Tes	t Result	
Source of Transport to Me	dical Facilit	FMS Ager	ncy Name or	ID		EM	S Run Num	nber 🦳	Medical Fa	cility Trans	ported To		.k	.	
PERSON Person # Description	Vehici	e # Name						Dat	te of Birth Se	X NIF	Phone (Number	- 3074	Re-Exar	n
2 DRIVER Addr	ess	2 Eric	Kobert	Ł 1 AMF	- T'AL	City	& State	04	1-13-1988 57		11/21	,	Zip Coo		
421 E Jenning	s St T	allahass	ee	State	Expires	Di T	уре		Req. End.	Injury Se	everity		Ejection		
F455216881320	I.	ir Bao Daniou	4	Helmetil	04/12	/18 5 Eve Pro	E/OPER	ATOI Sea	ting Location Seat	1 NON Seation	E ng Location Re	ow Seat	1 NOT	EJEC	TED
RESTRAINT Systems 3 SHOULDER AND BELT USED	LAP 2	NOT DEPI	LOYED	aneanet Os	~	3 No Appl	icable	1	LEFT	1 F	RONT	ted Dr	-		
Drivers Actions at Time of 1 NO CONTRIBUT	Crash (First ING ACT) ION		Dri	vers Actions a	it lime of C	rash (Secol	10)			1 NOT D	ISTRA	CTED		
Drivers Actions at Time of	Crash (Thir	d)		Dri	ivers Actions a	t Time of C	rash (Fouri	th)			Drivers Condi 1 APPAR	tion at Ti ENTLY	me of Cra NORM	sh \L	
Non-Motorist Description				No	n-Motorist Ac	tion Prior I	o Crash				Non-Motorist	Location	n at Time o	of Crash	
Į															

Crash Date Reportir 03/23/12 00120	ng Agency Case Numbe)07743	n 1 2019 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997	on to the contract of the cont	HSMV C 71905	rash Report Numbe 5736	ora de la companya de la companya de la companya de la companya de la companya de la companya de la companya d Se companya de la companya de la companya de la companya de la companya de la companya de la companya de la comp	angegenen der einen der eine der einen die Verlag von der der Beiter Die der Beiter der Beiter der Beiter der Beiter der Beiter der Beiter der Beiter der Beiter der Beiter der Beiter	
Non-Motorist Actions/Circumstances (First)	Non-Motorist Actions	c/Circumstances (Se	econd)	Non-Motorist Safety E	quipment (one)	Non-	Motorist Safety Equip	ment (two)
Suspected Alcohol Use Alcohol Tested Alcohol NO	Test Type Al	cohol Test Result	BAC	Suspected Drug Use NO	Drug Tested	Drug Test Ty	pe Crug T	est Result
Source of Transport to Medical Facility EMS A	Agency Name of ID		EM	S Run Number	Medical Facility	/ Transported 1	То	
VIOLATIONS Person # Name	ר. ייד ר	Subute Number	6	Charge Careless Dri	ving 31	6.1925	Citation 736	n Number 5–GSI
WITNESSES	Address	indpcor of			City & State			Zıp Code
NON VEHICLE PROPERTY DAMAGE	ehicle Est. Amount Own	ier's Name (Check if	Business) (ב	Address		City & State	Zip Code
NARRATIVE					(1996) 1997 - 19			
Vehicle 2 was traveling N	North on N M	onroe St i	n the	outside th	rough lane	. Vehic	le 2 was st	oppea
northbound on N Monroe St	: in the dua	l turn lar	e and	l was attemp	ting to tu	irn rign	t onto Lake	E11a
Dr. Driver 1 made the tur	n, but fail	ed to see	Vehic	le 2 and as	a result	was str	uck on thei	r
right front by Vehicle 2'	s left fron	t.						
Driver 1 was found at fau	ilt and was	issued a c	itati	on.				
REPORTING OFFICER ID/Badge Number Rank and Name 89614 Officer RONEY	WYCHE 564			Der Ta	artment 11ahassee	Police	Department	Type of Department 2 POLICE I



FLORIDA TR	AFFIC CR	ASH RE	PORT
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UPDATE

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

LONG FORM SHORT FORM UP (Electronic Version)

VA VA

Crash Date	T 1	ime of Crash	-2012-004-805 	Dat 1	e of Repo 1/14/	ort 11	Re 0	porting Agency 011031386	Case Nu	imber			HSMV 0	rash Repo)4219	ort Num	ber		
CRASH IDENTIFI	RS		e de la cap		Intere	Ar (15. Al C-	indiais Inch						Within C	ity imite	Time R	eported	Time Dispa	Itched
County Code City Co 13 5	de County o 60 Leon	ot Crash	•		Tal	llahasse	e Su						YES		07:4	7 PM	07:50	PM
Time on Scene Time	Cleared Sce	ne Complet	ed Reas	son (If Inve	stigation	NOT Compl	ete)	· · · · · ·							Ţ	Notified	BY	EMENT
07:53 PM 08:	30 PM	2 YES	FON	Y 1 OF 4	OPTIC	ONS)	879385	549.0235 (S						5870 <u>51.50</u>		2 LHW	ERFORG	ENDN I
Crash Occurred On St	reet, Road,	Highway		a Belan Marina a Sana a Sana a Sana a Sana a Sana a Sana a Sana a Sana a Sana a Sana a Sana a Sana a Sana a San	14-5-8-594-5 1	5.57-5 4 000 0-0-0-0	e and the	1	64	At Street Ad	dress #		At	atitude	And	Long	litude	
US 27 (N Mon	roe St) Direction		From	Intersect	ion With Stre	et, Ro	ad, Highway	10:07			1675.08	+		- 678a	Or From	Milepost	#
			8	Lake	e Ella	a Dr									63			-
Road System Identifie	r				Type 3	e of Shoulder CURB					Type 77	of Intersect OTHER	tion EXPLA	IN IN	NARR	ATIVE		
CRASH INFORMA	ATION (C	HECK IF P	ICTUR	ES TAKE	N)				<u>Seren</u>				38/63-35					
Light Condition	ED	Weather	Conditio	on		Roadway Su	rface	Condition	School	Bus Relatee	1			Mannel 3 AN	r Of Colli GLE	sion		
4 DARK-LIGHT	ър	I CLI	SAK						1 10									
First Harmful Event Ty 2 COLLISION	ype WITH	First 14	Harmfu MOTC	l Event DR VEH	ICLE	IN		First Harmful 1 ON RO	Event L ADWAY	ocation (Within Inte NO	rchange	irst Harn 3 INTER	nful Ever SECTIO	nt Relation N-RELA	n To Juncti FED	on
NON-FIXED OB	JECT	TR	ANSPO	DRT b	ontributi	ng Circumsta	00051	Road				ontributing	Circumsta	nces: Roa	d			
1 NONE	lances: Koa	a			ontributi	ng Circoinsta	ncest	noau			Ĩ	oncooring	circumsto		•			
Contributing Circums	tances: Env	ironment		I	Contr	ibuting Circu	mstan	ces: Environme	nt		G	ontributing	Circumsta	nces: Eav	ironmen	t		
Work Zone Related Co NO	rash In Wor	k Zone				Туре	Of Wo	rk Zone		W	orkers in	Work Zone	Law Enfo	rcement	n Work	Zone	0.0000000000000000000000000000000000000	1.97023.077
VEHICLE	heck if C	ommercla			Vahlier	nee Number	lc•	ate Rea Front		Perman	ent Ree	MN						
1 1 VEHICI	EIYPE SE IN T	RANSPC	iit and r IO	wn	Ventroe	BIJ	тĻ	02-12		NO		1HGCM72	2757A0	02272				
Year Make M 07 Hond A	lodel ccord	Style Coupe	Co B	lor LK BLF	ACK 2	tent Of Dam FUNCTION	age Es IAL	t. Damage 15	00 Tov	ved Due To	Damage	Vehicle Rer Driver	noved By			Rotat	ion	
Insurance Company (Driver)									Insur 961	ance Poll 64943	O 01/0	5					
Name of Vehicle Own	er (Busine	ss)				Curr	ent Ac	ldress		. (City & S	State			Z	ip Code		
Panna Patel	2218 U	pland W	ay Ta	allaha	ssee	nt Reg. IV	1N	99 1 1					<u></u>	Year	3 Ma	2311 ke	Length	Axles
One:			12 0 . map															
Trailer License Nu Two:	mber	State I	teg. Expl	ites	Permanei	nt Reg. V	iN							Year	Ma	ke	Length	Axles
Vehicle Dire Traveling EAS	ction ST 1	Monroe	e St		On Stree	et, Road, Hig	hway						At	Est. Spee 1	d Post 0	ted Speed	i Totali 85	Lanes 4
CMV Configuration				Cargo Bo	άγ Τγρε	<u></u>												_
										Area o	t initial i	Impact			- 1710	ost Dam	aged Are	a
Comm GVWR/GCWR			Trailer	Type (Trai	ler One)	Trailer T	ype (T	railer Two)		2 3 4	5	6 7	18 Under	carriage	¹⁸ 2	3	4 5 8	リン
										1/15/	18 11		19 Ove	rturn Jahlald	19	1/15/	16 17	
Haz. Mat. Release Ha	z. Mat Plac	ard Nu	mber			Cia	\$5			<u>III</u>	<u>" "</u>		20 wind 21 Tr	ailer	20 .	10-11	<u>~ ^</u>	4
						- Ius aar u		a-1.		(1) 13 1	2 11	10 9		1	- C	9 13	12 11 1	0 9
Motor Carrier Name						US DOT N	umbei	ſ										
Motor Carrier Addres	s					City & Stat	le					Z	Lip Code			Phone N	lumber	
Comm/Non-Commer	cial 1	Vehicle Body	Type NGER	CAR		Vehkle D 1 NONE	efects	(one)	ľ	ehicle Defe	cts (two)	Eme NO	gency Ve	hicle Us	e Specia 1 NC	Function SPEC	of MV EAL
						Beertuur	Cred	Postusy A1	laomor	Month	mber	nt	Most H	mful Dot	ti	FUNC	TION	
Vehicle Maneuver Ac 3 TURNING	tion Traff	icway IWO-WAY	NOT	DIVII	DED	4	01806	1 STRAI	GHT	2 COL	LISIO	N	14 MOT	OR VE	HICLE	E IN		
LEFT			141.6			DOWNH	ILL			WITH	NON-F	IXED	TRANSE	PORT	rth //1 c	onuenco	of Events	
Traffic Control Device 1 NO CONTROL	For This Ve S	ehicle First 14 TRA	(1) Sequ MOTOI NSPOI	ence of Ev R VEHI RT	ents CLE I	N	ma (2)	sequence of E	vents	mr	a (s) sed	Derke OI EY	C(113	FOU		oyuence	OF LICHUS	
VELUCIE	L l. 16 -		1	- 25/25/65		l	533A											
VEHICLE C	neck if C	OMMERCIA	別 Hit and F JO	ເບັນ ໃບກ	Veh Lice	nse Number C669	امت اد	tate Reg. Expl	res	Perman NO	ent Reg.	VIN 4T1BG?	2K9XU4	69374	nasheifi	1909.000	en en en en en en en en en en en en en e	osescation de la
Year Make IN	JEL IN 'I Iodel	Style		lor	E	tent Of Dam	age E	st. Damage	To	wed Due To	Damage	Vehicle Re	moved By			Rota	tion	
99 Toyo C	amry	Sedan	4 G T	AN TAN	1 2	FUNCTIO	IAL	15	600 NC) 	ance Del	Driver						
Insurance Company (I USAA	Driver)									027	51944	1R7101	3					

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Crash Date	Re	porting Ag	ency Case Num	ber	anteunorie (territiken p.).	1929 (1999) (1999) (1999) (1999) 1929 (1999) (1999) (1999) (1999)	AIDLAR D. Connection (1974)	HSMN 719	/ Crash 0421 !	Report Numb 9	ber	panaletta, e por en de la travers		7 year la da 197 year an 199			
Name of Vehicle Owner (Busin	ess) 🗌	315000000000000000000000000000000000000	500 (###################################	ar:-5%2.02.4%-2002.8%	Current Addre	9555 855	ogeneration 400	ງແຂ້ນແໜງອ	Ci	ity & State	erennen Cruntmönd	40000000000000000000000	orani (1973)	Zip C	ode 3 1		
James Pierce 84 Wi Trailer License Number	State	Ct Gr Reg. Expl	eenville es Perma	nent Reg.	VIN								leər	Make	51 	ength	Axles
Trailer License Number	State	Reg. Explr	es Perma	nent Reg.	VIN							ľ	íear	Make	Ĩ	ength	Axles
Vehicle Direction Traveling SOUTH	N Monro	be St	On St	reet, Road,	Highway							At E	st. Speed 35	Posted :	Speed 35	Total	Lanes 04
CMV Configuration	·,_		Cargo Body Typ	e				Are	ea of In	nitial Impact	t			Most	Damaj	ged Are	a
Comm GVWR/GCWR		Trailer 1	ype (Trailer On	e) Trail	er Type (Trail	let Two)		2 3 1 (15	4	5 6 7	18 (19 20	Underca Overt Windsl	rriage 18 urn 19 hield 21		3 4 5 ((1	<u>5</u>	6 7
Haz. Mat. Release Haz. Mat Pla	icard N	lumber	nar lif	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Class			14 1	3 12	11 10 9	21	Trail	er 2	1 14	13 12	2 11 1	10 9
Motor Carrier Name				US DO	T Number									(n)			
Motor Carrier Address				City &	State						Zip C	ode		Ph		mper	-6147
Comm/Non-Commercial	Vehicle Boo 1 PASSI	dy Type SNGER (CAR	Vehk 1 NO	le Defects (o NE	ne)		Vehicle	Defects	s (two)		Emerg NO	ency Vehl	icle Use S] I	NO NO NO	SPEC	
Vehicle Maneuver Action Tra 1 STRAIGHT 1 AHEAD	fficway TWO-WAY	Y NOT	DIVIDED	Road 4 DOW	way Grade NHILL	Roadway 1 STRF	Alignmer AIGHT	nt Mos 2 (WI3	t Harmi COLLI FH NC	fulEvent [SION DN-FIXED	Mo 14) TR	st Harm MOTC ANSPC	ful Detall DR VEH DRT	IICLE	[N	_	
Traffic Control Devke For This 1 NO CONTROLS	Vehicle Firs 14 TR	t (1) Seque MOTOF ANSPOF	ence of Events VEHICLE T	IN	Second (2) Se	equence of	Events		Third (3) Sequence	of Events		Four	th (4) Sequ	ience o	f Events	
PERSON												int				Po-Evan	
Person # Description 1 DRIVER	Vehicle # 1	Name Bijal	Patel					Da 01	te of Bir L-27-:	ith Sex 1988 FEI	MALE	0	850) 5	544-40	74 Code	NO	
Address 2218 Upland Way	Tallal	assee				City & S	State								3231	1	
Driver License Number				State	Expires 01/27/1	О!Тур 85Е/	e /OPERA	TOI	Req. En 2 NO	nd.)	Injury Se	everity E		1	NOT	EJECI	red
Restraint Systems 3 SHOULDER AND LA	Air Ba P 2 NC	g Deployed DT DEPl	LOYED	lmet Use	1	EyeProte 3 Not Appli	ction cable	Sea 1	iting Los LEFT	cation Seat	Seatii 1 F	ng Locat RONT	ion Row	SeatingLo	cation	Other	
Drivers Actions at Time of Cras 3 FAILED TO YIELD	h (First) RIGHT-	OF-WAY	<u>.</u>	Drivers	Actions at T	ime of Cras	sh (Secon	d)				Driver D 1 NO	istracted T DIS	By TRACTE	D		
Drivers Actions at Time of Cras	h (Third)			Drivers	Actions at T	îme of Cras	sh (Fourth	h)				Drivers (1 AP	Condition PAREN	at Time o TLY NC	f Crash RMAI	,	
Non-Motorist Description				Non-M	otorist Actio	n Prior to (Crash					Non-Mc	otorist Loc	ation at T	ime of	Crash	
Non-Motorist Actions/Circum	itances (First	t) N	on-Motorist Act	ions/Circun	nstances (Sec	cond) N	lon-Moto	rist Safe	ty Equi	pment (one)		Non-	Motorist	Safety Eq	ulpmen	t (two)	
Suspected Alcohol Use Alcoho NO	Tested A	lcoho! Tes	т Туре	Alcohol Te	est Result BA	AC	Suspecte NO	d Drug	Use Di	rug Tested	Drug	Test Ty	pe	Dru	ig Test	Result	
Source of Transport to Medica	l Facility	EMS Age	ncy Name or ID			EMS	Run Num	ber	<u> </u>	Medical Faci	l ility Trans	ported	То	I			
PERSON Person # Description	Vehicle #	l Name James	Pierce					Da 0	ste of Bi 3-26-	inh Sex -1933 MA	LE	P (hone Nur 850)	nber 562-33	344	Re-Exar NO	m
Address 84 W 9TH Ct. Gre	envill	e				City &	State							Z	p Code 323	31	
Driver License Number				State	Expires 03/26/1	DITyp 13 5 E	oe /OPER	ATO}	Req. E 2 NC	ind. D	injury S 1 NON	everity IE		E) 1	ection NOT	EJEC	TED
Restraint Systems 3 SHOULDER AND LA	Air Ba P 2 N	ig Deploye OT DEP	d He LOYED	elmet Use	_1	Eye Prote 3 Not Appli	ection cable	Se 1	ating Lo LEFT	ocation Seat F	Seati 1 E	ing Loca 'RON'T	tion Row	Seating l	ocatio	n Other	
Drivers Actions at Time of Cra	sh (First)		,	Driver	s Actions at T	Fime of Cra	sh (Secor	nd)				Oriver (1 NC	Distracted	I BY TRACTI	ED		
Drivers Actions at Time of Cra	sh (Third)		<u></u>	Driver	s Actions at T	lime of Cra	ash (Fourt	:h]				Drivers 1 Al	Condition PPAREN	n at Time (TLY N	of Crasl ORMA	ז נ	
Non-Motorist Description				Non-N	totorist Actic	on Prior to	Crash					Non-M	otorist La	cation at 1	lime of	Crash	

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Crash Date	Reportin	g Agency Case Ni	mber	an <u>anna an stàin</u> agus ga		ana ya kasa na tatika kata	HSMV	Crash Report N	lumbei	waanooneenee f	ato da fa da la capacana per esta da como de como de como de como de como de como de como de como de como de c	4,45,58,554,0079794,999	diddinan ang pangana ang pangang ang pangang pangang pangang pangang pangang pangang pangang pangang pangang pa Pangang pangang 4/11	00110	31386 Non-Motorist Ar	tions/Circur	nstances (Second)	Non-Moto	7190 rist Safety	4219 Equipment (or			Non-Motorist Safe	ty Equipme	ent (Iwo)
NOT-MOLOASE ACTIONS/CITCOINSIGNCES (1130			•																						
Suspected Alcohol Use Alcohol Tested	Alcohol 1	l Test Tγpe	Alcohol T	est Result	BAC	Suspecto	ed Drug Use	Orug Tested		Drug Te:	ы Туре	Drug Tes	t Result													
Source of Transport to Medical Facility	EMS A	gency Name or II	<u></u>		EN	IS Run Nurr	iber	Medical F	acility	Transpor	ted To		- A													
PERSON Person # Description Vehicle 2 PASSENGER	# Name 1 Erii	n Anderso	n				Date	of Birth	Sex FEMA	LE	Phone Number	r	Re-Exam													
Address	_1				City	& State	,					Zip Cod 323	le 351													
Driver License Number			State	Expires	DI	Гуре	Re	q. End.	lnj	URY Seve	rity	Ejection	I E EJECTED													
Restraint Systems A 3 SHOULDER AND LAP 2	Bag Deplo NOT DI	yed F SPLOYED	lelmet Use 3 NO HE	lmet	Eye Pr 2 No	otection	Seati 3 R	ng Location Sea I GHT	at	Seating 1 FRC	Location Row Sea	ating Location	on Other													
BELT USED			Drive	rs Actions a	at Time of (Crash (Seco	nd)			hQ	ver Distracted By															
Divers Accors at time of class (rins)																										
Drivers Actions at Time of Crash (Third	}		Driver	rs Actions a	at Time of (Crash (Four	th}			Dri	vers Condition at	Time of Cra	sh													
Non-Motorist Description			Non-f	Motorist A	ction Prior	to Crash				No	n-Motorist Locatio	on at Time o	of Crash													
ADDING DESCRIPTION																										
Non-Motorist Actions/Circumstances	First)	Non-Motorist A	ctions/Circu	mstances	(Second)	Non-Mot	orist Safety	Equipment (o	ne)		Non-Motorist Safi	ety Equipm	ent (two)													
Suspected Alcohol Use Alcohol Testec	Alcohol	 Test Type	Alcohol 1	fest Result	BAC	Suspect	ed Drug Us	2 Drug Teste	3	Drug Te	st Type	Drug Te:	st Result													
Source of Transport to Medical Facility	EMS /	gency Name or I	D	•	E	VIS Run Nur	nber	Medical	Facility	Transpo	r ted To															
VIOLATIONS			E Statu	in Number		lCharge						Citation I	Number													
Person#Name 1 Bijal Patel			316.	1925		Carel	ess Dr	iving	310	<u>5.192</u>	5	3293	-WDE ·													
WITNESSES Name	istracij	Addres	5 5					City & S	tate				Zip Code													
NON VEHICLE PROPERTY DA Vehicle # Person # Property Damage - C	MAGE	Ehicle Est. Amoun	t Ovner's Ni	ame (Check	t if Business)	10		Addre	55		City & Sta	te	Zip Cod													
NARRATIVE Vehicle 1 driven by coming from 1700 N	Bijal	Patel w	as stoj e 2 dr	pped a iven k	at the ov Jam	inte es Pie	sections	on of La as trave	ake elin	Ella g so	Dr and N uth on N	Monro Monroe	e St St													
in the outside lane	. Cont	act was	made wl	hen V	1 pull	ed out	: in f	ront of	V2	(eas	t) causin	g the	left													
front corner to imp	act th	e right	front (cornei	r of V	2. No	injur	ies were	e re	port	ed nor ob	served	ι.													
Patel was cited for	Carel	.ess Driv	urning.	into	1700	N Mon	oe St	because	ə hi	s tu.	rn signal	was c	on.													
Pierce stated his t	urn si	_gnal was	on bu	t he w	was tu	rning	into	the ver	y ne	ext s	outhern e	ntranc	e													
into South of the B	order.								e State an estimation		ter open state af state of the state of the state of the state of the state of the state of the state of the st															
REPORTING OFFICER	DODPD		291				ם רו	epartment 'allahas	see	Poli	.ce Depart	ment	Type of Departmen													
9/000 [Officer	RORFR	ADAMS	201								<u> </u>															

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FLORIDA TRAFFIC CR	ASH REPORT		HIGHWAY S	SAFETY & MOTO	DR VEHICLES
	IPDATE	٨		FFIC CRASH REC	ORDS
(Electronic Version	n)	L.			(JJEC, FL JZJJJ-(JJJ)
Crash Date Time of Crash	Date of Report	Reporting Agency Case I	\$umber	HSMV Crash I	Report Number
CRASH IDENTIFIERS	12/05/11	0011033217		7190448	\$1 ,
County Code City Code County of Crash 13 50 Leon	Place or City of Crash Tallahassee			Within City Lin YES	Time Reported Time Dispatched 05:45 PM 05:55 PM
Time on Scene Time Cleared Scene Completed Reason (If 06:10 PM 06:30 PM 2 YES	Investigation NOT Complete)				Notified By 2 LAW ENFORCEMENT
ROADWAY INFORMATION (CHOOSE ONLY 1 (Crash Occurred On Street, Road, Highway	OF 4 OPTIONS)		At Street Address #	🔿 🛛 At Latitud	Je And Longitude
US 27 (N. Monroe) Hwy At Feet Or Miles Direction	rom Intersection With Street, F	Road, Highway	1700	+	
Road System Identifier	Type of Shoulder		Type of Ini	terrection	
2 U. S. CRASH INFORMATION ICHECK IF PICTURES TA	3 CURB		1 NOT	AT INTERSECT	NON
Light Condition Weather Condition	Roadway Surface	Condition School	ol Bus Related	Mar	mer Of Collision
			V Store Store	DI	RECTION
2 COLLISION WITH 14 MOTOR V	HICLE IN	1 ON ROADWA	Y NO	n interchange First H	I-JUNCTION
NON-FIXED OBJECT TRANSPORT	Contributing Circumstances	: Road	Contrib	outing Circumstances: A	Road
Contributing Circumstances: Environment 3 PHYSICAL OBSTRUCTION (S)	Contributing Circumsta	nces: Environment	Contrib	uting Circumstances; E	invironment
Work Zone Related Crash In Work Zone	Type Of W	fork Zone	Workers In Work	Zone Law Enforceme	nt in Work Zone
VEHICLE Check if Commercial 1 Vehicle Motor Vehicle Type Hit and Run	Veh License Number	itate Reg. Expires	Permanent Reg. VIN		
Year Make Model Style Color	Extent Of Damage	FL LU-24 Est. Damage	wed Due To Damage Vehic	e46K1rj392917 le Removed By	Rotation
94 Chev Pance WHI V Insurance Company (Driver)	WHITE S NONE	000 N	O OWN	er mber	
Progressive Name of Vehicle Owner (Business)	Current A	ddress	209 89186-0 City & State		Zip Code
John le B Jackson 9722 Snail St T Tratler License Number State Reg Expires	allahassee, FL Permanent Reg. VIN			Year	32305 Make Length Axles
One: Trailer License Number State Reg. Expires	Permanent Reg. VIN			Year	Make Length Axles
Two: Vehicle Direction	On Street, Road, Highway	,		At Est Sr	werd Posted Speed Total Lages
Traveling SOUTH Us 27 Hwy	Body Tuge	1			20 35 4
	. 1001 11p#		Area of Initial Impac	:t	Most Damaged Area
Comm GVWR/GCWR Trailer Type (Trailer One) Trailer Type (1	frailer Two)	2 3 4 5 6 7	18 Undercarriag	e 18 2 3 4 5 6 7
			1 (15 (16 17 8	19 Overturn 3 20 Windshield	$\begin{array}{c} 19 \\ 20 \\ 1 \\ \end{array} $
Haz, Mat. Kelease Haz. Mat Placaro			14 13 12 11 10 9	21 Trailer	
Motor Carrier Name	US DOT Numbe	۲ ۲			
Motor Carrier Address	City & State			Zíp Code	Phone Number
Comm/Non-Commercial Vehicle Body Type 16 (SPORT) UTILI VEHICLE	TY Vehicle Defects	s (one)	Vehicle Defects (two)	Emergency	Vehicle Use Special Function of MV 1 NO SPECIAL FUNCTION
Vebicle Maneuver Action Trafficway 6 CHANGING 3 TWO-WAY DIV. LANES UNPROTECTED MEDIAN	Roadway Grad 1 LEVEL	e Roadway Alignmen 1 STRAIGHT	t Most Harmful Event MOTOR VEHICLE IN TRANSPORT	Most Harmful De MOTOR VEH1	etail ICLE IN TRANSPORT
Traffic Control Device For This Vehicle First (1) Sequence o 1 NO CONTROLS 14 MOTOR VE TRANSPORT	f Events HICLE IN) Sequence of Events	Third (3) Sequence	of Events F	ourth (4) Sequence of Events
VEHICLE Check if Commercial Vehicle Motor Vehicle Type Hit and Run 2 1 VEHICLE IN TRANSPC NO	Veh License Number s 803nep	tate Reg. Expires FL 07-12	Permanent Reg. VIN	ا 2e5e07a411272	81
Year Make Model Style Color 10 Chev Malibu Sedan 4 dBLU F	Extent Of Damage E	st. Damage To 1500 NO	wed Due To Damage Vehicl	le Removed By E I	Rotation
Insurance Company (Driver) State Farm	<u>,</u>	I	Insurance Policy Nur 948-0216-594	nber 1	1

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12705	ate S / 1 1		Reporting Agency C	Case Number	n of an an an an an an an an an an an an an	ni ang yang kanala da kanala kanala kanala kana	HSMV Crash Repo	rt Number			***********	Canal Constant Specific	
Name of	f Vehicle Owner (8u	usiness) 🗌	0011033217	na stan na serie de la constanta	Current Ado	nazarista en en en en en en en en en en en en en	City &	State	04.000030404040404040404040	0417407540757075	Zip Code	veren en anti-	okana ta
Nelso Trailer	on Wayne Sar License Number	nders 20 State	8 EAST Cro	Permanent R	nsacola, eg. VIN	FL	- 46.45HA.745.791		Ye	91	32503 Make	Length	7
One: Trailer	License Number	State	Reg. Expires	Permanent R	eg. VIN				Ye	36	Make	Length	_
Two:	Divertise				Pood Highway				At Est	Speed P	Posted Speed	Tota	Ha
Vehicle Traveling	g SOUTH	Us 27	Нwy	On Street, h	tuau, nigiiway					20	oated speed	5	1.0
СМУ Сол	nfiguration		Cargo	Body Type			Area of Initial	Impact			Most Dam	aged Ar	eə
Comm G	WWR/GCWR		Trailer Type (T	raller One)	Trailer Type (Tr	ailer Two)	2 3 4 5		8 Undercarr	iage 18	2 1310	4) 5	6
Ilas Mat	Polozes Haz Mat	Placard	Numbar		Class	A1.	1 (15 (16 1	7 8 2	0 Windshle	eld 20	1 [[15 [[16 1	7
Haz. Mat	I. Kelease Haz. Mat	riacald		,			14 13 12 11	10 9 2	1 Trailer		14 13	12 11	10
Motor Ca	arrier Name			U	IS DOT Number								
Motor Ca	arrier Address			C	ity & State			Zij	p Code		Phone N	umber	
Comm/N	Von-Commercial	Vehicle B	lody Type		Vehicle Defects (NONE	one)	Vehicle Defects (two)	Emergen	cy Vehicle	Use Specia 1 NC FUNC	Function SPEC	n of EI
Vehicle M 1 STR AHEAC	Maneuver Action RAIGHT D	Trafficway 2 TWO-WI LEFT TUI	AY NOT DIV. RN	CONT.	Roadway Grade 1 LEVEL	Roadway Alignmen 1 STRAIGHT	t Most Harmful Ev 14 MOTOR VEHICLE IN	ent M 1 T	Nost Harmful 4 MOTOR RANSPOR	Detall VEHIC	CLE IN		
Traffic Co 1 NO	ontrol Device For Th CONTROLS	nis Vehicle Fi 1	ist (1) Sequence of 4 MOTOR VEH BANSPORT	Events {ICLE IN	Second (2)	Sequence of Events	Third (3) Sec	uence of Ever	nts	Fourth (4	4) Sequence	of Events	i
								in Andread Internet		el un addet same i vin			1975
PERSO Person #	IN #Description	Vehicle #	Name	-			Date of Birth	Sex	Phor	ne Number	0014	Re-Exan	n n
1	DRIVER Address	1 s	John le E	leau Jaci	kson JR	City & State	09-11-1992	PIALE	(33	2) 216	Zip Code		
9722	Snail St	Tallaha	issee, FL								323	05	
Delvertle	leance Number			State	Explices	DI Type	Reg End.	Inturv	Severity		Election		
Driver Lk J2504	kense Number 472923310			State	Expires 09/11/	DI Type 17 5 E/OPERA	TOI Req. End.	Injury 1 NC	Severity NE		Ejection 1 NOT	EJEC:	TE
Driver Lk J2504 Restraint 3 SHO BELT	kense Number 472923310 it Systems DULDER AND I USED	Air B LAP 2 N	Bag Deployed NOT DEPLOYE	State Helmet U D 3 NO I	Expires 09/11/ se HELMET	DI Type 17 5 E/OPERA Eye Protection 1 Yes	TOI Seating Location 1 LEFT	Injury 1 NC Seat Sea 1	Severity DNE ting Location FRONT	n Row Sea	Ejection 1 NOT ating Locatio	EJEC: n Other	TE
Driver Lk J2504 Restraint 3 SHO BELT Drivers A 15 IM	kense Number 472923310 it Systems DULDER AND I USED Actions at Time of Ct MPROPER PASS	Air B AP 2 N rash (First) SING	agDeployed NOT DEPLOYEI	State Helmet U D 3 NO I	Expires 09/11/ se HELMET ivers Actions at	DI Type 17 5 E/OPERA Eve Protection 1 Yes Time of Crash (Second	Req. End. TOI Seating Location 1 LEFT	Injury 1 NC Seat Sea 1	Severity ONE ting Location FRONT Driver Distr 1 NOT	Row Sea vacted By DISTR/	Ejection 1 NOT ating Locatio ACTED	EJEC:	TE
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Crash Date 12/05/11	Reportin	g Agency Case	Number			HSMV Cr. 71904	ash Report Numi 481	ber			
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Person # Description Vehicle I 2 PASSENGER	i Name 1 Denz	zel E Lo	onbyars		14 v	Date of	Birth Sex MAL	E	Phone Num	ıber	Re-Exam
Address 2915 Sharer Rd Apt∯	1322	Tallaha	ssee	Cit	ty & State					Zip Code 323	12
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Drivers Actions at Time of Crash (Third)			Drivers Action	ns at Time of	i Crash (Fourth)			Urive	rs condition	ac time of Crash	3
Non-Motorist Description			Non-Motoris	Action Prio	r to Crash			Non-t	Motorist Loca	ation at Time of	Crash
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Crash Date 12/05/11	Reporting Agency Case Number 0011033217	HSMV Crash Report Number 71904481
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HIGHWAY SAFETY & MOTOR VEHICLES TRAFFIC CRASH RECORDS NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

LONG FORM SHORT FORM UPDATE (Electronic Version)

Crash Date		Time of Cras	ክ ਅ	D	ate of Repo	aneropolisisteri 11	Reporting A	gency Case	e Number	1-2-1-1-9-12 ³ -1-1-1-10-13-13-13-13		HSMV C	Frash Repo 04231	rt Number	1997 (1997) - Carlo II. (1997) - Carlo Contra (1997) - Carlo Contra (1997) - Carlo Contra (1997) - Carlo Contra
CRASH IDEN	ITIFIERS														
County Code C	Ity Code Count 50 Leo	y of Crash N			Place Tal	or City of Cra lahasse	sh e			-114.04		Within C YES	ity Limits	Time Reporte	d Time Dispatched 4 04:14 PM
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ROADWAY	NFORMATI		SEON	LY 1 OF		NS)							(ch. 65) (ch.		
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NON-FIXE	O OBJECT	т	RANSP	ORT]
Contributing Cl 1 NONE	rcumstances: Ro	bad			Contributio	ng Circumstai	ices: Road				Contributing	Circumsta	nces: Road		
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Insurance Com	pany (Driver)				L		J	<u> </u>	I	Insurance P	ollcy Number			1	
Progress:	ive									7408670	16				
Name of Vehic	e Owner (Busin	ess)				Curre	nt Address			City 8	& State			ZipCod	e
Bessie S	torey Gru	chy 223	Meri	dianna	a Dr Ta		see N						Year	Make	Length Axles
One:	nse Muniber	Juice	neg. cy	ares.	- Childhei										
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PERSO Person #	N Description	Vehicle #	Name						Date of Birt	h Sex	900-303	Phone Nun (850)	nber 391-9819	Re-Exam	1
1	DRIVER Address		Chariton	A. SEO	rey		City &	State	03-22-1	933 1111			Zip Co 32	de 312	
223 1	eridianna	Dr Tal	Tanassee	State	Exi	pires	DI Typ		Reg. Enc	i. Ir	jury Severit	Ŷ	Ejectio	1	
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Non-Mo	torist Description				Non-Moto	rist Action	n Prior to	Crash			Non-	Motorist Lo	cation at Time	of Crash	
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PERSO Person # 3	N Description DRIVER	Vehicle # 2	Name Tracy Jo	Hibber	۰t				Date of Bir 04–16–1	th Sex 1982 FEM	ALE	Phone Nu (850)	mber 322-8852 710 C	Re-Exan NO	n
1610	Address Carolewood	d Ct Ap	ot# A Tall	ahassee	e		City &	State		h	-1		32	308 -	
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Non-Mo	torist Description				Non-Moto	orist Actio	n Prior to	Crash	······································		Non	-Motorist Lo	cation at Time	of Crash	

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	Reporting Agency	Y Case Number	1979-949-959-949-949-949-949-949-949-949-94	a, genergen gester in die soort	a ang ta talang gung yang yang barang talap	HSMV Cr	ash Report I 2 3 1	Number				
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Non-Motorist Description		No	n-Motorist A	ction Prior	to Crash				Nor	•Motorist L	ocation at time	is Crash
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VIOLATIONS Person # Name	<u> </u>	FL Sta	tute Numbe	r	Charge		_				Citation	lumber
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Solice of TRANSPORTED VIOLATIONS Person # Name 1 Charlton A. Si WITNESSES Name NON VEHICLE PROPERTY D Vehicle 1 and vehicy Vehicle 1 and vehicy Vehicle 2 entered 1 east onto Lake Elle enter the turn lane right rear door wi the left front burn doors. The driver of vehi was gained via DHSi The driver of vehi previous crash and No other injuries	DAMAGE Other Then Vehicle E cle 2 were into the le a Drive. A e that vehi th its left per. Vehic cle 2 did r MV records. cle 2 compl. may be inj were report	R.Sta Cha Address st.Amount Owner's both head oft turn 1 as vehicle cle 2 was front bu cle 2 was front bu cle 2 had not have p ained of jured agai ced on sce	ed sout ane at 2 was alreat dents dents neck p. n. The	The siness the on the siness the siness the siness dy occo Vehice and pa f insu f insu ain an e driv	Charge Imprope	r Lan onroe g of f ehicl Veh d a b nsfer n sce d tha ehicl	e Char Chyå Addr Stree the tu e 1, v icle 1 roken to th ne. T t her e 2 re	nge State t in rn l ehic str left de ri he i neck	316 the ane i le 1 uck v head ght i nsura was d med	.085 inside in orde change yehicle ilight front a ance in injure iical	Gitation 9438 9438 9438 9438 9438 9438 9438 9438	n to e s to n
Solice of TRANSPORTED VIOLATIONS Person # Name 1 Charlton A. Si WITNESSES Name NON VEHICLE PROPERTY E Vehicle 1 and vehic Vehicle 2 entered east onto Lake Elli- enter the turn land right rear door wi the left front bum doors. The driver of vehic was gained via DHSC The driver of vehic previous crash and No other injuries The driver of vehic Province of vehic The driver of vehic No other injuries The driver of vehic The driver of vehic Province of vehic The driver of vehic	DAMAGE Other Than Vehicle E cite 2 were into the le a Drive. A e that vehi th its left per. Vehic cle 2 did r MV records. cle 2 compl may be inj were report cle 1 was f	R Sta Cha Address st. Amount Owner's both head oft turn 1 as vehicle cle 2 was front bu ele 2 had not have p ained of jured agai ced on sce	tute Number pter 3 Name (Check ed south ane at 2 was alread mper. dents proof o neck p- n. The ne. fault a	clfBusiness th on the k passidy occo Vehice and pa f insu ain an e driv nd cit	Charge Imprope	<u>r Lan</u> onroe g of ehicl Veh d a b nsfer n sce d tha ehicl an im	e Char Chys. Addr Stree the tu e 1, v icle 1 roken to th ne. T t her e 2 re proper	nge Stale t in rn 1 ehic str left e ri he i neck fuse	316 the ane j le 1 uck v heac ght f nsura d med ae cha	.085 Chy inside change change change ilight front a injure dical	Citation 9438 9438 785tate e lane. er to tur ed lanes e 2 in th and dent and rear nformatic ed in a treatment	n to e s to n



FLORIDA TRAFFIC CRASH REPORT



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

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(Electronic Version)

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LONG FORM

Crash Date 05/16/12	Time of Cra 12:26 I	sh [C 2M	ate of Rep 05/16/	ort 12	Re 0(porting Agenc 01201316	y Case N 3	lumber	*		HSMVC	Crash Repo	ort Num	ber		
CRASH IDENTIFIERS	y of Crash	Aladerado de este este	Place	or City of C	rash						Within C	ity Limits	Time Re	eported 1	lime Disp	atched
13 50 Lec		ated Peacon (If In	Ta]	llahass	ee						YES		12:2	6 PM	01:02	PM
01:13 PM 01:45 PM	2 YE	S	vesuganon	r NOT COM	nerej									NOUMEOU 2 LAW	sy ENFORC	EMENT
ROADWAY INFORMATI Crash Occurred On Street, Roa	ON (CHOC d, Highway	DSE ONLY 1 OF	4 OPTIC	DNS)	19.200-19		1 1 265	At Stre	et Address #	1.~~	Δt I	atitude	and	long	itude	
Lake Ella Dr												Latitude	~	Long	11006	
At Feet Or Miles 5	Direction E	E 1	n Intersect Ionroe	ion With St St	reet, Ro	ad, Highway								Or From	Milepost	#
Road System Identifier 5 LOCAL			Тура	e of Shoulde	¢r				Type	of Intersection		י או				
CRASH INFORMATION	CHECK IF I	PICTURES TAK	EN)	0010						I INIISI		<i></i>			and and a second	J
light Condition 1 DAYLIGHT	Weathe 2 CL	er Condition ₄OUDY	:	Roadway S 1 DRY	urface C	condition	School 1 NO	l Bus R O	elated			Manner 3 ANG	Of Collis GLE	ion		
First Harmful Event Type 2 COLLISION WITH	Fir 1	st Harmful Event 4 MOTOR VE	HICLE	 IN		First Harmfu 1 ON RC	I Event 1 DADWA	Locatio Y	n	Within Interc	hange F	irst Harmi 3 INTERS	ful Event	Relation	To Juncti ED	òn
NON-FIXED OBJECT	T	RANSPORT	<u></u>	. <u>.</u>												
1 NONE	20		Contributir	ng Circumst	ances: R	load			. C	ontributing Ci	rcumstar	nces: Road	l			
Contributing Circumstances: Er 1 NONE	vironment		Contri	buting Circo	umstanc	es: Environme	ent		c	ontributing Ci	rcumstar	ices: Envir	onment			
Work Zone Related Crash in Wo	ork Zone			Түре	Of Wor	k Zone			Workers In	Work Zone	aw Enfor	cement in	Work Z	one		
VEHICLE Check If Vehicle Motor Vehicle Type 1 1 VEHICLE IN	Commerci TRANSPC	al Hit and Run NO	Veh Licer	se Number 4622	GR Sta	ite Reg. Expl	ires	Per	l manent Reg.		92150	9997	6120750			
Year Make Model 99 Buic Century	Style Sedan	Celor 4 c SIL SI	Ext LVER ²	ent Of Dam FUNCTIO	nage Est. NAL	Damage	500 NC	l wed Du)	ie To Damage	Vehide Remo Beckford	ved By	,,,,,,,		Rotatio 3 DR	n IVER	
Insurance Company (Driver) State Farm					J			1	Insurance Poli 779 3888	cy Number -59 4 D2	23					
Name of Vehicle Owner (Busin	ess) 🗌			Curr	rent Add	lress			City & S	tate			Zi	Code		
Trailer License Number One:	State	Reg. Expires	Permanen	t Reg. 🛛 🕅	//N							Year	32 Make	303	ength	Axles
Trailer License Number Two:	State	Reg. Expires	Permanen	t Reg. 🛛 🕻	/iN					<u></u>		Year	Make	8	ength	Axles
Vehicle Direction Traveling WEST	Lake El	la Dr	On Stree	t, Road, Hig	hway						At I	Est. Speed 0	Poste	d Speed 25	Total L	anes
CMV Configuration	L	Cargo Bo	осу Туре													
								Are	ea of Initial I	mpact	·		Mos	t Dama	ged Area	·
Comm GVWR/GCWR		Trailer Type (Tra	iler One)	Trailer T	уре (Тга	aller Two)		$\frac{2}{\sqrt{2}}$	4 5 4	5 7 18 19	Underc Over	arrlage 18 turn 19	$\frac{2}{\sqrt{2}}$	3 4	5 6	12
Haz. Mat. Release Haz. Mat Pla	card Nu	i		Cla	\$\$				16 17	8 20 21	Winds Tral	hield 20 Ier 21		15 10	5 17	8
Motor Carrier Name			-ni	US DOT N	umber			""I©	9 12 11 1	ola –			14	12	11 11 10	9 9
Motor Carrier Address				City & Stat	te					Zip	Code		P	hone Nu	mber]
Comm/Non-Commercial	Vehicle Bod 1 PASSE	y Type NGER CAR		Vehicle D 1 NONE	efects (c	one)	V	ehicle (Defects (two)		Emerg NO	ency Vehi	le Use	Special F 1 NO	unction o SPECI	f MV AL
Vehicle Maneuver Action Traf 13 STOPPED IN 1 TRAFFIC	ficway TWO-WAY	NOT DIVI	DED	Roadway 1 LEVI	Grade EL	Roadway Ali 1 STRAI	ignment GHT	Most MOT	Harmful Ever	t M CLE MC	ost Harm DTOR N	ful Detail /EHICL	E IN	TRANS	PORT	
Traffic Control Device For This V 6 STOP SIGN	ehicle First 14 TRA	(1) Sequence of Ev MOTOR VEH I INSPORT	vents CLE IN	Seco	and (2) 5	equence of Ev	ents	1	Third (3) Sequ	ence of Event	S	Fourt	h (4) Sec	uence of	Events	
VEHICLE Check if (Commercia	al Hit and Run	Veh Licen:	se Number	Stat	te Reg. Expir	res	Pern	nanent Reg. j	/IN						
Year Make Model	Style	Celor	Exte	9211 ent Of Dami	1G Fl age Est.	Damage	Tow	ved Due	e To Damage	GNBABDB	xAS56 ved By	6312		Rotatio	ก	
Insurance Company (Driver)	SUV 4	aog BLU BL	JE <u>P</u> E	UNCTION		15	00 NO	li.	nsurance Polic	homas y Number				3 DRI	VER	
Geico								4	1005-65-6	10-74						

i I Crach Date	IRer	norting Agency Ca	e Number		en antista da 1882		HSMV Crash I	Report Numbe	xor-olasooko essaali r	egentin et en el 1927			
05/16/12	00	12013163	2011 240 4 10 CT	and the second second second second second second second second second second second second second second secon	961 P 604 / 614 / 100-617	eranana atamater		report Rumbe	• 27/2022/05/2022/05/70/70/70/70/	20142000951000404040			otantine of the fig
Name of Vehicle Owner (Bus SAME AS DRIVER	iness) 🗌			Current /	Address		Cit	ty & State			Zip Code 32303		
Trailer License Number One:	State	Reg. Expires	Permanen	t Reg. ViN			h Volanda i 274 - 1115 - 11 - 11 - 1			Year	Make	Length	Axles
Trailer License Number Two:	State	Reg. Expires	Permanen	t Reg. VIN						Year	Make	Length	Axles
Vehicle Direction Traveling WEST	Lake El	la Dr	On Stree	t, Road, Highway	*				At	Est. Speed 3	Posted Spee	d Total 25	Lanes 2
CMV Configuration		Cargo B	ody Type				Area of Ini	tial Impact			Most Dam	aged Are	a
Comm GVWR/GCWR		Trailer Type (Tra	iler One)	Trailer Type (Trailer Two)		2 3 4	5 6 7	18 Under 19 Ove	carriage 18 rturn 19	2 31	4 5 1	
Haz. Mat. Release Haz. Mat P	Placard Nu	umber		Class		-	1 15 16 14 13 12	17 8 11 10 9	20 Wind 21 Tra	lshield 20 siler 21 I	1 15	16 17 12 11 1	
Motor Carrier Name	•			US DOT Numb	61								
Motor Carrier Address				City & State		L			Zip Code	I	Phone N	lumber	
Comm/Non-Commerciał	Vehicle Body 16 (SPO) VEHICLE	y Type RT) UTILIT	Y	Vehicle Defect 1 NONE	is (one)	V	ehicle Defects	(two)	Emer NO	gency Vehic	le Use Specia 1 NC FUNC	Function SPEC: CTION	of MV IAL
Vehicle Maneuver Action Tr 5 TURNING 1 RIGHT	afficway TWO-WAY	NOT DIVI	DED	Roadway Grac 1 LEVEL	le Roadwa 1 STR	y Aligoment AIGHT	Most Harmfu MOTOR VI IN TRANS	l Event CHICLE SPORT	Most Harr MOTOR	nful Detail VEHICLE	IN TRA	ISPORT	
Traffic Control Device For This 6 STOP SIGN	Vehicle First 14 TRA	(1) Sequence of E MOTOR VEHJ ANSPORT	vents ICLE IN	Second (2	2) Sequence c	of Events	Third (3)) Sequence of I	Events	Fourth	(4) Sequence	of Events	
PERSON													
Person # Description 1 DRIVER	Vehicle # N 1 M	ame Michael De	angel	o Beckfo	rd		Date of Birth 07-31-1	985 MALE	P (1000 Numb (850) 53	er 19-4994	Re-Exam NO	
Address 2517 Old Bainbr	idge Rd	Apt∦ D T	allaha	ssee, FL	City &	State					Zip Codi 323	03	
Driver License Number B216544852710			State FL	e Expires 07/31	ОІТур /13 5 Е	≈ ∕OPERAT	Req. End	. Inj 1	ury Severity NONE		Ejection 1 NOT	EJECT	ED
Restraint Systems 3 SHOULDER AND LA BELT USED	Air Bagi AP 2 NOT	Deployed F DEPLOYED	Helmet	Use	Eye Prote	ection	Seating Loca 1 LEFT	tion Seat	Seating Loca 1 FRONT	tion Row S	eating Locatio	n Other	
Drivers Actions at Time of Cra 28 DISREGARDED O	sh (First) FHER ROAE	MARKINGS	T	Drivers Actions a 25 FAILEE	t Time of Cra TO KEE	sh (Second) P IN PF	ROPER LAN	Ξ	Driver (1 NC	Distracted By DT DISTI	/ RACTED		
Drivers Actions at Time of Cra 6 IMPROPER TURN	sh (Third)			Drivers Actions a	it Time of Cra	sh (Fourth)			Drivers 1 AE	Condition a	t Time of Cras LY NORMA	h L	
Non-Motorist Description				Non-Motorist Ac	tion Prior to	Crash			Non-M	otorist Locat	ion at Time o	Crash	
Non-Motorist Actions/Circum	stances (First)	Non-Motor	ist Actions)	Circumstances (Second)	lon-Motoris	t Safety Equipn	nent (one)	Non	-Motorist Sa	fety Equipme	nt (two)	
Suspected Alcohol Use Alcoh NO	o! Tested Alco	ohol Test Type	Alc	ohol Test Result	BAC	Suspected NO	Drug Use Drug	g Tested	Drug Test Ty	rpe	Crug Test	Result	
Source of Transport to Medica	al Facility E	MS Agency Name	or ID		EMS	Run Numbe	r M	edical Facility	Transported	То			
PERSON Person # Description 2 DRIVER	Vehicle # N	ame Patricia 7	'odd T	homas			Date of Birth	n Sex 946 FEMA	P LE (hone Numb (850) 38	er 36-9475	Re-Exam NO	
Address 2985 Teton Trl	Tallahas	ssee, FL			City &	State			i		Zip Codi 323	03	
Driver License Number T520698467670			State FL	Expires	DI Typ /12 5 E	æ /OPERA1	Reg. End	. Inj 1	ury Severity NONE		Ejection 1 NOT	EJECT	ED
Restraint Systems 3 SHOULDER AND LA	Air Bag I AP 2 NOT	Deployed F DEPLOYED	Helmet	Use	Eye Prote	ection	Seating Loca 1 LEFT	tion Seat	Seating Loca 1 FRONT	tion Row S	eating Locatlo	n Other	
BELT USED Drivers Actions at Time of Cra 1 NO CONTRIBUTING	sh (First) G ACTION			Drivers Actions a	it Time of Cra	sh (Second)	1	1	Driver (1 NC) Distracted By DT DISTR	RACTED		
Drivers Actions at Time of Cra	sh (Third)			Drivers Actions a	it Time of Cra	sh (Fourth)			Orivers 1 AF	Condition al	Time of Cras	h L	
Non-Motorist Description				Non-Motorist Ac	tion Prior to	Crash			Non-Me	otorist Locat	ion at Time of	Crash	

Crash Date 05/16/12	Reporting Agency Case Num 0012013163	pet.	aldo os tel Asle col	HSMVC	rash Report Numbe	5 6 	n an fan fan fan fan fan fan fan fan fan	9995499549449549549549549
Non-Motorist Actions/Circumstances (Fi	rst) Non-Motorist Acti	ons/Circumstances (Seco	ond)	Non-Motorist Safety Ed	quipment (one)	Non-Motorist S	afety Equipment (two)	
Suspected Alcohol Use Alcoho! Tested NO	Alcohol Test Type	Alcohol Test Result BA	c	Suspected Drug Use NO	Drug Tested	Drug Test Type	Drug Test Result	
Source of Transport to Medical Facility	EMS Agency Name or ID	<u> </u>	EMS	 S Run Number	Medical Facility	r Transported To	<u>, </u>	
VIOLATIONS								
Person # Name		R. Statute Number	c	harge			Citation Number	
WITNESSES Name	Address	•			City & State			Zıp Code
NON VEHICLE PROPERTY DAM	IAGE							
NARRATIVE V1 and V2 were west I with N Monroe St. T intersection. V2 inf made this difficult, turn left. He moved turn right. V2 did r V2 struck the front I No injuries were repo for pulling up on the request of V2	bound in the since are no turn tended to turn so V2 decided along the righ not see V1 when teft fender of orted. Neither	ngle thru-la n lanes V1 left and sig to turn righ t side of V2 she began t V1. vehicle req V2 in a sin	ne o was l nale t in o in uire gle	n Lake Ella behind V2. d accordingl stead. V1 h the single v itiate her t d tow servic vehicle lane	Dr, appro Both vehi Ly. Heavy believed t vehicle la curn. The ces. V1 w	aching the in cles stopped traffic on H hat V2 was go ne so that ho front right as found to H ation was is:	ntersection at the Monroe St Ding to Could fender of De at fault Sued at the	
REPORTING OFFICER ID/Badge Number Rank and Name 10850 Officer D/	ANIEL BUIE 703		2. <u>1919</u>	Dep Ta	artment 11ahassee	Police Depar	Type of De tment 2 POL	partment ICE I



FLORIDA TRAFFIC CRASH REPORT ~



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

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(Electronic Version)

Crash Date T 04/18/12 0	ime of Crash 15:06 PM	Date of Report 04/18/11	2 2	Reporting Agency	r Case Number 7		HSMV Crash Repo 71906099	rt Number
CRASH IDENTIFIERS		19 B B B B				6.6.5.6.6.6		
County Code City Code County C 13 50 Leon	of Crash	Place or Tall	City of Crash				YES	05:06 PM 05:06 PM
Time on Scene Time Cleared Sce	ne Completed Reason (II	Investigation N	OT Complete)				Notified By
05:10 PM 05:59 PM			(6)					2 LAW ENFORCEMENT
Crash Occurred On Street, Road,	N (CHOOSE ONLY 14 Highway	JF 4 OPTION	(2)		At Street Addr	ess # 🛛 🖉	At Latitude	And Longitude
NORTH US 27 Hwy	· · ·				1700	. 89 .	+	-
At Feet Or Miles D	irection F	rom Intersectio	n With Street,	Road, Highway				Or From Milepost #
Road System Identifier 2 U.S.		Type o 3 Cl	f Shoulder URB			Type of Intersecti 1 NOT AT	ion INTERSECTIO	N
CRASH INFORMATION (C	HECK IF PICTURES T	AKEN)						
Light Condition	Weather Condition	R	padway Surfae we://p	ce Condition	School Bus Related		Manner 3 ANG	Of Collision
I DAILIONI	5 min	-			1 110			
First Harmful Event Type	First Harmful Even	TENTOLE T	3	First Harmfu	Event Location	Within Intern	thange First Harm	ful Event Relation To Junction
NON-FIXED OBJECT	TRANSPORT	BUICHE II	•		ADIM	no		
Contributing Circumstances: Road 1 NONE	1	Contributing	Circumstance	es: Road		Contributing C	ircumstances: Road	
Contributing Circumstances: Envi 2 WEATHER CONDITION	ronment IS	Contribu	ting Circumst	ances: Environme	nt	Contributing C	ircumstances: Envir	onment
Work Zone Related Crash In Work	k Zone	i	Type Of V 77 OT	Nork Zone HER EXPLAI	Work N IN NARRINO	ers In Work Zone	Law Enforcement in 1 NO	Work Zone
VEHICLE Check If Co	ommercial				le .			
Vehicle Motor Vehicle Type 1 1 VEHICLE IN T	HIt and Run RANSPC NO	Veh License	723mkb	State Reg. Expl	NO Permanent	LFMRU17	65WLB82146	
Year Make Model 98 Ford Expeditio	Style Color SUV 4 doc WHI 1	HITE 4 M	nt Of Damage INOR	Est. Damage	Towed Due To Da 50 NO	mage Vehicle Rem	oved By	Rotation
Insurance Company (Driver)	- <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u> - <u>-</u>				Insurance 94600	e Policy Number		
Name of Vehicle Owner (Busines	s) 🗍		Current	Address	Ci	ity & State		Zip Code
John P. Bennett 24	04 Wintergreen	Rd Tallah	assee				Vert	32301
One:	tate Reg. Expires	rennament	veg. vin				1 Cal	Make rengin Axies
Trailer License Number S Two:	itate Reg. Expires	Permanent	Reg. VIN				Year	Make Length Axles
Vehicle Direction Traveling EAST P	rivate Dr	On Street,	Road, Highwa	iγ			At Est. Speed	Posted Speed Total Lanes 35 4
CMV Configuration	Cargo	Body Type						
					Area of in	itial Impact		Most Damaged Area
Comm GVWR/GCWR	Trailer Type (Trailer One)	Trailer Type	(Trailer Two)	2 3 4		8 Undercarriage 18 9 Overturn 19	
Haz. Mat. Release Haz. Mat Place	ard Number		Class		1 15 16	17 8 2	0 Windshield 2 1 Trailer 2	0 1 15 16 17 8
Mator Carriet Name	<u>.</u>	í			14 13 12	11 10 9		14 13 12 11 10 9
Motor camer manie			OS DOT NUME	201				
Motor Carrier Address			City & State			Zij	p Code	Phone Number
Comm/Non-Commercial 1 1 V	Vehicle Body Type 6 (SPORT) UTIL: EHICLE	ττγ (Vehicle Defec	cts (one)	Vehicle Defects	(two)	Emergency Veh NO	icle Use Special Function of MV 1 NO SPECIAL FUNCTION
Vehicle Maneuver Action Traffi 3 TURNING 2 T LEFT LEF	^{tway} WO-WAY NOT DIV T TURN	CONT.	Roadway Gra 1 LEVEL	de RoadwayAl 1 STRAI	goment Most Harmf GHT MOTOR V IN TRAN	ulEvent M EHICLE N SPORT	Most Harmful Detail IOTOR VEHICI	E IN TRANSPORT
Traffic Control Device For This Ve 1 NO CONTROLS	hicle First (1) Sequence c 14 MOTOR VE TRANSPORT	fEvents HICLE IN	Second	(2) Sequence of Ev	ents Third (3) Sequence of Ever	nts Fouri	h (4) Sequence of Events
VEHICLE Check if Co Vehicle Motor Vehicle Type 2 1 VEHICLE IN T	Milt and Run Hit and Run RANSPC NO	VehLicense	Number L780qj	State Reg. Expl 04-12	res Permanent NO	Reg. VIN 2mefm75	w33x647095	
Year Make Model 03 Merc Grand Mar	Style Cclor Sedan 4 o GRY (Exter GRAY 4 M	nt Of Damage INOR	Est. Damage 5	Towed Due To Da	mage Vehicle Rem	oved By	Rotation
Insurance Company (Driver)	: :			\$	insuranc 41208	e Policy Number 196214		1

Crast Date	-070 H 1780 A ADAM HAR	Reporting Age	ку Case Nun 37	nber	ggares(Dires)(Delta)	l den si bute scaro tra ŝa	1999 - 1999 -	HSMV Cras 719060	sh Report Numb 199	er	<u> </u>		ganggatan (1951k (193	
Name of Vehicle Owner (B	Business) (wysian write the state	Current Add	ress	50000.0000-0-74 ⁻⁰⁰⁻⁰	il est container	City & State	~~~~~~~~~~~~~~~~		Zip Cod	3	
Tonia Guyton Re	ddick	2120 Casto	r Ct Apt	t#2 Te	llahass	see					14	32301	leasth	Autor
Trailer License Number One:	r State	Reg. Expire	Perma	inent Reg.							Vear	Make	length	Axles
Two:	r State	Keg, Expire	s Perma	inent keg.	YIIY						100	WILKE		
Vehicle Direction Traveling NORTH	Moni	coe St	On S	treet, Road	, Highway						At Est. Speed 10	Posted Spe	ed Total 35	Lanes 4
CMV Configuration		C	irgo Body Tyr	be				Area of	Initial Impact			Most Da	maged Are	20
Comm GVWR/GCWR		Ttailer Ty	be (Trailer Or	ne) Trai	ler Type (Tra	iler Two)	\ 1	2 3 4	5 8 7 6 17 8	18 Und 19 C 20 W	ercarriage 18 verturn 19 ndshield 20	2 3 0 1 (15)	4 5	
Haz. Mat. Release Haz. Ma	at Placard	Number		I	Class		-	14 13 12	2 11 0 9	21	Trailer 2	1 14 13	12 11	5
Motor Carrier Name		3		US D	oT Number									
Motor Carrier Address				City 8	State					Zip Code		Phone	Number	
Comm/Non-Commercial	Vehic 1 PF	le Body Type ASSENGER CI	AR	Vehk 1 No	cle Defects (c ONE	one)	V	ehicle Defeo	cts (two)	En NC	ergency Vehi	icle Use Spec 1 N FUN	ial Function IO SPEC ICTION	of MV IAL
Vehicle Maneuver Action 1 STRAIGHT AHEAD	Trafficway 2 TWO- LEFT T	WAY NOT DI	V. CONT	. Road	iway Grede JEVEL	Roadway 1 STRA	Alignment IGHT	Most Han MOTOR IN TRA	mful Event VEHICLE ANSPORT	Most H MOTOI	armful Detail R VEHICI	E IN TRA	ANSPORT	
Traffic Control Device For 1 NO CONTROLS	This Vehicle	First (1) Sequen 14 MOTOR TRANSPORT	e of Events VEHICLE	IN	Second (2) S	equence of	Events	Thirc	l (3) Sequence o	fEvents	Fourt	th (4) Sequenc	e of Events	
PERSON									Say	PANS (ALS)	Phone Nur	uber	Re-Exam	
Person # Description 1 DRIVER	Venici	1 John P	. Benne	tt				05-03	-1986 MAL	E	(850) 5	570-8336	NO	
Addre 2404 Wintergr	een Rd	Tallahas	see			City & S	tate					32	301	
Driver License Number				State	Explices	DIType	OPERAT	Req. f	End. F O 1	njury Severi NONE	ty	Ejectio 4 NO	n I APPLI	CABLE
Restraint Systems 3 SHOULDER AND	LAP 2	Ir Bag Deployed NOT DEPLC	YED 3	lmet Use NO HEL	MET	Eye Protec 3 Not	tion	Seating L 1 LEF	ocation Seat T	Seating Lo 1 FROM	cation Row	Seating Locat 1 NOT A	ion Other PPLICA	BLE
Drivers Actions at Time of 3 FAILED TO YIE	Crash (First ELD RIG) HT-OF-WAY		Drivers	s Actions at T	ime of Crash	h (Second)	1		Drive 1	er Distracted	By TRACTED		
Drivers Actions at Time of	Crash (Thire	d)		Drivers	s Actions at T	Ime of Cras	h (Faurth)			Driv 1	ers Condition	at Time of Cra PLY NORM	sh AL	
Non-Motorist Description				Non-M	lotorist Actio	n Prior to Ci	rash			Non	Motorist Loc	ation at Time	of Crash	
Non-Motorist Actions/Circ	cumstances	(First) Non-	Motorist Act	ions/Circun	nstances (Sec	cond) No	on-Motoris	t Safety Equ	lipment (one)	N	on-Motorist	Safety Equipm	ent (two)	
Suspected Alcohol Use Ale NO	coho! Teste	d Alcohol Test T	ype	Alcohol Te	est Result (B/	AC S	Suspected (NO	Drug Use	Drug Tested	Drug Tes	Туре	Drug Te	st Result	
Source of Transport to Me 1 NOT TRANSPORTED	dical Facilit	y EMS Agency	Name of ID	1		EMS R	un Numbe	r	Medical Facili	ty Transport	ed To	l		
PERSON Person # Description 2 DRIVER	Vehicl	e# Name 2 Tonia	Guyton	Reddia	ck			Date of 8 04-30	Birth Sex -1973 FEM	ALE	Phone Nun (850)	1ber 567-3452	Re-Exan NO	n
Addre 2120 Castor C	ess t Apt∦	2 Tallah	assee			City & S	itate					Zip Co 32	de 301	
Oriver License Number R32080773650				State	Expires 04/30/3	D! Түре 17 3 С	9	Reg. 2 N	End. IO	InJury Sever NONE	ty	Ejectio 4 NO	n T APPL	ICABLE
Restraint Systems 3 SHOULDER AND BELT USED	LAP 2	Vir Bag Deployed 2 NOT DEPLO	DYED 3	ImetUse NO HEI	MET	Eye Protect 3 Not Applic	tion cable	Seating L 1 LEF	Location Seat T	SeatingL 1 FRO	xation Row ∛T	Seating Locat 1 NOT A	ion Other PPLICA	BLE
Drivers Actions at Time of 1 NO CONTRIBUT	Crash (First ING ACT) 'ION	I	Driver	s Actions at T	Time of Cras	h (Second)			Driv 1	er Distracted NOT DIS	By TRACTED		
Drivers Actions at Time of	Crash (Thin	d)		Driven	s Actions at T	îime of Cras	h (Fourth)	·		Driv 1	ers Condition	at Time of Cri TLY NORM	əsh AL	
Non-Motorist Description				Non-W	iotorist Actic	on Prior to C	rash			Non	-Motorist Loc	ation at Time	ofCrash	
1														

Crash Date 04/18/12	Reporting Agency Case N 0012010437	umber	*> ************************************		HSMV Cra 71906	ash Report Numl D99	ber	
Non-Motorist Actions/Circumstances (Fir	rst) Non-Motorist A	ctions/Circumstance	s (Second)	Non-Motorist :	Safety Eq	ulpment (one)	Non-Motorist !	Safety Equipment (two)
Suspected Alcohol Use (Alcoho! Tested NO	Alcohol Test Type	Alcohol Test Resu	Jt BAC	Suspected Dr NO	ug Use	Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility 1 NOT TRANSPORTED	EMS Agency Name or I	D	EN	IS Run Number	1	Medical Facili	ty Transported To	
PERSON Person #Description Vehicle # 1 PASSENGER	/ Name 2 Jamal M. Bra	inton			Date of 04-11	Birth Sex -1993 MAL	Phone Nurr E	iber Re-Exam
Address 2120 Castor Ct Apt# :	2 Tallahassee		City	& State				Zip Code 32301
Driver License Number		State Expire	es DI 1	ѓүре	Req.	End.	lnjury Severity NONE	Ejection 4 NOT APPLICABL
Restraint Systems Air 6 3 SHOULDER AND LAP 1	Bag Deployed NOT PLICABLE	Helmet Use	Eye Pro 3 No App J	otection ot icable	Seating 3 RIC	Location Seat HT	Seating Location Row 1 FRONT	Seating Location Other 1 NOT APPLICABLE
Drivers Actions at Time of Crash (First)		Drivers Action	is at Time of C	rash (Second)	1		Driver Distracted	Ву
Drivers Actions at Time of Crash (Third)		Drivers Action	is at Time of C	Trash (Fourth)			Drivers Condition	at Time of Crash
Non-Motorist Description		Non-Motorist	Action Prior 1	to Crash			Non-Motorist Loc	ation at Time of Crash
Non-Motorist Actions/Circumstances (Fil Suspected Alcohol Use (Alcohol Tested	Alcohol Test Type	Alcohol Test Resu	ult BAC	Suspected D	satety Eq rug Use	Drug Tested	Drug Test Type	Drug Test Result
1 NOT TRANSPORTED	EWS Agency Marine Of	0	Ne	one			() (10)operate (2	-
VICIALIONS Person # Name 1 John P. Bennett WITNESSES Name	Addres	R. Statute Numb Failure	er to yiel	Charge stail To	<u>Yiel</u>	<u>l Left Tu</u> Ciy & State	urn 316.122	Citation Number 0006–GXLX Z/p Cod
NON VEHICLE PROPERTY DAM	IAGE er Than Vehicle Est. Amoun	t Owner's Name (Che	ck if Business)			Address	City &	State Zip Cod
NARRATIVE V1 was exiting from t and it was clear. He V2 and "couldn't stop dent damage to the re V2 stated she was he area. V2 driver refu V2 and V1 both drove V1 found to be at far traffic before it wa	the parking lo then pulled o p". V1 struck ear-driver-sid ading north of sed EMS and s from scene a ult due to dr s clear to do	J ot area nea out eastbou V2 with V1 de door. N n N. Monroe tated occup fter papers iving from so. V1 cit	ar Publ. and into l's pass /1 drive a and way pants we work. a prive ted as a	ix along o the no. senger-s er refuse as struc ere unhu ate drive such wit	1700 rthbo ide-f ed EM k by rt. e int h cit	N. Monr und traf ront-bum S and st V2 in th O oncomi ation #	oe. He stated fic lanes and per. V2 susta ated he was u e rear-driver ng northbound 006GXLX.	he looked lobserved mined minor mhurt. side-door
REPORTING OFFICER D/Badge Number Rank and Name 10543 Officer S	tephen Britt	543			Depa Ta	artment 11ahassee	e Police Depa	Type of Department


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FLORIDA TRAFFIC CRASH REPORT

Hit pole to avoid

duck

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

29

(Electronic Version)

Crash Date 03/27/12	Time of Crash	l I	Date of Rep	iort 1.2	Repo	orting Agency	Case Nu	Imper	8080055775058.00	HSM	V Crash Re	port Num	ber	1907-0-2013-0-2009	
CRASH IDENTIFIERS		<u>are as spil</u>				12000170				1 /1	90578:)))		CEC ESC ESTAT	
13 50 Le	ity of Crash On		Place	or City of Crast	n					Within	n City Limi	ts Time R	eported	Time Dispat	tched
Time on Scene Time Cleared	Scene Complete	d Reason (If Ir	vestigation	NOT Complete	e)					160	•	103:4	Notified	04:05 I By	PM
04:15 PM 04:32 PM	1 2 YES			ANS)			Veriter			ko si se su crecere	1979 elegender var		2 LAW	ENFORCE	EMENT
Crash Occurred On Street, Ro	ad, Highway		- -	2112]			<u> </u>	At Street Address #	; [/	4	ut Latitude	And	Long	gitude	
Lake Ella Dr AtFeet OrMiles	Direction	Laces Fro	mintercort	ion With Street	Pond	Highway	449 1			+					
100	EAST	US	27 (N	Monroe S	t)	, mgaway							Or From	Milepost #	1
Road System Identifier 5 LOCAL			Тур	e of Shoulder CURB				Tyr	pe of Inter	rsection	Decour	· · · ·			
CRASH INFORMATION	(CHECK IF PIC	TURES TAK	EN)					^ © ⊚⊚© ©	NOT	AI INIE	RSECT	.UN	5885-UV		30)QVA1
Ught Condition	Weather C	ondition		Roadway Surfa	ice Cor	ndition	School	Bus Related			Mann	er Of Collis	slon		0.00000000
	1 CBBF			I DKI			1 NO				NAR	OTHER RATIVE	EXPLA	IN IN	
First Harmful Event Type	First H	larmful Event		TOUR	1	First Harmful I	Event Lo	ocation	Within I	interchange	First Har	mful Eveni	t Relation	To Junction	4D
FIXED OBJECT	SUP	PORT	FORE/ R	1641		IU ROADS	TDE								
Contributing Circumstances: R	bed		Contributi	ng Circumstance	es: Roa	ad			Contribut	ing Circumst	ances: Ro	ad			
1 NONE															
Contributing Circumstances: E	NVICONMENT	11/2	Contri	buting Circums	tances	: Environmen	t		Contribut	ing Circumst	ances; En	rironment			
Work Zone Related Crash In W	ork Zone	LAE		Type Of 1	Work Z	Zone		Workers (n Work 7	one law Enf	orcement	in Work 7	000		
NO		un de la companya de la companya de la companya de la companya de la companya de la companya de la companya de	ti. Marshard, compare								ércement	III WORLD	ONE		
VEHICLE CRBCK IT	Commercial Hit	and Run	Veh Licer	ise Number	lState	Reg. Expire	5 5	Permanent Reg	WN	har ar sa	1910 B. 192	8. 21. 8 9			£600
1 1 VEHICLE IN	TRANSPC NO			043TUI		09-12		NO	1G1NL	052FX4M5	599392				
04 Chev Malibu	Style Sedan 4	Celor c RED RE	D 1	ent Of Damage DISABLING	Est. D	amage 300	0 YES	ed Due To Damage S	eVehicle Driv∈	Removed By			Rotati 77 O	on THER EXI	PLAI
Insurance Company (Driver) Assurance								Insurance Po PFT-0767	licy Numb	Der	91 H. A.	- 16/4-			
Name of Vehicle Owner (Busin	iess)			Current	Addre	\$\$		City &	State			Zig	Code		
Shaquitia T Jones Trailer License Number	603 Fulto	on Rd Apt	# B17	Tallahas	see			~				32	312		
One:			, ennonen	ruce, ru							rear	Make		Length A	Axles
Trailer License Number Two:	State Reg	. Expires	Permanen	t Reg. VIN							Year	Make	•	ength A	4xtes
Vehicle Direction Traveling WEST	Lake Ella	Dr	On Stree	t, Road, Highwa	y Y					A	t Est. Spee 2	d Poste 5	d Speed 25	Total Lar	nes 02
CMV Configuration		Cargo Bo	ody Type	and Mindaen		· · · · · · · · · · · · · · · · · · ·		A			1	t			
								Area of Initial	Impact		<u> </u>	Mos -	t Dama	ged Area	ĺ
Comm GVWR/GCWR	TI	ailer Type (Tra	iler One)	Trailer Type	(Traile	r Two)	1.2	345	6 7	18 Under	rcarriage 1	18 2	3 4	5 6	7.
							1			19 Ove	erturn :	19 7	G.C.		
Haz. Mat. Release Haz. Mat Pla	icard Numb	er		Class					Ц°,	20 Wini 21 Tr	dshield aller	20 1			B
Motor Carrier Name				US DOT Numh			14	1 13 12 11	10 9 9		1	. 14	13 12	11 10	9
Motor Carrier Address				City & State						Zip Code		P	hone Nu	nber	
Comm/Non-Commercial	Vehicle Body Ty 1 PASSENG	pe SR CAR		Vehkle Defec	ts (one	2)	Veł	nicle Defects (two))	Eme NO	rgency Vel	hicle Use	Special F 1 NO FUNCT	UNCTION OF N	VIV L
Vehicle Maneuver Action Trai 77 OTHER 1	ficway TWO-WAY N	JOT DIVI		Roadway Grad	de (R	loadway Align	ment	Most Harmful Eve	int	Most Har	mful Deta	i			Į
EXPLAIN IN	2110 1111 1		60	T PEAET	1	STRAIG		WITH FIXED	N	SUPPOR	LLIТЎ \Т	POLE/L	IGHT		
Traffic Control Device For This V	/ehicle First (1) 9	Sequence of Ev	ents	Second (2) Sequ	uence of Even	ts	Third (3) Sequ	uence of I	Events	Four	th (4) Seq	uence of	Events	
I NO CONTROLS	POLE/	LIGHT SU	PPORT												
PERSON												2207942942	Bargaran.		
Person # Description	Vehicle # Name	an an thù thầng -	1992-1993-1993-1993 	1999 - 1997 -	0.63685)	2008(99(99)))		Date of Birth	Sex	e e e e e e e e e e e e e e e e e e e	hone Nur	nber	9999999 R	e-Exam	
LUKIVER	1 Sha	quitia	T Jon€	25		Clark Control		09-17-1982	FEMA		(850)	322-18	20	NO	
603 Fulton Rd Ap	t# B17 Ta	allahass	ee			City & State						Zij	pCode 32312	2	
Driver License Number J520798828370			State	Expires	/18	DI Type 5 E/OPE	RATO	Req. End. 2 NO	Inji 1	ury Severity NONE		Eje	ction	JECTER	
Restraint Systems	Air Bag Depl	oyed	Helmet	Use	Ey	re Protection		Seating Location S	Seat	Seating Loca	tion Row	5eating Lo	ocation C	oncind)	
BELT USED	2 NOT D	erfoird	J3 NO	MELMET	2	NO		1 LEFT		1 FRONT					

Crash Date 03/27/12	Reporting Agency Case Number		HSMV Cras 719057	h Report Number 85				
Drivers Actions at Time of Crash (First) 77 OTHER CONTRIBUTING	ACTION	Drivers Actions at Time of	Crash (Second)		Driver Distracted By 1 NOT DISTRACTED			
Drivers Actions at Time of Crash (Third)		Drivers Actions at Time of	Crash (Fourth)		Drivers Condition at Tir 1 APPARENTLY	ne of Crash NORMAL		
Non-Motorist Description		Non-Motorist Action Prior	to Crash		Non-Motorist Location	at Time of Crash		
Non-Motorist Actions/Circumstances (F	irst) Non-Motorist Action	s/Circumstances (Second)	Non-Motorist Safety Equ	ipment (one)	Non-Motorist Safety	y Equipment (two)		
Suspected Alcohol Use Alcohol Tested NO	Alcohol Test Type A	cohol Test Result BAC	Suspected Drug Use D NO	rug Tested Drug	Test Type	Drug Test Result		
Source of Transport to Medical Facility	EMS Agency Name or ID	E ¹	MS Run Number	Medical Facility Trans	ported To			
VIOLATIONS Person # Name	 ^R	Statute Number	Charge	1	۱ ۱	Citation Number	18 52 51	
WITNESSES Name	Address			City & State			Zip Code	
NON VEHICLE PROPERTY DA	MAGE Fer Than Vehicle Est. Amount Ow 50 Ci	ner's Name (Check if Business) ty of Tallahassee	0	Address	City & State		Zip Code	
NARRATIVE Vehicle 1 (driven by Contact was made whe impacted a light pol injuries were report vehicle towed. They at-fault driver but	Shaquitia Jones n V1 swerved to e. The damage to ed nor observed did not provide was not cited du) was travelin miss a duck cr the pole was nor the duck h a tow company e to the minor	g west on Lake ossing the roa minor shearing armed. Jones c for the report damage to the	Ella Dr ap d and the f off shards called her i . Jones is light pole	proaching US ront right f of wood. No nsurance to listed as th	27. Tender have her he		
REPORTING OFFICER ID/Badge Number Rank and Name 97658 Officer R	OBERT ADAMS 381		Depart Tal	tment Lahassee Pol	lice Departm	ent 2 POLIC	ertment CE I	

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FLORIDA TRAFFIC CRASH REPORT UPDATE UPDATE UPDATE UPDATE Mail too: DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES TOTAL # OF PERSON SECTION(S) 1 Mail too: DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES TOTAL # OF PERSON SECTION(S) 1 Mail too: DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES TOTAL # OF PERSON SECTION(S) 1 Mail too: DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES TOTAL # OF PERSON SECTION(S) 1 MORT OF DEPARTMENT INTO FERSON SECTION(S) 1 1 MORT OF DEPARTMENT INTO FERSON SECTION(S) INTO FERSON SECTION(S) 1 MORT OF DEPARTMENT INTO FERSON SECTION	FLORIDA TRAFFIC CRASH REPORT Jtitity LONG FORM SHORT FORM UPDATE Dotted LONG FORM SHORT FORM UPDATE Point TOTAL # OF VEHICLE SECTION(S) 1 MAIL TO: DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES TOTAL # OF PERSON SECTION(S) 1 1 MAIL TO: DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES TOTAL # OF NARRATIVE SECTION(S) 1 TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING TOTAL # OF NARRATIVE SECTION(S) 1 TALLAHASSEE, FL 32399-0537 TOTAL # OF NARRATIVE SECTION(S) 1 O9/07/2012 9:32 PM DATE OF REPORT 0012024143 83590463 OGNNY CODE COUNTY OF CRASH DATE OF REPORT 0012024143 B3590463 COUNTY CODE COUNTY OF CRASH PLACE OR CITY OF CRASH CHECK IF WITHIN TIME REPORTED 13 50 LEDN PLACE OR CITY OF CRASH CHECK IF WITHIN TIME REPORTED 9:32 PM 9:32 PM TOTAL # OF NARCE CHECK IF COMPLETED REASON (If Investigation NOT Complete) Notified By: 1 2 are Enforce 9:32 PM TOTAL # OF STORDA ATTERDM INTERSECTION WITH STREET. ROAD.HIGHWAY AT LATITUDE	TIME DISPATCHE 9:32 PM Motorist ement ITUDE
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1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle	1	VEHICLI	E LICENSE NU I	IMBER	ST FI	ATE L	REGISTRA 10/15/20	TION	EXPIRES	Chec Regis	k if Perma stration	enent	VIN JT2AC52L0	V02479	24			
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VEHICLE N S TRAVELING	s ε	w o	ff-Road Ur	nknown	ON STR	REET, ROE S	OAD, HIGHM T	VAY					AT EST. SPE 35	ED PC 35	STED SI	PEED	TOTAL LANE 2	ES
HAZ. MAT. RELEASED 1 No 2 Yes 88 Unknown MOTOR CARRIER NAME MOTOR CARRIER ADDR	HA2 1 N 2 Ye 88 0	Z. MAT. PL o es Joknown	ACARD	NUMBER	NUMBER	CLA	ISS		Area of 2 3 1 (15) 14 13	10ital Ir 4 5 (16 12 11	npact 6 7 17 8 10 9 10 ST	14	18 Undercarr 19 Overtur 20 Windshi 21 Trailer 21P CODE	iage 18 n 19 eld 20 21	14 PH	Most 2 1 (1) 14 11 14 11	Damaged Area	a 7\8/9
Vehicle Body Type	1					Traffic	way				Com	mercial	Motor Vehici	e Configu	ration_			
1 Passenger Car 2 Passenger Van 3 Pickup 7 Motor Home 8 Bus 11 Motorcycle 12 Moped 13 All Terrain Vehicte (AT Comre	1: (4 18 (4 20 16 2 7 7 7 7 8 7 7 8 7 7 8 9 8 9 8 10 9 11 11 11 11 11 11 11 11 11 11 11 11 1	7 Cargo Va 1,536 kg) o 3 Motor Co 9 Other Lig 1,536 kg) o 0 Medium/1 an 10,000 1 Farm Lak 7 Other, Ep 3 Unknown Commer	in (10,000 lbs r less) ach ht Trucks (10,0 r less) r leavy Trucks (i lbs (4,536 kg)) yor Vehicle plain in Narrati cial	00 lbs more ve	2 Two- Contine 3 Two- (painte 4 Two- Mediar 5 One- 88 Uni	Way, No uous Le Way, Di o 34 fee Way, Di n Berrier Way Tra known	ot Divided, wi It Turn Lane vided, Unpro II) Median vided, Positiv afficway TRAILER 2	th a tected re railer 1 Sing 2 Tank 3 Tank	r Type Ile Semi Trait dem Semi Trait dem Semi Trait	2 m 3 4 5 6 7 er 8 alter 9 10 alter 1	Single-Ui nore than Single-Ui Truck Pu Truck Tra Truck Tra Truck Tra Truck Tra Pole Trai Towed Vu 0 Auto Tra 2 Other F	nit Truck (2 10,000 los nit Truck (2 liling Traile actor (bobt actor/Semi actor/Doub ler ehicle ansport =volain in	2-axie and GVW s (4,536 kg)) 3 or more axies) r(s) iail) i-Trailer xe Truck	R ki 11 0 7 8 argo Bod 3 Van/Er	g), Canno O Bus/Lar ccupants, 1 Bus (se ccupants, 7 Other, E 8 Unknow y Type aclosed B	of Classify ge van (se including ats for mo including Explain in I m 13 ox Coi	eats for 9-15 driver) re than 15 driver) Varrative	js
1 Inte 2 Intr 3 Not 4 Not Most Harmful Even	erstate C rastate C t in Com t in Com t 1 C 2 F 3 Ir 4 J	arrier arrier merce/Gov merce/Oth Non-Collis Ivertum/Ro īre/Explosi nmersion arkknife	emment er Truck Jon Slover on		Comm GVWR/		x 4	5 Boal 6 Utilit 7 Hou	t Trailer y Trailer se Trailer 1 10,000 lbs 2 10,001-26,1 3 More than 2 4 Not Applica	N 8 (4,536 } 000 lbs 26,000 l ble	larrative 8 Unknow kg) or less (4,536-11 lbs (11,79 CollIsion	m s I,793kg) J3kg) I Fixed Ob	1 No Cargo 2 Bus	4 Hoppe 5 Pole-Ti 6 Cargo 7 Flatbec 8 Dump 9 Concre 10 Auto 11 Garba 12 Log	r railer Tank f te Mixer Transport age/Refus	14 An- 15 (ve (4, dis 58 Na 88	Vehicle Towing other Vehicle Not Applicable hicle 10,000 lb 536 kg) or less olaying HM play Other, Explain grative Unknown) is not icard in
14 Sequence of Events	5 C 6 F 7 T 8 F 9 C 40 bra 41 42 43	ergo/Equij et/Jumpec hrown or F tan into Wi Other Non-O -46 Seque equipment ke faiture, Separation Ran Off R	oment Loss or 5 I From Motor V atling Object ater/Canal Collision nce of Events Failure (blown etc.) of Units boadway, Right ardway Left	only] tire,	10 P 11 P 12 R 13 A 14 M 15 P 16 V Equi 17 S Anyt Vehi 18 C	Pedestria Pedestria Pailway V unimal fotor Ve Parked M Vork Zor prinent Struck By thing Se icle 2ther No.	an le /ehicle (train, hicle in Trans fotor Vehicle ne/Maintenan y Falling, Shif 1 in Motion by n-Fixed Obie	engin sport nce ting Ci Moto	t argo or le)	19 20 21 22 23 24 25 26 27 28	Impact Al Bridge O Bridge Pi Bridge Ri Culvert Curb Ditch Embankr Guardrail	ttenuator/X verhead S ier or Supp all ment I Face I End	Crash Cushion inucture port	29 Cable I 30 Concre 31 Other T 32 Tree (s 33 Utility F 34 Traffic : 35 Traffic : 36 Other F 37 Fence 38 Mailbox 39 Other F building, tt	Barrier Ite Traffic Bar Traffic Bar Ianding) Pole/Light Sign Supp Signal Supp	Barrier rtier Support port pport , or Suppo ect (wall, .)	Emerg Vehicle 1 1 No 2 Yes 88 Unks	e Use
Roadway Grade 1 Level 2 Hildrest 3 Uphill 4 Downhill 5 Sag (bottom) Special Funct	44 45 46 Roa 1 tion	Cross Mec Cross Cen Downhill R dway Al 1 Stra 2 Cun 3 Cun 1 No Spe 2 Farm V	ian terline unaway ignment ght re Right re Left cial Function ehicle	9 Ambur 10 Fire	Vehi 1 Straig 3 Tumia 4 Backi 5 Tumia 6 Chan 8 Parke 10 Mak 11 Ove lance Truck	cle Ma opt Ahea ng Left ing ng Right ging Lau ed ting U-Tu ntaking/J	14 Standard 19 Sta	tion toppe- lowing legotia eaving intering ther, E Inknow	d in Traffic ating a Curve g Traffic Lane g Traffic Lane g Traffic Lane g Traffic Lane Explain in Nat wn wn us bur Bus	e e rrative	Traffic 1 No C 4 Sche Device 5 Traff Signal 6 Stop 7 Yiele	Controls Controls cool Zone S a fic Control Sign J Sign	I Device For This Veh 8 Flashing 9 Railway 0 Device 10 Person Flagman, (Guard, etc 77 Other, E Narrative 88 Unknov	Icle Signal Crossing (including Officer, .) ixplain in m	1 None 2 Brake 3 Tires 4 Lights signal, t 6 Steeri 7 Wiper 9 Exhau	Vehi 1 (head, (head, (ail)) (s ust System	13 Wneels 14 Windows Windshield 15 Mirrors 16 Truck Co Trailer Hitch Safety Chair 37 Obst	st pupling v
		3 Police 7 Taxi 8 Military		11 Fam 12 Scho 13 Tran	Labor Tr ol Bus sit/Commi	uter Bus	16 Shui 17 Fam 88 Unk	n Labo n Labo	is or Bus						10 800 11 Pow 12 Susp	y, Doors er Train pension	Narrative 88 Unknown	<u>о</u>
PERSON # NAME	OF VIC	LATOR				FLST	ATUTE NUM	BER				Ci Ci	IARGE			CITA		<u>र</u>
PERSON# NAME		LATOR				FLST	ATUTE NUM	BER				CI	TARGE			CITA	TION NUMBER	र
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PERSON # 1	Reporting Agency Case Number 0012024143		HSMV Crash Report Number 83590463			
1 Driver 2 Non-Motorist			PHONE NUMBER	Check if Recommend		
3 Passenger I CHRISTOPHER L CURRENT ADDRESS (Number and Street)		CITY & STAT	E	ZIP CODE		
1963 CORVALLIS AVE	TALLAHASSEE	FL		32304		
DATE OF BIRTH SEX: 1 Ma/a 2 Female M	JMBER STA	ATE EXPIRES	INJURY SEVERITY (IN. 1 None 2 Possible	4 Incapacitating 5 Fatal (within 30 days) 1		
11/7/1992 88 Unknown R560112924070	DRIVER	L 11/7/1992	3 Non-Incapacitating	6 Non-Trathic Fatality		
DL Type Required Endorsements 1 A 2 B 3 C 1 Yes 4 D/Chauffeur 1 Yes 5 E/Operator 2 No 6 E/Oper-Rest 3 No Req. Endorsement 7 None 3 No Req. Endorsement Driver Distracted By 4 Other Inside the Vehicle (explain in narrative) 1 Not Distracted 5 External Distraction (outside the vehicle, explain	1st Drivers A 26 1 No Contribution Action 2 Operated MV in Carelsso NegSgent Manner 3 Failed to Yield Right-of-W 4 Improper Backing 6 Improper Backing 6 Improper Turn 2nd 10 Followed too Closely 11 Ran Red Light 12 Drove too Fast for Condit 12 Drove too Fast for Condit 12 Drove too Fast for Condit	Actions at Time of Crash 26 Ran off Roadway 27 Disregarded othe Sign 28 Disregarded Othe Markings 29 Over-Correcting/C Steering 30 Swerved or Avold to Wind, Sippery Su	ar Traffic r Road Dver ed : Due face, MV, tace, MV, tace, MV, tace, MV, tace, MV, tace, MV, tace, MV, tace, MV, tace, ta	Condition At Time of Crash 1 Apparently Normal 3 Asleep or Fatiuged 5 III (sick) or Fatinted 6 Seizure, Epilespsy, Blackout 7 Physically Impaired 8 Emotional (depression, angry, disturbed, etc.) 9 Under the Influence of		
Other Electronic Device 6 Texting (navigation device, DVD player) DRIVER VISION OBSTRUCTIONS DRIVER VISION OBSTRUCTIONS	15 Kan Sup Sign 15 Improper Passing 17 Exceeded Posted Speec 21 Wrong Side of Wrong W 25 Failed to Keep in Proper	Object, Non-Motonst Roadway, etc. d 31 Operated MV in E Vay Reckless or Agreess r Lane 77 Other Contributing	in rratic, ive Manner Action	Medications/Drugs/Alcohol 77 Other, Explain in Narrative 88 Unknown		
1 2 Inclement Weather 3 Parked/Stopped Vehicle 7 Signs/Bilboards 77 All Other, Explain		DRIVER				
A Trees/Crops/Bushes 8 Fog in Narrative DRIVER OR PASSENGER Motor Vehicle Seating Position: Seat Row Other 1Net Applicable	Helmet Use (HU 1 DOT-Con Motorcycle 2 Other He 3 No Helme	J) Eye F mp5ant 3 1 V Helmet 2 P Innet 3 P	rotection (EP) 'es lo tot Applicable 2 None to 3 Should	Restraint Systems (RS) plicable (non-motorist) Jsed - Motor Vehicle Occupant ler and Lap Belf Used ar Ben Coub Laed		
1 Left 1 Front 1 Not Applicate 2 Midde 1 Second 2 Sleeper Section of Truck Cab 3 Right 2 Second 3 Other Enclosed Cargo Area 77 Other 3 Third 4 Unenclosed Cargo Area (explain in 4 Fourth narrative) 77 Other Row 6 Trailing Unit 88 Unknown 88 Unknown 88 Unknown	Ai Ejection (EJECT) 1 Not Ejected 2 Ejected, Totally 3 Ejected, Partially 4 Not Applicable 88 Unknown NON-MOTORIST	Air Bag Deployed 5 De (Knee 2 Not Applicable 2 Not Deployed 3 Deployed-Front 7 De 4 Deployed-Side 88 Do Unkor	ployed-Other , air belt, etc.) ployed- sination sloyed-Curtain sloyed-Curtain ployment sloyed-Curtain ployment 77 Other 70 Other	II Deal Used Int Used - Type Unknown testraint System - Forward Facing testraint System - Rear Facing r Seat Restraint Type Unknown , Explain in Narrative		
Non-Motorist Description Non-Motorist Local 1 Pedestrian Marked 2 Other Pedestrian (wheekhari, person in a building, skater, pedestrian conveyance, etc. 1 intersection - Marked 3 Bicyclist 3 intersection - Marked 4 Other Cyclist 5 Occupant of Motor Vehicle Not in Transport 5 ravel Lane - Other L/ 6 Bicycle Lane 6 Occupant of a Non-Motor Vehicle Transport 7 shoulder/Roadside 7 Tunknown Type of Non-Motorist 1st	Non At Time of Crash 8 Sic Crosswalk 9 Me ed Crosswalk 10 D Midblock - Marked Crosswalk 11 S osswalk 22 N ocation 77 C Narri 88 U 1st Actions/Circumstances ber Action	dewaik edian/Crossing Island priveway Access Shared-Use Path or Trail Non-Trafficway Area Uner, Explain in 3 V Inter, Explain in 3 V Ro Jirknown Ro A Ro Or a	Action Prior to Crash rossing Roadway Vaiting to Cross Roadway Vaiting to Cross Roadway Vaiting/Cycling Along adway with Traffic (in or accent to travel lane) Vaiting/Cycling Along adway Ageinst Treffic (in adjacent to travel lane)	5 Walking/Cycling on Sidewalk 3 In Roadway – Other (working, Jaying, etc.) 7 Adjacent to Raodway (e.g., shoulder, median) 8 Going to or from School (K-12) 9 Working in Trafficway incident response) 10 None 77 Other, Explain in Narrative 8 Unknown		
1 None Safety Equipment 5 Lighting 3 Failure to 2 Helmet 6 Not Applicable 2nd 4 Failure to 3 Protective Pads Used 77 Other, Explain 5 In Roadw (elbows, knees, shins, etc.) in Narrative 6 Not Applicable 5 In Roadw 4 Reflective Clothing (jacket, 88 Unknown 6 Disabled 6 Disabled 6 Disabled	Yield Right-of-Way Obey Traffic Signs Officer 7 Ent Officer 7 Vehic 8 Inar 9 Not Vehicle Related (working 9, leaving/approaching) ightir ALCOHOL/DRUG/EMS	lering/Exiting Parked/Standing cle ittentive (talking, eating, etc) t/vsible (dark clothing, no ng, etc.)	10 Improper Tum/Merge 11 Improper Passing 12 Wrong-Way Riding or 77 Other, Explain in Narr 88 Unknown	Walking ative		
SUSPECTED ALCOHOL TESTED: ALCOHOL TEST TYPE: ALCOHOL USE: 1 Test Not Given 1 Blood 2 Breath 1 No 2 Yes 3 Test Refused 3 Urine 3 Test Given 3 Test Given 77 Other, Explain 88 Unknown 88 Unknown, if Tested in Narrative	ALCOHOL BAC TEST RESULT: 1 PENDING 2 COMPLETED 88 UNKNOWN	SUSPECTED DRUG DRUG USE: 1 No 2 Yes 88 Unknown 1 3 Test 1 3 Test 1 88 Unk	TESTED: DRUG T Not Given Refused Siven 77 Other nown, if Tested Explain i MEDICAL FACILI	EST TYPE: DRUG TEST RESULT: 1 Positive 2 Negative 3 Pending 18 Unknown		
1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown						
PERSON # VEHICLE # NAME	DATE OF BIRTH	NJ SEX LOC: S R	O EJECT I	U EP ABD RS		
URRENT ADDRESS (Number and Street)	СПҮ	STA	TE	ZIP CODE		
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME C	DR ID	EMS RUN NUMBER	MEDICAL FACIL	ITY TRANSPORTED TO		
PERSON # VEHICLE # LAME	DATE OF BIRTH	NJ SEX LOC: S R	O EJECT I	IU EP ABD RS		
CURRENT ADDRESS (Number and Street)	Сіту	STA	TE	ZIP CODE		
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EVS 3 Law Enforcement 77 Otor, Explain in Namptive 68 Unknown	D SI	EMS RUN NUMBER	MEDICAL FACIL	ITY TRANSPORTED TO		

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R	EPORTING OFFICER	<u>a i a navazi ponagaga gangan masim</u>	anan basa a shi bar shi ayaa waxaa da shakaa baraa baha da ba		
I	D/BADGE #	RANK	OFFICER NAME	DEPARTMENT	TYPE OF DEPT.
3	349	OFFICER	MELISSA RIOS	TALLAHASSEE	(PD)

ADDITIONAL VIOLATIONS			
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

ADDITIONAL PASSENGERS PERSON # VEHICLE # NAME DATE OF BIRTH INJ SEX LOC: S R EJECT ни ΕP ABD RS Ó CITY STATE ZIP CODE CURRENT ADDRESS (Number and Street) SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EWS 3 Law Enforcement 77 Other, Explain In Namabie 68 Unknown MEDICAL FACILITY TRANSPORTED TO EMS AGENCY NAME OR ID EMS RUN NUMBER DATE OF BIRTH ABD RS LOC: S EJECT HU PERSON # VEHICLE # NAME ÌNJ SEX R 0 EΡ CITY STATE ZIP CODE CURRENT ADDRESS (Number and Street) SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EVIS 3 Law Enforcement 77 Other, Espain in Narrative 68 Universit MEDICAL FACILITY TRANSPORTED TO EMS AGENCY NAME OR ID EMS RUN NUMBER

NARRATIVE	1	 -	

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On 9/7/12 I was traveling north on N. Monroe St. at Lake Ella Dr. I saw several people standing around a vehicle that appeared to have hit a city utility pole. V1 was attached to the city utility pole. D1 advised he was traveling north on N. Monroe St. He was new the area and was using a GPS for directions to Lake Ella Park. He advised he turned at the last minute and lost control of the vehicle while making the right turn into the park. No other vehicles were involved. All individuals in the vehicle gave the same account of the incident and advised they were not injured and did not want any medical attention. The vehicle was towed by Whites Towing. The utility pole sustained minor damages.

Reporting Agency Case Number

0012024143

HSMV Crash Report Number

83590463



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ICrash Date	USIC)		sion)	tan in	Bonosting A							
05/08/12	05:3	2 PM	05/08/	юл /12	0012012	397	moer		HZWA	Crash Repo	rt Number	
CRASH IDENTIFIERS	ounty of Cras	h	Place	or City of Cra	alla de la como			41 SA903.	Within	City Umite	Time Reported Time D	innatahad l
13 50	Leon	-	Та	llahasse	e				YES	city citats	05:32 PM 05:3	9 PM
05:45 PM 06:21	PM 2	YES	n (It Investigation	n NOT Comple	te)						Notified By 2 LAW ENFC	DRCEMENT
ROADWAY INFORM	ATION (CH	IOOSE ONLY	1 OF 4 OPTI	ONS)			+ Ctraat Addr					
US 27N (N. Moni	roe St.)						R SHEEL ADDI	ess #	A)	t Latriuce		
At Feet Or Miles	Directio	n 🤘	From Intersect	tion With Stree a Dr	et, Road, Highw	ау					Or From Milep	ost#
Road System Identifier			Түрі	e of Shoulder				Type of Inter	section			
CRASH INFORMATIC	ON (CHECK	IF PICTURES	TAKEN						LEKSECT.			J
Ught Condition 1 DAYLIGHT	We 2	ather Condition CLOUDY		Roadway Suri 1 DRY	iace Condition	School 1 NO	Bus Related			Manner (1 FRO	Of Collision INT TO REAR	
First Harmful Event Type	·	First Harmful (vent	1	First Ha	rmful Event Lo	cation	WithIn I	nterchange	First Harmf	ul Event Relation To Jur	nction
NON-FIXED OBJEC	CT	TRANSPOF	T VEHICLE	18	I ON	ROADWAY		NO		1 NON-JU	NCTION	
Contributing Circumstance	es: Road		Contributi	ng Circumstan	ces: Road			Contributi	ing Circumsta	ances: Road		
Contributing Circumstance	s: Environme	nt	Contri	ibuting Circom	stances: Enviro	nment		Contributi	ng Circumsta	ances: Enviro	onment	
Work Zone Related Crash I	n Work Zone			Type O	Work Zone		Work	ers In Work Zo	ne Law Enfo	orcement In	Work Zone	
	k if Comm	arcial			<u></u>		NO		1 NO			werden werden er
Vehicle Motor Vehicle Typ	ė Глі траме	Hit and Ru	v Veh Licer	nse Number	State Reg.	Expires	Permanent	Reg. VIN	00000000			
Year Make Model	Style	Colo	r Ext	tent Of Damag	e Est. Damage	12 Tow	ed Due To Da	LIVGE mage Vehicle i	Removed By	58/14	Potation	
00 Mazd 626	Sed	an 4 dSII	SILVER2	FUNCTIONA		500 NO					3 DRIVER	
Esurance	••• 						PAFL-	00426005	er 2~03631			
Name of Vehicle Owner (E Angelina Amanda	Business) 📋 L Attawar	v 6644 Ti	m Tam Trl	Currer Tallahas	t Address		Ci	ty & State	-		Zip Code 32309	
Trailer License Number One:	State	Reg. Expire	s Permaner	nt Reg. VIN		ł				Year	Make Length	Axles
Trailer License Number	State	Reg. Expire	s Permaner	nt Reg. VIN	<u>-</u>					Year	Make Length	Axles
Vehicle Direction			On Stree	t Road Highw	/aV					Eat Speed	Destad Speed	
Traveling NORTH	Monro	e St							<u>[</u>	15	45	4
CMV CORRECTATION		C	rgo Body Type				Area of Ini	itial Impact			Most Damaged A	rea
Comm GVWR/GCWR	-	Trailer Tvr	ve (Trailer One)	Trailer Typ	e (Trailer Two)			- 61.	10 11 1		t . 1 . 1 . 1	
				inener 11p	- (110.001 1110)	~			19 Ove	erturn 19	2 3 4 5	
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Traffic Control Device For T 1 NO CONTROLS	his Vehicle F 1 1	irst (1) Sequenc 4 MOTOR V RANSPORT	e of Events /EHICLE IN	Second	(2) Sequence of	of Events	Third (3)	Sequence of I	Events	Fourth	(4) Sequence of Events	5
VEHICLE Check Vehicle Motor Vehicle Type 2 1 VEHICLE I	if Comme N TRANSI	rcial Hit and Run 20 NO	Veh Licen	se Number 623HHQ	State Reg. E	ixpires L 2	Permanent F NO	Reg. VIN 1G4GC!	5E32CF2	15947		
fear Make Model 12 Buic Lacro	ss SUV	Color 4 doc BGE	BEIGE 2 P	ent Of Damage FUNCTIONAL	Est. Damage	Towe	d Due To Dan	nage Vehicle R	emoved By		Rotation 3 DRIVER	
insurance Company (Driver) Florida Farm Bui	reau						Insurance AP 11	Policy Numbe	er			

Crash Date 05/08/12		Reportin	g Agency Cas 12397	e Number	<u></u>	n edin Ottoer			HSM	V Crash Repor	t Number	t y namen an an an an an an an an an an an an an	90 (5 - 6) (r 7 - 6) (r 7 - 6) (r 7 - 6)	t liiktoo ébé kel kel vervektikovék		alamat part for the
Name of Vehicle Owner (Business) (252 5-646655544	Cu	rrent Add	lress			City & S	itate		xxxx 2=0,7 + 1978 X,5XC	Zíp Code	0.0000000000000000	CTF20-F7287-04.2
Deborah Todd Fo	olds 6	95 Quail	Roost	Dr Qui	ncy					-			-	32352	_	
Trailer License Numbe One:	er Stati	e Reg. 8	Expires	Permanen	t Reg.	VIN							Year	Make	Length	Axles
Trailer License Numbe Two:	er State	e Reg. E	Expires	Permanen	t Reg.	VIN							Year	Make	Length	Axles
Vehicle Direction Traveling NORTH	י Mon	roe St		On Street	, Road, Hi	ighway		••• ••				At	t Est. Speed	Posted Speed	Total	, Lanes 4
CMV Configuration			Cargo Bo	dy Type					År	ea of Initial I	maat]		Most Dam	aged Area	
											inpace	<u>.</u>	<u> </u>	wost Dam	ageu Alea	a
Comm GVWR/GCWR		Trail	ler Type (Trai	ler One)	Trailer	Туре (Тга	iller Two)		$2 \frac{3}{1}$			18 Under 19 Ove	carriage 18 erturn 19 debield 2		4 5 6 16 17	
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Motor Carrier Name		I			USDOT	Number			1					1.41	-11.	-1 -
Motor Carrier Address			-		City & St	ate						ip Code	1	Phone N	umber	
Comm/Non-Commercial	Veht 1 P	cle Body Type ASSENGEF	CAR		Vehicle 1 NONE	Defects (c }	one)		Vehicle	Defects (two)		Emer NO	rgency Veh	icle Use Special 1 NO FUNC	Function of SPECI TION	of MV AL
Vehicle Maneuver Action 13 STOPPED IN	Trafficwa 3 TWO	Y -WAY DIV	,	· · · · ·	Roadwa	γ Grade /EL	Roadwa	y Alignmen	it Mos	t Harmful Ever	nt J	Most Hari 14 MOT	mful Detail YOR VEH	UTCLE IN	• • • •	
TRAFFIC	UNPRO	TECTED M	IEDIAN						WIT	H NON-F	XED	TRANSF	ORT			
Traffic Control Device For 1 NO CONTROLS	this Vehicl	e First (1) Se 14 MOT TRANSP	quence of Ev OR VEHI ORT	ents CLE IN	Sec	ond (2) \$	equence (of Events		Third (3) Sequ	ience of Ev	ents	Fourt	h (4) Sequence (of Events	
PERSON Person # Description	Vehic	le # Name							Date	e of Birth	Sex	P	hone Num	ber	Re-Exam	
Addre	255	1 Ange	elina Ai	manda	Attai	way	City &	State	10	-20-1981	FEMAL	C ((239) 6	2239 Zip Code	NO	
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A300001818800	L	N- 0 0			10	0/20/1	9 5 E	OPERA	TOI	2 NO	1 N	ONE		1 NOT	EJECTE	ED
BELT USED	LAP 2	2 NOT DE	PLOYED	3 NO	HELME	т	3 Not Appli	cable	1 I	LEFT	eat 56	FRONT	tion Row	Seating Location	Other	
Drivers Actions at Time of 2 OPERATED MV I NEGLIGENT MANNE	Crash (Firs) N CARE R	t) ELESS OR		C	orivers Act	llons at Ti	ime of Cra	sh (Second)			Driver [7 IN	Distracted B	BY TIVE		
Drivers Actions at Time of (Crash (Thir	d}		C	Privers Act	ions at Ti	ime of Cra	sh (Fourth))			Drivers 1 AF	Condition PPARENT	at Time of Crash "LY NORMAI	2	
Non-Motorist Description				N	ion-Moto	rist Action	n Prior to	Crash				Non-M	otorist Loca	ation at Time of	Crash	
Non-Motorist Actions/Circ	umstances	(First)	Non-Motoris	t Actions/0	Circumsta	nces (Seco	ond) N	ion-Motori	st Safety	y Equipment (o	one)	Non	-Motorist S	afety Equipmen	t (two)	
Suspected Alcohol Use Alc NO	ohol Teste	d Alcohol Te	est Type	Alco	hol Test R	esult BA	.c	Suspected NO	Drug Üs	se Drug Teste	ed Di	ug Test Ty	pe	Drug Test	Result	
Source of Transport to Mee 1 NOT TRANSPORTED	dical Facilit	γ EMS Ag	ency Name o	or ID	· · · · ·	.	EMS	 Run Numbe	91	Medical	Facility Tra	insported	To	<u>_</u>	ä	
PERSON Person # Description 2 DRIVER	Vehic	le # Name 2 Debo	rah Too	id Fol	.ds			14 (g) (S) (Date 04-	of Birth -25-1962	Sex FEMALE) ; (hone Num 850) 7	^{ber} 17-3588	Re-Exam NO	
Addres 695 Quail Roos	ss st Dr	Quincy					City &	State	1.1		tt.	1.		Zip Code 3235	2	
Driver License Number F432178626450		-		State	Ex;	vires	DI Typ	/OPER&*		teq. End.	នៃ ស្រុក ស្រុក	Severity		Ejection		
Restraint Systems 3 SHOULDER AND	LAP 2	ir Bag Deploy 2 NOT DE	ed PLOYED	Helmet I 3 NO	Use HELME	T	EyeProte 3 Not	etion	Seat 1 I	ing Location S EFT	eat Se	ating Local FRONT	tion Row S	Seating Location	Other	
Drivers Actions at Time of C 1 NO CONTRIBUTI	Crash (First NG ACT) 'ION		D	rivers Act	ions at TI	me of Cra	sh (Second))		[Driver D 1 NO)istracted B T DIST	RACTED		
Drivers Actions at Time of C	rivers Actions at Time of Crash (Third)				Drivers Actions at Time of Crash (Fourth)				Irth) Drivers Co			s Condition at Time of Crash				
Non-Motorist Description		999994 (11.1.1.		N	on-Motor	ist Action	Prior to (Crash				Non-Mc	otorist Loca	tion at Time of (Crash	

Crash Date Reporting 05/08/12 00120	g Agency Case Nur 12397	nber	HSMV C	In a second way we have been and the second and the							
Non-Motorist Actions/Circumstances (First)	Non-Motorist Act	ions/Circumstances (Second	3) Non-Motorist Safety Ed	ipment (one)	Non-Motorist Safet	ty Equipment (two)					
Suspected Alcohol Use Alcohol Tested Alcohol T NO	est Type	Alcohol Test Result BAC	Suspected Drug Use NO	Orug Tested	Drug Test Type	Drug Test Result					
Source of Transport to Medical Facility EMS Ag 1 NOT TRANSPORTED	gency Name or ID		EMS Run Number	Medical Facility	Transported To	1					
VIOLATIONS Person # Name 1 Angelina Amanda Attav WITNESSES	vay	FL Statute Number Chapter 316	Charge Careless Dri	ving 316	5.1925	Citation Number 8683GQG					
Name	Address			City & State			Zip Code				
NON VEHICLE PROPERTY DAMAGE	uetan erangi										
Vehicle # Person # Property Damage - Other Than Veh	ilcle Est. Amount	Owner's Name (Check if Busine	255)	Address	City & State	an an an an an an an an an an an an an a	Zip Code				
Vehicle 2 (V2) was stopped	l in traff	tio in the east	commont routh				0.000000000				
its intersection with Lake	e Ella Dr.	.ic in the east	ernmost north	ound lane	OI N. MONTOE S	st. at					
Vehicle 1 (V1) was stopped its intersection with Lake	l in traff e Ella Dr.	ic in the east behind V2.	ernmost northb	ound lane	of N. Monroe S	St. at					
As traffic began to move f	orward, V	2 began to mov	ve forward slow	ly. V1 st:	ruck V2 from be	ehind.					
Neither driver of either v	rehicle ad	vised of any i	njuries and bo	th decline	ed medical atte	ention.					
Driver of V1 was cited for	Careless	Driving.									
KEPUKIING OFFICER					. Angler i chantre	S & C & C & C					
59404 Officer CARLA W	HITLEY 3	39	Tal	lahassee	Police Departme	Type of De ent 2 POLI	epartment				

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FLORI	DA TRAFF	IC CRASH		RE	HIGH	WAY SAFETY TRAFFIC CR	& MOTOR V ASH RECORE	EHICLES DS	33
	SHORT FORM	Version			NEIL KIRKMAN	I BUILDING, "	TALLAHASSE	E, FL 32399	-0537
Crash Date 03/31/11	Time of Crash 11:45 AM	Date of 03/3	Report 31/12	Reporting Agency	Case Number	H	SMV Crash Report	Number	Too Talili Diddicana alban antar
CRASH IDENTIFIERS	ounty of Crash Geop	. P	lace or City of Crash Tallabassee			W	ithin City Limits T	ime Reported Ti	me Dispatched
Time on Scene Time Clear	ed Scene Completed 2 YES	Reason (If Investig	ation NOT Complete)				Notified By 2 LAW	/ ENFORCEMEN'
ROADWAY INFORM	ATION (CHOOSE Road, Highway	ONLY 1 OF 4 OF	PTIONS)		At Street Address	r (A	At Latitude	And Longi	lude
At Feet Or Miles	Direction	From Inter	section With Street,	Road, Highway				Or From M	Vilepost #
Road System Identifier		1 Burc B	Type of Shoulder		Тү	pe of Intersection		er (2)	
CRASH INFORMATIC Light Condition 1 DAYLIGHT	N (CHECK IF PIC Weather Co 1 CLEA	TURES TAKEN) ndition R	Roadway Surfa 1 DRY	ce Condition	School Bus Related 1 NO		Manner O 1 FROM	f Collision VT TO REAF	889-1833 (SA 1894-1895) K
First Harmful Event Type 2 COLLISION WIT NON-FIXED OBJEC	First Ha H 14 M T TRAN	armfulEvent 10TOR VEHICL 1SPORT	E IN	First Harmful	Event Location	WithIn Interchar	nge First Harmfu	Event Relation	To Junction
Contributing Circumstance	s; Road	Contri	buting Circumstance	es: Road		Contributing Circu	imstances: Road		
Contributing Circumstance 1 NONE	s: Environment	0	ontributing Circumst	tances: Environmen	t	Contributing Circu	inistances: Enviroi	nment	
VEHICLE Check Vehicle Motor Vehicle Typ 1 VEHICLE	(if Commercial) Hit N TRANSPC NO	and Run Veh I	License Number VR823	State Reg. Explri	Permanent Reg	N WOR ZONE LAW	74269595	vork zone	
Year Make Model 07 Pont	Style Sedan 4	Color GRN GREEN	Extent Of Damage 2 FUNCTIONAL	Est. Damage 50	Towed Due To Damag	^e Vehicle Remove	d By	Rotatio	n
Insurance Company (Drive Geico)				Insurance Po 4000-77	olicy Number -30-79		•	and the second subsequences when
Name of Vehicle Owner (B Michael F Linth Trailer License Number	usiness) icum 3912 Do State Reg	lphin Dr Pa Expires Permi	Current nama City anent Reg. VIN	Address	City 8	State	Year	Zip Code 32408 Make Lu	ength Axles
One: Trailer License Number Two:	State Reg	. Expires Perma	anent Reg. VIN		<u></u>		Year	Make Lo	ength Axles
Vehicle Direction Traveling SOUTH	US 27	Ол S	treet, Road, Highwa	y			At Est. Speed	Posted Speed 35	Total Lanes
CMV Configuration		Cargo Body Ty	pe		Area of Initia	Impact		Most Damag	ed Area
Comm GVWR/GCWR	Tra	i ailer Type (Trailer Or	ne) Trailer Type	(Trailer Two)	2 3 4 5	6 7 18 U 19	indercarriage 18 Overturn 19	2 3 4	5 6 7
Haz. Mat. Release Haz. Ma	t Placard Numb	er	Class			17 8 20 21	Windshield 20 Trailer 21		
Motor Carrier Name			US DOT Numb	ber .				1.01.1	1
Motor Carrier Address			City & State		-	Zip Co	de	Phone Nur	nber
Comm/Non-Commercial	Vehicle Body Tyj 1 PASSENGE	æ ER CAR	Vehicle Defec	ts (one)	Vehicle Defects (two)	Emergency Vehicle	e Use Special Fu	nction of MV
Vehicle Maneuver Action	Trafficway		Roadway Gra	de Roadway Alig	Most Harmful Ev 2 COLLISIC WITH NON-1	ent Most DN 14 FIXED TRA	t Harmful Detall MOTOR VEHI NSPORT	CLE IN	•
Traffic Control Device For T	his Vehicle First (1) S 14 MO TRANS	equence of Events TOR VEHICLE PORT	Second (2) Sequence of Eve	nts Third (3) Se	quence of Events	Fourth	(4) Sequence of (Events
VEHICLE Check Vehicle Motor Vehicle Type 2 1 VEHICLE I	If Commercial Hita N TRANSPC NO	nd Run Veh L	kense Number J236FE	State Reg. Exolre	s Permanent Reg	VIN KMHDN46D45	1 50076059		
Year Make Model 05 Hyun	Sedan 4	Color C SIL SILVER	Extent Of Damage 2 FUNCTIONAL	Est. Damage 100	Towed Due To Damag 0 NO	e Vehicle Removed	ј Ву	Rotation	1
nsurance Company (Driver SafeCo	I				Insurance Po F242661	ar Number 3–01950			

Crash Date 03/31/11	F (Reporting Agency Ca 2012008627	ise Number	11° 4-167 (1999) (14, 1997) (1997) (19	ann an the state of the state of the state of the state of the state of the state of the state of the state of	niñoskos strektzen.	HSMV Crash Report Nu	mber	andalasti verena	ntak na manana kana kana kana kana kana ka	ters to considerate	er wertet en aantzelde -
Name of Vehicle Owner (Busine JOHN Simons 104 Ba	ss)	Ct Sebastia	an	Current	Address	Frank se zin der a f	City & State	1974 - Maria Mandalan (197	TT A A A A A A A A A A A A A A A A A A	Zip Code 32958	344,000000000000000000000	
Trailer License Number One:	State	Reg. Expires	Permanent	Reg. VIN					Year	Make	Length	Axles
Trailer License Number Two:	State	Reg. Expires	Permanent	Reg. VIN					Year	Make	Length	Axles
Vehicle Direction Traveling SOUTH	US27		On Street,	Road, Highwa	Y			A	Est. Spee (d Posted Speed	l Total I 35	i Lanes 4
CMV Configuration		Cargo Bi	οσγ Τγρε				Area of Initial Impa	ict		Most Dam	aged Area	а
Comm GVWR/GCWR		Trailer Type (Tra	iler One}	Trailer Type	Trailer Two)	~2		7 18 Under 19 Ove	i carriage 1 rturn 1	8 2 3	4 5 6	
Həz. Mat. Release Həz. Mət Plac	ard 1	Number		Class	.,,		15 16 17	8 20 Wind 21 Training 21 Tr	lshield ; aller ;		16 17	
Motor Carrier Name				US DOT Numb	er		13 12 11 10	9		14 13	12 11 10	9 9
Motor Carrier Address		- 16 verz	(City & State			- · · · ·	Zip Code		Phone N	umber	
Comm/Non-Commercial	Vehicle Bo L PASSI	dy Type ENGER CAR		Vehicle Defec	ts (one)	Vel	hicle Defects (two)	Emer	gency Veh	ilcle Use Special	Function o	of MV
Vehicle Maneuver Action Traff	icway			Roadway Grac	le Roadway Aliga	ment	Most Harmful Event 2 COLLISION	Most Harr 14 MOT	nful Detai OR VEI	HICLE IN		
Traffic Control Device For This Ve	ehicle Firs 14 TR	t (1) Sequence of Ev MOTOR VEHI CANSPORT	vents CLE IN	Second ()	 2) Sequence of Ever	ıts	Third (3) Sequence	of Events	Four	th (4) Sequence (of Events	
VEHICLE Check If C Vehicle Motor Vehicle Type 3 1 VEHICLE IN T	ommerc Ranspo	Hit and Run NO	Veh License	Number BNI3400	State Reg. Expire	•	l Permanent Reg. VIN NO JHM	CP26358C04	18415			
Year Make Model 08 Hond	Style Sedar	Color 1 4 c SIL SII	Exten LVER4 MI	t Of Damage I NOR	st. Damage 50	Towe	d Due To Damage Vehi	de Removed By		Rotat	ion	
Insurance Company (Driver) Garrison Prop & Car	sualty		<u> </u>			1	Insurance Policy Nu 0224897 02R	imber				
Name of Vehicle Owner (Busines	s) []	non Pridao	Dd Odum	Current A	ddress		City & State			Zip Code		
Trailer License Number S	state	Reg. Expires	Permanent R	eg. VIN			11 (ant), 1		Year	Make	Length	Axles
Trailer License Number S Two:	state	Reg. Expires	Permanent R	eg. VIN					Year	Make	Length	Axles
Vehicle Direction Traveling SOUTH U	IS 27	1 <u></u> 1	On Street, F	load, Highway				Atl	Est. Speed	Posted Speed	Total La	anes
CMV Configuration		Cargo Bo	d ү Тү ре				Area of Initial Imm					4
							Area or initial impa	-		Most Dama	iged Area	.
Comin GVWR/GCWR		frailer Type (frai	ler One)	trailer type (1	railer Two}	$\frac{2}{1}$	3 4 5 6 15 (16 17 (18 Underc 19 Over	arriage 18 turn 19 shield 20	2 3 4 1 15 1 1	6 17	7
Haz, Mat. Release Haz. Mat Place	ard N	umber		Class		14	13 12 11 10	21 Tra	iler 2	1 14 13 1	 2 11 10	6
Motor Carrier Name			<u> </u>	S DOT Numbe	t							
Company Anno Company and Anno Company				ty & State				Zip Code		Phone Nu	imber	
CommyNon-Commercial V	PASSE	NGER CAR	ľ	ehicle Defects	s (one)	Veh	icle Defects (two)	Emerg	ency Vehl	cle Use Special I	Function of	WV
Vehicle Maneuver Action Traffic	cway		F	oadway Grade	e Roadway Align	ment M 2 V	Most Harmful Event COLLISION WITH NON-FIXEI	Most Harm 14 MOT(TRANSP(ful Detail DR VEH	ICLE IN		
Traffic Control Device For This Ve	hicle First 14 TRi	(1)Sequence of Eva MOTOR VEHIC ANSPORT	ents CLE IN	Second (2	Sequence of Even	ls	Third (3) Sequence	of Events	Fourt	h (4) Sequence o	f Events	
PERSON Person # Description Vi 1 DRIVER	ehicle # N 1 1	ame Laura Eve 1	Linthic	เมm			Date of Birth Sex	ALE PI	i one Numi 3503 - P	ber 67-8598	Re-Exam	
Address 3912 Dolphin Dr P	anama	City			City & State	1	vi-16-1932 [***			Zip Code 3240	8	
Driver License Number 1,53252592632			State	Expires	DI Type	יריינק	Req. End.	Injury Severity		Ejection		
Restraint Systems 3 SHOULDER AND LAP BELT USED	Air Bag 2 NO	Deployed T DEPLOYED	Helmet Us	e	Eye Protection		Seating Location Seat	Seating Locat	on Row S	Eeating Location	Other	

Crash Date	Reporting Agency Case	Number	elegen feloren van enterlikeren d	acoProcSaco	H	5MV Cra	sh Report Numbe	565-669656 F	ana ang dara ang ang ang ang ang ang ang ang ang an	in kommunistration of the second	n saatus ta da bala ka sa ka baha baha
03731711 Drivers Actions at Time of Crash (First)	0012008627	Drivers A	ctions at Time	of Cra	ash (Second)	10400-000000000	CR00209-0000000-07000-0700-0700-0700		iver Distracted	erren er er er er er er er er er er er er er	The STM P Could Concern American American
77 OTHER CONTRIBUTING	ACTION			01 212	2011 (2000)107				ner baracteo	ο _γ	
Drivers Actions at Time of Crash (Third	1}	Drivers A	ctions at Time	of Cra	ash (Fourth)	A**		Dr 1	ivers Condition	at Time of Crash TLY NORMAI	
Non-Motorist Description		Non-Mot	orist Action Pr	lor to	Crash			No	n-Motorist Loc	ation at Time of	Crash
Non-Motorist Actions/Circumstances	(First) Non-Motorist	Actions/Circumst	ances (Second)	Non-Motorist Sa	fety Equ	lipment (one)	<u>.</u>	Non-Motorist	Safety Equipmen	t (two)
Suspected Alcohol Use Alcohol Tested NO	Alcohol Test Type	Alcohol Test	Result BAC		Suspected Drug	g Use (Drug Tested	Drug Te	st Type	Drug Test I	Result
Source of Transport to Medical Facility	EMS Agency Name o	rID	ł	EMS	Run Number	<u> </u>	Medical Facility	Transpo	rted To		
PERSON	ole al sector con co			baay.		<u> </u>		0000005			
Person #Description Vehicle	2 Thomas R Li	ndaren			C	Date of E	Sirth Sex		Phone Num (850) 8	lber 195-7036	Re-Exam NO
Address 850 Capital Malk Dr	Toot # 1204 Po		(City &	State		1900 [Zip Code	2
Driver License Number	Apr# 4304 1a.	Italiassee	oires	DI Tvo		Reo f		urv Seve	vity	323U	13
L53283686094			1	1 A		2 N	0 2	POSS	IBLE	ijection	
Restraint Systems AI 3 SHOULDER AND LAP 2 BELT USED	r Bag Deployed NOT DEPLOYED	Helmet Use	Eye	e Prote	ection \$	eating L	ocation Seat	Seating	Location Row	Seating Location	Other
Drivers Actions at Time of Crash (First) 1 NO CONTRIBUTING ACT	ION	Drivers Ac	tions at Time	ol Cra	ish (Second)			Dri	ver Distracted	Ву	
Drivers Actions at Time of Crash (Third)	Drivers Ac	tions at Time	of Cra	sh (Fourth)			Dri	vers Condition	at Time of Crash	
								1	APPARENT	LY NORMAL	
Non-Motorist Description		Non-Moto	rist Action Pri	or to (Crash			No	n-Motorist Loca	ation at Time of (Crash
			44 13							··	
Non-Motorist Actions/Circumstances (First) Non-Motorist	Actions/Lircumsta	inces (Second)		lon-Motorist Saf	ety Equ	ipment (one)		Non-Motorist 5	afety Equipment	: (two)
Suspected Alcohol Use Alcohol Tested NO	Alcohol Test Type	Alcohol Test	Result BAC		Suspected Drug NO	Use D	rug Tested	Drug Te	st Туре	Drug Test R	esult
Source of Transport to Medical Facility	EMS Agency Name or	1D		EMS I	Run Number	ļ	Medical Facility	franspor	ted To		
DEPSON						ender sidere		ang sang sa			
Person # Description Vehicle 6 DRIVER	# Name 3 Megan S Orn	elas		000000	D 1	ate of B 0-14-	irth Sex -1988 FEMAI	LE	Phone Num (727) 2	bər 19-3714	Re-Exam NO
Address 15690 Lanes Bridge F	Rd Odum		C	lity & 1	State					Zip Code 3155	5
Driver License Number		State Ex	pires (DI Typ	* /08583701	Req. E	ind. Inju	Jry Seve	rity DIF	Ejection	
Restraint Systems Air	Bag Deployed	Helmet Use	Eye	Prote	ction Se	eating Lo	cation Seat	Seating I	ocation Row	Seating Location	Other
Drivers Actions at Time of Crash (First) 1 NO CONTRIBUTING ACTI	ON	Drivers Ac	tions at Time o	of Cras	sh (Second)		I	Driv	ver Distracted E	lγ	ر
Drivers Actions at Time of Crash (Third)		Drivers Ac	tions at Time o	of Cras	sh (Fourth)			Driv 1	ers Condition a	at Time of Crash 'LY NORMAL	
Non-Motorist Description		Non-Moto	rist Action Pric	or to C	Drash			Nor	1-Motorist Loca	tion at Time of C	rash
Non-Motorist Actions/Circumstances (F	first) Non-Motorist	Actions/Circumsta	nces (Second)	N	on-Motorist Saf	ety Equi	pment (one)		Non-Motorist S	afety Equipment	(two)
Suspected Alcohol Use Alcohol Tested NO	Alcohol Test Type	Alcohol Test f	Result BAC	 	Suspected Drug NO	Use D	rug Tested	Drug Tes	st Type	Drug Test R	esult
Source of Transport to Medical Facility	EMS Agency Name or	ID ID		EMS F	Run Number	<u>l</u>	Medical Facility 1	iranspor	ted To		

Crash Date 03/31/11	R C	teporting 00120	g Agency Case 08627	Numbe			XX 10693 (V	rinein	anda taka di kabupatén di kabupatén kabupatén di kabupatén kabupatén kabupatén kabupatén kabupatén kabupatén k	HSM	V Cra	ash Report Nur	mber	Entoine (nino		Restationen (inandat nytalog sitepantytepa	
PERSON		Name									0.99	ni di Son			(Phone b			Do Even
3 PASSENGER	1icie ii 2	Shan	a Simon	s						Da	te of	Birth Sex	MALI	ŝ	(850)	895	-7036	Ke-Exam
Address							C	City &	State								Zip Cod	ŧ.
Driver License Number	-			Stat	te	Expires		DI Tyj	pe		Req.	End.	lnjur C P	y Severi OSSII	ty 3LE		Ejection	
Restraint Systems 3 SHOULDER AND LAP BELT USED	Alr Ba 2 No	g Deploy OT DE	red PLOYED	Helme	et Use		Eye	Prote	ection	Sea 3	iting RIG	Location Seat HT	Se 1	ating Lo FROM	cation Ro IT	w Seat	ing Locatio	n Other
Drivers Actions at Time of Crash (Fi	rst)				Drivers	Actions a	t Time o	of Cra	ash (Second)	1				Drive	er Distract	ed 8y		
Drivers Actions at Time of Crash (Th	(brin				Drivers	Actions a	t Time o	of Cra	ash (Fourth)					Drive	ers Conditi	on at Ti	me of Cras	h
Non-Motorist Description		<u> </u>			Non-Mi	otorist Ac	tion Prie	or to	Crash					Non	Motorist I	ocation	at Time of	Crash
Non-Motorist Actions/Circumstance	es (First	t)	Non-Motorist /	Actions	s/Circum	stances (!	Second}	h	ion-Motorist	Safet	ty Eqi	ipment (one)		N	on-Motori	st Safet	y Equipme	nt (two)
Suspected Alcohol Use Alcohol Tes	ted A	lcohol Ti	est Type	Ale	cohol Te	st Result	BAC		Suspected D	ug U	lse l	Drug Tested	Di	rug Test	Туре		Drug Test	Result
Source of Transport to Medical Faci	ility	EMS Ag	ency Name or	ID			' 	EMS	Run Number		<u>k</u>	Medical Faci	lity Tra	insport	ed To			
PERSON Person # Description Veh	icle#	Name				9-22-22	8.585	5139	eria di A	Dat	te of I	Rinth Sex		033	Phone N	umber	60-60-5 <u>0</u> -5	Re-Exam
4 PASSENGER	2	Anth	ony Sim	ons			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	10.2.	Stata			МА	LE			·	71e Certe	
								ity ot	51816								zip code	
Driver License Number				Stat	e	Expires	C	ΟΙ Τγρ	æ		Req. i	End,	Injuŋ	r Severii	Ŷ		Ejection	
Restraint Systems 7 CHILD RESTRNT SYSTEM-FWRD FACING	Air Ba	g Deploy	ed	Helme	t Use	L	Eye	Prote	ection	Sea 1	ting L LEF	ocation Seat T	Se 2	ating Lo SECC	cation Ro ND	w Seati	ing Location	n Other
Drivers Actions at Time of Crash (Fir	st)				Drivers	Actions a	t Tîme o	of Cra	sh (Second)					Drive	r Distracte	ed By		
Drivers Actions at Time of Crash (Th	ird)				Drivers .	Actions a	t Time o	of Cra	sh (Fourth)			more menore to be a		Drive	rs Conditi	on at Tir	me of Crash	1
Non-Motorist Description					Non-Mo	otorist Ac	tion Pric	or to (Crash	-				Non-	Motorist L	ocation	at Time of	Crash
Non-Motorist Actions/Circumstance	es (First) (I	Non-Motorist A	Actions	/Circums	stances (S	econd)	N	lon-Motorist (iafet	y Equ	ipment (one)		[Ni	on-Motori	st Safety	y Equipmer	nt (two)
Suspected Alcohol Use Alcohol Test	ted A	lcohol Te	ны Туре	Alc	cohol Tes	it Result	BAC	1	Suspected Dr	ug U	se (f	Drug Tested	Dr	ug Test	Туре		Crug Test	Result
Source of Transport to Medical Facil	lity	EMS Ag	ency Name or	ID			I	EMS	r Run Number		ļ	Medical Faci	i lity Tra	nsporte	d To		1	
PERSON Person # Description Veh	kle # 2	Name Kara	Simone							Dət	e of E	Birth Sex	MATE		Phone N	omper		Re-Exam
Address		<u></u>	DIROND				CI	ity & :	State	!					1		Zip Code	
Driver License Number				State	e	Expires	D	οί τγρ	æ	1	Reg. (End.	Injury	Severit	Y		Ejection	
Restraint Systems 9 BOOSTER SEAT	Air Baş	g Deploye	ed	Helmet	t Use		Eyel	Prote	ection	Seat	ting l	ocation Seat	Sei	ating Lo	cation Roy	v Seati	I ng Location	Other
Drivers Actions at Time of Crash (Fir	st}		I		Drivers i	Actions at	Tíme o	of Cra	sh (Second)					Drive	r Distracte	l d By		
Drivers Actions at Time of Crash (Th	ird)				Drivers I)rivers Actions at Time of Crash (Fourth) Drivers Condition at Time o			ne of Crash									
Non-Motorist Description					Non-Mo	torist Act	ion Prio	or to C	Crash					Non-l	Motorist L	ocation	at Time of	Crash

Crash Date 03/31/11		Repr 00	orting Agency Case N 12008627	lumber				HSMV Cra	ash Report Nu	umber	•		
Non-Motorist Actions/(Circumstance	es (First)	Non-Motorist A	ictions/Circi	umstances (Se	econd)	Non-Motorist	Safety Eq	ulpment (one	1)	Non-Motorist	Safety Equipment	t (two)
Suspected Alcohol Use	Alcohol Test	ued Alco	hol Test Type	Alcohol	Test Result	BAC	Suspected D	rug Use	Drug Tested	Drug Te	I est Type	Drug Test R	tesult
Source of Transport to	Medical Facil	lity EM	VS Agency Name or I	ID	ł	EN	AS Run Number	l	Medical Far	cility Transpo	vrted To		
PERSON										8.18 . (* 19			
Person # Description 7 PASSENGE	SR Vehi	icle# Na 3 Ai	^{me} nneliese Or	rnelas				Date of	Birth Set FI	× EMALE	Phone Nur	nber	Re-Exam
Ad	ldress					City	'& State					Zip Code	
Driver License Number				State	Expires	DIT	Гуре	Req.	End.	injury Seve	≓rity	Ejection	
Restraint Systems 9 BOOSTER SEA	.T	Air Bag Di	eployed	Helmet Use		Eye Pro	otection	Seating 3 RIG	Location Seat HT	Seating 2 SEC	Location Row COND	Seating Location	Other
Drivers Actions at Time	of Crash (Fir	st)	<u></u>	Drive	irs Actions at	Time of C	Trash (Second)	<u>I</u>		Dri	iver Distracted	Ву	
Drivers Actions at Time	of Crash (Thi	ird)		Drive	irs Actions at	Time of C	trash (Fourth)			Dri	ivers Condition	r at Time of Crash	
Non-Motorist Description	on			Non-	Motorist Acti	ion Prior t	to Crash			No	n-Matorist Loc	ation at Time of C	rash
Non-Motorist Actions/C	Ircumstance	s (First)	Non-Motorist A	ctions/Circu	imstances (Se	econd)	Non-Motorist	Safety Equ	uipment (one))	Non-Motorist	Safety Equipment	(two)
Suspected Alcohol Use	Alcoho! Test	ed Alcoh	nol Test Type	Alcohol	Fest Result E	вас	Suspected Dr	rug Use	Drug Tested	Drug Te	st Type	Drug Test R	esult
Source of Transport to N	Medical Facil	ity EN	AS Agency Name or I	D	ł	EM	IS Run Number		Medical Fac	olity Transpo	rted To	F	
VIOLATIONS												andered der stads	lot in er enden
Person # Name 1 Laura E	ve Lin	thicu	m	FL Statut Char	teNumber すらて 31(6	Charge Caroloss	Driv	rina ?	216 102	5	Citation Num ロコンムージ	iber nn
WITNESSES Name			Addres:	5			Olicoroso	<u></u>	City & State	e	<u>.</u>		Zip Code
NON VEHICLE PRO	OPERTY C	AMAGE	<u> </u>					<u> 2008</u>					
Vehicle # Person # Prope	erty Damage •	Other Inar	i Vehicle Est. Amount	. Owner's Na	ime (Check if a	ausiness) [Address		City &	State	Zip Code
NARRATIVE				l Maria									-
V-1, V-2, an	d V-3 v	were a	all traveli	ing soi	athboun	d on	US 27, 1	I. Mor	nroe St	. near	the int	ersection	
of Lake Ella	Dr. V-	-3 was	3 directly	in fro	ont of	V-Za	and $V-2$ where $V-2$	vas di	irectly	in fro	ont of V	'-1. D-2 a	nd
which pushed	l him fo	orwar	d into the	rear (of $V-3$.	D-1	.seu unau advised	that	she wa:	e was i s atter	ntina t	itne rear	А
her foot hit	the ac	ccele	rator inste	ead.			uu.		0110	o dese.	1perio -	0 000p	u
No injuries treatment on	report:	ed on	scene. D-2	2, P-2, rv.	, and D	⊢3 al	l advise	∋d th€	ey would	d be se	eking m	edical	
ID-1 was foun	d at fr	ault a	and issued	a cita	ation.								
REPORTING OFFICI	ER				1010111 200600000								
D/Badge Number Ra 36084 O	nk and Name Officer	e DEBO'	RAH DONALD!	SON 7:	27			Depar Tal	rtment lahasse	e Poli	ce Depai	Type tment 2	e of Department POLICE I

Crash Date 03/31/11 DIAGRAM	Reporting Agency Case Number 0012008627	HSMV Crash Report Number	

 	VRE
FL	ORIDA TRAFFIC CRASH REPORT

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

SHORT FORM UPDATE

LONG FORM

Crash 11/0	Date 4/11		Time of Cra	sh PM	Date of Rep 11/04/	ort 11	Reporti 0011	ng Agency C 030456	ase Num	ber			HSMV C	Crash Repo	ort Numb	er		
CRAS	H IDENT	Code Count	y of Crash		Place	or City of Cras	sh		<u> </u>				Within C	ity Limits	Time Re	ported 1	fime Dispa	atched
Time o	1 3 n Scene iTi	DU Leo me Cleared S	n cene Compl	leted Reason (If I	ovestigation	NOT Comple	e te)			· · ·			165		05:0	o Proju	<u>зэ:11</u> Зу	PPI
05:2	9 РМ О	6:10 PM	2 YE	s											:	2 LAW	ENFOR	EMENT
Crash (OWAY IN Occurred O	FORMATIO	DN (CHOC d, Highway	DSE ONLY 1 O	F 4 OPTIC	DNS)		1.28.75762 {	t At	Street Addre	ss Ħ		At	Latitude	And	Long	itude	
At Fee	27 (M t 0i	onroe S Miles	C) Direction	From From From From From From From From	m Intersect	ion With Stree	et, Road, H	lighway	******			A.77.00	F		- 672	Or From	Milepost	#
L				Se La	ke Ella	a Dr									69			
Road S	S.	MATION	CHECKIE		1996 3 7EN1	CURB			2022		Type of 3 T-	Intersecti INTER	on SECTI	ON				
Light C	ondition	MATION	Weath	er Condition	NELVIA D	Roadway Sur	face Condi	tion	School Bi	is Related	120000000000		994889968 	Manner	Of Collis	ion	A.G.(1993)971	1980/19493
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First H 2 CC NON-	ermful Ever DLLISIO FIXED	N WITH OBJECT	Fi 1 T	rst Harmful Event 4 MOTOR VE RANSPORT	HICLE	IN	Fin 1	st Harmful E ON ROA	vent Loc DWAY	ation	Wit	thin Interd	hange I	First Harm 1 NON-J	ful Event UNCTION	Relation I	n To Junctl	ion
Contrib 1 NC	outing Circu INE	mstances: Ro	əd 1		Contributi	ng Circumstan	ces: Road				Cont	ributing C	ircumsta	nces: Roa	1			
Contril 1 NC	uting Circu NE	mstances: En	vironment		I Contri	buting Circum	nstances: E	nvironment			Cont	ributing C	ircumsta	nces: Envi	ronment			
Work Z NO	one Relate	d Crash in Wo	ork Zone			Түре О	f Work Zoi	ne		Worke	ers In Wo	ork Zone	Law Enfo	rcement I	n Work Z	one		
VEHIC Vehicle	CLE Motor Vel	Check if	Commerc	a Hit and Run	Veh Licer	1se Number	State	Reg. Expires	5 5	Permanent	Reg. VIN	500509 ¹ 1						
1	1 VEHI	CLE IN	TRANSPC	NO	E-	Unc7		12-11	Tour	NO 1 Due To Dar	1G	CHK23	152F2	06055		Dates		
02	Chev	Model	Picku	np 4 GRY G	RAY 3	NONE	50 231. 001	liage	0 NO	1000 10 081	HORE VE	nicie Kem	очеа ву			Rotati	on	
Insurar USAA	ice Compar	ny (Driver)								insurance 21422	e Policy I 566	Number						
Name	of Vehicle C	Wher (Busin	ess)	040 50114		eooooooooo	nt Address			Ci	y & Stat	ė			Zip	Code		
Trailer One:	License	Number	State	Reg. Expires	Permaner	it Reg. VI	1							Year	Make	•	Length	Axles
Trailer Two:	License	Number	State	Reg. Expires	Permaner	nt Reg. VII	4		-					Year	Make	9	Length	Axles
Vehicle Traveli	ng N	Direction ORTH	Monroe	St	On Stree	t, Road, High	way						At	Est. Speed 05	d Poste	d Speed 3	5	lanes 04
CMV C	onfiguration	n	L	Cargo	Body Type													
										Area of Ini	ciai imp				IVIOS	st Dama	igea Area	a
Comm	GVWR/GCV	VR		Trailer Type (T	ailer One)	Trailer Typ	oe (Trailer	Two)	2		5 6	7 10 19	8 Under 9 Ove	carriage 1 rturn 1	8 9 - 2		56	
Haz. M	at. Release	Haz. Mat Pla	card N	umber		Class	\$		- 0	15 16	17	8 2	0 Wind 1 Tra	lshield 2 aile <i>r 2</i>			6 17	
Motor	Carrier Nan	1e				US DOT Nur	mber			13 12	11 10	9.			- 14	13 1	2 11 1	מן פ
Motor (Carrier Add	ress				City & State						Ziş	o Code	L	(P	hone Nu	mber	
Comm/	Non-Comm	nercial	Vehicle Boo 3 PICKU	іү Туре ІР		Vehicle Del 1 NONE	lects (one)		Veh	icle Defects	(two)		Emer NO	gency Veł	icle Use	Special 1 NO FUNC	Function o SPECI TION	of MV AL
Vehicle 14 S	Maneuver LOWING	Action Traf	ficway TWO-WAY	NOT DIV	IDED	Roadway G 1 LEVE	irade Ro L 1	adway Align STRAIGI	nment HT 1	Most Harmfu COLLIS	fEvent SION V-FIX	ED T	Aost Ham 4 MOT RANSP	nful Detal OR VEI	I	IN		
Traffic (1 NO	Control Dev CONTRO	ice For This V DLS	/ehicle First 14 TR	t (1) Sequence of MOTOR VEH ANSPORT	Events ICLE II	Secon	d (2) Sequ	ence of Ever	nts (Third (3)	Sequen	ce of Ever	nts	Four	th (4) Sec	quence o	f Events	
VEHIC Vehicle 2	LE Motor Veh 1 VEHT	Check if (Icle Type CLE IN '	l Commerc Franspc	lal Hit and Run NO	Veh Licer	l ise Number 759KXI	State R	Reg. Expires	5	l Permanent l NO	Reg. VIN 1G	1 4HD57:	207020	03139				
Year	Make	Model	Style	Color	LUE 2	ent Of Damag	e Est. Dar	nage Nage	Towed	Due To Dar	nage Vel	hicle Rem	oved By			Rotati	on	
nsuran	ce Compan	 y (Driver)	Joedan	ια υμαγ ε			<u> </u>	30	110	Insurance	Policy I	Number						
u.s.	Govern	nent								ł								

Crash Date	Rej	porting Agenc	y Case Number		Less manufactions de	ala na mana ang ang ang ang ang ang ang ang ang	HSMV C	rash Report Numbe	орыс ройски солс) Г		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	n n men ver verste steat daaft dagt ek ende
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Name of Vehicle Owner (Busine: Frederick Frickson	ss}[] ∟5125-F	Eaglesto	n Ave Orl	çunem Lando	Auuress			city a state			3281	0
Trailer License Number	State	Reg. Expires	Permanen	it Reg. VIN						Year	Make	Length Axi
Trailer License Number : Two:	State	Reg. Expires	Permanen	it Reg. VIN						Year	Make	Length Axi
Vehicle Direction Traveling NORTH I	ionroe	st	On Stree	t, Koao, Highwa	Ŷ						losted 5	
CMV Configuration		Car	go Body Type				Area	of Initial Impact		ar a hair i ta	Most D	amaged Area
Comm GVWR/GCWR		Trailer Type	(Trailer One)	Trailer Type	(Trailer Two	o) \	2 3	4 5 6 7	18 Un 19 0 20 W	dercarriage Overturn Jindshield		4 5 6
Haz. Mat. Release Haz. Mat Plac	ard Nu	umber		Class			14 13	12 11 10 9	21	Trailer		3 12 11 10
Motor Carrier Name	1			US DOT Num	er							
Motor Carrier Address				City & State					Zip Cod	e	Pho	ne Number
Comm/Non-Commercial	Vehicle Bod I PASSE	y Type NGER CAI	2	Vehkle Defe 1 NONE	ts (one)		ehicle De	lects (two)	E N	mergenc y V O	ehicle Use Sp 3	ecial Function of M POLICE
Vehicle Maneuver Action Traff 14 SLOWING 1 7	icway CWO-WAY	NOT DI	VIDED	Roadway Gra 1 LEVEL	de Road 1 S'	way Aligoment TRAIGHT	MostH 2 CO WITH	armful Event LLISION NON-FIXED	Most 14 M TRAN	Harmful Det IOTOR VI ISPORT	tail EHICLE II	N.
Traffic Control Device For This Ve 1 NO CONTROLS	ehicle First 14 TRJ	(1) Sequence MOTOR V ANSPORT	of Events EHICLE II	Second N	(2) Sequenc	e of Events	Th	ird (3) Sequence of	Events	Fo	urth (4) Seque	nce of Events
PERSON	 	68025030.770	1991 (S. 1993)			1999 (7) (2)				Phone N	umber	Re-Evam
Person # Description 1 1 DRIVER	/ehicle # N 1 N	ame 4ichael	Kelly R	thody		. 0	01-0	1-1986 MALE		(850)	509-022	2 NO
Address 2049 Faulk Dr Ta	llahas	see		la .			le -	- 3 le			3	2303
Driver License Number R300551860010			Stat	e Expires 01/0	1/12 5	E/OPERAT		NO 1	NONE	nty	L N	OT EJECTED
Restraint Systems 3 SHOULDER AND LAP BELT USED	Air Bag 2 NO	Deployed T DEPLOY	ED 3 NC	tUse) HELMET	Eye P 3 N App	rotection ot licable	1 LE	g Location Seat FT	1 FRC	INT	w Seating Loc	auon Quier
Drivers Actions at Time of Crash 10 FOLLOWED TOO CL	(First) OSELY			Drivers Actions	at Time of	Crash (Second)			Dri 1	ver Distracto NOT DI	ed By STRACTED	i
Drivers Actions at Time of Crash	(Third)			Drivers Actions	at Time of	Crash (Fourth)			Dri [.] 1	vers Conditi APPARE	on at Time of (NTLY NOR)rash MAL
Non-Motorist Description				Non-Motorist i	Action Prior	to Crash			No	n-Motorist l	location at Tim	e of Crash
Non-Motorist Actions/Circumsta	inces (First)	Non-M	lotorist Actions	/Circumstances	(Second)	Non-Motoris	st Safety E	quipment (one)		Non-Motori	ist Safety Equi	oment (two)
Suspected Alcohol Use Alcohol 1 NO	Fested Alc	cohol Test Typ	xe Alc	cohol Test Resu	t BAC	Suspected NO	Drug Use	Drug Tested	Drug Te	st Type	Drug	Test Result
					10	AC Due Mumbe	~	1 I				
Source of Transport to Medical H	Facility	EMS Agency I	Varme or ID		E	VIS NULLIVOLDO		Medical Facility	Transpol	rted To		
Source of Transport to Medical I PERSON Person # Description 2 DR I VER	Facility Vehicle # N 2 7	EMS Agency f lame ['roy Di-	dgs				Date o 07-1	Medical Facility of Birth Sex .6-1984 MALE	Transpo ;	Phone N (850)	lumber 554-424	8 Re-Exam NO
Source of Transport to Medical I PERSON 2 DR IVER Address 275 John Knox Rd	Facility Vehicle # N 2 7 Talla	EMS Agency f Name Froy Di hassee	name or ID ggs		Clt	y & State	Date of 07–2	Medical Facility of Birth Sex 6-1984 MALE	Transpo ;	Phone N (850)	lumber 554-424 Zip 3	8 NO 2303
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Crash Date 11/04/11	Reporting Agency Case Nun 0011030456	Pper Alexandra di secondo de la constante de la constante de la constante de la constante de la constante de la		HSMV Crash Report Numl	nan na sana na sana na sana na sana na sana na sana na sana na sana na sana na sana na sana na sana na sana na D GL	n dave da da da da da da da da da da da da da
Non-Motorist Actions/Circumstances (Fir	rst) Non-Motorist Acti	ons/Circumstances (Seco	and) Non-Motorist	Safety Equipment (one)	Non-Motorist Sal	lety Equipment (two)
Suspected Alcohol Use Alcohol Tested NO	Alcohol Test Type	Alcohol Test Result BA	C Suspected D NO	rug Use Drug Tested	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility	EMS Agency Name or ID	<u></u>	EMS Run Number	I Medical Facilit	ty Transported To	
VIOLATIONS Person # Name		FL Statute Number	Charge			Citation Number
WITNESSES Name	Address			City & State		Zip Code
NON VEHICLE PROPERTY DAM	IAGE			vas se relietada se se s		
Vehicle # Person # Property Damage • Othe	er Than Vehicle Est. Amount	Owner's Name (Check if Bu	siness) 🗌	Address	City & Sta	ite Zip Code
NARRATIVE		공장감정영광활				
V-2 was traveling nor	rthbound on Mor	roe St in he	avy traffic	. V-1 also t	raveling north	bound on
Monroe St directly be	ehind V-2. V-2	l began to sl	ow down due	to traffic in	n front of him	. V-1's
front end made contac	ct with the rea	ır of V-2.				
Neither party reporte	ed any injuries	s. D-1 was a	t Fault for	the crash, b	ut not issued	a citation
due to the minor amou	int of damage.					
REPORTING OFFICER		1. (1997) 1997 (1997) 1997 - 1997 (1997) 1997 - 1997 (1997)	바라 같은 것은 것 같은 것을 했다.		9 - 19 - 19 - 19 - 19 - 19 - 19 - 19 -	
10/Badge Number Rank and Name 94581 Officer Al	NDREW LYONS 70	52		Tallahassee	Police Depart	ment 2 POLICE I

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Crash Date 11/04/11	Reporting Agency Case Number 0011030456	HSMV Crash Report Number
DIAGRAM		

	RE		
FLORIDA T	RAFFIC C	RASH RE	PORT

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

19

(Electronic Version)

Crash Date 01/25/1:	2	*********	Time of Cra 08:23	sh PM	C	ate of Repo	ort 12	Repo 001	rting Agenc 200230	y Case 3	Number				HSMV	/ Crash Rep	ort Nun	nber		
CRASH ID	ENTIFIER	S	u of Crorb			Disco	or City of C	ereb	0.00.000.00	83.13k		1960-034-0	10703-1	2423-534	Wahlo	City Limite	Timor	Papartad		atchad
13	3 50	Leo	n			Tal	lahass	ee							YES	City cinits	08:	32 PM	08:33	PM :
Time on Scer	ne Time Cle	eared So	cene Comp	eted Re	ason (if In	vestigation	NOT Comp	olete)										Notified	Ву	
08:41 P		O PH	2 YI	S DE ON			NIC1						3 83357	C				2 LAW	ENFOR	CEMENT
Crash Occurr	ed On Stre	et, Roac	, Highway				,, ,,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		840756356666	1498	At Stre	et Addre	ss #		A	t Latitude	Anc	j Lon	gitude	0492025343
SOUTH M	onroe	St									1700				+		-			
At Feet	Or Miles	5	Direction		Froi 🛞	n Intersecti	on With St	reet, Road	, Highway									Or Fron	n Milepost	t#
Road System	Identifier		<u> </u>			Type	of Shoulds	51					Τγρε ο	of Intersed	tion		No.91			
3 STATE			and a change of the same data and the same of the	n a again (process) again		3 (CURB	na manana ing karang karang karang karang karang karang karang karang karang karang karang karang karang karang	in terlation in the terlation and alo	where the thread set		ana sa sa sa sa sa sa sa sa sa sa sa sa sa	ΊN	TA TO	INTE	RSECTIO	DN	eur 204 Marchaelle	an gana ta sera tana ang panta	
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First Harmful	Event Type) T ਯਾਪ	Fi	rst Harmi	ful Event	טדריד פ	1.51	ľ	First Harmfu	il Ever	at Location	3	M	/ithin Inte	rchange	First Harn	nful Eve	nt Relatio	n To Junct	tion
NON-FIX	ED OBJ	ECT	1 1	RANSP	OR VE	птспе з	LTA													
Contributing	Circumstar	ices; Ro	ad , .			Contributin	g Circumst	ances: Roa	be				Co	ntributing	Circumst	ances: Roa	d			
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Work Zone R	elated Cras	h In Wo	ork Zone				Туре	Of Work 2	Zone			Worke	ers In V	Vork Zone	Law Enf	orcement i	n Work	Zone		
VEHICLE	Che	ck if i	Commerc	ial			an an an an an an an an an an an an an a				TRACENCE							157522		
Vehicle Moto	or Vehicle T	ype		Hit and	Run	Veh Licen	se Number	State	Reg. Exp	ires	Peri	manent i	Reg. V	'IN			9774.P6474399	0469360486 403	enderer erste dier.	
	EHICLE		TRANSPO	оио		1	F981	UE			NO		3	FAKPI.	131WR2	255967				
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Insurance Co	mpany (Dri	ver)	ł			L		1		į	1	nsurance	e Polic	y Number				- 1		
Geico											í	4007-	69-2	4-13						
Name of Veh	licle Owner King 6	(805in 88 El	ess) 🗌 AST Ken	tucky	Avel	Peland	Cur	rent Addre	355			cn	ty & St	ate			3	21p Code 2724		
Trailer Lk One:	cense Num	ber	State	Reg. Exp	plres	Permanen	t Reg.	VIN								Year	Ma	ke	Length	Axles
Trailer Lk Two:	cense Num	ber	State	Reg. Exp	pires	Permanen	t Reg.	VIN								Year	Ma	ike	Length	Axles
Vehicle Traveling	Directi	on 1	Monroe	St		On Stree	t, Road, Hig	shway							4	t Est. Spee 1 (d Pos	ted Speed	Total	Lanes 4
CMV Configu	ration	•			Cargo B	ody Type									}	1		~	-	-
						• •					Are	ea of Ini	tial in	npact			. M	ost Dam	aged Are	а
Comm GVWF	R/GCWR			Trailer	Type (Tra	iler One)	Trailer	Type (Trail	er Two)		<u>0)</u>	4	5 6	17	18 Unde	rcarriage 1	8 Q) <u>Ol</u>	4 5 0	6 7
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Motor Carrie	r Name							lumber			14 13	3 12	11 10	9 9	·	1	- 14	4 13 1	2 11 1	0 9
NOTO COME	i itunic						050011	umber												
Motor Carrie	r Address						City & Sta	te						7	ip Code	<u> </u>		Phone N	umber	
Comm/Non-C	Commercia	1	Vehicle Bo	dy Type INGER	CAR		Vehicle I	Defects (or	ie)		Vehicle	Defects ((two)		Eme	ergency Vel	nicle Us	e Special	Function SPEC	of MV LAL
																		FUNC	TION	
Vehicle Mane	euver Actio	n Traf	ficway	· NO4		DED	Roadway	Grade	Roadway A	lignme	int Most	Harmfu	Even	t	Most Ha	rmful Deta				
II OVERTAK	ING/PA	1	TWO-MA1	NO1	DIVI	DED	T PEA	ЕГ	I STRAI	GHT	U Z C	NON H	3FT	XED	TRANS	TOR VE	HICPE	5 1 IV		
Traffic Contro	ol Device Fo) or This V	Vehicle Firs	t (1) Seau	Jence of E	vents	Sec	ond (2) See	ouence of E	vents		Third (3)	Seaue	ence of Ev	ents	Fou	th (4) S	equence	ofEvents	
1 NO CON	NTROLS		14 TR	Motó Anspo	R VEH: RT	ICLE IN	1	• •					•				•••			
	Che	ck if f	Commerc	ia)	- La reteisé						00000065		262603		391093(A26)	us an l	82383		9) <u>693</u> 633	9.559.6793
Vehicle Moto 2 1 V	r Vehicle T EHICLE	ype IN 1	IRANSPO	Hit and NO	Run	Veh Licen	se Number 070Y	BQ State	Reg. Expl	lres	Peri NO	manent F	Reg. V	N 70YBQ	1655(20142F.)		200337837		nastana (1993)	
Year Make 04 Hyu	n Mod	iel	Style SUV 4	doc M	olor IAR BU	Extended A	ent Of Dam 41NOR	age Est. D)amage	500 1	iowed Du NO	e To Dan	nage V D	ehicle Rer river	noved By			Rotat	ion	
Insurance Co	mpany (Dri	ver}	1	- 1-							1	nsurance	Policy	Number						
Geico											4	1165-3	55-9	6-33						

Crash Da	te /12			Reportin 00120	g Agency Cas	e Numbe	5L			ci.a.65:090.902.	H	ISMV C	Crash Report I	Number	thé balantat sa sa sa		inde Konstationende	n Tenni Stiller af Greta stre	anderse distanceer	
Name of	Vehicle Owne	er (Busine:	ss) 🗌			913-00 7 879339-3	(Current Add	dress	-Sinti-Antonian A			City & Sta	te	-47-6959974-6774		********	Zíp Code	1942) FUIRING (* 1947)	
Larho Trailer	Icense Nun	ese Wi nber S	lliam State	s 275 Reg. 1	John Ki Expires	nox R Permane	d Apt ntReg.	# X202	Tall	ahasse	e					Year	I_A	32303 Make	Length	Axles
One: Trailer Two:	License Nun	nber S	State	Reg. 1	Expires	Permane	nt Reg.	VIN								Year	N	Make	Length	Axles
Vehicle	Direc	tion				On Stree	et, Road,	l Highway			.					t Est. Spe	ed Po	osted Speed	i Total	Lanes
Traveling CMV Con	SOUT	Н	ionroe	e St	Careo Bo	du Tune										1	5		35	4
					ourge be	01 190						Area	of initial Im	pact			- I	Most Dam	aged Are	a
Comm G	VWR/GCWR			Trai	ler Type (Trai	ier One)	Trail	er Type (Tra	aller Two)	$\overset{2}{\searrow}$	3	4 5 6	7	18 Unde 19 Ov	ercarriage /erturn	18 19	2 3	4 5	6 7
Haz. Mat	. Release Haz	. Mat Plac	ard	Number				Class			4		<u>""</u>	Å	20 Wir 21 T	ndshield Trailer	20 21 /	11:01	16 11 17	
Motor Ca	irrier Name						US DO	 T Number			14	13	12 11 10	10				14 13	12 11 1	10 9
Motor Ca	rrier Address					- ·	City &	State		l	••••			Z	ip Code	1		Phone N	umber	-
Comm/N	on-Commercia	al N 1 V	/ehide B 6 (SE EHICI	ody Type ORT) E	UTILITY		Vehic 1 NO	le Defects (NE	опе)		Vehi	icle De	fects (two)		Eme	ergency Ve	shicle U	Jse Special 1 NO FUNC	Function SPEC	of MV IAL
Vehicle N 1 STR AHEAD	faneuver Actio AIGHT	on Traffi 1 T	cway WO-WA	Y NC	T DIVID	ED	Roady 1 Li	vay Grade SVEL	Roadw 1 ST	vay Alignma 'RAIGHT	ent N	Aost H IOTOI IN TI	armful Event R VEHICL RANSPORT	E I	Most Ha MOTOR	rmful Deta VEHIC	all CLE J	IN TRAN	ISPORT	
Traffic Co 1 NO (ntrol Device F CONTROLS	or This Ve	hicle Fi 1 T	rst (1) Se 4 MOT RANSP	quence of Ev OR VEH10 ORT	ents CLE II	N S	iecond (2) S	l Sequence	e of Events	I	Th	ird (3) Sequer	nce of Eve	ents	Fou	urth (4)	Sequence	of Events	
PERSON #	N Description DRIVER	V	ehicle # 1	Name Brit	tany Ma	arie	King					Date o 05-2	f Birth 6–1990 F	ex FEMALE	2	Phone Nu (386)	mber 748-	-1938	Re-Exam NO	
1420	N Merid	dress lian R	d Ta	llaha	assee				City	& State								Zip Code 3272	24	
Driver Lice K5200	ense Number 17390686	50				State	e I	Explres	DI T 5	ype E/OPER	ATOI	Req	I. End. NO	lnjury I N(Severity	,		Ejection	EJECT	ED
Restraint 3 SHOU	Systems ULDER AN	D LAP	Air Ba 2 N	ig Deploy OT DE	ed PLOYED	Helme	t Use		Eye Pro	tection t	5	eating LE	Location Sea	t Se	ating Loc FRON1	ation Row C	/ Seati	ng Location	Other	
Drivers Ac 10 FO	tions at Time LLOWED T	of Crash (i OO CLC	First) SELY			1	Drivers #	Actions at T	ime of C	rash (Secor	1d)				Driver 1 N	Distracted OT DIS	l d By STRAC	CTED		
Drivers Ac	ctions at Time	of Crash {	Third)				Drivers /	Actions at T	ime of C	rash (Fourt	h)				Driver: 1 A	s Condition PPAREN	n at Tín ITLY	ne of Crash NORMAI		
Non-Moto	orist Descriptio	on					Non-Mo	torist Actio	n Prior te	o Crash			<u></u>		Non-M	lotorist Lo	cation	at Time of	Crash	
Non-Moto	orist Actions/C	Circumstan	ces (Firs	t)	Non-Motoris	Actions	/Circums	tances (Sec	ond)	Non-Moto	rist Sa	fety Ec	uipment (on	e)	Nor	n-Motorist	t Safety	/ Equipmen	t (two)	
Suspected	Alcohol Use	Alcohol Te	ested A	lico'hol T	est Type	Alc	ohol Tesi	t Result BA	AC .	Suspecte	d Drug	g Use	Drug Tested	Dr	ug Test T	уре		Drug Test I	Result	
	Transport to A	Andton! En	atility	ENC A	an ar Nama a	-10			teres.	NO	h									
	Transport to r	VIEUICALEA	спну	EIVIS A§	ency Name o	10			EN	S KUN NUM	Det		iviedical Fa	acility fra	nsporteo	10				
PERSON Person # [2]	Description DRIVER	Ve	hicle # 2	_{Name} Larh	onda Ge	enese	Wil]	Liams			C (Date of 09-1	Birth Si 6-1982 F	ex 'EMALE	- -	Phone Nur (850)	mber 702-	4189	Re-Exam NO	13797
275 J	Ada ohn Kno	dress x Rd	Apt#	X202	2 Talla	hasse	e		City 8	& State	ŀ							Zip Code 3230	3	
Driver Lice	ense Number 2782836	0				State	• E	Expires	DI Ty 5 T	/pe E/OPER/	ATOL	Req.	. End.	injury	Severity			Ejection	EJECT	 ED
Restraint S 3 SHOU	Systems JLDER ANI	D LAP	Air Ba 2 N(g Deploy DT DE	ed PLOYED	Helmet	Use		Eye Pro 3 No	tection		eating LE1	Location Seal	t Sea 1	ting Loca FRONT	ation Row	Seatir	ng Location	Other	
Drivers Ac 1 NO C	tions at Time of CONTRIBU	of Crash (F TING A	irst) CTION	1			Drivers A	ictions at Ti	IAPP1. ime of Cr	ash (Secon	d)				Driver 1 NC	Distracted DT DIS	 By TRAC	TED]
Drivers Act	tions at Time o	of Crash (T	'hird)				Drivers A	ctions at Ti	me of Cr	ash (Fourth	h)				Drivers	Condition	n at Tim im Try	ne of Crash		
Non-Moto	rist Descriptio	n					Non-Mot	orist Action	n Prior to	o Crash					Non-M	otorist Loc	cation	at Time of (ìrash	

Crash Date 01/25/12	Reporting Agency Case Nu 0012002303	ımber		HSMV	Crash Report Nun	ıber	nin 7 olema on Hortsteinen sing	New York and the contract of the Contract of the Contract of the Contract of the Contract of the Contract of the
Non-Motorist Actions/Circumstances (Fin	rst) Non-Motorist Ad	tions/Circumstances (Second)	Non-Motorist Safety	Equipment (one)	Not	n-Motorist Safet	y Equipment (two)
Suspected Alcohol Use Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Us NO	e Drug Tested	Drug Test T	уре	Drug Test Result
Source of Transport to Medical Facility	EMS Agency Name or ID)	EMS	Run Number	Medical Faci	lty Transported	То	Į
PERSON		0.05-1681007-0418-060156						
Person # Description Vehicle # 3 PASSENGER	/ _{Name} 2 Micah Jonath	an McRae		Date 03-	of Birth Sex 01-1985 MA	LE	Phone Number	Re-Exam
Address 275 John Knox Rd Apt	# X202 Tallaha	ssee	City &	State				Zip Code 32303
Driver License Number		State Expires	DI Ty	pe R	eq. End.	injury Severity 1 NONE		Ejection
Restraint Systems 3 SHOULDER AND LAP 2 N BELT USED	Bag Deployed H NOT DEPLOYED	elmet Use	Eye Prot 2 No	ection Seati 3 R	ng Location Seat IGHT	Seating Loca 1 FRONT	ation Row Seati	ng Location Other
Drivers Actions at Time of Crash (First)	I	Drivers Actions a	t Time of Cra	ish (Second)		Driver	Distracted By	
Drivers Actions at Time of Crash (Third)		Drivers Actions a	t Time of Cra	ish (Fourth)		Drivers	Condition at Tir	ne of Crash
Non-Motorist Description		Non-Motorist Ac	tion Prior to	Crash		Non-M	otorist Location	at Time of Crash
Non-Motorist Actions/Circumstances (Fir	st) Non-Motorist Ac	tions/Circumstances (5	iecond)	lon-Motorist Safety	Equipment (one)	Nor	-Motorist Safety	/ Equipment (two)
Suspected Alcohol Use Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use	e Drug Tested	Drug Test T	үре	Drug Test Result
Source of Transport to Medical Facility	EMS Agency Name or ID	•	EMS	Run Number	Medical Facil	ity Transported	То	
VIOLATIONS Person # _{Name}	·	FL Statute Number	Ch	arge			ļ	Citation Number
WITNESSES Name	Address				City & State			Zip Code
NON VEHICLE PROPERTY DAM	AGE							
Vehicle # Person # Property Damage - Othe	r Than Vehicle Est. Amount	Owner's Name (Check If	Business) 🗌	************************************	Address		City & State	Zip Code
NARRATIVE	ng gouthbound	in the out		no of N N			1700 53	
Wahiele 1 was traveri	ing southbound	In the outs	side is	INE OL N. M	ionroe st.	in the	1700 BIC	cx.
wenicie i was directi	y bening vehi	cie Z. Driv	ver z a	uvised she	siowed t	o turn i	nto the	RELAUY
parking lot and was h	iit from behind	a. Driver 1	L advis	sea she tur	nea ner h	ead to c	neck to	see if
the inside lane was c she attempted to swer	ve out of the	she looked way but was	back V s unabl	e to avoid	vas stoppi Vehicle	ng. Dri 2.	ver 1 ad.	vised
No injuries were repo	rted on-scene							
Driver 1 was found at	fault for fo	llowing too	closel	y but not	cited due	to minc	or damage	•
D/Badge Number Rank and Name 06364 Officer B	MALAFRONTE 7	19		De [De	partment allahassee	Police	Departme	Type of Department

Crash Date 01/25/12 Reporting Agency Case Number 0012002303 HSMV Crash Report Number DIAGRAM , N Veh 2 Stupped to two right into Publix, got rear ended by Veh 1 Ū Į Marioe 2 Publix N. Ent

fr FL	This Traffic Crash Report ca	an be purchased online at: ww FFIC CRASH		WAS DOT PROPERTY INVO	LVED IN THIS CRASH?	
LONG FORM MAIL TO: D TRAI	A SHORT FO (Shaded Area EPARTMENT OF I FFIC CRASH REC TALLAHA	ORM UPDAT HIGHWAY SAFETY ORDS, NEIL KIRKA SSEE, FL 32399-05	TE & MOTOR VEHICLES #AN BUILDING 337	TOTAL # OF VEHICLE TOTAL # OF PERSON TOTAL # OF NARRAT	SECTION(S) 2 SECTION(S) 2 IVE SECTION(S) 1	L
CRASH DATE 09/11/2012	TIME OF CRASH 12:22 PM	DATE OF REPOR	REPORTING AGENC	Y CASE NUMBER HSM 835	V CRASH REPORT NUMBER 90535	
RASH IDENTIFIE	RS	ASH		CHECKIEW		TIME DISPATCHED
13 50	LEON		TALLAHASSEE	CITY LIMITS	12:22 PM	12:22 PM
ME ON SCENE	TIME CLEARED SCEN	E CHECK IF COMPLETED	REASON (If Investigation NOT Comp	lete)	Notified By	y: 1 Motorist 2
DADWAY INFORM	ATION (CHOOSE ONL	LY 1 OF 4 OPTIONS)			2 Law Ent	orcement
RASH OCCURRED	ON STREET, ROAD, HIGHN	WAY	1 AT STREET	ADDRESS # AT L	ATITUDE AND LO	IGITUDE
T FEET	XILES N S	E WILL AT/FRO	M INTERSECTION WITH STREET, R	DAD.HIGHWAY		OM MILEPOST #
Road	System Identifier	7 Forest Road 8 Private Roadway	Type of Shoulder	Type of Inter 1 Not at Interse	section 5 Traffic Circle ction 6 Roundabout	
9 2 U.S. 3 State	5 Local 6 Turnoike/Toll	9 Parking Lot 77 Other, Explain in	3 2 Unpaved	1 2 Four-Way Inte 3 T-Intersection	rsection 7 Five-Point, or 77 Other, Expl	: More ain in Narrative
RASH INFORMAT	ION (CHECK IF PICTU	Narrative RES TAKEN)		4 1-itilersecoon		
Light C	ondition	Weather Condition 4 Flog, Smog. Smok	Roadway Surface Con	dition School Bus Related	i Manner of Co	ollision/Impact
1 Daylight 2 Dusk 3 Dawn 4 Dark-Lighte	5 Dark-Not Ughted 6 Dark-Unknown Lighting of 77 Other, Explain in Narrative 88 Unknown	2 Sleet/Hail/ Freezing Rain 6 Blowing Sand, Soi Din 2 Cloudy 7 Severe Crosswind 7 Other, Explain in Narrative	6 Mud, Dirl, Gra 7 Sand 8 Water 1 Dry 2 Wet 4 Ice/Frost 8 BUnknown	9) n in	s 77 5 Sidesw 5 Sidesw 6 Rear to 2 Front to Front 3 Angle 8 Unknow	ipe, same direction ipe, Opposite Direction) Side) Rear , Explain in Narrative own
14 First Harmful Event within Intercha 1 No 2 Yes 88 Unknown	A Jackknife 5 Cargo/Ec Loss or Shi Loss or Shi 6 Felt/Jum Motor Vehi 7 Thrown o Object 8 Ran int V 9 Other Co	ai (2 reinne) quipment 13 Animal ift 14 Motor Vi ped From Transport ide 15 Parked or Falling 16 Work Zo Equipment Vater/Canal 17 Struck E ∰ision Cargo 18 Other N	21 Bridge Pier 22 Bridge Pier 22 Bridge Rait 23 Cutvert 24 Curb Motor Vehicle 25 Ditch 27 Guardrait F 29 Galardrait E 29 Galvert 29 Guardrait E 29 Cable Barri 29 Cable Barri	nd Support 32 Tree (Stailung) or Support 34 Treffic Sign Sug 35 Treffic Sign Sug 35 Chter Post, Pol Support- nt 37 Fence ace 38 Ma'tox nd 39 Other Fixed Obj er building, tunnel, etc	L Support port port a or lect (wall, b) b) c) c) c) c) c) c) c) c) c) c	Oir Noedway Shoulder Median Gore Separator In Parking Lane or one Outside Right-of-way D Roadside 8 Unknown
First I Non-Junction Intersection-Related Driveway/Alley Accesed related	Harmful Event Relation 5 Railway Grade Cross 14 Entrance/Exit Ramp 15 Crossover - Related 16 Shared-Use of Path 17 Acceleration/Dceler. 18 Through Roadway 58 77 Other, Explain in Na 88 Unknown	n to Contr sing d or Trail 1 No aution Lane 4 W nition arrative 6 St 7 Rt	Ibuting Circumstances: Road	9 Worn, Travel-Polished Surface 10 Road Surface Condition (wet, icy, snow, slush, etc.) 11 Obstruction in Roadway 12 Debris 13 Traffic Control Device Inoperative, Missing or Obscured 14 Non-Highway Work 77 Other, Explain in Narrative 88 Unknown	Contributing Circumstan	ces: Environment nimal(s) in Roadway Other, Explein in rative Unknown
Work Zone Rela	ted Crash 1 Befo	n In Work Zone re the First Work Zone	Type of Work Zon	e Workers in Wo	rk Zone Law Enfo	rcement in Work
1 No 2 Yes 88 Unkno	wn Warnin 2 Adva 3 Tran 4 Activ 5 Term	ng Sign ance Warning Area sition Area ity Area nination Area	2 Lane Closure 2 Lane Shift/Crossover 3 Work on Shoulder or M 4 Intermittent or Moving V 77 Other, Explain in Nerr	edian 1 No Vork 2 Yes stive 88 Un	known	er Present Enforcement Vehicle Present
ITNESSES			•			
NAME			ADDRES	55 CITY & STATE	2	JP CODE
NAME			ADDRE	S CITY & STATE		IP CODE
NAME			ADDRES	S CITY & STATE		2IP CODE
N VEHICLE PRO		S TUANVEL IEVI.				`
n.# FCK# Ph	UPERIT DAMAGE - OTHE	IN IHAN VEH.	OWNER'S NAME [] (CHECK	IF BUSINESS} ADDRESS	CITY & STATE	ZIP CODE
H.# PER# PF	OPERTY DAMAGE - OTHE	ER THAN VEH.	OWNER'S NAME	FBUSINESS) ADDRESS	CITY & STATE	ZIP CODE
		ana ao amin'ny faritr'i 🚺 👘 🖓 amin'ny faritr'i Ana		(a) a set of the first of the set of the	- 「「「」」、「」」、「」」、「」、「」」、「」、「」、「」、「」、「」、「」、「	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

VEHICLE #	1 Check if	Commercial	Reporting Ager	icy Case Number 3			HSMV Co 83590	ash Report Numb 535	er	
1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle	1 VEHICLE LICENSE NL 1 XB8418	MBER STATE	REGISTRATIO	N EXPIRES Ch Re	eck if Perma gistration	anent 1	/iN FDNF205291	EB11995		
Hit and Run 1 No 2 Yes 86 Unknown	YEAR MAKE 2009 FORD - FOR	MODEL	: - - -	STYLE K	COLOR WHITE - 1	WHI	DAMAGE: 1 Disabling 2 Functional 3 None	4 Minor 88 Unknown	3 \$0.	T. AMOUNT 00
INSURANCE COMPANY (SELF INSURED	DRIVER)	INSURANCE POLICY N	UMBER	Towed due to Damage: 1 No 2 Yes	1		REMOVED BY	1. Rot 2. Om 3. Driv 4. Oth	ation ner Request /er er, Explain in N	arrative
NAME OF VEHICLE OWN CITY OF TALLAHASSEE	ER (CHECK IF BUSINESS)	CURRENT ADDI 300 S ADAMS S	RESS TREET			CITY & S TALLAH	STATE ASSEE	FI	- ZIP 3230)4
Trailer LICENSE NUMB One:	R STATE REGISTRATI	ON EXPIRES Che Re	eck if Permanent gistration	VIN			YEAR	MAKE	LENGTH	AXLES
Trailer LICENSE NUMBE Two:	R STATE REGISTRATI	ON EXPIRES Che Re	eck if Permanent gistration	VIN			YEAR	MAKE	LENGTH	AXLES
	S E W Off-Road U	ON STREET, I	ROAD, HIGHWAY L OT				AT EST. SPEEC 5	POSTED S	PEED TO 02	DTAL LANES
HAZ MAT. RELEASED 1 No 2 Yes 88 Unknown MOTOR CARRIER NAME	HAZ MAT. PLACARD 1 No 2 Yes 88 Unknown	NUMBER CL	ASS	Area of Initia 2 3 4 5 1 15 16 14 13 12 1	1 Impact 6 6 7 17 8 1 10 9	08 11 20 2	B Undercarriag 9 Overturn 0 Windshield 1 Trailer	08 19 19 20 21	Most Dar 2 3 4 1 15 14 13 12	naged Area 5 6 7 16 17 8 2 11 10 9
MOTOR CARRIER ADDR	ESS	CITY		· · .	ST	ATE ZI	PCODE	Pł	HONE NUMBE	R
20 1 Passenger Car 2 Passenger Van 3 Pickup 7 Motor Home 8 Bus 11 Motorcycle 12 Moped 13 Alf Terrain Vetecle (AT) Comn 1 Inte 2 Intra 3 Not 4 Not Most Harmful Event 14 Sequence of Events 14 3rd 4th	15 Low Speed Vehicle 16 (Sport) Utility Vehicle 17 Cargo Van (10,000 lbs (4,536 kg) or less) 18 Motor Coach 19 Other Light Trucks (10,00 (4,536 kg) or less) 20 Medium/Heavy Trucks (10,00 (4,536 kg) or less) 20 Medium/Heavy Trucks (10,00 (4,536 kg) or less) 20 Medium/Heavy Trucks (10,00 (4,536 kg) or less) 20 Medium/Heavy Trucks (10,00 19 Other, Explein in Narreth 80 Unknown I/Non-Commerce/ 80 Unknown I/Non-Commerce/ 10 Sette Carrier in Commerce/Government In Commerce/Other Truck 1 Non-Collision 1 Overtum/Rollover 2 Fire/Explosion 3 Immersion 4 Jackhrife 5 Cargo/Equipment Loss or S 6 FeB/Jumped From Motor Vi 7 Thrown or Falling Object 8 Ren into Water/Canal 9 Other Non-Collision [40-46 Sequence of Events 40 equipment Fallure (blown) brake fallure, etc.) 41 Separation of Units 42 Ren Off Roadway, Right	Iratini I Two-Way, N Continuous L S Two-Way, N Continuous L S Two-Way, C (painted >4 fe 4 Two-Way, C Median Barrie 5 One-Way T 88 Unknown re TRAILER 1 Comm GVWR/GCWI Colliston with hift 10 Pedator 12 Raitway 13 Animal 14 Motor V 15 Parked J 16 Work Zo Equipment T7 Struck B Anything Se Vehicle 18 Other Mc	CWay Lot Divided Jot Divided, with a eff Turn Lane Xivided, Unprotecte eff Turn Lane Xivided, Positive Trafficway Trafficway Trafficway Trafficway Trafficway 2 Tai TRAILER 2 3 Tai 2 Tai 5 Boi 5 Boi 6 Util 7 Hoi R 4 Non-Fixed Object and Maintenance y Failing, Shifting (et in Motion by Mot Non-Fixed Object	d rr Type gle Semi Traiter kdem Semi Traiter kdem Semi Traiter kdem Semi Traiter ta Traiter ity Traiter ity Traiter it 10,000 lbs (4,534 2 10,001-26,000 lb 3 More than 26,004 Not Applicable t rei) 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 Vehide 1 for Hazardc 2 Single-Ur more than 1 3 Single-Ur 4 Truck Pul 5 Truck Tra 6 Pole Trail 9 Towed Ve 10 Auto Tra 7 Touck Tra 8 Pole Trail 9 Towed Ve 10 Auto Tra 77 Other, E Narative 88 Unknown 3 kg) or Jess 84 Unknown 3 kg) or Jess 84 Unknown 3 kg) or Jess 84 Unknown 3 kg) or Jess 84 Unknown 3 kg) or Jess 84 Unknown 3 kg) or Jess 84 Unknown 3 kg) or Jess 84 Unknown 3 kg) or Jess 84 Unknown 3 kg) or Jess 84 Unknown 3 kg) or Jess 8 kg) or Jess 8 Colvert 1 Bridge Pul 1 Bridge Pul 2 Bridge Ra 3 Colvert 4 Curb 5 Ditch 6 Embankm 7 Guardraïl 8 Guardraïl	0,000 its or pus Material int Truck (2- init Truck (2- init Truck (3- ling Trailer (ctor (bobtai (ctor (bobtai (ctor/Double er ehicle insport xplain in n 	iss Placarded (s axle and GVWR 4,538 kg)) or more axles) s) ficilier o Truck Cars (cars 2 Bus 2 Bus 2 Bus 2 Bus 3 ash Cushion 7 tt 3 3 3 4 3 5 3 6 3 6 3 7 3 8 3 9 4 3 5 3 6 3 6 3 7 3 8 3 9 4 3 5 3 5 3 6 3 6 3 7 3 8 3 9 4 3 3 9 3 9 3 9 3 9 3 9 3 9 3 9 3 9	B Tractor/1 9 Truck mkg). Cannot 10 Bus/Lai occupants. 11 Bus (se occupants. 77 Other, I 88 Unknov go Body Type 3 Var/Enclosed B 4 Hopper 5 Pole-Trailer 5 Pole-Trailer 5 Pole-Trailer 5 Cargo Tank 7 Flatbed 3 Dump 9 Concrete Mixer 10 Auto Transport 11 Garbage/Refus 12 Log 9 Cable Barrier 9 Concrete Mixer 10 Concrete Traffic Bai 17 Treffic Signal Sup 10 Utility Poler, Johan Sup 10 Utility Poler, Johan Sup 10 Utility Poler, Johan Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup 10 Traffic Signal Sup	Triple ore than 10,000 of Classify rige van (seats i , including drive eats for more th , including drive Explain in Narra van tox Contain 14 Vehi Another 15 Not / (vehicle (4,536 k displayin t 77 Othe se Narrativ 88 Unkr Barrier mier Support port port , or Support) Ibs (4,536 for 9-15 er) an 15 er) ative modal er Chassis de Towing Vehide applicable 10,000 Ibs g) or fess not ng HM placard r, Explên in e Nown Emergency Vehicle Use
Roadway Grade 1 Level 2 Hilcrest 3 Uphil 4 Downhill 5 Sag (bottom) Special Function of Motor Vehic	44 Cross Median 45 Cross Centerline 46 Downhill Runaway Roadway Alignment 1 Straight 2 Curve Right 3 Curve Left on 1 No Special Function 2 Fam Vehicle 3 Police 7 Taxi 8 Military	9 Ambulance 10 Straight Abes 3 Turning Left 4 Backing 5 Turning Left 6 Changing La 8 Parked 10 Making U-T 11 Overtaking/ 9 Ambulance 10 Fire Truck 11 Farm Labor Transport 12 School Bus 13 Transit/Commuter Bus	aneuver Action ad 13 Stoppi 14 Slowin 15 Negoti t 16 Leavin nes 17 Enterin 77 Other, um 88 Unknov Passing 14 Intercity E 15 Charte/71 16 Shuttle Bi 17 Farm Lab 5 88 Unknown	ed in Traffic 9 ating a Curve 9 Traffic Lane 19 Traffic Lane Explein in Narrative wn Bus our Bus Js or Bus	Traffic 1 1 No Ci 4 Schoo Device 5 Traffic Signal 6 Stop 1 7 Yield	Control I ontrols of Zone Sig c Control Sign Sign	Device For This Vehicle & Flashing Sig 9 Railway Cro: 10 Person (inc Flagman, Offic Guard, etc.) 77 Other, Expl Narrative 88 Unknown	nał 1 None ssing 2 Brake 3 Tires 4 Ughts signal, t eln in 5 Steeri 7 Wiper 9 Exhau 10 Body 11 Pow 12 Susp	Vehicle I s 13 s 14 (head, Wi ail) 15 s Tri st System Sa r, Doors in r, Doors Na bension 88	Defects Wheels Windows/ ndshield Mirrors Truck Coupling aiter Hitch/ fety Chains Onler, express unknown
PERSON # NAME (DF VIOLATOR DF VIOLATOR	FLSI FLSI FLSI	ATUTE NUMBER			CHA	RGE		CITATION	NUMBER
HSMV 90010	5	Р	2 Yaqe	8 of						

PERSON #	1		. <u>.</u>			001202	Agency Case Nu 4476	wper				15MV Ci 83590	азл кероп (535	Number			
1 Driver 2 Non-Motorist	1	VEHICLE #	NAME			arrallo	UADDED					PHON	E NUMBER		F	Check if Recomme	nd
3 Passenger CURRENT ADDRES	S (Num	ber and Street)	1.0011				HARPER	244,2787,2547 	Yereye	CITY &	STATE	100010	91-3022	ZIP (ODE	JNVer Re-	exa
216 DIXIE DRIVE A	PT F8					TALLAH	ASSEE				FL			323	04		
DATE OF BIRTH		SEX:	[DRIVERS	LICENSE	NUMBER		STATE		EXPIRES	Ì	INJURY	SEVERITY	(INJ) 4 Inc	apacitati	ng	-
2/24/1967		2 Female 88 Unknown	M	H61680	0367064	0		FL		2/24/20-	19	2 Possit	le canacitation	5 Fa 6 No	tal (within n-Traffic	ı 30 days) Fatality)
DI Tuna		Ban	strad Endara			40+	DRIVER	are Action		ma of Crae			a.d		Conditi		_
1 A 2 B 3 4 D/Chauff	C eur		e Altéa Ellants.	6111411C2		1 No 2 Op	Contribution Acti erated MV in Car	on elss or	26 F 27 C	tan off Roa	dway I other Tra	ffic	310] [Time of Crash		
5 E/Operat 6 E/Oper-F	or lest	2 No	Rea Fadors	ament	1	T Negl 3 Fa	igent Manner led to Yield Right	-of-Way	Sign 28 C) Xisregarded	Other Ro	ad			pparenti	Normal	
7 None Driver Di	tracteri	Rv				4 Im; 6 Im;	proper Backing proper Turn		Mari 29 C	kings Sver-Correc	ting/Over			51	(sick) or eizure E	Fainted	6 1,
1 Not Dist	acted	-,	4 Other Insid (explain in n	ie the Vehicle arrative)	•	2nd 10 F	bilowed too Close	ły	Stee	king		_		7 P 8 E	hysically motional	Impaired (depression	ion
2 Electron Devices (c	ic Comm ell phone	unication a, etc.	(outside the	vehicle, expla	ain	12 D 13 R	rove too Fast for (an Stop Sign	Conditions	to W	werved or. And, Slippe	Avoided : ry Surface	Due MV,	4th	ang 9 U	ry, distur nder the	bed, etc.) Influence	of
3 Other El (navigation	ectronic device,	Device DVD player)	6 Texting 7 Inattentive			15 In 17 E	proper Passing sceeded Posted S	Speed	Roa	dway, etc. Soerated M	/io Erreli	~		Me 77 (lications/ Other, Ex	'Drugs/Alo plain in N	x) lar
			88 Unknown			21 W 25 Fa	rong Side of Wro ailed to Keep in P	ng Way roper Lane	Rech 77 C	kless or Ag ther Contri	reessive ! butino Ac	Aanner tion	-	881	Unknown	I	
DRIVER VISION	DBSTRL 1 Not Ob	scured 5 Lo	ad on Vehicle	9 Smok	ê		-										
1 3 Parke	d/Stopp	ed Vehicle 7 Sig Bushes 8 5 6	noing/Fixed O Ins/Billboards	oject 10 Gian 77 A/I O	e)ther, Expla	ain	Halmakila		Г	DR	IVER OI	R PASS		1			
		DRIVER O	R PASSEN	In Narra	1478 			= (nu) F-Compliar	nt		⊥ye rrote 1 Yes	icu0A (2	⁻ 3	(RS)	ont syste	ខ៣ទ	
Motor Vehicle Se	ating F	osition:	LOCATIC	N: SEAT	ROW	OTHER	Motor 2 Oth	cycle Hein er Heimei	iet		2 No 3 Not A	pplicabl	1 Not	 Applicabl	ə (non-m	olorisl)	
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2 Midde 1 Fro 3 Right 2 Sec	nt xond	2 Sleeper	Section of T	гиск Саb	r	Floction	- FCD	Air Ba	g Deploy	yed	5 Deploy	ed-Other	4 Sho 5 Lap	uider Belt Belt Only	Only Us Used	ed	
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00 UI	IKUUWII	trailing uni 88 Unknov	t) Vn		·	4	Not Applicable 8 Unknown			4	unknown	ment	77 Ot	ner, Expla	in in Nan	ative	
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2 Other Pedes	itian (wł	teelchari, person	ina	1 Intersect	ion - Marke ion - Unma	ad Crosswalk Irked Crosswall	τ.	9 Mediar/ 10 Drivew	Crossing ay Acces	i Island ss				5 Walki 6 în Ro	ng/CycEn adway	ig on Side Other (wo	w: hc
3 Bicyclist 4 Other Cyclis	1, peuss	ulair colleeyaisoe	r, e.c.	3 Intersecti 4 Midblock	ion - Other (- Marked (4 Midblock - Ma Crosswalk	arked Crosswalk	11 Shared 12 Non-Tr	-Use Pa afficway	th or Trail Area	1 Cross 2 Waitin	ing Road	lway ss Roadway	playing, 7 Adjac	etc.) ent to Ra	iodway (e.	.9
5 Occupant of Transport	Motor V	ehicle Not in		5 Travel La 6 Bicycle L	ane - Other ane	Location		77 Other, Narrative	Explain i	n	3 Walki Roadwa	ng/Cyclin ay with T	g Along raffic fin or	shoulde 8 Going	r, mediai to or fro	n) m School	Q
(parked, etc.) 6 Occupant of	a Non-h	lotor Vehicle		7 shoulden	Non-Mot	orist Actions/	Sircumstances	00 078110			adjacen 4 Walki	t to trave ng/Cyclin	l lane) g Along	9 work (incider	ng in tra it respon:	mcway se)	
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None Safety E	quipme	nt 5 Lighting			3 Failure 4 Failure	to Yield Right- to Obey Traffic	of-Way Signs	7 Enterioai	Exitina E	ParkediStar	vdina 1	nonami f	er Tum/Men	10			
Protective Pads Use elbows, knees, shins,	d e(c.)	5 Not Appleca 77 Other, Exp	ble [dain		5 In Road	or Onicer dway Improped rking, playing)	y (standing,	Vehicle B Inattentiv	e (talking	g, eating, e	1 tc) 1:	1 Improp 2 Wrong	er Passing Way Riding	or Walkin	a		
Reflective Clothing (ackpack, etc.)	jackel,	88 Unknown]	6 Disable	ed Vehicla Relation	led (working	9 Not Visib ighling, et	le (dark) 2.)	clothing, no) 7 8	7 Other, 8 Unknow	Explain in Ña vn	arrativa	•		
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2 Yes L. 88 Unknown	[3 Test Given 88 Unknown, if Te	ested in	Other, Explai	in L	2 COMPLET 38 UNKNOV		2 Yes 88 Ui	i Iknown	3	Fest Giver Unknown	n L n, if Teste	77 Oth d Explai	ier, Landin in Narra	3P live 88 l	ending Jiknown	L
OURCE OF TRANS	ORT TO	MEDICAL FAC		IS AGENCY I	NAME OR	1D	EMS RUI	NUMBER	2			ME	DICAL FAC	IUTY TR/	NSPOR	TED TO	-
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ERSON # WEHICI F	# NAME		L	4			DATE OF BIRTH	IN.I	SFX	LOCIS	R		EJECT	ни	EP	ARD	П
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HSMV 90						Page	of										

PERSON #	,			Reports	ig Agency Case N	lumber		HS	SMV Crash	Report Nu	mber			
1 Driver 2 Non-Motorist 3 Passenger CURRENT ADDRESS (Numi	VEHICLE # NAI	WE					CITY &	STATE	PHONE N	UMBER	ZIP CO	Ch Re Dri	eck if commenc ver Re-ex	y [kam
DATE OF BIRTH	SEX: 1 Male 2 Female 88 Unknown		DRIVERS LICENS	E NUMBER		STATE	EXPIRES	IN 1 2 3	IJURY SEV None Possible Non-Incap	/ERITY (IN acitatino	^(J) 4 Incap 5 Fatal 6 Non-1	acitaling (within 3 Fraffic Fa	0 days) Itality	
DL Type 1 A 2 B 3 C 4 D/Chauffeur 5 E/Operator 6 E/Oper-Rest 7 None Driver Distracted 1 Not Distracted 2 Electronic Comm Devices (cell phone 3 Other Electronic I (navigation device, DRIVER VISION OBSTRU 1 Vision Not Ob	Required E 1 Yes 2 No 3 No Req. i By 4 Oth (expl unication (outs), otc. (outs), otc. (outs), by 7 Inal 88 Ur CTIONS 5 Load on)	Endorse Endorsen er Inside ain in na emal Dis ide the v rrative) ding tide the v rrative) ding vehicle	ments ment a the Vehicle rrative) straction ehicle, explain	1st 1 2nd 10 2nd 10 2nd 11 12 13 15 17 21 25	DRIVER DI No Contribution A Operated MV in C gligent Manner alled to Yield Rig mproper Backing mproper Tum Followed too Clo Ran Red Light Drove too Fast fc Ran Red Light Drove too Fast fc Ran Stop Sign Improper Passing Exceeded Poster Wrong Side of W Failed to Keep in	ivers Actions bion arelss or ht-of-Way sely r Conditions 5 5 5 5 5 5 7 7 7 7 8 7 7 7 8 7 7 8 9 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9	at Time of Cra 26 Ran off Ro: 27 Disregarde Sign 28 Disregarde Markings 29 Over-Corre Steering 30 Swerved or to Wind, Slippr Object, Non-M Roadway, etc. 31 Operated N Reckless or A 77 Other Contu	sh adway d other Traffi d Other Roa- cting/Ovar Avoided : D rry Surface, atorist in IV in Erratic, preessive Ma ibuting Actio	ic d MV, MV,	3rd 4th	C Ti 3 Asle 5 III (si 6 Seiz 7 Phys 8 Emo angry, 9 Und Medici 77 Ott 88 Uni	ondition ime of C arently N ep or Fa ick) or	At rash ormal liuged ainted espsy, Bi paired epression d, etc.} luence of ugs/Alcol sin in Nar	ackol ackol a f f hol rative
Motor Vehicle Seating P Seat Row 1 Left 1 Front 2 Nidde 1 Front 3 Right 2 Second 77 Other 3 Third (explain in 4 Fourth narrative) 77 Other Rov 88 Unknown	Other Other Sleeper Section Other Section: Other INot Applicable Sleeper Section Other Enclose 4 Unenclosed 4 Unenclosed 5 Trailing Unit 6 Riding on Mot trailing unit) 88 Unknown	-xed Ob boards SSENC DCATIO OC) DCATIO OC) DCATIO OC) DCATIO OC) DCATIO OC) DCATIO OC) DCATIO OC) DCATIO OC)	V: SEAT ROW V: SEAT ROW V: SEAT ROW V: Cab uck Cab o Area rea Cle Exterior (non-	Plain VOTHER Ejection	Helmet U 1 D Mot 2 O 3 N (EJECT) 1 Not Ejected 2 Ejected, Totally 3 Ejected, Totally 4 Not Applicable 88 Unknown	se (HU) DT-Compliant orcycle Helmet ber Helmet b Helmet Alr Bag D 1 1 3 4	DF Peployed Not AppEcable Not AppEcable Deployed-Front Deployed-Side	Eye Protect 1 Yes 2 No 3 Not Apj 5 Deployed (knee, air bi 6 Deployed Combination 7 Deployed 88 Deploym Unknown	PASSEN Ifon (EP) plicable I-Other elt, etc.) i- n -Curtain ent	I Not Ap 2 None I 3 Should 5 Lep Be 6 Restra 7 Child F 9 Booste 10 Child 77 Other	Restraini (RS) plicable (r Jsed - Mo ler and La ler Belt Only Us int Used - Restraint S Restraint S r Seat Restraint r, Explain i	t System hon-moto tor Vehic p Belt Us dy Used sed Type Ur iystem - iystem - Type Un n Narrati	is hist) te Occup sed iknown Forward I Rear Fac known ive	ant Facin xing
Non-Motorist Des. 1 Pedestnan 2 Other Pedestnan (wi building, skater, pedesi 3 Bicyclist 4 Other Cyclist 5 Occupant of Motor V. Transport (parked, etc.) 6 Occupant of a Non-M Transportation Device 7 Unknown Type of No None Safety Equipment 2 Helmet 8 Protective Pads Used elbows, knees, shins, etc.) 8 Reflective Clothing (jacket, hackpack, etc.)	rription leekchari, person in a urian conveyance, etc. ehicle Not in lotor Vehicle n-Motorist 1 5 Lighting 6 Not Appfscable 77 Other, Explain in Narrative 88 Unknown		Non-Motorist L 1 Intersection - Mai 2 Intersection - Oth 4 Middlock - Marke 5 Travel Lane - Oth 6 Bicycle Lane 7 shoulder/Roadsic Non-M 1st 2 Dark 2 Dark 2 Dark 2 Dark 2 Dark 6 Disal 5 In Ro 15 In Ro	occation At Tin rked Crosswalk narked Crosswalk er 4 Midblock - d Crosswalk ter Location te lotorist Action proper Action Dash re to Yield Righ re to Obey Trai Dash re to Yield Righ re to Obey Trai badway Impropivorking, playing bod Vehicle Re shing, leaving/a	s/Circumstances alk Marked Crosswal s/Circumstances t-of-Way fic Signs arly (standing,) lated (working pproaching)	 8 Sidewalk 9 Median/Crit 9 Median/Crit 10 Driveway 11 Shared-U 12 Non-Traff 77 Other, Ex Narrative 88 Unknown 7 Entering/Ex 7 Entering/Ex 7 Vehicle 8 Inattentive (9 Not Visible Eghting, etc.) 7 Entering	sssing Island Access se Path or Trait ioway Area plain in iting Parked/Sta tatking, eating, 4 (dark clothing, n	1 Crossin 2 Waiting 3 Walking Roadway adjacent 4 Walking Roadway or adjacent 11 11 tc) 12 6 77 6 88	g Roadway to Cross R VCycling Al with Traffic to travel lar VCycling Al Against Tr Against Tr Mproper T Improper P Wrong-Way Other, Expl Unknown	r to Crash (() () () () () () () () () () () () (5 Walking, 5 In Roadh Jlaying, et 7 Adjacen shoulder, 1 8 Going to 9 Working incident n 10 None 77 Other, 1 88 Unknov Walking ative	Cycling (way Ot c.) to Reod median) or from in Traffic asponse) Explain in wn	on Sidew her (work fway (e.g. School (k xvay n Narrativ	alk king, (-12) /8
SUSPECTED ALCOHOL USE: 1 No 2 Yes 88 Unknown OURCE OF TRANSPORT TC 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative	LCOHOL TESTED: Test Not Given 2 Test Refused 3 Test Given 8 Unknown, if Tested MEDICAL FACILITY 88 Unknown	AL 1 Bi 3 U 77 (77 N	COHOL TEST TYPE lood 2 Breath fine Dther, Explain larrative S AGENCY NAME O	ALCOHOI TEST RES 1 PENDIN 2 COMPLI 88 UNKNO		BAC SUSPE DRUG 1 No 2 Yes 88 Unki		RUG TESTE Test Not Giv Test Refuse Test Given 8 Unknown, 1	ED: /en dif Tested MEDIC	DRUG TR 1 Blood 3 Urine 77 Other, Explain ir	EST TYPE	E DRUG 1 Posi 2 Neg 3 Pen 88 Un SPORTE	TEST RI tive ative ding known	ESUL
ERSON # VEHICLE # NAME	er and Street)				DATE OF BIR	NGERS IH INJ S	EX LOC: S	R	Ο Ε.	JECT	IU ZIP COE	EP DE	ABD	RS
OURCE OF TRANSPORT TO 1 Not Transported 2 EVS 3 Law Externet Natrastie 85 Urbrasen) MEDICAL FACILITY 177 Octor, Explain In		EMS AGENCY NA	ME OR ID		EMS R	JN NUMBER		MEDI	cal facil	ITY TRAM	ISPORT	EÐ TO	
VERSON # VEHICLE # VAME	er and Street)			CITY	DATE OF BIR	FH INJ S	EX LOC: S	R	O EJ	IECT	IU I	EP DE	ABD	RS
OURCE OF TRANSPORT TO	MEDICAL FACILITY		EMS AGENCY NA	IE OR ID		EMS R	JN NUMBER		MÉDIO	CAL FACIL	ITY TRAN	ISPORT	ED TO	

NARRATIVE	Reporting Agency Case 0012024476	Number		ISMV Crash Report 83590535	Number	
V1 was stopped at a stop sign in the parking lot of 1700 N. Monroe S	St, preparing to exit the	e parking lot by ma	king a right tu	rn onto Monroe	Street.	
V2 was directly behind V1						
D1 attempted to back up because he thought he was to far into the re	oadway. As V1 backe	d up it struck V2 on	the front cent	ter bumper.		
D1 was found at fault.						
D1's supervisor, Richard Coyler, responded to the scene and advise	d that he had contacte	ed risk managemen	t and they had	d declined to res	pond to the sce	ne.
Based off driver statements and vehicle damage this officer finds D1	at fault for this accide	ent.				
						×
PERSON# VEHICLE # NAME	ADDITIONAL PASSE DATE OF BIR	NGERS TH INJ SEX I	OC: S R	O EJECT	HU EP	ABD RS
CURRENT ADDRESS (Number and Street)	CITY		STATE		ZIP ÇODE	
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME O	RID	EMS RUN NUM	IBER	MEDICAL FA	CILITY TRANSPOL	RTED TO
PERSON# VEHICLE # NAME	DATE OF BIR	TH INJ SEX L	.OC:SR	O EJECT	HŲ EP	ABD RS
CURRENT ADDRESS (Number and Street)	CITY		STATE		ZIP CODE	
				.		
SUDICLE UF TRANSPORT TO MEDICAL FACILITY INSTRUGENCE 2005 2005 2005 2005 2005 2005 2005 200	סוא	EMS RUN NUM	BER	MEDICAL FA	CILITY TRANSPO	RTED TO
ADDITIONAL VIOLATIONS			CHARGE		OTTRO	N NI MOCO
FERSON # NAME OF VIOLATOR FLSD	ATUIE NUMDEK		UNAKUE		GIANO	N NUMBEK
PERSON # NAME OF VIOLATOR FL ST.	ATUTE NUMBER		CHARGE		CITATIO	N NUMBER
			ADTHENT		- boss	

 ID/BADGE #
 RANK
 OFFICER NAME
 DEPARTMENT
 TYPE OF DEPT.

 711
 OFFICER
 CLEMONS
 TALLAHASSEE
 POLICE DEPARTMENT

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5 8 Page______ of_____



VEHICLE # 2 Check if Co	mmercial 0012024476	r Case Number	HSMV Crash Report Numb 83590535	er
1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle	ER STATE REGISTRATION	EXPIRES Check if Permanent VI Registration	N 11B.1225730206382	
	MODEL		DAMAGE: 1 Disabling 4 Minor	EST. AMOUNT
2 Yes 88 Unknown 2003 MAZDA		OOR SEDAN SILVER - SIL	2 Functional 88 Unknown	4 \$150.00
PROGRESSIVE AMERICAN INS. CO.	971669	to Damage: 1 No 2 Yes 1 DRIVVE	R 3. Driv 4. Oth	ner Request //er er, Explain in Narrative
NAME OF VEHICLE OWNER (CHECK IF BUSINESS)	CURRENT ADDRESS 2137 FAULK DR	CITY & ST TALLAHA	ATE SSEE FI	ZIP 32303
Trailer LICENSE NUMBER STATE REGISTRATION	EXPIRES Check if Permanent V Registration	1N	YEAR MAKE	LENGTH AXLES
Trater LICENSE NUMBER STATE REGISTRATION	EXPIRES Check if Permanent V Registration	או	YEAR MAKE	LENGTH AXLES
VEHICLE N S E W Off-Road Unkno TRAVELING	ON STREET, ROAD, HIGHWAY		AT EST. SPEED POSTED S 0 15	PEED TOTAL LANES 02
HAZ. MAT. RELEASED HAZ. MAT. PLACARD NU 1 No 2 Yes 2 Yes	IMBER CLASS	Area of Initial Impact		Most Damaged Area
88 Unknown L 88 Unknown L US	DOT NUMBER	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Overturn 19 Windshield 20	1 15 16 17 8
MOTOR CARRIER ADDRESS	CITY	113 112 111 110 STATE ZIP	CODE PH	13 12 11 10 1 IONE NUMBER
Vehicle Body Type 15 Low Speed Vehicle	Trafficway	Commercial Me	otor Vehicle Configuration	
1 16 (Sport) Utility Vehicle 17 Cargo Van (10.000 lbs (4,536 kg) or less) 1 Passenger Car 18 Motor Coach 2 Passenger Van 19 Other Light Trucks (10,000 lb 3 Pickup (4,536 kg) or less) 7 Motor Home 20 Medium/Heavy Trucks (more 8 Bus than 10,000 lbs (4,536 kg)) 11 Motorcycle 21 Farm Labor Vehicle 12 Moged 77 Other, Explain in Narrative 3 All Terrain Vehicle (ATV) 88 Unknown	1 Two-Way, Not Divided 2 Two-Way, Not Divided, with a Continuous Left Turn Lane 3 Two-Way, Divided, Unprotected (painted >4 feet) Median 4 Two-Way, Divided, Positive Median Barrier 5 One-Way Trafficway 88 Unknown Trailer 1 Singl	1 Vehide 10,000 lbs of for Hazardous Materials 2 Single-Unit Truck (2-a: more than 10,000 lbs (4, 3 Single-Unit Truck (3-a: more than 10,000 lbs (4, 3 Single-Unit Truck (3-a: 4 Truck Pulling Traiter(s) 5 Truck Tractor/Semi-Tr. 7 Truck Tractor/Semi-Tr. 7 Truck Tractor/Double T Type e Semi Traiter 8 Pole Traiter	ess Placarded 8 Trador/1 9 Truck mod sand GVWR kg), Canno 536 kg)) 10 Bus/Lar more axles) occupants, 11 Bus (se occupants, 11 Bus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 10 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se occupants, 11 Rus (se) 11 Rus	Iriple Triple to Classify rge van (seals for 9-15 including driver) tats for more than 15 including driver) Explain in Narrative vn
Comm/Non-Commercial 1 Interstate Carrier 2 Intrastate Carrier 3 Not in Commerce/Government 4 Not in Commerce/Other Truck Most Harmful Event Non-Collision 1 Overfum/Rollover	TRAILER 1 TRAILER 2 3 Tank 4 Sadd 5 Boat 6 Ubity 7 Hous Comm GVWR/GCWR 4 2 3	Trailer 10 Auto Transport le Mount/Trailer 77 Other, Explain in Trailer Narrative Trailer 88 Unknown e Trailer 88 Unknown 10,000 lbs (4,536 kg) or less 10,000 lbs (4,536 hg) or less 10,000 lbs (6,536 hg) or less 60 00 lbs (11 793kg)	3 Van/Enclosed Bi 4 Hopper 5 Pole-Trailer 1 No Cargo 2 Bus 8 Dump 9 Concrete Mixer 10 Auto Transcort	13 Intermodal ox Container Chassis 14 Vehicle Towing Another Vehicle 15 Not Applicable (vehicle 10,000 lbs (4,536 kg) or less not displaying HM placard 77 Other Emplain in
2 Fire/Explosion 3 Immersion 4 Jackhrife 14 5 Cargo/Equipment Loss or Shift 5 Cargo/Equipment Loss or Shift 5 Cargo/Equipment Loss or Shift 5 Cargo/Equipment Loss or Shift 5 Cargo/Equipment Loss or Shift 5 Cargo/Equipment Loss or Shift 5 Cargo/Equipment Loss or Shift 7 Throw or Failung Object 8 Ran into Water/Canat 9 Other Non-Collision 1st 14 (40-46 Sequence of Events only 40 equipment Failure (blown tire, brake failure, etc.) 41 Separation of Units 42 Ren Off Roadway, Left 43 Ren Off Roadway, Left	4 Collision with Non-Fixed Object 10 Pedestrian 11 Pedalcycle 12 Reitway Vehicle (train, engine 13 Animal 14 Motor Vehicle in Transport 15 Parked Motor Vehicle 16 Work Zone/Maintenance Equipment 17 Struck By Falling, Shifting Ca Anything Set in Motion by Motor Vehicle 18 Other Non-Fixed Object	Not Applicable Collision Fixed Objec 19 Impact Attenuator/Cras 20 Bridge Overhead Struc 21 Bridge Pier or Support 22 Bridge Rail 23 Cutvert 24 Curb 25 Ditch rgo or 26 Embankment 27 Guardrail Face 28 Guardrail End	th Cushion th Cushion ture 30 Concrete Traffic 31 Other Traffic Bar 32 Tree (standing) 33 Uithy PoleAight 34 Traffic Sign Sup 35 Traffic Signal Su 36 Other Post, Pole 37 Fence 38 Mailbox 39 Other Fixed Obje building, tunnel, etc.	Narative 88 Unknown Barrier rier Support or Support or Support set (wall,
Roadway Grade 1 Level 1 Level 46 Downhill Runaway 2 Hilterest 3 Corse Lefterine 4 3 Uphill Roadway Alignment 4 3 Uphill 1 Straight 5 Sag (bottom) 1 Straight 5 Special Function 1 No Special Function 9 A 1 of Motor Vehicle 1 No Special Function 9 A 2 farm Vehicle 10 3 Police 11 7 Taxi 12 8 Military 13	A Straight Ahead Straig	in Traffic In Traffic Lane Traffic Lane plain in Narrative n Bus Bus	This Vehicle 8 Flashing Signal 9 Railway Crossing Davice 10 Parson (including Flagman, Officer, Guard, etc.) 77 Other, Explain in Narrative 88 Unknown 12 Susp	s 13 Wheels 14 Windows/ (head, Windshield ail) 15 Mirrors ng 16 Truck Coupling s Trailer Hitch/ st System Safety Chains / Outer, cxpram er Train Narrative ension 88 Unknown
PERSON # NAME OF VIOLATOR PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER	CHAR	GE GE	CITATION NUMBER
PERSON# NAME OF VIOLATOR	FL STATUTE NUMBER	CHAR	GE	CITATION NUMBER

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PERSON # 2			Reportin 00120	g Agency Case I 2 4476	łumber		н	SMV Crash (33590535	Report Nun	ber		
1 Driver 2 Non-Motorist 1	VEHICLE # NAME		N	A1 & A1				PHONE NU	JMBER	· ·	Check if Recommer	nd 🗌
CURRENT ADDRESS (Numb	per and Street)	a i na sagaranaan j		SLACH	CINA	CITY &	STATE	(000) 044-3	090	ZIP CODE	Driver Re-e	xam
2137 FAULK DR	LOFY.		TALLA	HASSEE			FL			32303		
DATE OF BIRTH	1 Male 2 2 Female 2	DRIVERS LICENSE	NUMBER		STATE	EXPIRES	; ; 	NJURY SEV	ERITY (INJ) 4 Incapacit 5 Fatal (wit	ating hin 30 davs)	1
1/5/1982	88 Unknown	S42353382505	0	DRIVER	FL	1/5/201	14 3	Non-Incapa	citating	6 Non-Traf	fic Fatality	
5 I Type 1 A 2 B 3 C 4 D/Chauffeur 5 E/Operator 6 E/Oper-Rest 7 None Driver Distracted I	By 4 Other Insid	ments ment e the Vehicte mative)	1st 1 2 0 Neg 3 F 4 In 6 In	Dr o Contribution Ar perated MV in C Jligent Manner ailed to Yield Rig nproper Backing nproper Turn Followed too Clo	ivers Actions a ction arelss or ht-of-Way selv	at Time of Cra 26 Ran off Ro 27 Disregarde Sign 28 Disregarde Markings 29 Over-Corre Steering	ish aadway ad other Trafi ad Other Roa acting/Over	fic d	3rd	Cond Time Crast 1 Apparen 3 Asteep o 5 III (sick) 6 Seizure, 7 Physical	Ition At of ity Normal or Fatiuged or Fatinted Epilespsy, B ly Impaired	1 łackout
1 I NOT Distracted 2 Electronic Comm Devices (cell phone 3 Other Electronic E (navigation device, I DRIVER VISION OBSTRU 1 Vision Not Obs 0 Indicated Vision	nication 5 External Di outside the t in narrative) Pevice 6 Texting DVD player) 7 Inattentive 88 Unknown CTIONS cured 5 Load on Vehicle	straction rehicle, explain 9 Smoke	2100 111 120 131 151 151 171 21 \ 251	Ran Red Light Drove too Fast fo Ran Stop Sign mproper Passing Exceeded Posted Arong Side of Wi Failed to Keep in	r Conditions Speed rong Way Proper Lane	30 Swerved o to Wind, Slipp Object, Non-N Roadway, etc. 31 Operated M Reckless or A 77 Other Cont	r Avoided : E ery Surface, lotorist in V in Erratic, greessive Ma nbuting Actio	Wa MV, [anner m	4th	8 Emotion angry, dist 9 Under th Medication 77 Other, 1 88 Unknow	al (depressio urbed, etc.) e Influence o is/Drugs/Alco Explain in Na vn	n, f shol rrative
1 3 Parked/Stoppe 4 Trees/Crops/Bit	d Vehicle 7 Signs/Billboards ushes 8 Foo	ject 10 Glare 77 All Other, Expla	in]		DF	RIVER OR	PASSENG	ER			
Motor Vehicle Seating Po Seat Row	DRIVER OR PASSENC osition: LOCATIO Other (LOC)	SER N: SEAT ROW	OTHER 1	1 DC Moto 2 Ot 3 No	se (HO) DT-Compliant prcycle Helmet her Helmet Helmet		Eye Protec 1 Yes 2 No 3 Not Ap	tion (EP) plicable	3 (I 1 Not App 2 None Us 3 Shoulde	estraint Sy: RS) licable (non- ed - Motor V r and Lao Be	stems motorist) /ehicle Occup elt Used	pant
2 Midde 1 Front 3 Right 2 Second 77 Other 3 Third (explain in 4 Fourth narrative) 77 Other Row 88 Unknown 88 Unknown	2 Sleeper Section of Tr 3 Other Enclosed Cargo A 4 Unenclosed Cargo A 5 Trailing Unit 6 Riding on Motor Vehi trailing unit) 88 Unknown	uck Cab o Area rea cle Exterior (non-	Ejection (EJECT) Not Ejected Ejected, Totaliy Sejected, Partialiy Not Applicable B Unknown ION-MOTORIS	Air Bag De 2 1 NC 2 2 NC 3 DC 4 DC	ployed of Applicable of Deployed sployed-Front sployed-Side	5 Deployed (knee, air be 6 Deployed Combination 7 Deployed 88 Deploym Unknown	I-Other elt, etc.) I- n -Curtain ent	4 Shoulde 5 Lep Belt 6 Restrain 7 Child Re 8 Child Re 9 Booster 10 Child R 77 Other, 1	r Belt Only U Only Used t Used - Typ straint Syste straint Syste Seat estraint Type Explain in Na	sed e Unknown m - Forward m - Rear Fac e Unknown irrative	Facing sing
Non-Motorist Desc. Yedestinan Yoher Pedestinan Other Pedestinan Wohing, skater, pedest Sicyclist Yoher Cyclist Socupant of Motor Vel Transport (parked, etc.) Gocupant of a Non-Mot Transportation Device T Unknown Type of Non Safety Equipment	ription selchari, person in a jan conveyance, etc. hide Not in ptor Vehicle	Non-Motorist Loc 1 Intersection - Marke 2 Intersection - Unmar 3 Intersection - Otherd 4 Midblock - Marked C 5 Travel Lane - Other 6 Bicycle Lane 7 shoulder/Roadside Non-Moto 1 Mon-Moto 1	ation At Time d Crosswalk ked Crosswalk Midblock - M Crosswalk Location Dist Actions/ oper Action sh o Yield Right-	e of Crash k arked Crosswalk Clrcumstances of-Way	8 Sidewalk 9 Median/Cros 10 Driveway A 11 Shared-Use 12 Non-Traffica 77 Other, Expli Narrative 88 Unknown	sing Island ccess Palh or Traŭ way Area ain in	A 1 Crossin 2 Waiting 3 Walking Roadway adjacent t 4 Walking Roadway or adjacen	ction Prior t g Roadway to Cross Roi Cycling Alor with Traffic (o travel lane) Cycling Alor Against Traffi ti to travel lan	o Crash 5 1 6 1 pla dway 7 4 ng 8 6 (in or 9 1) (in ng 10 fic (in 77 ne) 88	Walking/Cyck n Roadway - wjng, etc.) wjacent to F bulder, medi Soing to or fr Vorking in Tr cident respo None Other, Expla Unknown	ing on Sidew - Other (work taodway (e.g an) om School (r afficway nse) in in Narrativ	ralk ding, ., (-12) re
2 Helmet 3 Protective Pads Used (elbows, knees, shins, etc.) 4 Reflective Clothing (jacket, backpack, etc.)	6 Not Applicable 77 Other, Explain in Narative 88 Unknown	2nd Signals, or 5 In Roach tying, work 6 Disablec on, pushin	o Obey Tranco r Officer way Improperi ding, playing) I Vehicle Rela ig, leaving/app ALC	: Signs led (working proaching) OHOL/DRUG/	7 Entering/Exitin Vehicle 8 Inattentive (tal 9 Not Visible (da Eghting, etc.) EMS	ng Parked/Sta Iking, eating, e ark clothing, ne	nding 101 111 etc) 12 \ o 77 (88 t	mproper Tun mproper Pas Mrong-Way f Nher, Explai Inknown	n/Merge ssing Riding or W n in Narrati	'alking və		
ALCOHOL USE: 1 No 2 Yes 88 Unknown SOURCE OF TRANSPORT TO I 1 Not Transported	COHOL TESTED: ALL Test Not Given Test Refused 3 Ur Test Given Unknown, if Tested in N MEDICAL FACILITY EMS	COHOL TEST TYPE: cod 2 Breath ine ther, Explain arrative AGENCY NAME OR II	ALCOHOL TEST RESU 1 PENDING 2 COMPLET 38 UNKNOV		AC SUSPECT DRUG US 1 No 2 Yes 38 Unknov	ED DI E: 1 m 38	RUG TESTE Test Not Giv Test Refuse Test Given Unknown, i	D: en d f Tested MEDICAI	DRUG TES 1 Blood 3 Urine 77 Other, Explain in F	TTYPE: DR 1 1 2 1 2 1 3 1 Iarrative 88 TRANSPO	UG TEST RI Positive Negative Pending Unknown	
2 EMS 3 Law Enforcement 77 Other, Explain in Narrative	88 Unknown											
PERSON # VEHICLE # NAME			ADDIT	ONAL PASSEN DATE OF BIRTH	GERS I INJ SEX	LOC: S	RC	EJEC	т ни	EP	ABD F	25
CURRENT ADDRESS (Number	and Street)		CITY			<u> </u>	STATE			P CODE]
SOURCE OF TRANSPORT TO A 1 Not Transported 2 EVS 3 Law Enforcement 77 Natrative 68 Unknown	MEDICAL FACILITY	EMS AGENCY NAME C	DR ID		EMS RUN	NUMBER		MEDICA	L FACILITY	TRANSPO	RTED TO	
PERSON # VEHICLE # NAME				DATE OF BIRTH	INJ SEX	LOC: S	R O	EJEC	т ни	EP	ABD R	is
CURRENT ADDRESS (Number	and Street)		CITY				STATE		ZI	PCODE		
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HSMV 90010 S				I				1				

8 8 Page_____of____

FLORIDA TRAFFIC CRASH REPORT

UPDATE



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

13

(Electronic Version)

Crash Date	12		Time of Cra 06:00	ish PM	ľ	Date of Re 06/12	eport /12		Report 0012	ting Agenc 201575	y Case 9	Case Number				HSI 7	м у с /19(rash Repo)6695	ort Nun	iber		-	
County Co	de City Code 13 50	S Count Leo	y of Crash n	<u>9890-8</u> 46		Piac Tá	e or City o	of Crash	230493			966-297		5469998		With	hin Ci	ty Limits	Time R	eported	Time Dis	patched	
Time on Sc	ene Time Cle	ared S	cene Comp	leted Rea	ason (lf Ir	vestigatio	on NOT Co	omplete))							, 11			100:0	Notified	106:02 By	PPI	
06:02 ROADW	PM 06 : 20 AY INFORI) PM VIATI I	2 YI ON (CHO)	CS DSE ON	LY 1 O	E4 OPT	IONS)	375745	828 - 5			and the second second second				0.0542-553)	3057 <u>7</u> 4		005000	2 LAV	ENFOR	RCEMENT	
Crash Occu	rred On Stree	et, Roa	5, Highway		978-070-9874 9	ika pipiti pipit			2493393965		1999 1972	At St	reet Add	ress #	2023-2023 [43]	yanen oens S	At L	atitude	And	Lon	gitude		
US 27 At Feet	North Hi Or Miles	√У	Direction		eren Fro	m interse	ction With	Street	Road J	Highway						+			-	0.5.00		a 21	
150			SOUTH		Th Th	arpe S	St		11000,1											Of Hor	n milepos	ι, μ	
Road Syste	m Identifier					Ty 3	pe of Shou CURB	ulder						Түр	e of Inters	ection T TNT	יביסכ	50 TTO	NI	·			
CRASH	NFORMAT	ION (CHECK IF	(EN)	1.5.5.									TERODETTON									
Light Condi	tion TCHT		Weath	Roadway Surfa			e Condition School Bus F			Related				Manner O			Of Collision						
			1 0.	50/11					1 10								3 ANG	зыв	цв				
First Harmful Event Type First Harmful Event						UTOTE	ты	First Harmful Event Location				on	Within Interchan				inge First Harmful Event Relation To Junction						
NON-FI	ŦIJ	IN I ON ROADWAY												JUNCTION									
Contributing Circumstances: Road 1 NONE						Contributing Circumstances: Road					Contributing Cir						cumstances: Road						
Contributing Circumstances: Environment 1 NONE						Cont	Environme	iment Contributing C					g Circun	ircumstances: Environment									
Work Zone	Related Cras	h in Wo	rk Zone				T	ype Of V	Vork Zo	ne			Wor	kers ir	Work Zer	ne Law E	nfore	ement in	Work	one			
VEHICLE	Che	ck if (Commerc	lal 👘	- Northeast Nort	grastika Lenger		9000005	0.2320233	NE SI SE		NEC 234		ewing)//ci	e e se se se se se se se se se se se se		22032	Circlering	ren ar	and the second	History	2015.01V-5.92	
Vehicle Mo	tor Vehicle T	ире ты	TRANCOO	Hit and I	Run	Veh Lice	ense Num	ber A 2MT	State	Reg. Expl	res	Pe	rmanen ว	t Reg.		0.0010	80,798 n a a		********	aan xaasa	1995 - 2003 - 2003 - 2003 - 2003	7805888364	
Year Ma	ke Mod	el	Style		olor	 E	xtent Of D	amage	Est. Da	mage	ī	iowed C	J	amage	IGNEC	L3Z12.	K1 /	1066			-		
02 Ch	ev suv		SUV 4	doc E	RO BR	OWN 2	FUNCT	IONAL		30	00	10		annaBe	DRIVE	<pre>enioveu </pre>	Бү			Kotat	ion		
Insurance C Progres	ompany(Driv Ssive	ver)										÷	Insuran 4834	ice Pol 7052	icy Numbe 0	r							
Name of Ve	hicle Owner	(Busine	ess) 📋				(Current /	Address	5			C	City & S	State				Z	p Code			
VIRGIN Trailer I	IA DENIE	CE ł	lall 36. State	31 Fre	ed Geo	orge C	t Tal	lahas	ssee										32	2303	1		
One:				100 8. 0.40			ant neg.	VIIX										rear	Mak	e	Length	Axies	
Trailer L Two:	icense Numb.	er	State	Reg. Exp	ires	Permane	ent Reg.	VIN									İ	Year	Mak	e	Length	Axles	
Vehicle	Directio	'n		NO D 77 U	MOND	0n Stre	et, Road,	Highway	y								At E	st. Speed	Poste	ed Speed	 _ Total	Lanes	
CMV Config	uration		03 27 (NORTH	Careo 8		wy										L	025		3	5	04	
Cargo or											A	Area of Initial Impact						Мо	Most Damaged Area				
Comm GVWR/GCWR Trailer Type (Tra						iller One)	Traile	(Trailer Two)			2 3 4 5 6 7 18				18 Uni 19 (Undercarriage 18 Overturn 19			2 3 4 5 6 7				
Haz. Mat. R	elease Haz. N	Aat Plac	card N	umber				Class				1/1	5 [[16	17	8	20 W	linds	nield 20	p 1	15 [[1	6 17	8	
												14 () 12	11 1	0 9	21	Trail	er 21	14	1010	101	0 9	
Motor Carri	er Name						US DO	f Numbe	er												-		
Motor Carrier Address							City & S	State								Zip Code	}		1	hone N	imber		
Comm/Non-Commercial Vehicle Body Type 16 (SPORT) UTILITY VEHICLE							Vehici 1 NOP	ts (one)	one) Vehicle Defect				(two)		ergency Vehicle Use Special Function of MV 1 NO SPECIAL FUNCTION								
Vehicle Maneuver Action Trafficway 6 CHANGING 1 TWO-WAY NOT DIVID LANES						DED	D Roadway Grade R				lignment Most Harmful Eve IGHT 2 COLLISIO WITH NON-F				Int Most Harmful Detail N 14 MOTOR VEH			ICLE IN					
Traffic Control Device For This Vehicle First (1) Sequence of Events Second (2) Sequence of Events Third (3) Sequence of Events Fourth (4) Sequence of Events TRANSPORT																							
VEHICLE Chack if Commercial																							
Vehicle Mot	or Vehicle Ty /EHICLE	∝ ™ TN T	RANSPO	Hit and R	un	Veh Lice	nse Numb N479	er 999	State	Reg. Expire 07–12	es	Pe NO	manent	Reg.	VIN 4T1BF2	8B1YU	1033	3713	- 40 8		505-X0X	99.99 ST	
Year Mak 00 Toy	e Mode 70		Style Sedan	4 c WI	or HI WHI	ITE 2	tent Of Da FUNCTI	omage E ONAL	st. Dan	nage 30(о П И О С	owed Du O	ie To Da	mage	Vehicle Re DRIVER	moved E	βγ			Rotati	061		
State F	arm	er)											Insuranc 68043	e Polic	y Number 0513								
Crash Date 06/12/12		Reporting 001201	Agency Case 5759	Number		CoperCationalism	-)		Я 7	ISMV Cr	ash Report Nur 695	nber		2020203080903	nin Grafini Alemaien Ba	rajd (dificiologicus)	adoration de la decla	*364765648					
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Name of Vehicle Owner (Business) 🗌				Cur	rent Add	ress	enangen en ynas			City & State		00000000		Zip	Code	<u></u>						
STEPHANIE SOPH Trailer License Numbe	IA KOPPLI r State	N 2731 Reg. E	l Blair pires Pe	Stone	Rd Ap Reg.	vin Vin	5 Tal	lahass	ee					Year	323 Make	301	Length	Axles					
Trailer License Numbe Two:	r State	Reg. E	cpires Pe	ermanent	Reg.	VIN								Year	Make		Length	Axles					
Vehicle Direction Traveling NORTH	US 27	(NORT	H MONROH	On Street, E STRE	Road, Hig ET) Hu	shway WY							At	Est. Speed	d Posted	Speed 3	Total L 5	lanes 04					
CMV Configuration			Cargo Bod	у Туре	e					Area o	f Initial Impa	ct			Most	Dama	ged Area	3					
Comm GVWR/GCWR		Traile	r Type (Traile	er One)) Trailer Type (Trailer Two)					IA I	4 5 6 5 ;	, 18	Under	L Carriage 1	8 . I	3 4	5 6	1 -					
									1 15 16 17 8 20 WI					Overturn 19 Vindshield 20 1 (15 (16 17 8									
Haz. Mat. Release Haz. M	at Placard	Number			Class						2 11 10	≥ 21 9 _	Tra	iler 2	14	13 12	2 11 10						
Motor Carrier Name					US DOT N	lumber											- •	-					
Motor Carrier Address					City & Sta	te						Zip	Code		Ph	ione Nu	mber						
Comm/Non-Commercial		Vehicle Defects (one) 1 NONE					Vehicle Defects (two) E					icte Use	ipecial i L NO FUNC'I	Unction o SPECI	of MV AL								
Vehicle Maneuver Action 1 STRAIGHT AHEAD	ehicle Maneuver Action Trafficway STRAIGHT 1 TWO-WAY NOT DIVIDED HEAD						Roadw 1 ST	ay Alignme RAIGHT	ent M M I	Aost Ha IOTOR N TR	mful Event VEHICLE ANSPORT	M	ost Harr DTOR	nful Detali VEHICI	LE IN '	TRAN:	SPORT						
Traffic Control Device For 1 NO CONTROLS	This Vehicle Fi 1 T	rst (1) Seq 4 MOTC RANSPC	uence of Ever PR VEHIC PRT	nts LE IN	Seco	ond (2) Si	equence	of Events	1		d (3) Sequence	of EvenI	s	Four	th (4) Sequ	ience o	fEvents						
PERSON Person # Description 1 DRIVER	Vehicle #	Name VIRG	INIA DE	NIECE	Hall					1 Date of 05–21	Birth -1973 FEI	MALE	P {	hone Num 417) 8	1ber 360-94	92	Re-Exam NO						
Addre 3631 Fred Geo:	ss rge Ct T	allah	assee				City	& State							Zip	code 3230	3						
Driver License Number H400864736810				State	Ехр 05	ires /21/1	01 Ty 8 5 1	/pe E/OPER/	ATOI	Req. 2 N	End. O	injury S 1 NON	everity IE		EJee	tion							
Restraint Systems 3 SHOULDER AND BELT USED	LAP 2 N	ig Deploya OT DEH	ed PLOYED	Helmet L	lse .		Eye Pro	tection	3	ieating l LEF	ocation Seat T	Seati 1 F	ng Locat RONT	tion Row	Seating Lo	cation	Other						
Drivers Actions at Time of 15 IMPROPER PAS	Crash (First) SING	·		D	Drivers Actions at Time of Crash (Second)					Driver D 1 NO	Istracted I T DIST	By FRACTE	D										
Drivers Actions at Time of	Crash (Third)			Di	Drivers Actions at Time of Crash (Fourt							Drivers Condition at Time of Crash 1 APPARENTLY NORMAL											
Non-Motorist Description				N	Non-Motorist Action Prior to Crash					<u> </u>			Non-Ma	itorist Loca	ation at Ti	ne of C	rash						
Non-Motorist Actions/Circe	umstances (Firs	t) N	lon-Motorist i	Actions/Ci	ircumstan	ces (Seco	ond)	Non-Moto	rist Sa	fety Eq.	lipment (one)		Non-	Motorist S	Safety Equ	ipment	(two)						
Suspected Alcohol Use Alc NO	ohol Tested	lcohol Te	а Туре	Alcoh	iol Test Re	esuit BA	c	Suspecte NO	d Dru	g Üse 🛛	Drug Tested	Drug	Test Tyj	pe	Drug	; Test R	esult						
Source of Transport to Mee	dical Facility	EMS Age	ncy Name or	ID			EMS	S Ren Num	ber	I	Medical Facili	 ity Trans	ported 1	ío									
PERSON Person # Description 4 DRIVER	Vehicle #	Name STEPH	IANIE SO	OPHIA	KOPP	LIN			[Date of E 01-21	Sirth Sex -1988 FEM	IALE	P} {	noneNum 847) 5	ber 61-049	€ €	Re-Exam NO						
Addres 2731 Blair Sto	ss one Rd T	allah	assee				City 8	k State	l.		I				Zip	Code 3230	1						
Driver License Number K145797885210				State	Expl 01	ires /21/2	DITy	pe L/OPERA	ATO1	Req. 2 N	End. O	Injury Se NON	everity F:		Ejec	tion							
Restraint Systems 3 SHOULDER AND BELT USED	LAP 2 N	g Deploye DT DEP	d LOYED	Helmet U	se		Eye Proi	tection	5	eating L LEF	ocation Seat T	Seati 1 F	ng Locat RONT	ion Row !	Seating Lo	cation (Other						
Drivers Actions at Time of (Crash (First)			Dr	ivers Action	ons at Tír	me of Cr	ash (Secon	d)			- 1 .	Driver Di 1 NO'	istracted E T DIST	^{By} 'RACTEI	>							
Drivers Actions at Time of C	crash (Third)			Dr	ivers Action	ons at Th	ne of Cr	ash (Fourth	rth) Driver: 1 A				Drivers C 1 API	ivers Condition at Time of Crash APPARENTLY NORMAL									
Non-Motorist Description				Nc	Non-Motorist Action Prior to Crash					Non-Mc				on-Motorist Location at Time of Crash									

Crash Date 06/12/12	Reporting Agency Case Nu 0012015759	umber		HSMV Crash Report Number 71906695						
Non-Motorist Actions/Circumstances (Fi	rst) Non-Motorist Ac	ctions/Circumstances (Second) Non-Motor	ist Safety Equipment (on	e) Non-Motorist	Safety Equipment (two)				
Suspected Alcohol Use Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC Suspected NO	I Drug Use Drug Tested	Drug Test Type	Drug Test Result				
Source of Transport to Medical Facility	EMS Agency Name or ID)	EMS Run Numb	per Medical Fa	icility Transported To					
PERSON Person # Description 2 PASSENGER	# Name 1 DON Hall			Date of Birth 07-30-1968	x Phone Nur ALE Phone Nur	nber Re-Exam				
Address 3631 Fred George Ct	Tallahassee		City & State			Zip Code 32303				
Driver License Number		State Expires	DI Туре	Req. End.	Injury Severity	Ejection				
Restraint Systems Arr 3 SHOULDER AND LAP 2 BELT USED	Bag Deployed H NOT DEPLOYED	elmet Use	Eye Protection	Seating Location Sea 1 LEFT	Seating Location Row 1 FRONT	Seating Location Other				
Drivers Actions at Time of Crash (First)		Drivers Actions a	t Time of Crash (Second	Driver Distracted	Ву					
Drivers Actions at Time of Crash (Third)		Drivers Actions a	at Time of Crash							
Non-Motorist Description		Non-Motorist Ac	tion Prior to Crash		Non-Motorist Loc	cation at Time of Crash				
Non-Motorist Actions/Circumstances (Fi	rst) Non-Motorist Ac	tions/Circumstances (Second) Non-Motori	ist Safety Equipment (one) Non-Motorist	rist Safety Equipment (two)				
Suspected Alcohol Use Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC Suspected	Drug Use Drug Tested	Drug Test Type	Drug Test Result				
Source of Transport to Medical Facility	EMS Agency Name or ID	9	EMS Run Numb	er Medical Fa	cility Transported To	I				
PERSON Person # Description Vehicle # 3 PASSENGER	Name 1 GAVIN Hall			Date of Birth Se 06-01-2011 M	x Phone Nun ALE Phone Nun	nber Re-Exam				
Address 3631 Fred George Ct 1	[allahassee		City & State			Zip Code 32303				
Driver License Number		State Expires	DI Туре	Req. End.	Injury Severity 1 NONE	Ejection				
Restraint Systems Are 8 CHILD RESTRNT 1 SYSTEM-REAR FACING API	Bag Deployed Hi NOT PLICABLE	elmet Use	Eye Protection	Seating Location Seat 1 LEFT	Seating Location Row 2 SECOND	Seating Location Other				
Drivers Actions at Time of Crash (First)		Drivers Actions a	t Time of Crash (Second)	Driver Distracted	Ву				
Drivers Actions at Time of Crash (Third)		Drivers Actions a	t Time of Crash (Fourth)		Drivers Condition	at Time of Crash				
Non-Motorist Description		Non-Motorist Act	tion Prior to Crash		Non-Motorist Loc	ation at Time of Crash				
Non-Motorist Description Non-Motorist Actions/Circumstances (Fir	st] Non-Motorist Act	Non-Motorist Act	tion Prior to Crash econd) Non-Motori	st Safety Equipment (one	Non-Motorist Loc	ation at Time of Crash Safety Equipment (two)				
Non-Motorist Description Non-Motorist Actions/Circumstances (Fir Suspected Alcohol Use Alcohol Tested	st} Non-Motorist Act Alcohol Test Type	Non-Motorist Act	tion Prior to Crash econd) Non-Motori BAC Suspected	st Safety Equipment (one Drug Use Drug Tested	Non-Motorist Loc	ation at Time of Crash Safety Equipment (two) Drug Test Result				
Non-Motorist Description Non-Motorist Actions/Circumstances (Fir Suspected Alcohol Use Alcohol Tested Source of Transport to Medical Facility	st} Non-Motorist Act Alcohol Test Type EMS Agency Name or ID	Non-Motorist Act	tion Prior to Crash econd) Non-Motori BAC Suspected EMS Run Numb	st Safety Equipment (one Drug Use Drug Tested er Medical Fa	Non-Motorist Loc Non-Motorist	ation at Time of Crash Safety Equipment (two) Drug Test Result				
Non-Motorist Description Non-Motorist Actions/Circumstances (Fir Suspected Alcohol Use Alcohol Tested Source of Transport to Medical Facility VIOLATIONS Person # Name 1 VIRGINIA DENIECE	st) Non-Motorist Act Alcohol Test Type EMS Agency Name or ID Hall	Non-Motorist Act tions/Circumstances (S Alcohol Test Result FL Statute Number 316	tion Prior to Crash econd) Non-Motori BAC Suspected EMS Run Numbe Charge Imprope	st Safety Equipment (one Drug Use Drug Tested er Medical Fa er Lane Change	Non-Motorist Loc Non-Motorist Drug Test Type Sility Transported To 2316.085	ation at Time of Crash Safety Equipment (two) Drug Test Result Citation Number 7238-GXK7				
Non-Motorist Description Non-Motorist Actions/Circumstances (Fir Suspected Alcohol Use Alcohol Tested Source of Transport to Medical Facility VIOLATIONS Person # Name 1 VIRGINIA DENIECE WITNESSES Name JOHNNIE YBARRA JR 128	st} Non-Motorist Act Alcohol Test Type EMS Agency Name or ID E Hall Address 30 Kissimmee S	Non-Motorist Act tions/Circumstances (S Alcohol Test Result FL Statute Number 316 t Tallahasse	tion Prior to Crash econd) Non-Motori BAC Suspected EMS Run Numbe Charge Imprope	st Safety Equipment (one Drug Use Drug Tested er Medical Fa er Lane Change City & Stat	Non-Motorist Loc Non-Motorist Drug Test Type Sility Transported To 2 316.085	ation at Time of Crash Safety Equipment (two) Drug Test Result Citation Number 7238-GXK7 Zip Code 32304				
Non-Motorist Description Non-Motorist Actions/Circumstances (Fir Suspected Alcohol Use Alcohol Tested Source of Transport to Medical Facility VIOLATIONS Person # Name 1 VIRGINIA DENIECE WITNESSES Name JOHNNIE YBARRA JR 128 NON VEHICLE PROPERTY DAM Vehicle # Person # Property Damage - Othe	st} Non-Motorist Act Alcohol Test Type EMS Agency Name or ID EMS Agency Name or ID Address C Hall Address C Kissimmee S AGE FThan Vehicle Est. Amount	Non-Motorist Act tions/Circumstances (S Alcohol Test Result FL Statute Number 316 t Tallahasse Owner's Name (Check If	tion Prior to Crash second) Non-Motori BAC Suspected EMS Run Numbe Charge Imprope	st Safety Equipment (one Drug Use Drug Tested er Medical Fa er Lane Change City & Stat Address	Non-Motorist Loc Non-Motorist Loc Drug Test Type Illity Transported To 2 316.085	ation at Time of Crash Safety Equipment (two) Drug Test Result Citation Number 7238-GXK7 Zip Code 32304 State Zip Code				

Crash Date Reporting Agency Case Number 06/12/12 0012015759	HSMV Crash Report Number 71906695
V1 was traveling north on North Monroe Street in the	inside travel lane just before the
intersection of Tharpe Street. V2 was parallel to V2	, but was in the middle turn lane (this
adiacent businesses).	is for both east and west turns into
According to both drivers and the witness, V2 was all	eady in the middle turn lane attempting to
turn left (west) into the Publix shopping center. V	passed V2 and changed lanes prior to V2
injuries were reported.	"never saw" vz and sideswiped vz. No
Driver of V1 was issued a citation for improper lane	change. This crash does not qualify for a
"Long Form" and was only utilized due to the complex	nature of the written description.
D/Badge Number Rank and Name	Department Type of Department
55237 Sergeant David Edwin McCranie	Tallahassee Police Department 2 POLICE [
	INDICATE NORTH
	WITH ABROW
THARPE ST	
— — — — —	
	¢
9	
	MONROE ST

/ FLORIDA TRAFFIC CRASH REPORT



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

14

(Electronic Version)

Crash Date	n (nepergeneration vergen Verge er d	Time of Cra	sh >M	D	ate of Rep	xort /12	F	Report	ing Agency	Case	Number	and and the set area in	ungertus ingulaaties.		HSMV G	Crash Report Number 907335			
CRASH IDE	VTIFIERS				01/23/	12 12			.019590		12.49 T								
County Code	City Code Count	y of Crash	-		Place	or City of	Crash							1	Nithin Ci	ty Limits 1	ime Rep	orted 1	ime Dispatched
1.3 Time on Scene	50 Leo	n cene Compl	eted Rea	son (if in	vestigatio	n NOT Cor	nplete								160		No	tified E	lo.35 EM
10:45 PM	11:56 PM	2 YE	s							an an an an an an an an an an an an an a							2	LAW	ENFORCEMENT
ROADWAY	INFORMATIO	ON (CHOC	DSE ON	LY 1 OF	4 OPTI	ONS)	6.60	<u>30</u> .029	0000000		At Stre	et Address	н I.		At J	atitude	And	Long	itude
US 27N (N Monroe	St)									AUSTIC		"	* +					
At Feet	Or Miles	Direction		See From	n Intersec	tion With	Street, P	Road, H	lighway								୍ତିତ୍ତି	r From	Milepost #
Boad System in	lentifier	<u> </u>		≪ CR	158 (Typ	E Thar e of Shoul	c <u>pe S</u> Ider	it)				In	pe of Int	ersectio	n	[dille.		
2 U. S.					3	CURB							2 FOUI	R∽WAY	INTE	CRSECTI	.ON	annery to the c	
CRASH INFO	DRMATION (CHECK IF	PICTUR	ES TAK	EN)	Booduro	. Surfard		ition	lscho	ol Rue P	botelo			0.818	Manner Of Collision			
4 DARK-L	IGHTED	1 CI	EAR	011		1 DRY	[e conu	10011	1 1	1 NO					2 FRO	NT TO	FRO	NT
																<u> </u>	1		~
First Harmful E	First Harmful Event Type First Harmful Event First Harmful Event Location								NO	i întêrch	angé ⊁ 2	IFST HAFMIL INTERSI	CTION	lelation	To Junction				
NON-FIXE	D OBJECT	Ť	RANSP	ORT		111			011 1101										
Contributing Ci	rcumstances: Ro	bad			Contribut	ing Circun	ostances	: Road					Contrib	uting Cir	cumstan	ices: Road			
1 NONE																			
Contributing Circumstances: Environment Contributing Circumstances: Environment Contributing Circumstances:										cumstan	ices: Enviro	nment							
Work Zone Rel	ated Crash In We	ork Zone				Ty	pe Of W	/ork Zo	we		_	Workers	l In Work	Zone La	aw Enfor	cement in	Work Zor	ne	
NO	 				77.C. 7.C. 5.C. 5.		K STERN			899653		INO			. NO		987 89 65	Waliota	
VEHICLE Vehicle Motor 1 1 VE	Vehicle Type HICLE IN	Commerc TRANSPO	Hit and I	Run	Veh Lice	ense Numl 701	er XJF	State	Reg. Expir	res	Per	manent Re	g. VIN 3VWF	ip7at	7CM62	23985		059,232	
Year Make 12 Volk	Model Beetle	Style		olor BLK BI	ACK 1	tent Of D DISABI	amage [ING	Est. Da	i mage 80	00 Y	owed Da ES	ue To Dama	ge Vehic Hob]	e Remo cirk	ved By			Rotati 1 RO	on TATION
Insurance Com	ipany (Driver)		<u> </u>		l_					I		Insurance P 9 41 59	olicy Nur 95288	nber				.l,	
Name of Vehic	le Owner (Busin	iess)			•	c	urrent A	Addres	s			Cíty	& State				Zip	Code	
Gloria L	Gales 14	80 S W	159th	Ave	Pembro	ke Pir	nes									1	320	27	
Trailer Lice One:	nse Number	State	Reg. Exp	lires	Permane	ent Reg.	VIN									rear	Make		Length Axies
Trailer Lice	nse Number	State	Reg. Exp	ires	Permane	ent Reg.	ieg. VIN									Year	Make		Length Axles
Vehicle	Direction	Monroe	<u>.</u> St		On Stre	et, Road, I	l Highway	Ŷ						At Est. Speed Posted Speed Tota			Total Lanes		
CMV Configura	tion	Monroe	οι	Careo B	ody Type								L				10 00 4		
compete					, .,,-						Ar	ea of Initial Impact Mo				Most	Dama	ged Area	
Comm GVWR/	GCWR		Trailer	Type (Tr	ailer One}	Traile	а Туре (Trailer	Two}		aL	3 4 5	6 7	18	Underc	arriage 18	al	3 4	5 6 7
	÷										\mathcal{M}_{i}	16	17	19	Over	turn 19	all	all	6 17 8
Haz. Mat. Rele	ase Haz, Mat Pi	acard N	lumber	•			Class		-					20	wino: Tra	iler 21		21	
											14 1	3 12 11	10 9) -			14	13 1	2 11 10 9
Motor Carriers	Name					US DO	E NUMbe	er											
Motor Carrler	Address					City & S	State			!				Zip	Code		Pł	ione Nu	imber
Comm/Non-Co	emmercial	Vehicle Box 1 PASSE	dy Type NGER	CAR		Vehici 1 NOI	e Defect NE	ts (one)		Vehicle	Defects (tv	vo)		Emerg NO	gency Vehic	te Use	ipecial 1 NO FUNC	Function of MV SPECIAL FION
Vehicle Maneu 3 TURNIN LEFT	G Tra	fficway TWO-WAY	том	DIVI	DED	Roadw 3 UI	vay Grad PHILL	de R	oadway Ali STRAI(ignme GHT	nt Mos 2 (WI	t Harmful E COLLISI TH NON-	vent ON FIXED	M 14) TF	ost Harn MOTO RANSPO	nful Detail OR VEH: ORT	ICLE	IN	
Traffic Control	Device For This	Vehicle Firs	t (1) Sequ	ence of E	vents	s	econd (2	2) Sequ	Jence of Ev	ents	1	Third (3) S	equence	of Event	ls	Fourt	1 (4) Sequ	ience o	fEvents
5 TRAFFIC	C CONTROL	14 TR	MOTO ANSPOI	R VEH RT	ICLE I	N													
	Check if	 Commerc	ial								K SA C			lagi dagi ya Vecisi kasi k					
Vehicle Motor 2 1 VE	Vehicle Type HICLE IN	TRANSPO	Hit and I NO	Run	Veh Lice	ense Numb 5319	er S AAJ	State	Reg. Expir 04–13		Per	rmanent Re)	g. VIN 5TD2	2K23C	68519	2486	e pre par station		
Year Make 08 Toyo	Model Sienna	Style Famil	y Va B	olor SLU BI	UE 1	ttent Of D DISABI	amage I ING	Est. Da	mage 60	00 T	owed Di ES	ue To Dama	8 ^e Vehic Hobl	le Remo Cirk	ved By			Rotati 1 RO	on TATION
Insurance Com	pany (Driver)		1		t					'		Insurance F 1723–71	olicy Nur 1-63-0	nber)2					

Crash Date Reporting Agency Case Numl 07/23/12 0012019596	ber ber	ning and an and the second in the solution of the second second second second second second second second secon	HSMV Crash Report Number	hain i Muchini anda dan karian ana matana ana.	nn an an Anna an Anna an Anna an Anna an Anna an Anna an Anna an Anna an Anna an Anna an Anna an Anna an Anna a				
Name of Vehicle Owner (Business)	Current Addr	1993)))))) ar foraithachan ar an foraithe	City & State	n gale a contra materia de catalan catalana e catalan de la contra de la contra de la contra de la contra de la	Zip Code				
IIISha Latto Auld 4852 Thicket Path NW Trailer License Number State Reg. Expires Permar	Acworth HentReg. VIN			Year	30102 Make Length Axles				
Trailer License Number State Reg. Expires Permar Trvo:	ent Reg. VIN			Year	Make Length Axles				
Vehicle Direction On Str Traveling SOUTH Monroe St	eet, Road, Highway			At Est. Speed 35	Posted Speed Total Lanes 35 4				
CMV Configuration Cargo Body Type	2		Area of Initial Impact		Most Damaged Area				
Comm GVWR/GCWR Trailer Type (Trailer Ope) Trailer Type (Trai	ler Two)	- 3 4 5 6 7	18 Lindercarriage (18					
				19 Overturn 19 20 Windshield Of					
Haz. Mat. Release Haz. Mat Placard Number	Class		14 13 12 11 10 9	21 Trailer 21	(1) (13 12 11 10 9				
Motor Carrier Name	US DOT Number		J \$ 6 F \$						
Motor Carrier Address	City & State	1		Zip Code	Phone Number				
Comm/Non-Commercial Vehicle Body Type 2 PASSENGER VAN	Vehicle Defects (or 1 NONE	ne)	Vehicle Defects (two)	Emergency Vehic NO	tle Use Special Function of MV 1 NO SPECIAL FUNCTION				
Vehicle Maneuver Action Trafficway 1 STRAIGHT 1 TWO-WAY NOT DIVIDED AHEAD	Roadway Grade 4 DOWNHILL	Roadway Alignme 1 STRAIGHT	nt Most Harmful Event 2 COLLISION WITH NON-FIXED	Most Harmful Detall 14 MOTOR VEH TRANSPORT	ICLE IN				
Traffic Control Device For This Vehicle First (1) Sequence of Events 5 TRAFFIC CONTROL 14 MOTOR VEHICLE SIGNAL TRANSPORT	Second (2) Se IN	quence of Events	Third (3) Sequence of Ev	rents Fourth	n (4) Sequence of Events				
PERSON Person # Description Vehicle # Name			Date of Birth Sex	Phone Numb	er Re-Exam				
1 DRIVER 1 Christine Lynn Address	Gales	City & State	07-11-1991 FEMAL	E (954) 6	54-5766 NO Zip Code				
2038 Horne Ave Apt# 1 Tallahassee Driver License Number Sta	ate Expires	DI Type	Reg. End.	v Severity	. 32304				
G420112917510 Restraint Systems Air Bag Deployed Heim	07/11/1: net Use	3 5 E/OPERA	TOI 2 NO 1 N Seating Location Seat 56	ONE	1 NOT EJECTED				
3 SHOULDER AND LAP 6 DEPLOYED - 3 N BELT USED COMBINATION	O HELMET	3 Not Applicable	1 LEFT 1	FRONT					
Drivers Actions at Time of Crash (First) 3 FAILED TO YIELD RIGHT-OF-WAY	Drivers Actions at Tin	ne of Crash (Second))	Driver Distracted By 7 INATTENT	Y IVE				
Drivers Actions at Time of Crash (Third)	Drivers Actions at Tin	ne of Crash (Fourth)	Drivers Condition at Time of Crash 1 APPARENTLY NORMAL					
Non-Motorist Description	Non-Motorist Action	Prior to Crash		Non-Motorist Local	in-Motorist Location at Time of Crash				
Non-Motorist Actions/Circumstances (First) Non-Motorist Action		nd) Non-Motor	ist Safety Equipment (one)	Non-Motorist Sa	fety Equipment (two)				
Suspected Alcohol Use Alcohol Tested Alcohol Test Type A NO	lcohol Test Result BAC	Suspected NO	Drug Use Drug Tested D.	rug Test Type	Drug Test Result				
Source of Transport to Medical Facility EMS Agency Name or ID 1 NOT TRANSPORTED White/Martel	I	EMS Run Numb 12018534	er Medical Facility Tra	ansported To					
PERSON Person # Description Vehicle # Name 2 DRIVER 2 James R Auld			Date of Birth Sex 02-11-1977 MALE	Phone Numb (770) 70	er Re-Exam)9-8634 NO				
Address 4852 Thicket Path NW Acworth		City & State	· · · · · · · · · · · · · · · · · · ·		Zip Code 30102				
Driver License Number Sta 056746746	te Expires 02/11/20	DI Type) 3 C	Req. End. injury 2 NO 1 NO	y Severity ONE	Ejection 1 NOT EJECTED				
Restraint Systems Air Bag Deployed Helm 3 SHOULDER AND LAP 6 DEPLOYED - 3 N BELT USED COMBINATION	et Use f O HELMET	ye Protection 3 Not Applicable	Seating Location Seat Se 1 LEFT 1	eating Location Row Se FRONT	eating Location Other				
Drivers Actions at Time of Crash (First) 1 NO CONTRIBUTING ACTION	Drivers Actions at Tin	ne of Crash (Second	() ()	Driver Distracted By 1 NOT DISTR	, RACTED				
Drivers Actions at Time of Crash (Third)	Drivers Actions at Tim	ne of Crash (Fourth))	Drivers Condition at 1 APPARENTI	ivers Condition at Time of Crash APPARENTLY NORMAL				
Non-Motorist Description	Non-Motorist Action	Prior to Crash		Non-Motorist Locat	Non-Motorist Location at Time of Crash				

Crash Date 07/23/12	Reporting	g Agency Case Num 19596	pet.	eestalioonna kolonniit	HSMV Crash Report Number 71907335						
Non-Motorist Actions/Circumstances (F	irst)	Non-Motorist Actio	ons/Circumstances (Second)	Non-Motorist S	afety Equ	Joment (one)		Non-Motorist S	afety Equipment (two)	
Suspected Alcohol Use Alcohol Tested NO	Alcohol T	est Type	Alcohol Test Result	BAC	Suspected Dr NO	ug Use	Drug Tested	Drug	Test Type	Drug Test Result	
Source of Transport to Medical Facility 1 NOT TRANSPORTED	EMS A	gency Name or ID	J	EM9 12	Run Number 018534		Medical Facili	ty Trans	sported To	1 · · · · · · · · · · · · · · · · · · ·	
PERSON Person #Description Vehicle 3 PASSENGER	# Name 2 Wes1	ey McBray	er Auld			Date of I 09−04	Birth Sex -1983 MAL	E	Phone Num (770) 4	ber 190-6765	
Address 2909 Noah Dr Acworth	1 1			City 8	& State					Zip Code 30101	
Driver License Number		s	tate Expires	DI Ty	rpe	Req.	End.	Injury S	everity IE	Ejection 1 NOT EJECTED	
Restraint Systems AM 3 SHOULDER AND LAP 6 BELT USED CC	Bag Deplo DEPLOY MBINAI	yed Hel ED – 3 PION	met Use NO HELMET	Eye Pro 3 No Appl	tection t icable	Seating L 3 RIG	Location Seat HT	Seati 1 F	ing Location Row : 'RONT	Seating Location Other	
Drivers Actions at Time of Crash (First)			Drivers Actions a	at Time of Cr	ash (Second)		Driver Distracted By				
Drivers Actions at Time of Crash (Third)	•		Drivers Actions a	Drivers Actions at Time of Crash (Fourth) Drivers Condition at Time of Cra							
Non-Motorist Description			Non-Motorist Ac	tion Prior to	o Crash				Non-Motorist Loca	ation at Time of Crash	
Non-Motorist Actions/Circumstances (f	First)	Non-Motorist Acti	ons/Circumstances (Second)	Non-Motorist :	Safety Equ	uipment (one)		Non-Motorist S	Safety Equipment (two)	
Suspected Alcohol Use Alcohol Tested	Alcohol 1	est Type	Alcohol Test Result	Icohol Test Result BAC Suspecte			Drug Tested	Drug	s Test Type	Drug Test Result	
Source of Transport to Medical Facility 1 NOT TRANSPORTED	EMS A	gency Name or ID	1	EM: 12	S Run Number 018534		Medical Facili	ty Tran	sported To		
PERSON Person # Description 4 PASSENGER	# Name 2 Juli	e Lynn Ho.	pp			Date of 10-21	Birth Sex -1971 FEM	ALE	Phone Num	ber Re-Exam	
Address 911 Eagle Lake Dr Da	allas			City 8	& State					20pCode 30132	
Driver License Number 066210807		S	itate Expires	DIT	Туре		Req, End. Ir 1		everity VE	Efection 1 NOT EJECTED	
Restraint Systems AN 3 SHOULDER AND LAP 1 BELT USED AN	Bag Deplo NOT PPLICAP	yed Hel 3 BLE	met Use NO HELMET	Eye Pro 3 No Appl	tection t icable	Seating I 1 LEF	Location Seat 'T	Seat 2 S	ing Location Row ECOND	Seating Location Other	
Drivers Actions at Time of Crash (First)			Drivers Actions a	at Time of Cr	ash (Second)				Driver Distracted I	Ву	
Drivers Actions at Time of Crash (Third))		Drivers Actions a	at Time of Cr	rash (Fourth)				Drivers Condition	at Time of Crash	
Non-Motorist Description			Non-Motorist Ac	tion Prior to	o Crash				Non-Motorist Loca	ation at Time of Crash	
Non-Motorist Actions/Circumstances (Fírst)	Non-Motorist Acti	ons/Circumstances (Second)	Non-Motorist	Safety Eqi	uipment (one)		Non-Motorist S	Safety Equipment (two)	
Suspected Alcohol Use Alcohol Tested	Alcohol 1	l Test Type	Alcohol Test Result	BAC	Suspected Di	ug Use	Drug Tested	Drut	g Test Type	Drug Test Result	
Source of Transport to Medical Facility 1 NOT TRANSPORTED	EMS A	gency Name or ID		EM: 12	SRun Number 018534	· · · · · · ·	Medical Facili	ty Tran	sported To		
VIOLATIONS Person# _{Name} 1 Christine Lynn	Gales		FL Statute Number Chapter 3	0 16 1	Charge Fail To	Yield	d To Inte	erse	ction 31	Citation Number L 6 . B 694 – GQG	
WITNESSES Name		Address					City & State			Zip Code	
NON VEHICLE PROPERTY DA	MAGE	hicle Est. Amount	Owner's Name (Check	if Business) (Address	i an an an an an an an an an an an an an	City &	State Zip Code	
NARRATIVE			- 					N) (21)			

Crash Date 07/23/12	Reporting Agency Case Number 0012019596	HSMV Crash Report Number 71907335
Vehicle 2 (V2)	was southbound in the easternmo	ost lane of N. Monroe St. approaching its
intersection v	vith E. Tharpe St.	
Vehicle 1 (V1) Tharpe St. fro) was stopped northbound in the tom N. Monroe St.	turn lane for traffic turning westbound onto E.
According to a southbound tra	drivers of both vehicles, the transfirst with no green turn signal.	affic signal was solid green for north and
V1 proceeded : V1.	into the intersection and into the	he path of V2. V2 was unable to stop and struck
Both vehicles	sustained significant, disabling	g damage to the front of the vehicles.
EMTs White and All declined :	d Martel responded for Leon Count further medical attention.	ty EMS and checked the occupants of both vehicles.
Driver of V1	was cited for Violation of Right	of Way - Left Turn.
REPORTING OFFICER		

ID (Radao Number	Bank and Name	Department	Type of Department
59404	Officer CARLA WHITLEY 339	Tallahassee Police Department	2 POLICE I
07101			



🖉 🖊 FLORIDA TRAFFIC CRASH RE	PORT

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

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Crash Date 04/14/12	Time of Crash 02:18 AM	Di	ate of Report 04/14/1	t 2	Reporting Agence	y Case Num 1	ber		HSMV Crash Report Number 71906041				
CRASH IDENTIFIERS	y of Crash		Place or	City of Crash		1961 (1985 (1987 (1987 (1987 (1987 (1987 (1987 (1987 (1987 (1987 (1987 (1987 (1987 (1987 (1987 (1987 (1987 (19 1987 (198			Within C	ity Limits	Time Repo	orted Time Disr	atched
13 50 Lec	on In	-	Tall	ahassee	· ·				YES		02:18	AM 02:18	AM
02:18 AM 03:15 AM	cene Complete 2 YES	d Reason (if Im	estigation N	IOT Complete]	•						Not 2	lified by LAW ENFOR	CEMENT
Crash Occurred On Street, Roa	ON (CHOOSE d, Highway	ONLY 1 OF	4 OPTION	VS)		At S	street Addres	s# 🔀	At l	atitude	And	Longitude	
Monroe (US27) St	Direction	l 🗠 Fron	a intercectio	n With Street	Road Highway	199 199			+	i	- ~~ 0r	From Milanos	#
5	WEST	Tha	irpe St	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1000, 113,1110,						()) .	110mmmepos	." [
Road System Identifier 5 LOCAL			Түре о 1 Р.	of Shoulder AVED		Type of Intersection 2 FOUR-WAY INTERSECTION							
CRASH INFORMATION	CHECK IF PIC	TURES TAK	EN)										
Light Condition 4 DARK-LIGHTED	Weather C 1 CLEA	Condition AR	Ri 1	oadway Surfac DRY	e Condition	School Bu 1 NO	s Related		Manner Of Collision 3 ANGLE				
First Harmful Event Type	First H	farmful Event			First Harmfu	Event Loca	ition	Within Interd	change F	irst Harmf	ul Event Re	elation To Junc	ion
2 COLLISION WITH	14	MOTOR VEH	HICLE IN	4									
Contributing Circumstances: R	oad	NSPORT	Contributing	Circumstance	s: Road			[Contributing C	ircunstar	ces: Road			
1 NONE													
Contributing Circumstances: E 1 NONE	nvironment	ances: Environme	nt		Contributing C	lircumstar	ices: Envir	onment					
Work Zone Related Crash In W		Worker	s in Work Zone	Law Enfor	cement in	Work Zon	e						
VEHICLE Check if	Commercial	91. BATS	-3.20.5M			18 18 18 18		l Leonagango (642483		신 중 상 중 순	1912 A
Vehicle Motor Vehicle Type 1 1 VEHICLE IN	TRANSPC NC	t and Run)	Veh License	e Number AKSS88	State Reg. Expl 04-12	res	Permanent Re NO	eg. VIN JN8DR09:	X03W70	1313			
Year Make Model 03 Niss	Style	Color	Exter 1 D	nt Of Damage ISABLING	Est. Damage 50	00 Towed	Due To Dam	age Vehicle Rem Body Bu	oved By ilders	;		Rotation 1 ROTATION	1
Insurance Company (Driver) Traverlers							Insurance 988627	Policy Number 5871					
Name of Vehicle Owner (Busin	iess)	~. m		Current	Address		City	& State			Zip C	ode	
Robert Stuyverson Trailer Ucense Number One:	State Re	g Expires	Permanent	Reg. VIN						Year	Make	Length	Axles
Trailer License Number Two:	State Re	g. Expires	Permanent	Reg. VIN						Year	Make	Length	Axles
Vehicle Direction Traveling NORTH	Monroe St		On Street,	Road, Highwa	у				Atl	ist. Speed 35	Posted S	Speed Total 35	Lanes 8
CMV Configuration	1	Cargo Bo	ody Type						1				
							Area of Intu	annpact			MOSU	Damageo Are	3
Comm GVWR/GCWR	r	Trailer Type (Tra	iler One}	Trailer Type	(Trailer Two)	2			8 Underc 9 Over	arrlage 18 turn 19	Q	3 4 5	
Haz. Mat. Release Haz. Mat Pl	acard Num	ber		Class			15 16 13 12 1	17 8 2 1 10 9 2	0 Winds 1 Tra	ihield 20 iler 21		3 12 11 1	8
Motor Carrier Name	•			US DOT Numb	er								•
Motor Carrier Address				City & State		I		Zíç	o Code		Pho	ne Number	
Comm/Non-Commercial	Vehicle Body Ty	ype		Vehicle Defec 1 NONE	ts (one)	Vehi	cle Defects (h	wo)	Emerg	ency Vehi	cle Use Sp	ecial Function	of MV
Vehicle Maneuver Action Tra 3 TURNING 1 LEFT	fficway TWO-WAY	NOT DIVI	DED	Roadway Gran 1 LEVEL	de Roadway Ali 1 STRAI	gnment N GHT 2 W	lost Harmful COLLIS ITH NON-	Event A ION 1 -FIXED T	Aost Harr 4 MOTO RANSPO	ful Detail DR VEH DRT	ICLE I	N	
Traffic Control Device For This 5 TRAFFIC CONTROL SIGNAL	Vehicle First (1) 14 Mi TRAN:	Sequence of Ev OTOR VEHI SPORT	vents ICLE IN	Second (2) Sequence of Ev	ents	Third (3) S	equence of Ever	nts	Fourt	h (4) Seque	ence of Events	·
VEHICLE Check If Vehicle Motor Vehicle Type 2 1 VEHICLE IN	Commercial Hit TRANSPC NO	and Run	Veh License	Number U311AV	State Reg. Expli 04-13	es i	r Permanent Re NO	g. VIN 2GDEC191	RXW156	1738			
Year Make Model 98 GMC	Style Pickup	2 WHI WH	Exter ITE 1 Di	nt Of Damage LSABLING	Est. Damage 100	00 Towed	Due To Dama	Body Bui	oved By ilders		F	Rotation L ROTATION	
Insurance Company (Driver) Geico							insurance i 421447	Policy Number 7285]

Crash Date 04/14/12	n og a greg de pont monte a pe	Reporting A	gency Case N 024	Number	ano dan da da na da Anna da Anna da Anna da Anna da Anna da Anna da Anna da Anna da Anna da Anna da Anna da An		HSMY Crash Report Number 71906041								
Name of Vehicle Owner (Business) 🗌	1	ener of the second second second second second second second second second second second second second second s	22-002007.824058	Current Add	1055	en bele anten trazante.	ender-son record and	City & State	ang panaga paga	1969-1996-1797 (1979) 19		Zip Code		-renador a conseg
Cindy Denise Ry Trailer License Number	binson State	2034 86 Reg. Exp	Miami Ires Per	rmanent Reg	3. VIN						Ye	37	33147 Make	Length	Axles
Trailer License Numbe Two:	r State	Reg. Exp	ires Per	rmanent Reg	s. VIN						Ye	36	Make	Length	Axtes
Vehicle Direction Traveling SOUTH	Monr	oe (US 2	7) St	n Street, Roa	ad, Highway						At Est.	Speed 35	Posted Spee	d Total 35	Lanes 8
CMV Configuration			Cargo Body	Туре				Area o	f Initial Impact	t			Most Dan	naged Are	2a
C CARUD (CCIUD		Testler		0	- iles Terra (Tee				اماما	-			ا م ا	. 1 . 1	. 1
Comm GVWR/GCWR		traner	rype (trailer	one) n	raner rype (rra	ner rwoj		2 3 1	4 5 6 7 16 17 8	18 19 20	Overtun Windshie	age 18 n 19 Id 20	2 3	16 17	8
Haz. Mat. Release Haz. M	at Placard	Number		t	Class			14101	12 11 10 9	21	Trailer	21	14 13	00	0
Motor Carrier Name				US	DOT Number										
Motor Carrier Address				City	y & State					Zíp (Code		Phone	Nomper	
Comm/Non-Commercial	Comm/Non-Commercial Vehicle Body Type 3 PICKUP					Vehicle Defects (one) V 1 NONE				Vehicle Defects (two) Emergent					of MV IAL
Vehicle Maneuver Action 1 STRAIGHT AHEAD	hicle Maneuver Action Trafficway STRAIGHT 1 TWO-WAY NOT DIVIDED HEAD					Roadw 1 ST	ay Alignment RAIGHT	Most Ha 2 COL WTTH	rmful Event LISION NON-FIXED	Mc 14 TB	NOTOR	Detall VEHI T	CLE IN		
Traffic Control Device For	affic Control Device For This Vehicle First (1) Sequence of Events						of Events	Thi	d (3) Sequence o	of Event	\$	- Fourth	(4) Sequence	of Events	
5 TRAFFIC CONTE SIGNAL	OL	14 MOTO TRANSPO	R VEHICI RT	LE IN											
PERSON	herer	и 1-1					9 - 19 - 19 - 19 - 19 - 19 - 19 - 19 -				lot		9.285		
1 DRIVER	ven:c:e	1 Samue	1 Bret	t Stuy	verson		-	Date of 06-07	7–1990 MAL	Έ	(85	0) 50	9-1319	NO NO	
Addr 2266 Parrot L	ss n Talla	ahassee				City I	& State						Zip Cod 323	e 03	
Driver License Number S 31 6782902070				State	Expires 06/07/1	DIT 2 5 1	/pe E/OPERAT	Req.	End. IO	Injury Se 1 NON	everity E		Ejection 1 NOT	EJECT	ED
Restraint Systems 3 SHOULDER AND	LAP 2	r Bag Deploye NOT DEP	i Loyed	Helmet Use	et Use Eye Protect 3 Not			Seating 1 LEF	Location Seat	Seati 1 F	ng Location RONT	Row Se	eating Location	on Other	
BELT USED Drivers Actions at Time of	Crash (First)	1		Drive	Applicable Drivers Actions at Time of Crash (Second))			Driver Distr	acted By	,		
3 FAILED TO YI	LD RIG	HT-OF-WA	ť									DISTI	RACTED		
Drivers Actions at Time of	Crash (Third)		Drive	Drivers Actions at Time of Crash (Fourth)				1) Drivers Con 9 UNDE				THE INFLUENCE OF		
Non-Motorist Description				Non-	Non-Motorist Action Prior to Crash						Non-Motor	st Locat	ion at Time o	f Crash	
Non-Motorist Actions/Cire	umstances (First) IN	on-Motorist 4	Actions/Circi	umstances (Sec	ond)	Non-Matoris	st Safety Fo	uioment (one)		Non-Mo	torist Sa	fety Fauloare	ot (two)	
		.,,,,,				,									
Suspected Alcohol Use Al NO	oho! Tested	Alcoho! Tes	t Туре	Alcohol	Test Result B4	xc 204	Suspected (NO	Drug Use	Drug Tested	Drug	Test Type		Drug Tes	t Result	
Source of Transport to Me	dical Facility	FMS Age	ocy Name or			EM	S Run Numbe		Medical Facili	tv Trans	corted To				
1 NOT TRANSPORTED)												and the production of the second second	metri ad elad el a mila i	
PERSON Person # Description 2 DRIVER	Vehicle	e# Name 2 Domin	ique L	Everet	t			Date of 11-11	Birth Sex 1–1985 FEM	IALE	Phón (30	eNumbo 5) 49	er 16-3738	Re-Exam NO	
Addre 2115 Pasco St	ss Apt∦ I	D Tallał	assee			City 8	& State				1		Zlp Cod 323	10	
Driver License Number E163172859110				State	Expires 11/11/1	DIT) 8 5 1	/pe 3/operat	Req. FOI 2 1	End. 10	injury Se 2 POS	everity SIBLE		Ejection 1 NOT	EJECT	ED
Restraint Systems 3 SHOULDER AND BELT USED	LAP 2	r Bag Deployer NOT DEP	I LOYED	Helmet Use		Eye Pro 3 No App 1	tection t	Seating 1 LEF	Location Seat	Seati 1 F	ng Location RONT	Row Se	, ating Locatio	on Other	
Drivers Actions at Time of 1 NO CONTRIBUT:	l Crash (First) ING ACTI	EON	I	Drive	ers Actions at T	ime of Cr	ash (Second))		_	Driver Distr 1 NOT	i acted By DISTF	ACTED		
Drivers Actions at Time of	Crash (Third)		Drive	ers Actions at Ti	ime of Cr	ash (Fourth)		-	 	Drivers Con	dition at	ion at Time of Crash		
								1 APPARENT				RENTI		.u]
Non-Motorist Description				Non-	Motorist Actio	n Prior to	Crash	Non-Motorist				orist Location at Time of Crash			

Crash Date 04/14/12	Reporting Agency Case Num 0012010024	5 L								
Non-Motorist Actions/Circumstances (Fi	rst) Non-Motorist Acti	ons/Circumstances (Se	econd)	Non-Motorist Safety Ec	julpment (one)	Non-Motorist !	Safety Equipment (two)			
Suspected Alcohol Use Alcohol Tested NO	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use NO	Drug Tested	Drug Test Type	Drug Test Result			
Source of Transport to Medical Facility EMS Agency Name or ID EMS Run Number Medical Facility Transported To 1 NOT TRANSPORTED										
VIOLATIONS Person # Name 1 Samuel Brett Str	uyverson	FL Statute Number 316.122	ļ	Charge Fail To Yield	d Left Tu	rn 316.122	Citation Number			
WITNESSES Name	Address				City & State			Zip Code		
NON VEHICLE PROPERTY DAM Vehicle # Person # Property Damage - Oth	IAGE er Than Vehicle (Est. Amount) (Owner's Name (Check if	Business) (]	Address	City & !	State	Zıp Code		
NARRATIVE On April 14, 2012, I was traveling southbound in the inside lane on N Monroe Street when I observed a traffic crash at the intersection of Monroe and Tharpe Street. The light was green at the above intersection. I spoke with the driver of vehicle1, and he initially stated that he was traveling westbound on Tharpe Street. He later changed his story and advised me that he was actually traveling northbound on Monroe Street in the left turning lane. V 1 attempted to make a left hand turn onto Tharpe Street and struck the left driver side door of vehicle 2. I made contact with the driver of vehicle 2, and she stated that she was traveling in the outside lane on Monroe Street enroute to work when V 1 attempted to make a left hand turn onto Tharpe Street and struck her driver side door. I observed damage to the front bumper of V 1, and I observed damage to the driver side door of V 2. I observed to driver of V 2 on scopp										
Based on the above information, I found the driver of V 1 the at fault driver of the traffic crash. The driver was issued a non criminal citation for failure to yield to oncoming (7283-GXK).										
REPORTING OFFICER D/Badge Number Rank and Name 93851 Officer T	YESHA GATES 66	51		Dep Ta	artment 11ahassee	Police Depar	rtment Z POL	epartment JICE I		

15

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This Traffic Crash Report can be p			OPERTY INVOLVED IN THIS CRA	NSH?
LONG FORM V SHORT FORM		TOTAL # C	F VEHICLE SECTION(S)	2 47
		TOTAL # C	F PERSON SECTION(S)	3
MAIL TO: DEPARTMENT OF HIGH TRAFFIC CRASH RECORD TALLAHASSE	WAY SAFETY & MOTOR VEF S, NEIL KIRKMAN BUILDING E, FL 32399-0537	TOTAL # C	OF NARRATIVE SECTION	(S) <u>1</u>
CRASH DATE TIME OF CRASH 09/05/2012 6:24 PM CRASH IDENTIFIERS	DATE OF REPORT REPORT 09/05/2012 0012	RTING AGENCY CASE NUMBER	HSMV CRASH REPOR 83590412	T NUMBER
COUNTY CODE CITY CODE COUNTY OF CRASH	PLACE OR CITY OF TALLAHASSEE	CRASH	CHECK IF WITHIN CITY LIMITS	REPORTED TIME DISPATCHED 4 PM 6:24 PM
TIME ON SCENE TIME CLEARED SCENE 6:31 PM 7:32 PM ROADWAY INFORMATION (CHOOSE ONLY 1	CHECK IF COMPLETED V DF 4 OPTIONS)	ion NOT Complete)		Notified By: 1 Motorist 2 Law Enforcement 2
CRASH OCCURRED ON STREET, ROAD, HIGHWAY MONROE ST	1	AT STREET ADDRESS #	2 AT LATITUDE	AND LONGITUDE
AT FEET MILES N S E	W 3 AT/FROM INTERSECTION WIT	TH STREET, ROAD, HIGHWAY		4 OR FROM MILEPOST #
Road System Identifier 7 i Interstate 4 County 8 2 U.S. 5 Local 9	Forest Road Type of Private Roadway Parking Lot	Shoulder 1 Paved 2 Unpaved 2	Type of Intersection 1 Not at Intersection 2 Four-Way Intersection 3 Turtersection	5 Traffic Circle 6 Roundabout 7 Five-Point, or More 27 Other, Exclaig in Marrative
CRASH INFORMATION (CHECK IF PICTURES	Other, Explain in an antibute state of the second state of the sec	3 Curb	4 Y-Intersection	
Light Condition V 1 Daylight 5 Dark-Not Lighted 2 Dusk 6 Dark-Unknown 3 Dawn Lighting 4 Dark-Lighted 77 Other, Explain in Narrative 88 Unknown 3 Rain	Jeather Condition A Flog. Smog. Smoke 5 SleeUHall/ 5 SleeUHall/ Freezing Rain 6 6 Bkowing Sand, Soil 1 6 Dirt 7 Severe Crosswinds 1 Dry 7 Y7 Other, Explain in Narrative 2 Wet 4 IcerFrost	Surface Condition 5 Oil 5 Mid, Dirt, Gravel 7 Sand 9 Water (standing/moving) 77 Other, Explain in Varrative 38 Unknown	I Bus Related No Yes, School Bus Xrectly Involved Yes, School Bus ndirectly Involved 2 Front to Fro 3 Angle	Manner of Collision/Impact 4 Sideswipe, same direction 5 Sideswipe, Opposite Direction 6 Rear to Side 7 Rear to Rear 77 Other, Explain in Narrative 88 Unknown
14 1 OvertumRCBiox 14 2 FirefExplosion 14 3 Immersion 4 Jackknife 5 Cargo/Equipme 10 vertumRCBiox 5 Cargo/Equipme 10 vertumRCBiox 5 Cargo/Equipme 10 vertumRCBiox 5 Cargo/Equipme 10 vertumRCBiox 5 Cargo/Equipme 10 vertumRCBiox 5 Cargo/Equipme 10 vertumRCBiox 6 Fell/Sumped Fin 10 vertumRCBiox 7 Thrown or Faller 11 vertumRCBiox 8 Ran int Water/X 9 Other Collision 9 Other Collision	for the product of the product	19 Impact Attenuator/Crash 30 20 Bridge Overhead Structure 32 21 Bridge Pier or Support 33 22 Bridge Rail 34 23 Culvert 35 24 Curb 36 25 Ditch 50 26 Embankment 37 27 Guardrail Face 38 28 Guardrail End 39 29 Cable Barrier bu	Concrete Concrete Concrete Tree (standing) Utility Pole/Light Support Traffic Sign Support Other Post, Pole or Opport Fence Maïbox Other Fixed Object (wall, Sding, tunnel, etc.)	Location 1 On Roadway 2 Off Roadway 3 Shoulder 4 Median 6 Gore 7 Separator 8 In Parking Lane or 2one 9 Outside Right-of-way 10 Roadside 88 Unknown
First Harmful Event Relation to Junction 5 Railway Grade Crossing 14 Entrance/Exit Ramp 15 Crossover - Related 16 Shared-Use of Path or Tra 17 Acceleration/Dceleration L 3 Intersection-Related 4 Driveway/Altey Access Related 88 Unknown	Contributing Circumstan I I I I I I I I I I I I I I I I I I I	Ices: Road 9 Wom, Travel-Poish 10 Raod Surface Con icy, snow, stush, etc.) 11 Obstruction in Roa 12 Debris 13 Traffic Control Dev Inoperative, Missing o 14 Non-Highway Wor 7, Other, Explain in N 88 Unknown	ed Surface dition (wet, dway ice r Obscured k arrative ed Surface 1 None 2 Weather Condi 3 Physical Obstru 4 Glare	5 Animal(s) in Roadway tions 77 Other, Explain in cction(s) Narrative 88 Unknown
Work Zone Related Crash in W 1 Before the Wwring Sign 2 Yes 1 No 2 Yes 88 Unknown 4 Activity Arc 5 Termination	ork Zone Type c First Work Zone 1 Lane Cl taming Area tre	of Work Zone W losure int/Crossover intShoulder or Median tent or Moving Work Explain in Narrative	orkers in Work Zone 1 No 2 Yes 88 Unknown	Law Enforcement in Work Zone 1 No 2 Officer Present 3 Lew Enforcement Vehicle Only Present
WITNESSES	n an 1 Anhar an Anna an Anna an Anna Anna	ADDRESS	CITY & STATE	ZIP CODE
ASHLEY BROOKE KELLY	2333 EME	ERALD RIDGE LOOP	TALLAHASSEE	FL 32303
NAME		ADDRESS	CITY & STATE	ZIP CODE
NON VEHICLE PROPERTY DAMAGE VEH.# PER# PROPERTY DAMAGE - OTHER TH	N VEH. EST. AMT OWNER'S NAME	(CHECK IF BUSINESS)	ADDRESS	& STATE
VEH.# IPEK# PROPERTY DAMAGE - OTHER TH	IN VEH. EST. AMT OWNER'S NAME	(CHECK IF BUSINESS)	ADDRESS	& STATE ZIP CODE
HSMV 90010 S		7 of		

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Page		of	

VEHICLE # 1 Check	f Commercial [Reporting Agency Case 0012023912	ə Number	HSMV Crash Rep 83590412	oort Number	
1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle	NUMBER ST/	ATE REGISTRATION EXPIR	RES Check if Permane Registration	ent VIN 2HKYF18484H5869	907	
Hit and Run V YEAR MAKE 1 No 2 Yes 88 Unknown 1 2004 HONDA	HOND PILOT	STYLE 4 DOOR	COLOR SEDAN GOLD - GL	DAMAGE: 1 Disabling 4 Mir D 2 Functional 88 U 3 None	tor 1 EST. AMOUNT	
INSURANCE COMPANY (DRIVER) STATE FARM	INSURANCE POLIC 450 1938-59 4 E24	CYNUMBER Tow to E 1 No	ed due Damage: 2 D 2 Yes 2	VEHICLE REMOVED BY CAPITAL CITY COLLISI	1. Rotation 2. Owner Request 3. Driver 4. Other, Explain in Narrative	
NAME OF VEHICLE OWNER (CHECK IF BUSINESS) ROY FREDERICK BAUMEISTER	CURRENT 212 SUMM	ADDRESS ERBROOKE DR		CITY & STATE TALLAHASSEE	FL 32312	
Trailer LICENSE NUMBER STATE REGISTR	ATION EXPIRES	Check if Permanent VIN Registration		YEAR MAKE	LENGTH AXLES	
Trailer LICENSE NUMBER STATE REGISTR	ATION EXPIRES	Check if Permanent VIN Registration		YEAR MAKE	LENGTH AXLES	
VEHICLE N S E W Off-Road TRAVELING	Unknown ON STRE	EET, ROAD, HIGHWAY PE ST		AT EST. SPEED PE	OSTED SPEED TOTAL LANES 5 1	
HAZ. MAT. RELEASED 1 No 2 Yes 88 Unknown MOTOR CARRIER NAME	US DOT NUMBER	CLASS 4 2 1 14	13 4 5 6 7 15 16 17 8 9	13 18 Undercarriage 18 19 Overturn 19 20 Windshield 20 21 Trailer 21	Most Damaged Area 2 3 4 5 6 7 1 15 16 17 8 14 9	
MOTOR CARRIER ADDRESS		СПУ	13 12 11 10 STAT	FE ZIP CODE	13 12 11 10 PHONE NUMBER	
16 (Sport) Utility Vehicit 17 Cargo Van (10,000 I (4,536 kg) or less) (4,536 kg) or less) 1 Passenger Car 18 Motor Coach 2 Passenger Van 19 Other Light Trucks (1 3 Prickup (4,536 kg) or less) 7 Motor Home 20 Medium/Heavy Truck 8 Uhan 10,000 lbs (4,535 kg) 11 Motorcycle 21 Farm Labor Vehicle 12 Moped 77 Other, Explain in Na 13 All Terrain Vehicle (ATV) 88 Unknown	bs 1 1 Two-W 2 Two-W 2 Two-W 2 Two-W 0,000 ibs (painted 4 Two-W (painted 4 Two-W Median I 5 One-V 88 Unkr	Vay, Not Divided Vay, Not Divided, with a ous Left Turn Lane Vay, Divided, Unprotected >4 feet) Median Vay, Divided, Positive Barrier Way Trafficway hown Trailer Typp 1 Single Serr	1 Vehicle 10(,) for Hazardour 2 Single-Unit more than 10 3 Single-Unit 4 Truck Puttin 5 Truck Track 6 Truck Track 7 Truck Track 7 Truck Track	000 lbs or less Placarded & S Materials (Truck (2-axie and GVWR k ,000 lbs (4,636 kg)) 1 Truck (3 or more axles) (gr Trailer(6) 1 or (bobtail) 1 or (Semi-Trailer 7 or/Double Truck 8	3 Track more than 10,000 lbs (4,536 cg), Cannot Classify 10 Bus/Large van (seats for 9-15 occupants, including driver) 11 Bus (seats for more than 15 occupants, including driver) 77 Other, Explain In Narrative 18 Unknown	
Comm/Non-Commercial 1 Interstate Carrier 2 Intrastate Carrier 3 Not in Commerce/Government 4 Not in Commerce/Other Truck Most Harmful Event Non-Collision 1 Overtum/Rollover 2 Fire/Explosion 3 Immersion 4 Interview	Comm	TRAILER 1 TRAILER 2 2 Tandem Semi Trailer 9 Towed Vehicle 13 Int 10 Auto Transport 10 Auto Transport 3 Van/Enclosed Box Conta 6 Using Trailer Narrative 88 Unknown 4 Hopper 14 Va 6 Using Trailer Narrative 88 Unknown 6 Cargo Tank 15 Not 7 House Trailer 10,000 lbs (4,536 kg) or less 1 No Cargo 2 Bus 8 Dump (4,533 GVWR/GCWR 4 10,000 lbs (4,536-11,793kg) 3 More than 26,000 lbs (11,793kg) 10 Auto Transport 77 Ot 11 Garbage/Refuse Narra 2000 lbs (11,793kg) 10 Auto Transport 77 Ot 11 Garbage/Refuse Narra				
14 5 Cargo/Equipment Loss 5 Cargo/Equipment Loss 6 Feil/Jumped From Moto 7 Thrown or Faling Object 8 Ran into Water/Canal 9 Other Non-Coffsion 9 Other Non-Coffsion 1st 2nd 14 Image: Constraint of the state of the	or Shift 10 Per r Vehicle 11 Per t 12 Rai 13 Ani 14 Mo nts only] ht Vehicl ts only] ht Vehicl 18 Oth 18 Oth 19 Per 17 Str Anythi 18 Oth 18 Oth 19 Per 17 Per 17 Per 17 Per 17 Per 17 Per 17 Per 17 Per 17 Per 18 Per 18 Per 18 Per 18 Per 19 Per 10 Per	datrian datcycle imal tor Vehicle (train, engine) imal tor Vehicle in Transport rked Motor Vehicle ok Zone/Maintenance ment uck By Falling, Shifting Cargo or ing Set in Motion by Motor e ar Non-Fixed Object	19 Impact Atter 20 Bridge Over 21 Bridge Pier o 22 Bridge Rait 23 Culvert 24 Curb 25 Ditch 26 Embankmer 27 Guardrait Fa 28 Guardrait En	Audor/Crash Cushion head Structure or Support 132 Tree (s 33 Utility F 34 Traffic 35 Traffic 36 Other I attace 38 Mailbor of 39 Other I 39 Dible F	Barrier ate Traffic Barrier Standing) Pole/Light Support Signal Support Post, Pole, or Support X Fixed Object (well, unnel etc) Bernergency Vehicle Use 1 1 1 1 2 Yes 88 Unknown	
Image: Special Function 44 Cross Median 45 Cross Centerline 45 Cross Centerline 46 Downhill Runaway 46 Downhill Runaway 1 3 Uphill 4 Downhill 1 Straight 5 Sag (bottom) 1 1 Special Function 2 Farm Vahidio 2 Farm Vahidio	Vehici 1 Straight 3 Tuming 4 Backing 5 Tuming 6 Changia 8 Parked 10 Making 11 Overla 9 Ambulance 10 Fire Torright	te Maneuver Action t Ahead 13 Stopped in Tra j Left 14 Stowing g 15 Negotiating a (g 15 Negotiating a (15 Negotiating a (16 Leaving Traffic 77 Other, Explain g U-Turn 88 Unknown aking/Passing 14 Intercity Bus 15 Charter/Tour Bus	iffic Curve Lane c Lane in Narrative Signal 6 Stop Signal	Control Device For This Vehicle 8 Flashing Signal 9 Raliway Crossing Device 10 Person (including Flagman, Officer, Guard, etc.) 9 Roline 10 Person (including Flagman, Officer, Guard, etc.) 9 Roline 10 Person (including Flagman, Officer, Guard, etc.) 10 Other (Explain in Narrative	Vehicle Defects	
1 of Motor Vehicle 3 Police 7 Taxi 8 Millary VIOLATIONS	11 Farm Labor Tran 12 School Bus 13 Transit/Commute	15 Charter/Four BUS 15 Charter/Four BUS 16 Shuttle Bus 17 Farm Labor Bus er Bus 88 Unknown EL STATLITE NUMBER	/ 116KD Sk	88 Unknown	10 Body, Doors 77 Other, Explain i 11 Power Train Narrative 12 Suspension 88 Unknown	
PERSON # NAME OF VIOLATOR		FL STATUTE NUMBER		CHARGE	CITATION NUMBER	
PERSON # NAME OF VIOLATOR		FL STATUTE NUMBER		CHARGE	CITATION NUMBER	

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PERSON # 1	8	Reporting Agency Case Nurr 0012023912	ıber		HSMV Crash Report N 83590412	umber	
1 Driver VEHICLE# NAME 2 Non-Motorist 1 1 3 Passenger 0 ROY	FRE	EDERICK BAUMEIS	ſER		PHONE NUMBER (850) 228-1709	Chec Reco Drive	k if mmend r Re-exam
CURRENT ADDRESS (Number and Street)				CITY & STATE		ZIP CODE	
212 SUMMERBROOKE DR	[TALLAHASSEE		FL		32312	
DATE OF BIRTH SEX: 1 Male 2 Female 5/16/1953 88 Unknown	RIVERS LICENSE NUME	3ER 0	FL	5/16/2017	INJURY SEVERITY (IN 1 None 2 Possible 3 Non-Incapacitating	4 Incepacitating 5 Fatal (within 30 6 Non-Traffic Fata	days) 2 lity
DL Type Required Endorsement 1 A 2 B 3 C 1 Yes 4 D/Chauffeur 1 Yes 5 E/Operator 2 No 6 E/Oper-Rest 3 No Req. Endorsement 7 None 3 No Req. Endorsement 1 Not Distracted By 4 Other Inside the (explain in narrative) 1 Other Electronic Communication 5 External Distration 2 Other Electronic Device (navigation device, DVD player) 6 Texting 7 Inattentive 88 Unknown DRIVER VISION OBSTRUCTIONS 5 Loard on Vabilitie	nts 1st 1t e Vehicle ive) ction cle, explain	DRIVER Drive 1 No Contribution Actio 2 Operated MV in Care Negligent Manner 3 Failed to Yield Right-4 Improper Backing 6 Improper Turm 10 Followed too Closeh 11 Ran Red Light 12 Drove too Fast for C 13 Ran Stop Sign 15 Improper Passing 17 Exceeded Posted S 21 Wrong Side of Wror 25 Failed to Keep in Pro-	rs Actions at T n 26 Iss or 27 Sig of-Way 28 Ma 29 29 Ste y oonditions to 1 Ob peed 31 Ig Way Re opper Lane 77	Time of Crash Ran off Roadway Disregarded other in Disregarded Other rkings Over-Correcting/O ering Swerved or Avoide Mind, Stippery Surf ject, Non-Motorist i adway, etc. Operated MV in Er ckdess or Agreessis Other Contributing	Traffic 3rd Road ver ed : Due ace, MV, n ratic, re Manner Action	Condition A Time of Crash 1 Apparently Nor 3 Asleep or Fatu 5 III (sick) or Fatin 6 Seizure, Epiles 7 Physically Impa 8 Emotional (dep angry, disturbed, 9 Under the Influ Medications/Drug 77 Other, Explain 88 Unknown	t 1 ged ted psy, Blackout aired ression, etc.) ence of ss/Akohol n in Narrative
1 Vision Not Obscured 5 Load on Vehicle 2 Inclement Weakler 6 Building/Fixed Object 3 Parked/Stopped Vehicle 7 Signs/Bilboards 4 Trees/Crops/Bushes 8 Fog DRIVER OR PASSENGER Motor Vehicle Seating Position: LOCATION: 1 Left 1 Front 1Not Applicable 2 Nicker 2 Sleeper Section of Truck 3 Right 2 Second 3 Other Enclosed Cargo Area 4 Torther 3 Third 4 Unenclosed Cargo Area 68 Unknown 88 Unknown 5 Trailing Unit 88 Unknown 88 Unknown	9 Smoke 10 Glare 77 All Other, Explain in Narrative SEAT ROW OTH 1 1 1 4 Cab trea Exterior (non-	ection (EJECT) 1 Not Ejected 2 Ejected, Totally 3 Ejected, Totally 4 Not Applicable 88 Unknown	(HU) Compliant ycle Helmet r Helmet elmet Air Bag Depl Air Bag Depl 2 1 Not 4 2 Not 1 3 Depl 4 Depl	DRIVER Eye Pr 1 Yr 2 Nr 3 Nr 3 Nr 3 Nr 3 Nr 3 Nr 3 Nr 3 Nr 3	OR PASSENGER totection (EP) as bot Applicable loyed-Other air belt, etc.) loyed-Curtain soyment wm	Restraint Systems (RS) upplicable (non-motori Used - Motor Vehicle Vier Belt Only Used Belt Only Used Belt Only Used aint Used - Type Unkk Restraint System - Ri- Restraint System - Ri- ter Seat d Restraint Type Unkk er, Explain in Narrative	st) Occupant d nown nyward Facing ear Facing rown
Non-Motorist Description 1 Pedestrian 2 Other Pedestrian (wheekchari, person in a building, skater, pedestrian conveyance, etc.) 3 Bicyclist 4 Other Cyclist 5 Occupant of Motor Vehicle Not in Transport (parked, etc.) 6 Occupant of a Non-Motor Vehicle Transportation Device 7 Unknown Type of Non-Motorist 1 None Safety Equipment 2 Heimet 6 Not Applicable 7 Other, Explain (elbows, knees, shins, etc.) 4 Reflective Clothing (jacket, 88 Unknown	Non-Motorist Location Intersection - Marked Cro Intersection - Unmarked C Intersection - Othera Midt Midblock - Marked Crossy Travel Lane - Other Local Bicycle Lane shoulder/Roadside Non-Motorist A 1No Improper A 2 Dart/Dash 3 Failure to Yie 4 Failure to Other 5 In Roadway II hying, working, 1 6 Disabled Veh on, pushing, lea	At Time of Crash sewalk crosswalk crosswalk crosswalk block - Marked Crosswalk block - Marked Crosswalk walk tion crosswalk crosswalk crosswalk crosswalk crosswalk crosswalk crosswalk crosswalk crosswalk crosswalk crosswalk cross crosswalk crossw	3 Sidewalk Median/Crossifi Io Driveway Acc: Io Driveway Acc: Io Driveway Acc: Io Stared-Use F 22 Non-Trafficwa 77 Other, Explain Warrative Warrative Bunknown Entering/Exiting Tenticle Inattentive (talki Not Visible (dari phting, etc.)	Island ess ath or Trail y Area tin N N N N N N N N N N N N N N N N N N N	Action Prior to Crasi ossing Roadway aiking to Cross Roadway aiking/Cycling Along dway with Traffic (in or cent to travel lane) afking/Cycling Along dway Against Traffic (in fjacent to travel lane) 10 Improper Turn/Merge 11 Improper Turn/Merge 11 Improper Turn/Merge 12 Wrong-Way Riding of 77 Other, Explain in Nat 88 Unknown	a 5 Walking/CycEng or 6 In Roadway Othe Playing, etc.) 7 Adjacent to Raodw shoulder, median) 8 Going to or from St 9 Working in Trafficw (Incident response) 10 None 77 Other, Explain in I 88 Unknown or Walking rative	a Sidewalk er (working, ay (e.g., chool (K-12) ay Narrative
SUSPECTED ALCOHOL TESTED: ALCO ALCOHOL USE: 1 1 Test Not Given 1 Blooc 1 No 2 Test Refused 3 Urine 3 Urine 2 Yes 88 Unknown 88 Unknown, if Tested in Narr. SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS A	HOL TEST TYPE: ALC 1 2 Breath TES er, Explain 2 C ative 88 I GENCY NAME OR ID	ALCOHOL/DRUG/HI COHOL ST RESULT: PENDING DMPLETED UNKNOWN EMS RUN	NS C SUSPECTE DRUG USE 1 No 2 Yes 88 Unknown	D ORUG T 1 Test N 2 Test R 3 Test G 88 Unkn	ESTED: DRUG ot Given 1 Blood efused 3 Urine iven 77 Othe own, if Tested Explain MEDICAL FACIL	TEST TYPE: DRUG T 1 Positi 2 Negat 3 Pendi in Narrative 88 Unkr	EST RESULT: ve ng ng nown TO
2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown		ADDITIONAL PASSENG	ERS				
PERSON # VEHICLE # NAME		DATE OF BIRTH	INJ SEX	LOC: S R	O EJECT	HU EP A	BD R\$
CURRENT ADDRESS (Number and Street)		CITY	۰ <u>۰</u> ۰۰۰	STATI	I I E	ZIP CODE	L
SOURCE OF TRANSPORT TO MEDICAL FACILITY	AS AGENCY NAME OR I	D	EMS RUN N	IUMBER	MEDICAL FAC	LITY TRANSPORTED	ото
PERSON # VEHICLE # IAME		DATE OF BIRTH	INJ SEX	LOC: S R	Ö EJECT	HU EP A	BD RS
CURRENT ADDRESS (Number and Street)	C	CITY		STATI	_	ZIP CODE	
SOURCE OF TRANSPORT TO MEDICAL FACILITY INd Transported 2 EVS 3 Law Enforcement 27 Oner, Epitinia Narrative BS Unknown	AS AGENCY NAME OR IE	D	EMS RUN N	IUMBER	MEDICAL FACI	LITY TRANSPORTED	то
HSMV 90010 S		······································	<u></u>				

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ARRATIVE	Reporting Agency Case Number HSMV Crash Report Number 0012023912 83590412	
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V-2 was traveling southbound on Monroe St in the inside lane (left lane) at the intersection of Monroe St and Tharpe St. V-1 was on W Tharpe St stopped at the red light for eastbound traffic, in the straight lane, at Tharpe St and Monroe St. V-1 suddenly began moving forward, through the red light. The front left fender/door of V-1 impacted the right front bumper of V-2. V-2 airbags did deploy as a result of the collision. V-1 airbags did not deploy.

D-1 stated he thought he saw the light turn green, so he proceeded to drive forward. D-1 stated he saw the other vehicle but was unable to stop. V-2 stated she was driving through the intersection, with a green light, when she saw V-1 pulling out towards her. D-2 hit the brakes and tried to turn to avoid V-1 but was unable to stop in time. V-2s passenger had been sitting in the front passenger seat. She stated they were driving through the intersection when she saw V-1 coming right towards them. The witness stated she was in the right turn only (no turn on red) lane to turn south onto Monroe St. She was waiting for the light to turn green when she saw V-1, who was at a complete stop in the lane to her left, start to go forward. V-1 entered the intersection as V-2 was entering the intersection at a normal speed. She honked her horn to try and warn V-1, but he kept driving until the vehicles collided.

Upon my arrival TFD (Engine 1) was already on scene attending to D-2 and V-2s passenger. D-2 and passenger both complained of back and neck pain. Med 20 (run #12022467) with EMTs Peacock and McKee responded and transported V-2 occupants to CRMC. D-1 complained of his left shoulder being sore but refused EMS. D-1, D-2, and D-2s passenger were all wearing their seatbelt.

Both vehicles had extensive damage to the front ends and could not be driven. Neither driver had a preference regarding which tow company was used, so I called for a tow by rotation. Capital City Collision Center responded and towed both vehicles.

After clearing the scene I went to CRMC to check on D-2 and the passenger. The ER Dr. Blount said D-2 complained of right hip pain, right leg pain, upper and lower back pain. The Dr did not expect any serious injuries but had ordered x-rays. The passenger said she had arm, neck, back, and leg pain. I determined the driver of V-1 to be at fault and issued him a citation for Failure to Obey #5732-GYO.

		ADDITIO	ONAL PASSENGE	RS									
PERSON # VEHICLE # VAME			DATE OF BIRTH	INJ	SEX	LOC: S	R	0	EJECT	HU	EP	ABD	RS
3 2 NISHEA TANS HAF	RRIS		7/12/1988	3	F	3	1		1	3	3	6	3
CURRENT ADDRESS (Number and Street)					STATE			ZIPC	ODE		<u> </u>		
1461 FISHER LN		TALLAHA	SSEE				FL			323	01		
SOURCE OF TRANSPORT TO MEDICAL FACILITY	EMS AGENCY NAME OF	RID		EMS	RUN N	UMBER			MEDICAL FA	CILITY TF	RANSPOR	RTED TO	
1 Not Transported 2 EWS 3 Law Enforcement // Other, Expentin Narrative 83 Unknown	LEON COUNTY E	MERGE	NCY M 12	02246	7				CAPITAL	REGIC	NAL M	EDICA	LC
PERSON # VEHICLE # NAME	•		DATE OF BIRTH	INJ	SEX	LOC: S	R	0	EJECT	HU	EP	ABD	RS
CURRENT ADDRESS (Number and Street)		CITY				STATE			ZIPC	ZIP CODE			
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EWS 3 Law Enforcement 77 Other, Explain In Interzene 68 Universe	EMS AGENCY NAME OR	R ID		EMS	RUN NU	JMBER			MEDICAL FAI	CILITY TR	ANSPOR	ted to	
ADDITIONAL VIOLATIONS													
PERSON # NAME OF VIOLATOR	FL STA	TUTE NUM	BER	CHARGE							CITATION NUMBER		
PERSON # NAME OF VIOLATOR	FLSTA	TUTE NUM	BER			Cł	IARGE				CITATION NUMBER		
REPORTING OFFICER													
ID/BADGE # RANK	OFFICER NAME			0	DEPARTM	ENT				TYPE C	F DEPT.		
569 OFFICER	STAATS		TALLAHASSEE						POLICE DEPARTMENT (PD)				
HSMV 90010 S		4	7										

4 7 Page _____ of ____



5 7 Page______ of _____

VEHICLE #	2	(Check if (Comm	iercial 🗌	Reporting Ac 00120239	jency Case Nur 12	3ber		HSMV 8359	Crash Report Numb 10412)er	
1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle	1	VEHICLI 0501H	E LICENSE NU A	IMBER	STATE FL	REGISTRAT	ION EXPIRES	Check if F Registrati	ermanent	VIN 1FMZU32P	SWZA33690		
Hit and Run , 1 No 2 Yes 88 Uokoown	YEAR 1998		MAKE FORD		MODEL EXPLORE	iR	STYLE 4 DOOR SED	CO WHI	lor Te - Whi	DAMAGE: 1 Disabling 2 Functions 3 None	4 Minor 88 Unknown	1 ES \$7	T. AMOUNT , 500.00
INSURANCE COMPANY (EXPLORER INSURANCE	DRIVER COMPA	i) Iny		INSUR/ FBV446	ANCE POLICY	NUMBER	Towed du to Dama 1 No 2	e ge:	2 VE	HICLE REMOVED B	1. Ro 2. Ow OLLISI 3. Dri	tation ner Request ver	
NAME OF VEHICLE OWN CALVEN	ER (CHI BRY	ECK IF BU	SINESS)		CURRENT AD	DRESS			CI	TY & STATE RASOTA	F	L 342	34
Trailer LICENSE NUMBE One:	R	STATE	REGISTRATI	ON EXPI	RES C	Check if Permanen Registration	t VIN			YEAR	маке	LENGTH	AXLES
Trailer LICENSE NUMBE Two:	R	STATE	REGISTRATI	ON EXPI	RES C	Neck if Permanen Registration				YEAR	MAKE	LENGTH	AXLES
VEHICLE N S	; Е		ff-Road Ur		ON STREET	, ROAD, HIGHWA	Y Arrow	f Initial Imaga		AT EST. SPE	ED POSTED S 35	PEED TO	OTAL LANES
AVC: MAT. RELEASED 1 No 2 Yes 88 Unknown MOTOR CARRIER NAME	1 No 2 Ye 88 U	- MAT. FL S Jaknown		US DO	I NUMBER		2 3 1 (15 14 13	4 5 6 (16 17	7 7 8 9	2 18 Undercarr 19 Overtur 20 Windshi 21 Trailer	age 18 n 19 Md 20 1 21	2 3 4 1 15 14 13 1	15 6 7 16 17 8 2 11 10 9
MOTOR CARRIER ADDRI	ESS				СП	Y	1		STATE	ZIP CODE	P	HONE NUMBE	R
1 Passenger Car 2 Passenger Van 3 Pickup 7 Motor Home 8 Bus 11 Motorcycle 12 Moped	15 16 17 (4 18 19 (4 20 tha 21 77	5 Low Spee 5 (Sport) UI 7 Cargo Va 536 kg) or 9 Motor Co 1 Other Ligh 536 kg) or 9 Medium/F an 10,000 l 1 Farm Lab 7 Other, Ex	xd Vehicle Mty Vehicle n (10,000 lbs less) ach M Trucks (10,0 less) leavy Trucks (1 bs (4,636 kg)) or Vehicle plain in Narrati	CO lbs more ve	Trat 1 Two-Way 2 Two-Way Continuous 3 Two-Way (painted >4 4 Two-Way Median Bar 5 One-Way 88 Unknow	Hicway , Not Divided , Not Divided, with Left Tum Lane , Divided, Unprote- feet) Median , Divided, Positive ner , Trafficway Trafficway	a cted	1 Vehi for Ha 2 Sing 3 Sing 4 Truc 5 Truc 6 Truc 7 Truc	Commerciale 10,000 zardous M le-Unit Tru han 10,00 le-Unit Tru k Pulling T k Tractor (k Tractor/ k Tractor/ k Tractor/	that motor venici ibs or less Placarde laterials ick (2-axie and GVW 0 lbs (4,636 kg)) ick (3 or more axies) railer(s) boblai) Semi-Trailer Souble Truck	 a Configuration b Tractori g Tractori g Truck m g Truck m h R kg), Cann 10 Bus/Lz occupant: 11 Bus (s occupant: 77 Other, 88 Unkno 	Triple ore than 10,000 ot Classify arge van (seals s, including driv eats for more th s, including driv Explain in Narr wn	0 lbs (4,536 for 9-15 er) nan 15 er) ative
Comm 1 Inte 2 Intre 3 Not 4 Not Most Harmful Event	/) 88 n/Non-(rstate Ca astate Ca in Comm in Comm t N 1 O 2 Fi 3 Im 4 Ja	Commerce arrier nerce/Govin nerce/Othe Non-Collis vertum/Ro re/Explosic nmersion ackknife	c iai emment r Truck lon Kover n		Comm 1 10,000 lbs (4,536 kg) or less 1 No Cargo Cargo Body Type 1 10,000 lbs (4,536 kg) or less 1 No Cargo 3 Var/Enclosed Box Container of 4 Vehicle Comm 1 10,000 lbs (4,536 kg) or less 1 No Cargo 6 Ubity Trailer 1 No Cargo GVWR//GCWR 1 10,000 lbs (4,536 kg) or less 1 No Cargo 9 Concrete Mixer 1 Solar of trailer A Not Applicable 1 No Cargo 9 Concrete Mixer 1 Solar of trailer Nor than 26,000 lbs (1,793kg)					modal ter Chassis icle Towing r Vehicle Applicable 9 10,000 ibs kg) or tess not ing HM g/acard ar, Explain in re nown			
14 Sequence of Events 1st 2nd 14	5 C: 6 F e 7 Th 8 R: 9 O: 40 e brai 41 S 42 F 43 F	argo/Equip NJumped Arown or Fa an into Wa ther Non-C 46 Sequel equipment (se faiture, c 66paration Ran Off Ro Ran Off Ro	ment Loss or S From Motor Ve alling Object ter/Canal offision Tree of Events Failure (blown to.) of Units adway, Right adway, Left	Shift shicle only] tire,	10 Pedes 11 Pedek 12 Railwa 13 Anima 14 Motor 15 Parket 16 Work J Equipmer 17 Struck Anything Vehicle 18 Other	Itrian cycle y Vehicle (train, er i Vehicle in Transpo d Motor Vehicle Zone/Maintenance 1 By Falling, Shiftin Set in Motion by M Non-Fixed Object	ngine) ort 9 9 Cargo or lotor	19 Impa 20 Bridg 21 Bridg 22 Bridg 23 Cutw 24 Cutb 25 Ditch 26 Emb 27 Guar 28 Guar	ct Attenua je Overhei je Pier or S je Rail ert ankment drail Face drail End	tor/Crash Cushion ad Structure Support	29 Cable Barrier 30 Concrete Traffic 31 Other Traffic Ba 32 Tree (standing) 33 Utility Pole/Ligh 34 Traffic Sign Suy 35 Traffic Signal Si 36 Other Post, Pole 37 Fence 38 Ma®box 39 Other Fixed Obj building, tunnel, etc	: Barrier mer I Support iport apport a, or Support iect (wall, c)	Emergency Vehicle Use 1 1 No 2 Yes 88 Unknown
Roadway Grade 1 Level 2 Hilkcrest 3 Uphil 4 Downhill 5 Sag (bottorn) Special Function 1 of Motor Vehic	44 (45 (45 (46 (46 (46 (46 (46 (46 (46 (46	Cross Medi Cross Cent Downhill Re dway Alfr 1 Straig 2 Curvi 3 Curvi 1 No Spec 2 Farm Ve 3 Police 7 Taxi 8 Mittary	en erline inaway gament ht a Right a Left cial Function hilde	9 Ambu 10 Fire 11 Fam 12 Scho 13 Tren	Vehicle I 1 Straight AJ 3 Turning Le 4 Backing 5 Turning Ri- 6 Changing 8 Parked 10 Making U 11 Overtakin Iance Truck h Labor Transpuol 8 Bus 8 Vertice 10 Bus 8 Vertice 10 Straight AJ 10 Nationg 10 Nationg V 11 Overtakin 10 Nationg V 11 Overtakin 10 Nationg V 10 Nationg V 11 Overtakin 10 Nationg V 11 Overtakin 10 Nationg V	Vaneuver Actic tead 13 Stoy fit 14 Stoy 15 Neg ght 16 Lea Lanes 17 Ent T7 Othe -Turn 88 Unk tg/Passing 14 Intercit 15 Charte ort 16 Shuttle 17 Farm L 8us 88 Unknow	on pped in Traffic wing optiating a Curvy ving Traffic Lan ering Traffic Lan er, Explain in Na mown y Bus y Bus Bus Bus abor Bus wn	9 11 e 11 mative 5 	affic Cor 5 No Contro School Zoo svice Traffic Cor gnat Stop Sign Yield Sign	trol Device For This Vehi 8 Flashing 9 9 Railway C 9 Railway C 10 Person 4 10	cle Signal 1 None 2 Brake 3 Tires 4 Light fficer, signal, cplain in 1 9 Exhao 11 Por 12 Sus	Vehicle I 1 2s 12 4 s (head, W tail) 12 ing 16 is Tr ust System Si y, Deors 77 y, Deors 77 wer Train N pension 8	Defects Wheels Whindows/ Andshield 5 Minors 5 Truck Coupsing raiter Hitch/ afety Chains 7 Other, Explain i arraitye 8 Unknown
PERSON# NAME O PERSON# NAME O PERSON# NAME O PERSON# NAME O	F VIO	LATOR LATOR			FL 1	STATUTE NUMBE STATUTE NUMBE STATUTE NUMBE	R			CHARGE CHARGE CHARGE		CITATION	NUMBER NUMBER NUMBER
	. :· .				l (neersee								기가 있는 것

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PERSON # 2	Reporting Agency Case Number HSMV Crash Report Number 0012023912 83590412							
1 Driver 2 Non-Motorist 3 Passenger 1 VEHICLE # NAME 2 WHITNI	TIYKKEA BRYANT			PHONE (850) 980	NUMBER 1860	C R D	heck if ecommend iver Re-exam	
CURRENT ADD/XESS' (N(.mber and Street)			CITY& ST	ATE		ZIP CODE		
	TALLAHASSEE	107172	F	L		32301		
DATE OF DIRTH SEA. Driver's License w 1 Male 2 Female 2 11/10/1985 88 Uaknown 2	I0-0	FL	11/10/201	1 None 2 Possible 8 3 Non-Inca	pacitating	¹⁾ 4 Incapacitatin 5 Fatal (within 6 Non-Traffic F	g 30 days) 3 atalīty	
DL Type Required Endorsements	DRIVER 1st Dri	vers Actions a	t Time of Crash		3rd	Conditio	n At	
1A 2B 3C 1 Yes 4 D/Chauffeur 1 Yes 5 E/Operator 2 No 6 E/OperRest 3 No Req. Endorsement 7 None 3 No Req. Endorsement Driver Distracted By 4 Other Inside the Vehicle (explain in narrative) 1 Stateman Distracted 5 External Distraction 2 Electronic Communication Devices (cell phone, etc. 2 Other Charter of the function 1 narrative)	1 No Controution Ac 2 Operated MV in C2 Negligent Manner 3 Faited to Yield Rigt 4 Improper Backing 6 Improper Tum 2nd 10 Followed too Clos 11 Ran Red Light 12 Drove too Fast for 13 Ran Stop Sign	ton relss or t-of-Way ely Conditions	26 Ren off Roadw 27 Disregarded ot 3gn 28 Disregarded Of Markings 29 Over-Correctin Steering 30 Swerved or Avi to Wind, Stippery S Object, Non-Motor	ay her Traffic g/Over g/Over bided : Due Surface, MV, ist in	4th	Time of Crash 1 Apparently i 3 Asleep or F: 5 III (sick) or F 6 Seizure, Ep 7 Physically II 8 Emotional (angry, disturb 9 Under the II	1 Normal atiuged ainted Jespsy, Blackout paired Jepression, ed, etc. } filuence of Duro (loched	
(navigation device, DVD player) 6 Texting (navigation device, DVD player) 7 Inattentive 88 Unknown	15 Improper Passing 17 Exceeded Posted 21 Wrong Side of Wr 25 Failed to Keep in I	Speed ong Way Proper Lane	Roadway, etc. 31 Operated MV ir Reckless or Agree 77 Other Contribut	n Erratic, Issive Manner ling Action		77 Other, Exp 88 Unknown	lain in Narrative	
1 Vision Not Obscured 2 Inclement Weather 6 Building/Fixed Object 10 Glare			DRIVE	R OR PASSE	IGER	l		
3 Parked/Stopped Vehicle 7 Signs/Bilboards 77 All Other, Explain 4 Trees/Crops/Bushes 8 Fog in Narretive	Helmet Us	ie (HU)	Eye	Protection (EP)		Restraint Syste	ms	
DRIVER OR PASSENGER Motor Vehicle Seating Position: Seat Row Other	OTHER 3 1 DC 2 OU 1 3 No	0T-Compliant rcycle Heimet ner Heimet Heimet	3	1 Yes 2 No 3 Not Applicable	1 Not Ap 2 None U 3 Should	(RS) plicable (non-mo Jsed - Motor Veh er and Lap Belt (lorisi) icle Occupant Jsed	
1 Left 1 Front 1 Not Applicable 2 Midde 1 Front 2 Sleeper Section of Truck Cab 3 Right 2 Second 3 Other Enclosed Cargo Area 77 Other 3 Third 4 Unenclosed Cargo Area (explain in narrative) 77 Other Row 88 Unknown 5 Trailing Unit 88 Unknown 88 Unknown 6 Riding on Motor Vehicle Exterior (non- trailing unit) 88 Unknown 88 Unknown	Ejection (EJECT) 1 Not Ejected 2 Ejected, Totality 3 Ejected, Partially 4 Not Applicable 88 Unknown NON-MOTORIS	Air Bag De 6 1 Nr 2 Nr 3 Dr 4 Dr	ployed 5 t (kn ot Applicable 6 t ot Deployed Col eployed-Front 7 D eployed-Side 88 Unt	Deployed-Other ee, air belt, etc.) Deployed- mbination leployed-Curtain Deployment known	4 Should 5 Lap Be 6 Restrai 7 Child R 8 Child R 9 Booste 10 Child 77 Other,	er Belt Only Used It Only Used It Only Used - Type U Jestraint System r Seat Restraint Type U Explain in Narra	d Inknown - Fonvard Facing - Rear Facing nknown tive	
Non-Motorist Description 1 Pedestrian 2 Other Pedestrian (wheekhari, person in a building, skater, pedestrian conveyance, etc. 3 Bicyclist 4 Other Cyclist 5 Occupant of Motor Vehicle Not in Transport (parked, etc.) 6 Occupant of a Non-Motor Vehicle Transport 7 Unknown Type of Non-Motorist 4 Marked 2 Intersection - Marked 2 Intersection - Unmark 3 Intersection - Unmark 4 Midblock - Marked Cr 5 Travel Lane - Other L 6 Bicycle Lane 7 shoulder/Roadside 1 Intersection - Unmark 3 Intersection - Unmark 3 Intersection - Unmark 4 Intersection - Unmark 6 Bicycle Lane 7 shoulder/Roadside 1 Intersection - Unmark 3 Intersection - Unmark 6 Bicycle Lane 7 Shoulder/Roadside 1 Intersection - Unmark 8 Intersection - Unmark 8 Intersection - Unmark 9 Intersect	tion At Time of Crash Crosswalk ed Crosswalk Midblock - Marked Crosswalk osswalk ocation hist Actions/Circumstances per Action h b	8 Sidewalk 9 Median/Cros 10 Driveway A 11 Shared-Usi 12 Non-Traffic 77 Other, Expl Narrative 88 Unknown	ising Island (ccess a Path or Trail way Area ain in 3 F 8 4 4 6 6 7 6 7 7 8 7 8 8 8 9 8 9 9 9 9 9 9 9 9 9 9 9	Action Pri Crossing Roadwa Waiting to Cross Walking/Cycling Roadway with Traff gjacent to travel Is Walking/Cycling Roadway Against 1 rr adjacent to trave	or to Crash 5 8 9 9 8 0 8 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Walking/Cycling In Roadway C Jaying, etc.) Adjacent to Rac houlder, median Going to or from Working in Traff Incident respons Working in Traff Incident respons O None 7 Other, Explain 8 Unknown	i on Sidewalk Viher (working, dway (e.g.,) School (K-12) icway a) in Narrative	
2 Helmet 5 Lighting 4 Fature to 3 Protective Pads Used 6 Not Applicable 2nd Signals, or 7 Other, Explain in Narrative 5 In Roadw Ning, worki 4 Reflective Clothing (jacket, 88 Unknown 88 Unknown 6 Disabled 0n, pushing	o Obey Traffic Signs Officer ay Improperty (standing, ng, playing) Vehicle Related (working g, leaving/approaching) ALCOHOL/DRUG/	7 Entering/Exiti Vehicle 8 Inattentive (ta 9 Not Visible (d fighting, etc.) EMS	ng Parked/Standir Ilking, eating, etc) lark clothing, no	ng 10 Improper 11 Improper 12 Wrong-W 77 Other, Ex 88 Unknown	Turn/Merge Passing /ay Riding or plain in Narra	Walking ative		
SUSPECTED ALCOHOL TESTED: ALCOHOL TEST TYPE: ALCOHOL USE: 1 Test Not Given 1 Blood 2 Breath 1 No 2 Test Refused 3 Test Given 3 Test Given 3 Test Given 7 Other, Explain 88 Unknown 88 Unknown, if Tested in Narrative	ALCOHOL TEST RESULT: 1 PENDING 2 COMPLETED 88 UNKNOWN	BAC SUSPEC DRUG US 1 No 2 Yes 88 Unkno	TED DRUG SE: 1 1 Tes 2 Tes 3 Tes 88 Ui	G TESTED: st Not Given st Refused st Given nknown, if Tested	DRUG TE 1 Blood 3 Urine 77 Other, Explain in	ST TYPE: DRUG 1 Po 2 Ne 3 Pe Narrative 88 U	3 TEST RESULT: sitive gative nding nknown	
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME OR ID 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 68 Unknown 2 EMS AGENCY NAME OR ID 2 EMS AGENCY NAME OR	NCY MEDICAL	IN NUMBER 2467		CAP	CAL FACILI	IY TRANSPORT	ED TO CENTER	
PERSON # VEHICLE # NAME	ADDITIONAL PASSEN DATE OF BIRTH	SERS	X LOC: S F	R 0 E	JECT H	U EP	ABD RS	
CURRENT ADDRESS (Number and Street)	CITY		ST	ATE		ZIP CODE		
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME O	RID	EMS RUN	NUMBER	MED	ICAL FACILI	TY TRANSPORT	ED TO	
PERSON # VEHICLE # NAME	DATE OF BIRTH	(INJ SE	X LOC: S F		JECT H	U EP	ABD RS	
CURRENT ADDRESS (Number and Street)	Слтү		ST/	ATE	l _T	ZIP CODE	I	
SOURCE OF TRANSPORT TO MEDICAL FACILITY	R ID	EMS RUN	NUMBER	MED	ICAL FÁCILI	TY TRANSPORT	ED TO	
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S FL	This Traffic Crast	h Report can be purchased o	nline at www.buyc RASH RI	rash.com EPORT	ſ	WASI	DOT PROPERTY INVO	LVED IN THIS CI	RASH?	
LONG FORM	M 🔽 SH	ORT FORM	UPDATE [TOTA	L # OF VEHICLE	SECTION(S	3) _2	1(
MÁIL TO: DÌ TRAI	EPARTMEN FFIC CRAS TAI	NT OF HIGHWAY S H RECORDS, NEII LLAHASSEE, FL 3	647677 & N L KIRKMAN 2399-0537	IOTOR VE BUILDIN	EHICLES G	τοτΑ ΤΟΤΑ	L # OF PERSON L # OF NARRAT	SECTION(S) <u>3</u> N(S) <u>1</u>	
CRASH DATE 08/31/2012 CRASH IDENTIFIEF	TIME 0 12:31 RS	FCRASH DATE B PM 08/3	of Report 1/2012	REP 001	ORTING AGENCY	CASE NUM	BER HSM 835	V CRASH REPO 90250	RTNUMBER	
COUNTY CODE CITY	Y CODE COUN LEON	ITY OF CRASH	PL/ TAI	CE OR CITY	OF CRASH		CHECK IF W		E REPORTED TI	ME DISPATCHED
TIME ON SCENE 12:46 PM ROADWAY INFORM	TIME CLEAN 1:30 PM	RED SCENE CHECK IF COMPLET		ON (if Investig RUN	gation NOT Comple	le)		<u> </u>	Notified By: 1 2 Law Enforce	Motorist 2 xnent
CRASH OCCURRED	ON STREET, RO	AD, HIGHWAY			1 AT STREET A	DDRESS #	2 AT L	ATITUDE	AND LONGT	IUDE
AT FEET	MILES		AT/FROM INT	ERSECTION V	WITH STREET, RO.	ad, Highwa	Y		4 OR FROM	MILEPOST #
Road i Interstate 2 U.S. 3 State	I System Ident 4 County 5 Local 6 Tumpil	liffer 7 Forest Reac 8 Private Roa 9 Parking Lot 9 Parking Lot 77 Other, Exp Narrative	tway lain in	Туре с 3	of Shoulder 1 Paved 2 Unpaved 3 Curb	1	Type of Inter 1 Not at Interse 2 Four-Way Inte 3 T-Intersection 4 Y-Intersection	section ction arsection	5 Traffic Circle 6 Roundabout 7 Five-Point, or Mo 77 Other, Explain is	rə n Narraliya
Light C	condition	Weather C	condition	Roadway	/ Surface Cond	tion	School Bus Relate	d	Manner of Collis	sion/impact
1 Daylight 2 Dusk 3 Dawn 4 Dark-Lighte	5 Dark-Not L 6 Dark-Unkn Lighting ad 77 Other, Ex Narrative 88 Unknown	ighted own plain in 1 Clear Dirt 2 Cloudy 77 Othe 3 Rain Narrativ	Haily Haily 13 Rain 19 Sand, Soil 19 Crosswinds 17, Explain in 19	1 Dry 2 Wet 4 Ice/Frost	6 Mud, Đirt, Grav 7 Sand 8 Water (standing/moving 77 Other, Explain Narrative 88 Unknown	el	1 No 2 Yes, School Bu Directly Involved 3 Yes, School Bu Indirectly Involve	rs 4 IS 1 Front to 2 Front to 3 Angle	4 Sideswipe, 5 Sideswipe, 6 Rear to Sideswipe, 7 Rear to Re 77 Other, Ex 88 Unknown	same direction Opposite Direction le ar plain in Narrative
First Harmf 14 First Harmful Ev within Intercha 1 No 2 Yes 88 Unknow	ful Event vent inge m	Non-Collision t Orestum/Rollover 2 Fire/Explosion 3 Immersion 4 Jackknife 5 Cargo/Equipment Loss or Shift 6 Fell/Jumped From Motor Vehicle 7 Thrown or Falling Object 8 Ran int Water/Canal 9 Other Collision	Collision No 10 Pedestrian 11 Pedestrian 12 Railway vehicle engine) 13 Animal 14 Motor Vehicle Transport 15 Parked Motor' 15 Parked Motor' 16 Work Zone/Ma Equipment 17 Struck By Falls Cargo	n-Flxed Obj e (Irain, in vehicle intainance ng, Shifting	ect 19 Impact Atten Cusion 20 Bridge Overt 21 Bridge Pier o 22 Bridge Rait 23 Culvert 24 Cub 25 Ditch 26 Embankmen 27 Guardral En 29 Gable Barrio	Collisi uator/Crash read Structur r Support t ce d	on with Fixed Obje 30 Concrete 31 Ofher Traffic Bie 21 Tree (standing) 33 Utikty PokeLigh 34 Traffic Sign Su 35 Traffic Sign Su 35 Traffic Sign Su 36 Ohter Post, Pot Support 37 Fence 38 Maibox 39 Other Fixed Ob building, tunnet, et	ct anrier Il Support oport upport e or ject (wall, c.)	First Harmful E Location 1 On 2 Off 3 Sho 4 Met 6 Gor 7 Sep 8 In F Zone 9 Out 10 RG 88 Ur	vent Roadway Roadway suider fan a arator arator aratog Lane or side Right-of-way sadside kinown
First	Harmful Even Junction 5 Raiway G 14 Entrance 15 Crossov 16 Shared-I 17 Accelera 18 Through 195 77 Other, E 88 Unknow	t Relation to) Stede Crossing SEAR Ramp er - Related Use of Path or Treif Libon Decleration Lane Roadway xplain in Namative a	18 Other Non-Fix Contributin 1 None 4 Work Zo 19 Shoulder 7 Rut, Hok	ed Object Ig Circumst Ig Circumst Ig Circumst es (construction	ances: Road 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 5 50ft, high) 7 8	Worn, Trave D Road Surfa y, snow, slus 1 Obstructior 2 Debris 3 Traffic Con toperative, M 4 Non-Highw 7 Other, Expl 8 Unknown	I-Poïshed Surface cc Condition (wet, b, etc.) in Roadway Irol Device Issing or Obscured ay Work ain in Narrative	Contribution 1 1 None 2 Weather Con 3 Physical Obs 4 Glare	ng Circumstances 5 Anim ditions 77 Oth truction(s) Narrati 88 Unk	s: Environment
Work Zone Rela	ated	Crash In Work Zone 1 Before the First Work J Warning Sign 2 Ardvance Warning Area 3 Transition Area 4 Activity Area 5 Termination Area	Zone	Type 1 Lane 2 Lane 3 Work 4 Intern 77 Othe	e of Work Zone Closure Shift/Crossover on Shoulder or Me nittent or Moving W ar, Explain in Narrat	dīan ork ivə	Workers in Wo 1 No 2 Yes 88 Ur	vrk Zone	Law Enforce Zc 1 No 2 Officer F 3 Law Enf Only Pres	ment in Work me Yresent orcement Vehicle ent
BRENT	LANDON	MARSH		5509 H/	ADDRES:	S WAY	CITY & STATE	E	Zipi Fl 32	CODE 341
NAME					ADDRES:	3	CITY & STATE		ZIP	CODE
NAME					ADDRESS	5	CITY & STATE		Z)P (CODE
NON VEHICLE PRO VEH.# PER# PF	PERTY DAMA	NGE IGE - OTHER THAN VEH.	ALIT OW	ER'S NAME	СНЕСК ІІ	BUSINESS	ADDRESS	СІ	IY & STATE	ZIP CODE
VEH.# PER# PF	ROPERTY DAMA	GE - OTHER THAN VEH.	LOI. AMT OW	IER'S NAME		BUSINESS	ADDRESS	cı	IY & STATE	ZIP CODE
HSMV 900	010 S	e e e sonn ang ng ng segen ann bha Chri	<u> </u>	1	8		griet - Andre		papejada da anti anti anti Manazia	unter de l'Andre Tradicional
			p	aga	of					

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VEHICLE #	1	Che	ck if Comr	nercial	Reporting Age 00120234	ency Case № D1	łumber			HSMV Cr 83590	esh Report Numi 250)er	
1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle	1	VEHICLE LICE 356JYL	NSE NUMBER	STATE FL	REGISTRATI	ON EXPIRE	S Check	k if Perma	nent Vi	IN G2WP52K6	WE286996		
Hit and Run 1 No 2 Yes 20 Uses 20 Uses 20 Uses	YEAR 1998	MAK	E FIAC + PONT	MODEL GRAN PRIX		STYLE 4 DOOR SI	EDAN	COLOR GOLD - G	ild in the second second second second second second second second second second second second second second se	DAMAGE: 1 Disabling 2 Functional	4 Minor 88 Unknown	2	ST. AMOUNT
INSURANCE COMPANY (DRIVER)		INSUR 422451	I ANCE POLICY NU 8904	IMBER	Towed to Dar	l due mage:	1	VEHICLE	T3 None REMOVED BY	1. Ro 2. Ov 3. Dri	lation mer Request	[]
NAME OF VEHICLE OWN	ER (CHEC	CK IF BUSINES	s)	CURRENT ADDR	ESS E PARKWAY		2 YØS NT G4		CITY & S		4. 00	er, Explain in ZIP	Narrative L
Trailer LICENSE NUMBE	RS	TATE	STRATION EXP	RES Che Rec	ck if Permanent	VIN				YEAR	MAKE	LENGTH	AXLES
Trailer LICENSE NUMBE Two:	R S	TATE REGI	STRATION EXP	RES Che Reg	ck if Permanent	VIN				YEAR	MAKE	LENGTH	AXLES
VEHICLE N S	5 Ε] 🔽	W Off-Road	i Unknown	ON STREET, F	ROAD, HIGHWA'	Y				AT EST. SPEEI 30	D POSTED S 35	SPEED	TOTAL LANES
HAZ_MAT. RELEASED 1 No 2 Yes 88 Unknown	HAZ. 1 No 2 Yes 88 Un	MAT. PLACAR		R CL/	ASS	Are 2	a of Initial Ir	npact 6 7	14 18 19	Undercarria Overturn	ge 18 19	Most D	amaged Area
MOTOR CARRIER NAME			US DO	T NUMBER			13 12 11	10 9	20 21	Windshiek Trailer	1 20 ²¹	14 13	12 11 10 9
MOTOR CARRIER ADDR	ESS		i	CITY				ST	ATE ZIP	CODE	P	HONE NUMB	ER
1 Passenger Car 2 Passenger Van 3 Pickup 7 Motor Home 8 Bus 11 Motorcycle	15 (16 (17 ((4,5 18) 19 ((4,5 20) 0har 21 (0har	Low Speed Veni (Sport) Utility Ve Cargo Van (10,0 36 kg) or less) Wolor Coach Dther Light Truck 36 kg) or less) Medium/Heavy T a 10,000 lbs (4,5 Farm Labor Veh	cea hicle 00 lbs ks (10,000 lbs frucks (more 36 kg)) icle	1 Two-Way, N 2 Two-Way, N Continuous Le 3 Two-Way, D (painted >4 fe 4 Two-Way, D Median Barrie 5 One-Way Ti 88 Unknown	tot Divided tot Divided, with a fit Turn Lene wided, Unprotec et) Median wided, Positive r afficway	a ted	1 2 m 3 4 5 6 7	Vehicle 10 r Hazardo Single-Un ore than 1 Single-Un Truck Put Truck Tre Truck Tra Truck Tra	0,000 lbs or aus Materials itl Truck (2-a 10,000 lbs (4 ift Truck (3 o ling Trailer(s ctor (bobtail ctor/Double	less Placarded sude and GVWR (536 kg)) vr more axles) ;)) railer Truck	8 Tracton 9 Truck n kg), Can 10 BusAt occupant 11 Bus (s occupant 77 Other, 88 Unkno	Triple fore than 10,0 fot Classify argo van (seat s, including dri eats for more s, including dri Explain in Nai wn	DD Ibs (4,536 s for 9-15 ver) than 15 ver) rrative
13 All Terrain Vehicle (AT) Comm 1 Inte 2 Intr 3 Not 4 Not Most Harmful Even	A 88 t NNon-C rstate Car astate Car in Comme in Comme t No 1 Ow 2 Fire 3 Inn	Unknown ommercial rier erce/Governmer erce/Other Truct on-Colliston ertum/Rollover »/Explosion necsion	N K	Comm GVWR/GCWF	TRAILER 2 3T TRAILER 2 3T 4S 5B 6U 7H 2 4	andem Sern andem Serr ank Traiter addie Moun coat Traiter louse Traiter 1 10,000 2 10,001 3 More tr 4 Not Ap	Trater 8 hi Trailer 9 IUTrailer 77 Na 88 f Ibs (4,536 k -26,000 lbs (van 26,000 lbs (van 26,000 lbs (Pose Trais Towed Ve 1 Auto Tra 2 Other, E arrative 3 Unknown 9) or less 4,536-11, ps (11,793	er insport xplain in n ,793kg) 3kg)	Car 1 No Cargo 2 Bus	go Body Type 3 Var/Enclosed I 4 Hopper 5 Pole-Trailer 6 Cargo Tank 7 Flatbed 8 Dump 9 Concrete Mixer 10 Auto Transpo 11 Garbage/Refit	t 13 Int Box Conta 14 Ve Anoth 15 No (vehic (4,538 displa t 77 Ott rse Narral	ermodal iner Chassis hicle Towing er Vehicle L AppSicable ie 10,000 fbs i kg) or less nol ying HM placard er, Explain in īve
14 Sequence of Events 1st 2nd 14	4 Jac 5 Car 6 Fel 7 Th 8 Ray 9 Oth [40-4 40 eq brake 41 Se 41 Se 43 Ray	kknife go/Equipment L Klumped From I vinto Water/Car er Non-Colfisior 6 Sequence of julpment Failure (failure, etc.) aparation of Uniti an Off Roadway	oss or Shift Molor Vehicle Welet aal Events only] (blown tire, s , Right Left	Collision with 10 Pedestri 11 Pedestry 12 Raitway 13 Animal 14 Motor Ve 15 Parked N 16 Work Zo Equipment 17 Struck B Anything Se Vehicle 18 Other No	Non-Fixed Obje an de Vehicle (train, en shicle in Transpor totor Vehicle ne/Maintenance y Falling, Shifting t in Motion by M an-Fixed Object	ect Igine) It Cargo or Iolor	191 201 201 201 201 201 201 201 201 201 20	Collision Impact Att Bridge Ov Bridge Pie Bridge Ra Culvert Culvert Curb Ditch Embankm Suardrail I Suardrail I	Fixed Object lenualor/Cra echead Stru- er or Support if face Face End	ct 2 sh Cushion 3 cturo 3 3 3 3 3 3 3 3 3 3 3 3 5 b	12 Log 9 Cable Barrier 0 Concrete Traffie 1 Other Traffic Ba 2 Tree (standing) 3 Utility Pole/Ligh 4 Traffic Sign Su 5 Traffic Sign Su 5 Other Post, Pol 7 Fence 8 Malbox 9 Other Fixed Ob uiding, tunnel, et	88 Un c Barrier arrier t Support port upport e, or Support ject (wall, c.)	Known Emergency Vehicle Use 1 1 No 2 Yes 88 Unknown
Roadway Grade 1 Level 2 Hikrest 3 Uphil 4 Downhit 5 Sag (bottorn) Special Function of Motor Vehic	44 Cr 45 Cr 46 Dc Roadf	oss Median oss Centerine ownhill Runaway way Alignme 1 Streight 2 Curve Right 3 Curve Left No Special Fur Farm Vehicle Pošco Tazi Matary	nt 6 nt 0 Fire 11 Far 12 Sch 13 Trar	Vehicle Ma 1 Straight Abea 3 Turning Left 4 Backing 5 Turning Right 6 Changing Lan 8 Parked 10 Making U-Ti 11 Overtaking/ Mance Truck n Labor Transport pol Bus sit/Commuter Bus	aneuver Actio ad 13 Stop 14 Stow 15 Nege t 16 Leav nes 17 Ente 77 Othe 77 Othe 77 Othe 78 Unkr Passing 14 Intercity 15 Charten 16 Shuttle 17 Fam Le 88 Unknow	It ped in Traffi ing plating a Cu ing Traffic I ring Traffic I r, Explain in town Bus frour Bus Bus abor Bus m	ic Inve ane Lane Narrative	Traffic 1 1 No Co 4 Schoo Device 5 Traffix Signat 6 Stop 3 7 Yield	Control D ontrols ol Zone Sign c Control Sign Sign	evice For This Vehicl 8 Flashing Sk 9 Railway Crc Derice 10 Person (in Flagman, Off Guard, etc.) 77 Other, Exp Narretive 88 Unknown	e gnal 1 Nonco 2 Brak 2 Brak 2 Brak 3 Tires 4 Light cer, signal, lain in 6 Stee 9 Exha 10 Bod 11 Por 12 Sus	Vehicle 1 s (head, V tail) rs y, Doors y, Doors rer Train pension	Befects 13 Wheels 14 Windows/ Windshield 15 Mirrors 16 Truck CoupEng Irrailer Hitch/ Safety Chains 17 Udra, Copan Aarrative 38 Unknown
PERSON # NAME (1 CIERRA	DF VIOL/ SHAE A	ATOR BRIK SPARR	ow	FL ST 316.85	ATUTE NUMBE	R	MPROPER	LANE CH	CHAI IANGE	RGE		СПАТЮ 2247WG	N NUMBER B
PERSON # NAME (1 CIERRA PERSON # NAME (SHAE A DF VIOL/	BRIK SPARR	₩	316.065 FL ST	ATUTE NUMBE	R	AILURE TO	REPOR	CHAI T TRAFFIC CHAI	CRASH RGE		2248WG	N NUMBER

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HSMV 90010 S

2 8 Page _____ of _____

PERSON # 1			Reporting 001202	Agency Case Nu 3401	mber			HSMV Cra 835902	sh Report Nu 50	nedmi		
1 Driver 2 Non-Motorist 1	VEHICLE # NAME 1 CIER	RA	SHABRIKA	SPARRO	<i>w</i>			PHONE (850) 67	NUMBER 2-2022		Check if Recommendation	
CURRENT ADDRESS (Numb	er and Street)					CITY &	STATE	<u>r ·</u>		ZIP CODE	biller no.	
2959 APALACHEE PARKWA	Y APARTMENT G4		TALLAH	IASSEE			FL			32310		
DATE OF BIRTH	SEX: 1 Male	DRIVERS LICENS	e Number		STATE	EXPIRE	5	INJURY S 1 None	EVERITY (IN	U 4 Incepacite 5 Entat (with	iling Vin 30 daves	
11/26/1988	2 Female 88 Unknown	S1601178892	60	2011/20	FL	11/26/	2012	2 Possible 3 Non-Inc) apacitating	6 Non-Traff	c Falality	
DL Type 1 A 2B 3C 4 D/Chauffeur 5 E/Operator 6 E/Oper-Rest 7 None Driver Distracted I 1 Not Distracted 2 Electronic Comm. Devices (cell phone 3 Other Electronic C (navigation device, I DRIVER VISION OBSTRUU 1 Vision Not Obs	Required En 1 Yes 2 No 3 No Req. En 3 V 4 Other (explain inication outside etc. in name terkee B8 Unic CTIONS Curred 5 Load on Ve	dorsements dorsement Inside the Vehicle in narrative) nat Distraction the vehicle, explain tive nown hicle 9 Smoke	1st 15 20 3Fe 4 im 6 im 2nd 11F 12D 13F 12D 13F 12F 13F 12F 13F 12F 13F 12F 13F 12F 15F 12F 12F 12F 12F 12F 12F 12F 12	DRIVER Driv o Contribution Active Serated MV in Car- sigent Manner allod to Yield Right proper Backing proper Turn Tollowed too Close tan Red Light kove too Fast for 1 kon Stop Sign proper Passing exceeded Posted S Yrong Side of Wro- aited to Keep in P	ers Actions on elss or -of-Way V Conditions Speed ng Way roper Lane	at Time of Cr 26 Ran off R 27 Disregard Sign 28 Disregard Markings 29 Over-Con Steering 30 Swerved i to Wind, Skp Object, Non- Roadway, ek 31 Operated Reckless or A 77 Other Cor	ash badway ed other Tr ed Other R ecting/Ove or Avoided : bey Surfac Wotorist in 2, MV in Errat lyreessive tributing Ar	affic oad f : Due a, MV, bic, Manner clion	3rd	Cond Time Crast 1 Apparen 3 Asleep c 5 III (sick) 6 Seizure, 7 Physical 8 Emotoa 8 Emotoa 8 Under th Medicatior 77 Other, 88 Unknov	tion At of r FaEuged r Faitled Epilespsy, E y Impoined al (depressi urbed, etc.) e Inifuence s:Drugs/Atc explain in Na m	Blackout on, of ohol arrative
1 2. Inclement Wea 3. Parked/Stoppe	ther 6 Building/Fix d Vehicle 7 Signs/Billbo	and Object 10 Glare	viain	7		D	RIVER O	R PASSE	NGER	•		
Motor Vehicle Seating P Seat Row	UShes 8 Fog DRIVER OR PASE osition: LOC Other (LOC 1Not Applicable	in Narrative SENGER SATION: SEAT ROW C) 1 1	OTHER	Helmet Use 3 1 DO Motor 2 Other 3 No 1	+ (HU) F-Compliant cycle Helmet er Helmet leimet	3	Eye Prot 1 Yes 2 No 3 Not	ection (EP Applicable) 3 1 Not Ap 2 None 3 Should	Restraint Sy (RS) opficable (non- Used - Motor V der and Lap Be der Beit Only I	stems notorist) 'ehicle Occu It Used ised	ipant
2 Midde 2 Second 3 Right 2 Second 77 Other 3 Third (explain in 4 Fourth narrative) 77 Other Row 88 Unknown 88 Unknown	2 Sleeper Section 3 Other Enclosed 4 Unenclosed Car 5 Trailing Unit 6 Riding on Motor trailing unit) 88 Unknown	of Truck Cab Cargo Area go Area Vehicle Exterior (non-	Ejection (EJECT) EJECTO I Not Ejected 2 Ejected, Totally 2 Ejected, Totally 2 Ejected, 2 Eject	Air Bag [2] 1] 2] 3] 4]	Peployad Not Applicable Not Deployed Deployed-Fron Deployed-Sida	5 Deploy (knee, aii 6 Deploy t Combina 7 Deploy 88 Deplo Unknown	yed-Other r belt, etc.) yed- tion ed-Curtain yment t	5 Lap Be 6 Restra 7 Child I 8 Child I 9 Boosta 10 Child 77 Othe	eit Only Used int Used - Typ Restraint Syste Restraint Syste ar Seat I Restraint Typ r, Explain in N	e Unknown m - Forward m - Rear Fa a Unknown arrative	f Facing acing
Non-Motorist Desc 1 Pedestrian 2 Other Pedestrian (wh building, sketer, pedest 3 Bicyclist 4 Other Cyclist 5 Occupant of Motor Ve Transport (parked, etc.) 6 Occupant of a Non-M Transportation Device 7 Unknown Type of Nov	ripuon eelchari, person in a rian conveyance, etc. shicle Nol in otor Vehicle n-Motorist	Non-Motorist L 1 Intersection - Mar 2 Intersection - Unn 3 Intersection - Oth 4 Mikibock - Market 5 Travel Lane - Oth 6 Bicycle Lane 7 shou/der/Roadsid 1 No Im 1 st 2 Dariti 3 Fagur	ocation At Time ked Crosswalk anfred Crosswalk er A Midblock - M d Crosswalk er Location e otorist Actions proper Action Dash re to Yield Right	s of Crash Ik larked Crosswalk Clircumstances of-Way	8 Sidewalk 9 Median/Criv 10 Driveway 11 Shared-U 12 Non-Traff 77 Other, Ex Narrative 88 Unknown	ossing Island Access se Palh or Tra icway Area plain in	i Cross 2 Waiti 3 Walk Roadw 4 Walk Roadw or adja	Action Pr ing to Cross ing/Cycling ray with Travel ing/Cycling ray Against cent to travel	rior to Crash ray s Roadway Along ffic (in or lane) Along Traffic (in rel lane)	5 Walking/Cyco 6 In Roadway playing, etc.) 7 Adjacent to t shoulder, med 8 Going to or 1 9 Working in T (acident respo 10 None 77 Other, Expl 88 Unknown	ling on Side Other (wo Reochway (e an) rom Schoel rafficway nse) ain in Narrel	welk rking, g., (K-12) úve
2 Helmet 3 Protective Pads Used (ebows, knees, shins, etc.) 4 Reflective Clothing (jacket, backpack, etc.)	5 Lignung 6 Not Applicable 77 Other, Explain in Narrative 88 Unknown	Znd Signals Signals Sin Ro Nyîng, w 6 Disab on, pus	adway Improper adway Improper orking, playing) ked Vehicle Rela hing, leaving/apj ALC	ty (standing, Ited (working proaching) OHOL/DRUG/E	7 Entering/Ex Vehicle 8 Inattentive (9 Not Visible ighting, etc.) EMS	iting Parked/S telking, eating (dark clothing,	anding 1 1 , etc) 1 no 7 £	10 Imprope 11 Imprope 12 Wrong-Y 17 Other, E 38 Unknown	r Turn/Merge r Passing Vay Riding or xplain in Narr n	Walking native		
SUSPECTED ALCOHOL USE: 1 No 2 Yes 88 Uaknown 88 Uaknown	COHOL TESTED: Test Not Given Test Refused Test Given 8 Unknown, if Tested	ALCOHOL TEST TYPE: 1 Blood 2 Breath 3 Urine 77 Other, Explain In Narrative	ALCOHOL TEST RESL 1 PENDING 2 COMPLE 88 UNKNOV		AC BUSPE DRUG I 1 No 2 Yes 88 Unter		DRUG TES 1 Test Not 2 Test Refu 3 Test Give 88 Unknow	STED: Given Jsed en m, af Tested	DRUG 1 1 Blood 3 Urine 77 Other Explain i	EST TYPE: DI 1 2 3 n Narrative B	RUG TEST Positive Negative Pending Unknown	
SOURCE OF TRANSPORT TO 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative	MEDICAL FACILITY 88 Unknown	EMS AGENCY NAME OF	סוא	EMSRUI	NUMBER			MED	NCAL FACILI	ITY TRANSPC	RTED TO	
PERSON # VEHICLE # NAME			ADDIT	DATE OF BIRTH	INJ S	EX LOC: S	R	0	EJECT	HU EP	ABD	RS
CURRENT ADDRESS (Numbe	er and Street)		CITY				STATE			ZIP CODE		
SOURCE OF TRANSPORT TO 1 Not Transjorted 2 EMS 3 Law Entrancent Nat strive 63 Uninces	MEDICAL FACILITY	EMS AGENCY NAM	le or id		EMS R	IN NUMBER		ME	DICAL FACIL	ITY TRANSPO	RTED TO	
PERSON # VEHICLE # NAME	<u></u>	'[DATE OF BIRTH	INJ S	EX LOC: S	R	0	EJECT	IU EP	ABD	RS
CURRENT ADDRESS (Numbe	r and Street)		СПҮ				STATE		[ZIP CODE		
SOURCE OF TRANSPORT TO 1 Not Transported 2 BMS 3 Law Endsteement Namanie 63 Universi	MEDICAL FACILITY	EMS AGENCY NAM	E OR ID		EMS RU	IN NUMBER		ME	DICAL FACIL	ITY TRANSPO	RTED TO	
HSMV 90010 S				I				J				

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PERSON #	Reporting Agency Case Nu	nber		HSMV C	rash Report Nur	nber		
1 Driver 2 Non-Motorist 3 Passenger				РНО	KE NUMBER	C F C	Check if Recommer Driver Re-e	yd 🗋 exam
CURRENT ADDRESS (Number and Street)			CITY & STA	NTE .		ZIP CODE		
DATE OF BIRTH SEX: 1 Mate 2 Female 68 Unknown	MBER	STATE	EXPIRES	INJURY 1 Nona 2 Possit 3 Non-Ir	SEVERITY (IN No capacitating	J) 4 Incepacitatir 5 Fetal (within 6 Non-Traffic	ig 30 days) Falality	
DL Type Required Endorsements 1 1 A 2B 3C 1 Yos 1 Yos 5 E/Operator 2 No 2 No 6 E/Oper.Rest 3 No Req. Endorsement 1 7 Nono Driver Distracted By 4 Other Inside the Vehicle (explain in narretive) 4 1 Not Distracted 5 External Distraction (outside the vehicle, explain in narretive) 4 2 Electronic Communication (avigation device, DVD playet) 6 Texting 7 Inattentive 88 Unknown 4 DRIVER VISION OBSTRUCTIONS 1 Vision Not Obscured 5 Load on Vehicle 9 Stroken 9 Stroke	DRIVER Driv 1 No Contribution Actin 2 Operated MV in Cam Negisgent Manner 3 Failed to Yried Right 4 Improper Backing 6 Improper Backing 10 Followed too Close 11 Ran Red Light 12 Drove too Fast for 0 13 Ran Stop Sign 15 Improper Passing 17 Exceeded Posted S 21 Wrong Side of Wro 25 Failed to Keep in Pr	ens Actions a N of-Way y Conditions t ippeed ag Way y coper Lane	t Time of Crash 28 Ran off Roadw 27 Disregarded ot 3gn 28 Disregarded Ot Markings 29 Over-Correcting 30 Swerved or Avo o Wind, Stppery 5 Diject, Non-Motor Roadway, etc. 31 Operated NV ir Rockless or Agree 77 Other Contribut	ay her Traffic her Road y'Over wided : Due surface, MV, ist in Erratic, ssive Manner ing Action	3rd	Conditil Time of 1 Apparently 3 Asleep or 1 5 III (sick) or 6 Seizure, El 7 Physically 8 Emotional angry, distur 9 Under the Modications, 77 Other, 88 88 Unknown	on At Crash Normal adjuged Feinted Diaspsy, E Impaired (depressic bed, etc.) influence Drugs/Atc plain in Na	Slackout on, ofo ohol arrative
3 Parked/Stopped Vehicle 7 Signs/Bilboards 77 All Other, Explain 4 Trees/Crops/Bushes 8 Fog in Narrative	Helmet Use	(HU)	Eye	Protection (E		Restraint Syste	ems	
DRIVER OR PASSENGER Motor Vehicle Seating Position:	THER 1 DOI Motor 2 Oth 3 No 1	-Compliant cycle Helmet ar Helmet felmet	nloved	Yes No Not Applicabl	e 1 Not Ap 2 None U 3 Should 4 Should	(RS) plicable (non-m lsed - Molor Vel er and Lep Belt er Belt Only Use	otorist) hicle Occu Used ad	pant
2 Night 2 Second 2 Steeper Section of Truck Cab 3 Right 2 Second 3 Other Enclosed Cargo Area 77 Other 3 Third 4 Unenclosed Cargo Area (explain in 4 Fourth narrative) 77 Other Row 6 Riding on Motor Vehicle Exterior (non-trailing unit) 88 Unknown 88 Unknown 88 Unknown	Ejection (EJECT) 1 Not Ejected 2 Ejected, Totalty 3 Ejected, Partialty 4 Not Applicable 88 Unknown NON-MOTORIS	1 No 2 No 3 De 4 De	st AppEcable (kn kt Depkoyed 6 E sployed-Front Cor sployed-Side 7 D 88 Uni	Deployed-Other ee, air belt, etc Deployed- nbination eployed-Curtai Deployment inown	r 5 Lap Be 6 Restrai 7 Child R 8 Child R 9 Booste 10 Child 77 Other	it Only Used int Used - Type testraint System r Seat Restraint Type I , Explain in Narr	Unknown 1 - Fonvard 1 - Rear Fa Unknown ative	l Facing Icing
Non-Motorist Description Non-Motorist Description 1 Pedestrian 1 Intersection - Marked C 2 Other Pedestrian (wheelchari, person in a building, skaler, pedestrian conveyance, etc. 1 Intersection - Unmarke 3 Bicyclist 2 Intersection - Unmarke 4 Other Cyclist 3 Intersection - Unmarke 5 Occupant of Motor Vehicle Not in Transport 5 Travel Lane - Other Loo 6 Occupant of a Non-Motorist 7 shoutder/Roadside 7 Unknown Type of Non-Motorist 1st 2 Intersection - Unmarke 1 Intersection - Unmarke	on At Time of Crash Drosswalk d Crosswalk iddbock - Marked Crosswalk sswalk cation at Actions/Circumstances at Action field Right-of-Way	8 Sidewalk 9 Mediar/Cros 10 Driveway A 11 Shared-Use 12 Non-Traffice 12 Non-Traffice 17 Other, Expl Narrative 88 Unknown	sing Island ccess a Path or Trail way Area ain in a a F F o	Action Crossing Roa Waiting to Cro Walking Cycli toadway with T djacent to traw Walking Cycli toadway Again r adjacent to tr	Prior to Crash (dway f oss Roadway s ng Along s (raffic (in or 6 el lane) (ng Along (st Traffic (in 7 avel lane) ()	i Walking/Cyclin 3 In Roadway vlaying, etc.) 7 Adjacent to Ra 4 Going to or fro 9 Working in Tra incident respons 10 None 17 Other, Explai 8 Unknown	g on Side Other (wo octway (e.) m School fficway se) n in Narrel	watk rking, g., (K-12) tive
1 Heimet 6 Not AppEcable 1 4 Failure for Signals, or C 3 Protective Pads Used 6 Not AppEcable 2nd Signals, or C 4 Reflective Pads Used 7 Other, Explain 1 Narrative 1 Narrative 4 Reflective Clothing (jacket, 88 Unknown 88 Unknown 6 Disabled V 6 ackpack, etc.) 0 n, pushing,	Deey frame signs pficer y Improperty (standing, g, playing) fetricle Related (working feaving/approaching) ALCOHOL/DRUG/E	7 Entering/Exiti Vehicle 3 Inattentive (ta 9 Not Visible (d ighting, etc.) 5MS	ng Parked/Standir ¥ring, eating, etc) ark clothing, no	g 10 Improp 11 Improp 12 Wrong 77 Other, 88 Unkno	ber Turn/Merge ber Passing HWay Riding or Explain in Name With	Walking alive		
SUSPECTED ALCOHOL TESTED: ALCOHOL TEST TYPE: ALCOHOL USE: 1 Test Not Gaven 1 Blood 2 Breath 1 No 2 Test Refused 3 Unine 2 Yes 88 Unknown 88 Unknown, if Tested	ALCOHOL TEST RESULT: PENDING COMPLETED B8 UNKNOWN	AC SUSPEC DRUG US I No 2 Yes 38 Unkno	TED DRU SE: 1 Tes 2 Tes 3 Tes 88 U	3 TESTED: t Not Given t Refused t Given known, if Test	DRUG TE 1 Blood 3 Urine 77 Other, ed Explain in	ST TYPE: DRU 1 PA 2 N 3 PA Narrotive 88 N	IG TEST I ositive egative ending Joknown	
SUBRCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME OR ID 1 Not Transported 2 EMS 3 Law Enforcement 27 Other Explain in Narrative 88 Linknown	EMS RUI	NUMBER			edical facili	IY TRANSPOR	TED TO	
PERSON # VEHICLE # WAME	ADDITIONAL PASSENC	Sers Inj se	X LOC:S	R IO	EJECT	IV EP	ABD	RS
CURRENT ADDRESS (Number and Street)	CITY		51	ATE		ZIP CODE		
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME OF	RID	EMS RUI	NUMBER	N	IEDICAL FACIL	ITY TRANSPO	RIED TO	
PERSON # VEHICLE # NAME	DATE OF BIRTH	INJ SE	X LOC: S		EJECT F	IU EP	ABD	RS
CURRENT ADDRESS (Number and Street)		<u> </u>	ST	ATE	<u> </u>	ZIP CODE	<u>I</u>	L
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME OF	RID	EMS RUN	INUMBER	M	EDICAL FACIL	ITY TRANSPOR	RTED TO	
НSMV 00010 S	4 8			1				.

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			·										
NARRATIVE	Reporting Agency Ca 0012023401	se Number	HSM 83	V Cresh Report Numi 590250	ж								
Vehicle # 1 and vehicle # 2 were both traveling Eas lane. Both vehicles were approaching the intersection	bound on West Tharpe Street. Veh on of North Monroe Street.	icle # 1 was traveling on th	ne outside lar	ae. Vehicle # 2 wa	as traveling	on the insi	ide						
Vehicle # 1 got into the right turn lane only. Traffic we the same time, vehicle # 2 was approaching vehicle vehicle # 2.	as backed up due to a red traffic lig # 1. Vehicle # 2 continued traveling	nt. Driver of vehicle # 1 de straight in its right of way.	cided to swite Vehicle #11	ch lanes without o began to switch la	dearing the	e inside lan ide swiped	e. At						
Both vehicles stopped after the impact on the roadw East bound on West Tharpe Street. Witness # 1 obs accident scene. Witness # 1 followed vehicle # 1 So This information was provided to me on scene. A ch number for one of the registered owners. I contacted the registration.	ray. As the driver of vehicle # 2 was served the accident and was waiting uth on North Monroe Street. He was eck of the Florida plate provided sho d the primary registered owner. He w	calling the police for help, for both cars to move off t able to get a Florida plate wed it registered on a gol /as able to get me in toucl	driver of vehi he roadway, e of 356JYL o id Pontiac fou n with the driv	icle # 1 decided to He realized vehicon a gold, four doo ir door. The regis ver of vehicle # 1.	o flee the a de # 1 was or, Pontiac tration had She is the	ccident sco fleeing the Grand Prix a phone co-owner	ene : C ON						
At approx. 2:30 pm this date, driver of vehicle # 1 cc DAVID. She was read Oath/Perjury Warning in front the accident. She left the scene because, the driver She decided to leave the scene of the accident and	ntacted me by cell phone. She agre of my incar camera system # 10050 of vehicle # 2 never got out of her c report the incident to police later.	ed to meet me at the polic 2. Driver of vehicle # 1 sta ar after the accident. She w	e departmen aled that she was in a hurr	t. Driver of vehicl was the driver of y because, she w	e # 1 was i vehicle # 1 as moving	dentified vi 1 at the time apartments	a e of s.						
Based on the information gathered, I was able to fin incident. This Hit and Run Investigation in closed.	d the driver of vehicle # 1 at fault for	the accident. She was iss	ued an additi	onal citation for f	ailing to rep	port the							
	ADDITIONAL PAS	SENGERS											
3 1 JANELLE S MCGREW	DATE OF 1 2/12/199	IRTH INJ SEX LOC:: 1 1 F 3	s R 0 1 1	EJECT HU 1 3	EP 3	ABD R: 2 3	5						
CURRENT ADDRESS (Number and Street) 2959 APALACHEE PARKWAY APARTMENT G4	CITY	tttttt	STATE	2	IP CODE	┉┺━━━━┸╼╦							
SOURCE OF TRANSPORT TO MEDICAL FACILITY	S AGENCY NAME OR ID	EMS RUN NUMBER	1	MEDICAL FACILIT	Y TRANSPOR	RTED TO							
PERSON # VEHICLE # WAME	DATE OF I	IRTH INJ SEX LOC: S	RO	EJECT HU	EP	ABD RS	<u>s</u>						
CLIPDENT ADDRESS (Aurobar and Stract)													
CONTENT ADDRESS (INCIDENT AND STREET)	Chr		STAIE	4	IP CODE								
SOURCE OF TRANSPORT TO MEDICAL FACILITY INXTransported 2 BMS 3 Law Enforcement 77 Other, Explain In Namative 83 Universe	S AGENCY NAME OR ID	EMS RUN NUMBER	1	MEDICAL FACILIT	Y TRANSPOI	RTED TO							
ADDITIONAL VIOLATIONS	EI CTATITE MAGETA		HADOS	¥									
	IL SIATUL NUMBER				CITATIO	NUMBER							
PERSON # NAME OF VIOLATOR	HL STATUTE NUMBER	C	HARGE		CITATIO	N NUMBER							
	сонанс												
			CHARGE CITATION NUMBER CHARGE CITATION NUMBER DEPARTMENT TALLAHASSEE IVPE OF DEPT. POLICE DEPARTMENT (PD)										
HSMV 90010 S		LINEA			(-0)								

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VEHICLE # 2 Check if (Commercial Reporting Agency (0012023401	Case Number	HSMV Crash Report 83590250	t Number
1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle	MBER STATE REGISTRATION E	XPIRES Check if Permanent Registration	VIN 3VWFF31Y17M41197	75
Hit end Run No ' 2 Yes 80 Unknown	MODEL STY IN BEETLE CON	LE COLOR VERTIBLE WHITE - WHI	DAMAGE: 1 Disabling 4 Minor 2 Functional 88 Unko 3 None 88 Unko	EST. AMOUNT 2 \$600.00
INSURANCE COMPANY (DRIVER) FLORIDA FARM BUREAU INS. CO.	INSURANCE POLICY NUMBER AP 1212673	Towed due to Damage: 1 No 2 Yes 1 DRIV	LE REMOVED BY	1. Rotation 2. Owner Request 3. Driver 4. Other. Explain in Narrotive
NAME OF VEHICLE OWNER (CHECK IF BUSINESS)	CURRENT ADDRESS 866 HILL ROOST ROAD		A STATE NHASSEE	ZiP FL 32312
Trašer LICENSE NUMBER STATE REGISTRATIO	DN EXPIRES Check if Permanent Vin Registration	1	YEAR MAKE	LENGTH AXLES
Trater LICENSE NUMBER STATE REGISTRATIO	DN EXPIRES Check if Permanent VIN Registration	l.	YEAR MAKE	LENGTH AXLES
VEHICLE N S E W Off-Road Un TRAVELING	Anown ON STREET, ROAD, HIGHWAY		AT EST. SPEED POS 30 35	STED SPEED TOTAL LANES 5
HAZ_MAT. RELEASED HAZ_MAT. PLACARD 1 No 1 No 2 Yes 2 Yes 88 Unknown 88 Unknown	NUMBER CLASS	Area of Initial Impact 2 3 4 5 6 7 1 15 16 17 8 14 13 12 11 10 9	18 Undercarriage 18 19 Overturn 19 20 Windshield 20 21 Trailer 21	Most Damaged Area 06 2 3 4 5 6 7 1 15 16 17 8 14 13 12 11 10 9
MOTOR CARRIER ADDRESS	CITY	STATE	ZIP CODE	PHONE NUMBER
Venicle body type 15 Low Speed Vehicle 1 15 Low Speed Vehicle 1 16 (Sport) Ulisty Vehicle 17 Cargo Van (10,000 lbs (4,538 kg) or less) 1 Passenger Car 18 Motor Coach 2 Passenger Van 19 Other Light Trucks (10,00 3 Pickup (4,536 kg) or less) 7 Motor Home 20 Medium/Heavy Trucks (n 8 Bus than 10,000 lbs (4,536 kg)) 11 Motorcycle 21 Farm Labor Vehicle 12 Moond 77 Other Evrice in thansite	Trafficway 1 Two-Way, Not Divided 2 Two-Way, Not Divided, with a Continuous Left Turn Lane 3 Two-Way, Divided, Unprotected (painted >4 feet) Modian 4 Two-Way, Divided, Positive Median Barrier 5 One-Way Trafficway 88 Unknown Traffic Traf	Commercia 1 Vehice 10,000 lbo for Hazardous Mate 2 Single-Unit Truck / more than 10,000 lbo 3 Single-Unit Truck / 4 Truck Puting Trail 5 Truck Tractor (bob 6 Truck Tractor/Dou Voe	i hotor Venicle Contrigui ico less Placarded 8 Ti rials 9 Ti (2-axie and GVWR kg), s (4,536 kg)) 101 (3 or more axies) 000 er(s) 111 Aail) 000 H-Trailer 77 4 bie Truck 80	ation ractor/Triple rack more than 10,000 lbs (4,538 c Cannol Classify Bus/Large van (seats for 9-15 upants, including driver) Bus (seats for more than 15 upants, including driver) Other, Explain in Narrative Unknown
Comm/Non-Commercial Interstate Carrier 2 Intrastate Carrier 2 Intrastate Carrier 3 Not in Commerce/Government 4 Not in Commerce/Other Truck Most Harmful Event Non-Cotilision 1 Overtum/Robover 2 Fire/Explosion 3 Immersion 4 Indefarier	Comm Comm	Anno 2007 Constraints of the con	Cargo Body 3 Var/End 4 Hopper 5 Pole-Trai 6 Cargo Ta 2 Bus 8 Dump 9 Concrete 10 Auto Trai 11 Garbada 11 Garbada 12 Log	Type 13 Intermodal losed Box Container Chassis 14 Vehicle Towing ler Another Vehicle Ink 15 Not Applicable (vehicle 10,000 lbs (4,538 kg) or less not Mixer of splaying HM placard ansport 77 Other, Explain in e/Refuse Narrative 88 Unknown
14 5 Cargo/Equipment Loss or Si 5 Cargo/Equipment Loss or Si 6 Fell/Jumped From Motor Ve 7 Thrown or Falling Object 8 Ran into Water/Canal 9 Other Non-Cofision 9 Other Non-Cofision 1st 2nd 14 (40-46 Sequence of Events of Vertice (blown b) 3rd 4th 3rd 4th 43 Ran Off Roadway, Left	hift 10 Pedestrian hicle 11 Pedalcycle 12 Raiway Vehicle (train, engine) 13 Animal 14 Motor Vehicle in Transport 15 Parked Motor Vehicle 16 Work Zone/Maintenance Equipment 17 Struck By Falling, Shifting Carg Anything Set in Motion by Motor Vehicle 18 Other Non-Fixed Object	19 Impact Attenuatori 20 Bridge Overhead S 21 Bridge Pier or Sup 22 Bridge Rai 23 Cutvert 24 Curb 25 Ditch 60 or 26 Embankment 27 Guardrait Faco 28 Guardrait End	29 Cable Ba 30 Concrete 31 Other Tra port 32 Tree (stal 33 Utily Pol 34 Traffic Sig 35 Traffic Sig 36 Other Por 37 Fence 38 Maibox 39 Other Fix buikking, Lun	rrier Traffic Barrier rhife Barrier rofing) erLight Support gnal Support st, Pole, or Support ed Object (walt, net, etc.) T Emergency Vehicle Use 1 1 1 1 1 1 2 Yes 88 Unknown
Koadway Grade 44 Cross Median Roadway Grade 45 Cross Centeráne 1 Level 46 Downhil Runaway 2 Hitrosti 3 Uphä 3 Uphä Roadway Allgnment 1 4 Downhil 1 5 Sag (bottom) 1 Special Function 1 No Special Function 1 of Motor Vehicle 3 Pošce 7 Taxi 9 Uktor	Vehicle Maneuver Action 1 Straight Ahead 13 Stopped in 3 Turning Left 14 Stowing 4 Backing 15 Negotiating 5 Turning Right 16 Leaving Tr 6 Changing Lanes 17 Entering Tr 8 Parked 77 Other, Exp 10 Making U.Turn 88 Unknown 11 Overtaking/Passing 9 Ambutance 14 Intercity Bus 10 Fire Truck 15 Charter/Touri 11 Farm Labor Transport 16 Shuttle Bus 12 School Bus 17 Farm Labor B	a Traffic Control g a Curve affic Lane raffic Lane lain in Narrative Bus Hus Traffic Controls 1 No Controls 4 School Zone S Device 5 Traffic Control Signal 6 Stop Sign 7 Yield Sign	I Device For This Vehicle 8 Flashing Signal 9 Railway Crossing 2 Device 10 Person (including Flagman, Officer, Guard, elc.) 77 Other, Explain in Narrative 88 Unknown 1	Vehicle Defects
VIOLATIONS PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER	Cl		2 Suspension 88 Unknown
PERSON # NAME OF VIOLATOR PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER	CI	HARGE HARGE	CITATION NUMBER

7 8 Page______01_____

PERSON # 2				Rep 001	xxrting A 120234	jency Case N 101	umber				HSMV Cr 83590	ash Report 250	Number			
1 Driver 2 Non-Molorist 1	VEHICLE # NAI	NE DISON		місне		01005					PHON		R		Check if Recomm	end
CURRENT ADDREES (Nume	per and Street)					GARBEI			CITY &	STATE		69-7017	ZIE	CODE	Driver Ro	exam
866 HILL ROOST ROAD				ТА	LLAHAS	SEE				FI			22	242		
DATE OF BIRTH	SEX: 1 Male		DRIVERS LICENSI	ENUMBER	Ř		STATE		EXPIRES	<u> </u>	INJURY	SEVERITY	(LMJ)	iv apacita	fog	
8/9/1993	2 Female 68 Unknown		G616-553-93-	789-0			FI		8/0/201		1 None 2 Possib 2 Non In	le Fanacitation	51	Fatal (with Non-Traffi	in 30 day: c Falality	s) 1
DL Type	Required P	ndoreen	ante	161		DRIVER			Emp of Cre		JINGER	Caperciants	<u> </u>			
5 1A 2B 3C 4 D/chaufleur 5 E/Operator 6 E/Oper-Rest 7 None	2 1 Yes 2 No 3 No Req. E	Endorsem	ent	1	1 No C 2 Open Negšgo 3 Failer 4 Impro	ontribution Act alled MV in Ca Int Manner I to Yield Righ per Backing	ion reiss or l-of-Way	26 27 Sk 28 Ma	i Ran off Ro Disregarde gn Disregarde arkings	adway xd other Tre xd Other Ro	affic Dad]	Time o Crøsh Apparent Asleep o	tion At of ly Normal ' Fatiuged	1
Driver Distracted I	By 4 Oth	er Inside	the Vehicle		o royani 6	per Turn		29 Sta	Over-Corre	cting Over			6	lill (sick) o Seizure, I	r Fainted Epilespsy,	Blackout
1 1 Not Distracted 2 Electronic Commu Devices (cell phone 3 Other Electronic E (narigation device, I DRIVER VISION OBSTRU	(expanded) (expanded) (etc. in nar bevice 6 Tex DVD player) 7 Inat 88 Ur CTIONS	ernal Dist de the ve rative) ting lentive known	auvo) raction hicle, explain		10 Fork 11 Ran 12 Drov 13 Ran 15 Impr 17 Excr 21 Wro 25 Faile	Wed too Close Red Light re too Fast for Stop Sign oper Passing seeded Posted ng Side of Wro d to Keep in F	≫y Condition Speed mg Way ?roper Lan	30 5 to Ob Ro 31 Re 10 77	Swerved or Wind, Stepp Ject, Non-M adway, etc. Operated N others or Au Other Cont	r Avoided : ery Surface lotorist in IV în Errati greessive h nibuting Act	Due 5, MV, c, Nanner Iion	4th	7 8 9 9 M 7 1 8	Physical Emotionan ogry, distu Under the Iedication 7 Other, E 8 Unknow	/ impared i (depress irbed, etc. i influence s/Drugs/A xplain in t n	ion,) e of Icohol Varretive
1 2 Inclement Wes 3 Parked/Stoppe	ither 6 Building/F d Vehicle 7 Sions/Bill	ixed Obje	9 SHIKKB PCI 10 Glare 77 All Other Evel	L					DF	RIVER OF	RPASS	ENGER	I			
4 Trees/Crops/B	ushes 8 Fog		in Narrative			Helmet Us	e (HU)			Eye Prote	ction (Ef		Rest	raint Sys	tems	
Motor Vehicle Seating Po Seat Row	DRIVER OR PAG osition: LC Other (LC 1Not Applicable	SSENGI DCATION DC)	ER SEAT ROW 1	OTHER		3 1 DO Moto 2 Oth 3 No	T-Complia cycle Heli er Helmet Helmet	int met	3	1 Yes 2 No 3 Not A	pplicable	1 Not 2 Nor 3 Sho 4 Sho	Applical RS) Ne Used Néder an Néder Be	ble (non-n - Molor Vi id Lap Bel alt Only Us	notorist) shicle Ocr t Used sert	cupant
2 Right 2 Second 3 Right 2 Second 77 Other 3 Third (explain in 4 Fourth narrative) 77 Other Row 88 Unknown 88 Unknown	2 Sleeper Sectio 3 Other Enclosed 4 Unenclosed Ca 5 Trailing Unit 6 Riding on Moto trailing unit) 88 Unknown	n of Tru d Cargo argo Are or Vehicl	ck Cab Area a e Exterior (non-	Ejecti 1	lon (EJI 1 No 2 Ej 9 act 4 No 88 L	CT) X Ejected ected, Totally ected, ially Applicable Inknown I-MOTORIS	2	1 Not / 2 Not / 3 Depk 4 Depk	oyed AppEcable Deployed oyed-Front oyed-Side	5 Deploya (knce, air) 6 Deploya Combinati 7 Deploya 88 Deploya Unknown	xd-Other beit, etc.) xd- cn d-Curtain ment	5 Lap 6 Res 7 Chil 8 Chil 9 Boo 10 Ch 77 Ot	Belt On traint Us Id Restra Id Restra Ister Sea Vid Restr her, Exp	ly Used sed - Type aint Syster int Syster it raint Type tain in Nat	Unknown n - Forwa n - Rear F Unknown Talive	td Facing racing
Non-Motorist Desc 1 Pedestrian	ription Polichari, porson in a		Non-Motorist Lo 1 Intersection - Mark	cation At ed Crossw	Time of ralk	Cresh	8 Sidewa 9 Median	lk /Crossin	ng Island		Action P	rior to Cra	sh 5 Wat	kina (Nye E	na an Sidi	ausli
building, sketer, pedesti 3 Bicycfist 4 Other Cyclist 5 Occupant of Motor Ve Transport (parked, etc.) 6 Occupant of a Non-Mc Transportation Device 7 Unknown Type of Non 1 More Safety Engligement	rian conveyance, etc. hide Nol in olor Vehicle h-Molorist		2 Intersection - Unm 3 Intersection - Othe 4 Midblock - Marked 5 Travel Lane - Othe 6 Bicycle Lane 7 shoulder/Roadside 10 Into Imp 2 Dat/D 3 Fažure	arked Cros r4 Midbloc Crosswalk r Location torist Action roper Action ash to Yield R	sswalk k - Marki k ions/Clri on tight-of-V	ed Crosswalk cumstances Vay	10 Drivev 11 Share 12 Non-T 77 Other, Narrative 88 Unkno	vay Acco d-Use P rafficwar Explain wm	ess lath or Trail y Area in	1 Crossi 2 Waltin 3 Waltin Roodwa adjacen 4 Waltin Roodwa or adjace	ing Roadi g to Cros ig/CycEnc y with Tra y with Travel ig/CycEnc y Against ent to travel	way s Roadway affic (in or lane) s Along Traffic (in vel lane)	6 In R playin 7 Adja shouk 8 Goir 9 Wod (incide 10 No 77 OB 88 Un	oadway - g, etc.) der, media ng to or fin king in Tra- king in Tra- ne fine ner, Expla- known	Other (w aodway (e in) xm School afficway ise) in in Name	orking, +g., I (K-12) Itive
2 Helmet 3 Protective Parts Used	5 Lighting 6 Not Applicable		4 Failure 2nd Signals,	to Obey 1 or Officer	Fraffic Si	ns	7 Entering	/Exiting	Parked/Star	nding 10	Imprope	r Turr/Merg	ge			
eibows, knees, shins, etc.) 4 Reflective Clothing (jacket, backpack, etc.)	77 Other, Explain in Narrative 88 Unknown		5 in Roa lying, wo 6 Disable on, push	dway Impr riking, play ed Vehicle ing, leavin	roperty (s ring) Related g/approa	tanding, (working ching)	venicia 3 Inatlentř 9 Not Visit 1ghting, et	ve (ta%ir Xe (dark c.)	ng, eating, e c clothing, no	11 stc) 12 p 77 88	Imprope Wrong-V Other, E Unknow	r Passing Vay Riding Xplain in Na n	or Waški arrative	ing		
SUSPECTED AL	COHOL TESTED: Test Not Given	ALCO	OHOL TEST TYPE:	ALCOH	IOL RESULT			PECTER		RUG TEST	ED:		TESTT	YPE:DR	JG TEST	RESULT:
1 No 1 2 2 Yes 3	Test Refused Test Given	3 U/in 77 OI	e Wer, Explain	1 PENE 2 COM	DING PLETED		1 No 2 Ye	s.	1 3	Test Refus	ed	3 Urine 77 Oth	e er,	3P	osuve legalive ending	\square
SOURCE OF TRANSPORT TO	MEDICAL FACILITY	EMS	TEUYO AGENCY NAME OR	ID 68 UNK	CNOWN	EMS RU	B8 U	nknown R		Unknown	If Tester	Explain	n in Narr II I I V TE	ative 88	Unknown	L
2 EMS 3 Lew Enforcement 77 Other, Explain in Narrative	88 Unknown		-	<u> </u>	DITION		500									
PERSON # VEHICLE # NAME					pa	TE OF BIRTH	TINJ	SEX	LOC: S	R	•	EJECT	HU	EP	ABD	RS
CURRENT ADDRESS (Number	and Street)			СПҮ					<u> </u>	STATE	[ZIPC	ODE		
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PERSON # VEHICLE # NAME		··			DAT	E OF BIRTH	INJ	SEX	LOC: S	R		EJECT	но	EP	ABD	RS
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SOURCE OF TRANSPORT TO N 1 Vict Transported 2 EWS 3 Lew Enknownert 77 Namifrie 53 Likknown	IEDICAL FACILITY		IS AGENCY NAME	ORID			EMS	RUN NU	IMBER	A	MED	NCAL FACI		ANSPOR	TED TO	
HSMV 90010 S		£		8 Page		8 of					<u> </u>]

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FLORIDA TRAFFIC CRASH REPORT

UPDATE



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

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(Electronic Version)

LONG FORM

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Crash D	ate 4 / 1 0	an an an an An Stain Stain Stain Stain Stain Stain Stain Stain Stain Stain Stain Stain Stain Stain Stain Stain	Time of Cr.	ash DM	Date of Report		Reporting Agend	cy Case	Number		HSMV	/ Crash Rep	ort Numt	790 190	a Aliye Yanga Kanga	1. 4000 y 03940 17
CRASI	HIDENT	IFIERS	12:55		06/04/12	0.612.5	001201493	19 19				en en en en en en en en en en en en en e			NR 505	
County	Code City 13	Code Coun 50 Leo	ty of Crash on	-	Place or 0 Talla	Lity of Crash a hassee					Within	City Limits	Time Re	ported T	ĩme Disp ∖1 + 3 9	atched
Time or	Scene Ti	me Cleared S	cene Com	leted Reason (If I	nvestigation NC	OT Complete)					1.10		1	votified 0	5 <u>1.55</u> Sy	
ROAD	S PM 0	FORMAT	ON (CHO	ES OSE ONLY 1 O	F 4 OPTION	S)								2 LAW	ENFOR	CEMENT
Crash O	ocurred O	n Street, Roa	d, Highway		889 89 77 CHAILER AN	T I 2000/00/00/00/00/00/00/00/00/00/00/00/00			At Street Addre	ss# 👘	⇒ A	t Latitude	And	Long	ltude	
WEST At Feet	Tharp 01	e St Miles	Direction	i 🚕 Fro	m intersection	With Street.	Road, Highway			144	*		-	Or From	Milonott	
38	35		WEST	NO	RTH Monro	<u>pe St</u>								or nom	mepost	r
Road Sy	istem Iden UNTY	tifier			Type of 3 CU	Shoulder RB				Type of Inters	Section	RSECTIO	NN			
CRASH	INFOR	MATION	CHECK IF	PICTURES TAI	KEN)							(USCITC	/11			1.66.169.1
Light Co	ndition		Weath	ner Condition	Ro	adway Surfac	e Condition	Scho	ol Bus Related			Manner	Of Collis	ion		20120202020202020
I DR.	161001		10	LEAK	1	DRI		1 N	0			3 AN	GLE			
First Hau 2 COI	rmful Even LLISIO	ITTYPE N WITH OBJECT	F	irst Harmful Event 4 MOTOR VE	HICLE IN		First Harmfo 1 ON RO	ul Event DADWA	Location Y	WithIn Ir NO	nterchange	First Harm 4 DRIVE RELATED	ful Event WAY/ALI	Relation EY ACC	To Junct ESS	lon
Contrib	uting Circu	mstances: R	beq pec	TRANSPORT	Contributing C	ircumstances	: Road		· · · · · · · · · ·	Contributi	ng Circumst	ances: Road	1			
1 NOI	NE															
Contribu 1 NOI	ating Circu NE	mstances: Ei	wironment		Contribut	ing Circumsta	inces: Environm	ent		Contributi	ng Circumst	ances: Envi	ronment			
Work Zo NO	one Related	d Crash in W	ork Zone			Type Of W	/ork Zone		Worke	rs In Work Zo	ne Law Enf	orcement i	n Work Zo	one		
VEHIC	LE	Check If	Commerc	:lal							1					
Vehicle 1	Motor Veh 1 VEHI	CLE IN	TRANSPO	Hit and Run	Veh License	Number 3993IJ	State Reg. Exp 08-12	ires	Permanent R	eg. VIN BC3EL	55H1 YT2	20369				to carried and a
Year 00	Make Chry	Model	Style Conve	Color ertit BLK BI	ACK 2 FU	Of Damage	Est. Damage	300 N	wed Due To Dam O	age Vehicle R Drive	emoved By			Rotatio	ภ	
Insurance PEAK	e Compan PROPEI	NY (Driver)	CASUAL	TY INS CO					Insurance	Policy Numb	er					
Name of	f Vehicle O	wner (Busin	ess)	11 100, 00	•	Current A	ddress		City	& State			Zio	Code		
SAME	AS DR	IVER		br												
One:	License	Number	State	Keg. Expires	Permanent Re	eg. VIN						Year	Make		ength	Axles
Trailer Two:	License	Number	State	Reg. Expires	Permanent Re	eg. VIN				97 90 97 You (H. H.		Year	Make	L	ength	Axles
Vehicle Traveling	D R E	irection AST	W. Thai	rpe St. St	On Street, R	oad, Highway	,				A	t Est. Speed	Postec	I Speed	Total L	anes
CMV Cor	nfiguration)	<u> </u>	Cargo B	ody Type			r						50	· [04
					·				Area of Init	al Impact			Mos	t Damag	ged Area	
Comm G	WR/GCV	VR		Trailer Type (Tr	aller One)	Frailer Type (Traller Two)		2 3 4 6	6 7	18 Under 19 Ove	rcarriage 18 erturo 19	2	3 4	5 6	17
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1102, 11101	L. Release	1392, Widt Fiz	icaru in	onder		Class		-	(4) 13 12 1	1 10 9	21 Tr	aller 2	1	13 12	11110	
Motor Ca	arrier Nam	6			U	5 DOT Numbe	er		Q ()	•••				•		•
Motor Ca	arrier Addr	ess			Cit	y & State					Zip Code	I	P	none Nur	nber	
Comm/N	lon-Comm	ercial	Vehicle Box 1 PASSE	ly Type INGER CAR	V 1	ehkle Defects NONE	s (one)		/ehicle Defects (t	NO)	Eme NO	rgency Vehi	cle Use	Special Fi 1 NO FUNCT	unction o SPECI ION	fmv AL
Vehicle M 5 TUF RIGHT	Maneuver RNING	Action Trai 3 UN	ficway TWO-WAY PROTECT	DIV. DIV.	Re 1	oadway Grad LEVEL	e Roadway A 1 STRAI	igamen GHT	Most Harmful 2 COLLIS	Event LON -FIXED	Most Har 14 MOT	mful Detail FOR VEH	ICLE	IN		1
Traffic Co 6 STO	ontrol Devi PSIGN	ce For This \	ehicle First	t (1) Sequence of E MOTOR VEH ANSPORT	vents ICLE IN	Second (2) Sequence of Ev	vents	Third (3) 9	equence of E	ivents	Fourt	h (4) Seq	uence of	Events	
VEHICL Vehicle 2 1	. E Aotor Vehl VEHI (Check If C cle Type CLE IN	Commerc TRANSPC	ial Hit and Run NO	Veh License N	i Iumber S B021MB	tate Reg. Explo 10-12	res	 Permanent Re	g. VIN 3GNDA?	23D3785	94358			-/2012	
Year N 07 C	Aake Chev	Model	Style SUV 4	Celor doc DBL BL	Extent UE 2 FUN	Of Damage E CTIONAL	st. Damage 30		1 wed Due To Dama)	ge Vehicle Re Driver	emoved By			Rotatio	n	
I Insurance	e Company	(Driver)		:		I_			Insurance	Policy Numbe				1		
USAA									012730	U36C/103	56					

Crash Date		Reporting Ag	jency Case N 939	lnuper				HS₩	IV Crash Report Nu	mber		-242-22-6-92-00-00-00-00-00-00-00-00-00-00-00-00-00	e en esta esta esta esta esta esta esta esta	eronoral-ohuite	199.5501200705	
Name of Vehicle Owner (Bu	siness) [~~~~	Current Ado	fress		essbergara	City & State			******	Zip Code			
SAME AS DRIVER Trailer License Number	State	Reg. Expir	res Per	manent f	leg. VIN							Year	Make	Length	Axles	
One: Trailer License Number Two:	State	Reg. Expir	res Per	manent F	leg. VIN							Year	Make	Length	Axles	
Vehicle Direction Traveling EAST	W. Tha	arpe St.	01 . St	n Street, I	Road, Highway						At E	st. Speed 020	Posted Spe	ed Total 30	Lanes 04	
CMV Configuration			Cargo Body	Туре				Ar	ea of Initial Impa	act			Most Da	naged Are	a	
			11	01	T. 1. T	. 1		г					1.1		. 1	
Comm GAMK/GCMK		iraner i	ype (trailer	Une)	franer type (fr	aner rwoj		$\frac{2}{1}$	5 ((16 17	7 18 19 8 20	Onderca Over Winds	turn 19 bield 20			8	
Haz. Mat. Release Haz. Mat	Placard	Number			Class					21	Tral	ler 2		12 11 1		
Motor Carrier Name				l	JS DOT Number					0 –				-11		
Motor Carrier Address				č	ity & State					Zip	Code		Phone	Number		
Comm/Non-Commercial	Vehicle B 1 PASS	ody Type SENGER (CAR	1	Vehicle Defects (NONE	one)		Vehicle	: Defects (two)		Emerg NO	ency Vehi	cie Use Speci 1 N FUN	al Function O SPEC: CTION	of MV IAL	
Vehicle Maneuver Action 77 OTHER	Fraificway 3 TWO-WA	Y DIV.	TAN		Roadway Grade 1 LEVEL	Roadw 1 STI	ay Alignmen RAIGHT	t Mo 2 wr	st Harmful Event COLLISION	M 14	ost Harm A MOTO BANSPO	ifui Detail DR VEH	ICLE IN			
Traffic Control Device For Th 1 NO CONTROLS	is Vehicle Fi 1 T	rst (1) Seque 4 MOTOR RANSPOR	nce of Eveni VEHICI T	E IN	Second (2) :	Sequence	of Events		Third (3) Sequence	e of Even	ts	Fourt	h (4) Sequenc	e of Events		
PERSON	herrer a				- <u>8 (9 8 8</u> 8 8				i in a ka		Phone Number Re-Exam					
1 DRIVER	Venicie #	Russe]	Ll Gord	lon W	allace			00	8-16-1947 M	ALE	(1	850) 2	84-1790	NO		
740 White Dr A	s pt# 36	Tallah	assee			City 8	& State						Zip Col 323	le 304		
Driver License Number				State	Expires 08/16/	DIT) 12 5 8	/pe E / OPERA	TOI	Reg. End.	Injury S	everity JF:		Ejection	- EJECT	ED	
Restraint Systems 3 SHOULDER AND I	420727472960 straint Systems Air Bag Deployed F SHOULDER AND LAP 2 NOT DEPLOYED						tection	Sea 1	ating Location Seat LEFT	Seat 1 E	ing Locat RONT	ion Row	Seating Locati	on Other		
BELT USED	ash (First)			IDr	ivers Actions at 1	line of Cr	ash (Second	1			Driver Di	istracted 8	3v			
77 OTHER CONTRIE	SUTING A	CTION									1 NOT DISTRACTED					
Drivers Actions at Time of C	ash (Third)			Dr	Drivers Actions at Time of Crash (Fourth)						Drivers Condition at Time of Crash 1 APPARENTLY NORMAL					
Non-Motorist Description				NC	on-Motorist Actio	on Prior to	o Crash				Non-Mo	torist Loca	ation at Time o	if Crash		
Non-Motorist Actions/Circu	mstances (Firs	st) (Nor	n-Motorist A	ctions/Ci	rcumstances (Se	cond)	Non-Motori	ist Safe	ty Equipment (one))	Non-I	Motorist S	afety Equipm	ent (two)		
Suspected Alcohol Use Alco	ho! Tested	Alcohol Test	Түре	Alcoh	ol Test Result B	AC	Suspected	Drugt	Jse Drug Tested	Drug	g Test Typ	xe	Drug Te:	t Result		
NO					110 Parts 10		NO				-					
Source of Transport to Medi	Source of Transport to Medical Fadlity EMS Agency Name or ID					EM	S Run Namb	er	Medical Fac	cility Tran	sported T	o				
PERSON Person # Description		-			Də	te of Birth Se	X	P}	one Num	ber 45 1170	Re-Exam					
Address	buise	uise Jetton Williams 10-11-1978 FEMALE City & State							43-1175 Zip Cor 32	180 1e 303						
Driver License Number	State	Expires	Di Ty	/pe		Req. End.	Injury S	everity		Ejection						
W452792788710 Restraint Systems	Helmet U	10/11/ se	12 5 Eye Pro	E/OPERA	TOJ Sea	3 NO REQ.	I NOI Seat	VE ing Locat	ion Row	L NO: Seating Locati	: EJECT	ED				
3 SHOULDER AND LAP 2 NOT DEPLOYED BELT USED								1	LEFT	1 E	RONT					
Drivers Actions at Time of Co 1 NO CONTRIBUTIN	Dr	ivers Actions at "	fime of Cr	ash (Second	1)			Driver D 1 NO	istracted I T DIST	3y TRACTED						
Drivers Actions at Time of Co	Dr	ivers Actions at "	fime of Cr	ash (Fourth))	a and a colorador de la colorador de la colorador de la colorador de la colorador de la colorador de la colorad		Drivers (1 AP	Condition PAREN1	at Time of Cra LY NORM	sh 1L					
Non-Motorist Description				No	on-Motorist Actio	on Prior to	o Crash				Non-Mo	torist Loca	ation at Time o	of Crash		

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Crash Date 06/04/12	Reporting Agency Case Nur 0012014939	nber		HSMV C	rash Report Numb	er		almanta da su seri a la concerta da				
Non-Motorist Actions/Circumstances (Fi	irst) Non-Motorist Act	ions/Circumstances (Se	cond)	Non-Motorist Safety E	quipment (one)	Non-Matorisi	t Safety Equipment (two)					
• r												
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VIOLATIONS Person # Name		R. Statute Number	i c	harge			Citation Number					
WITNESSES Name	Address				City & State			Zip Code				
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NARRATIVE See TPD Inc#LPD120604111020												
There are conflicting accounts of cause of crash from D1 and D2 and no identified independent witness. A determination of fault cannot be												
D2 reported that she had turned eastbound onto W. Tharpe St. from the West driveway of the Wash-Around-the-clock business at 220 W. Tharpe St. D2 stated that V2 had entered into and was occupying the inside, eastbound lane of W. Tharpe St. to continue traveling towards the N. Monroe St. intersection. D2 stated that as she was passing the driveway that leads out of the Publix shopping center at 1700 N. Monroe St., D1 turned V1 out onto Tharp St. and into the left-front side of V2. The R/F passenger door of V2 was damaged by the left-front bumper corner of V1.												
D1 stated that he operating V1 out of the Publix driveway to travel eastbound onto W. Tharpe St. D1 stated that he did not observe any vehicles approaching from the West on Tharpe St. so he veered over towards the inside, eastbound lane so that he could continue straight on Tharpe St. D1 stated that as he was in the process of moving V1 into the inside, eastbound lane, he saw a glimpse of V2, but was unable to take any evasive action to prevent a crash between the two cars. D1 seemed to think that D2 also shared a percentage of blame for the crash, because he perceived that D2 was moving V2 from the center safety lane without checking. I informed D1 that he was entering Tharpe St. from a stop sign controlled driveway and he had the duty to make sure the way was free and clear before he diverted out of the outside lane (closest lane to enter from his right turn) of travel towards the inside lane.												

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36050 Officer ERIC HALVORSEN 712 Tallahassee Police Department 2 POLICE	ID/Badge Number	Rank and Name	Department	Type of Department
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FLORIDA TRAFFIC CRASH REPORT

SHORT FORM X UPDATE

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

(Electronic Version)

LONG FORM

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VEHICLE Check if Commercial Vehicle Motor Vehicle Type Hit and Run 2 1 VEHICLE IN TRANSPC Veh License Number 526WDZ Year Make Model Style Color Extent Of Damage Fermanent Reg. Vin LIGCM72233A009106 Year Make Model Style Color Extent Of Damage Fermanent Reg. Vin LIGCM72233A009106 Year Make Model Style Color Extent Of Damage Fermanent Reg. Vin Unsurance Company (Driver) Insurance Company (Driver) Insurance Policy Number COVERDUCTERS Linsurance Policy Number		647.9449	AL	 2000-00		landa kana daha	<u> XIII MARA</u>		M 1267/256	96 (BA ST		1949-52-53		1949-195 m. 4 19	an an an an an an an an an an an an an a	90-929-630-6 96-929-630-6				Markataria
Year Make Model Style Color Extent Of Damage Towed Due To Damage Vehicle Removed By 03 Hond Accord Sedan 2 c 4 MINOR 500 NO Driver Insurance Company (Driver) Insurance Policy Number 40.049640012 Insurance Policy Number	VEHICLE Vehicle Mot	or Vehl	CHECK II cle Type CLE IN	TRANCP	CIBI Hit and R	Un	Veh Lícen	ise Number 52600	State	e Reg. Ex	xpires	Pe	ermanent Reg.		M722	33200	19106			1944 S. A. F.
Insurance Company (Driver) Insurance Policy Number Insurance Policy Number Insurance Policy Number Insurance Policy Number	Year Mail	e nd	Model Accord	Style		lor	Ext 4	ent Of Dama	ge Est. (Damage	500	Towed E	lue To Damag	e Vehicl	e Remov	red By	17100	Rot	ation	
	Insurance G	cmpany	(Driver)	FEC THE		A							Insurance Po	licy Nun	nber					

RE

Crash Date 04/26/12	on en el el magnation de	Reporting Au 0012011	gency Case I 176	Number	ngoog ng pangang galanta ang ang ang ang ang ang ang ang ang an	on stantstatut	in to a deal party of providing to the states	HSM	V Crash Report Nur	nber	ano destructo das			90000 - 1 1 9 - 9 - 1.	ministra da
Name of Vehicle Owner (Busine	ess) 📋	Statuen in the article states	D Griwalna oraz era razar	Vrtiki od Pokonski na se na se na se na se na se na se na se na se na se na se na se na se na se na se na se n Na se na se na se na se na se na se na se na se na se na se na se na se na se na se na se na se na se na se na s	Current Ac	Idress	an da anna ann ann ann an an an an an an an	caronaeonan	City & State	n lan waard a sanga	TOWNSANS	0.0000000000000000000000000000000000000	Zip Code	107.0.000 verst. •	PT9258 645 34
Kevin M O'Brien 61 Trailer License Number	151 Bi State	arbara S Reg.Expl	it Jupil res Pe	ter marent Reg	3. VIN	-A.1						Year	32458 Make	Length	Axles
Trailer License Number Two:	State	Reg. Expl	res Per	rmanent Reg	3. VIN		<u>_</u>				1	rear	Make	Length	Axles
Vehicle Direction Traveling WEST	Tharp	e St	0	n Street, Ro	ad, Highway						At Es	st. Speed	Posted Speed	J Total	lanes
CMV Configuration			Cargo Body	Туре				Are	ea of Initial Impac				 Most Dam	aged Are	
Comer CVAND/CCIN/D														oben me	-
CommovwkyGCwk		irailer i	ype (Trailer	One) Tr	ailer Type (Ti	railer Two	" ~	$\frac{2}{\sqrt{7}}$, 18 t 19	Inderca Overte	rrlage 18 urn 19	$\frac{3}{9} - \frac{2}{7}$	4 <u> 5 e</u>	12
Haz. Mat. Release Haz. Mat Plac	bre	Number		[Class					20 21	Windsh Traile	er 2		16 17	
Motor Carrier Name		1		US	DOT Number			·•••••••••••••••••••••••••••••••••••••	12 11 10 9	J		·	14 13 1	2 11 1	0 9
Motor Carrier Address				City	& State			•		Zip Co	xde		Phone N	umber	
Comm/Non-Commercial	Vohiela	Codu Tuon		14.1	tit Diferen										
commences	1 PAS	SENGER C	AR	Ver	nicle Defects	(one)	ľ	/ehicle i	Defects (two)		Emerge	ncy Vehi	icle Use Special	Function o	of MV
Vehicle Maneuver Action Traff 1 STRAIGHT AHEAD	icway			Roz	adway Grade	Roadv	i vay Alignment	Most	Harmful Event	Mos	t Harmf	ul Detail			
Traffic Control Device For This Vi	ehicle (F	ist (1) Sequer	nce of Event	ts	Second (2)	l Sequence	of Events	Ì	Third (3) Sequence	of Events		Fourt	h (4) Sequence a	of Events	
PERSON			5.45 (S.18						dana wasa wasayi wa						
1 DRIVER	/ehicle # 1	Name Brook	S Hart	ley				Date 11-	of Birth Sex	ALE	Pho (8)	ne Numi 631 9	ber 905947	Re-Exam	ana chanaors
Address	ant f	2/12 7	Pallab			City	& State	1	00 1333			,	Zíp Code	110	
Driver License Number	прет	2412		State	Exoires	ד ומ	V09	le.	ea Fod	lalua Cau			3230	3	
H-634-064-93-906-	-0		r	_			/F~	ß	eq. chu,	injury seve	enty		Ejection		
Restraint Systems	Air B	ag Deployed	1	Helmet Use		Eye Pro	etction	Seati	ng Location Seat	Seating	Locatio	n Row S	Seating Location	Other	
Drivers Actions at Time of Crash	(First)		I	Driver	s Actions at 1	lime of C	rash (Second)			 Dri	iver Dist	racted B	v		·
													1		
Drivers Actions at Time of Crash	(Third)			Driver	s Actions at 1	lime of Ci	rash (Fourth)			Dri	vers Co	ndition a	t Time of Crash		
Man Matariat Description											APPI	REFUT	LI NORMAL		
Moremotorist Description				Non-N	Aotorist Actic	m Prior to	o Crash			No	n∙Moto	rist Locat	tion at Time of (Trash	
Non-Motorist Actions/Circumsta	nces (Firs	t) Non-	-Motorist Ac	 ctions/Circur	mstances (Sec	cond)	Non-Motorist	Safety	Equipment (one)	<u> </u>	Non-Me	otorist Sa	afety Fouloment	(two)	
						_				5			and y equipment	.()	
Suspected Alcohol Use Alcohol T NO	ested /	Ncoho! Test T	уре	Alcohol T	est Result B/	4C	Suspected D	orug Use	e Drug Tested	Drug Te	st Type		Drug Test R	esult	·]
Source of Transport to Medical Fa	cility	EMS Agency	/ Name or IE	<u> </u>		EMS	Run Number		Medical Facilit	v Transpor	ted To				
PERSON			<u></u>												
Person # Description V 2 DRIVER	ehicle # 2	Name Tyler I	E O'Br	ien				Date	of Birth Sex 06-1993 MAL	E	Phor (56	ne Numb	er 89-2184	Re-Exam NO	5.55.5
Address 1505 W Tharpe St	Apt#	922 Ta	llahas	see		City 8	State	1					Zip Code 3230	3	
Driver License Number	<u></u>			State	Expires	DI Ty	pe	Re	q. End.	njury Seve	rity		Ejection		
Restraint Systems	Air Ba	g Deployed	[н	elmet Use		Eve Prot	ection	Seatin	e Location Seat	Seating	ocation	Pour		~	
									g constant scar	Jocoting			earing Location	Muer	
Drivers Actions at Time of Crash (i	First)		L.,	Drivers	Actions at Ti	ime of Cra	ssh (Second)	I	97 9.7.4 _{ma}	Driv	er Distr	acted By	1		
Drivers Actions at Time of Crash D	[h[rd]			Drim	Articar	ma-fe	ah (E					1			
				Unvers	Actions at If	me of Cra	isn (Fourth)			Driv 1	APPA	dition at RENTI	Time of Crash		
Non-Motorist Description				Non-M	otorist Action	Prior to	Crash			Non	-Motori	ist Locati	ion at Time of C	ash	
· · · · · · · · · · · · · · · · · · ·													· •		

Crash Date 04/26/12	Reporting Agency Case Num 0012011176	sper							
Non-Motorist Actions/Circumstances (Fi	irst) Non-Motorist Acti	ons/Circumstances (Second) Non-Matorist Safety E	Gulpment (one)	Non-Motorist Sa	Non-Motorist Safety Equipment (two)			
Suspected Alcohol Use Alcohol Tested NO	Alcohol Test Type	Alcohol Test Result BAC	Suspected Drug Use NO	Drug Tested	Drug Test Type	Drug Test Result			
Source of Transport to Medical Facility	EMS Agency Name or ID		EMS Run Number	Medical Facilit	y Transported To				
VIOLATIONS									
Person # Name		FL Statute Number	Charge			Citation Number			
WITNESSES	Address			City & State		Zip Code			
NON VEHICLE PROPERTY DAM	AGE	NA (COMPARE) (SA SERVICE)							
NARRATIVE I responded to the a (DV1) and O'Brien (D' DV1 and DV2 were iden	forementioned 1 V2). Once I was ntified by thei	ocation in ref on scene I ve r FLA photo DI	erence to a vo prified that no s's.	Address ehicle cra either dri	sh involving ver was injur	Hartley red. Both			
According to DV1, she intersection of N. Me rear-ending DV2 who agreed with DV1's acc	e was eastbound onroe. As DV1 a was stopped in counts of the a	l on W. Tharpe ttempted to st the lane in fr accident.	Street approa cop, her brake cont of her. U	ching the s failed a pon making	red light at nd this resul contact with	the ted in her DV2, he			
DV1 was found to be a citation issued. I p information form.	at fault for th resented both E	e accident and V1 and DV2 wit	l due to very n h case informa	minimal da ation on a	mage, there w Driver's exc	as no hange of			
REPORTING OFFICER D/Badge Number Rank and Name 39306 Officer S	HOLLINGSWORTH	524	Dep Ta	artment 11ahassee	Police Depart	Type of Department			

əsh Date 4/26/12	Reporting Agency Case Number 0012011176	HSMV Crash Report Number
AGRAM		.]
s v D		

			RF					
This Traffi FLORI	c Crash Report can be purchased on	ASH REPO	RT	WAS DOT P	ROPERTY INVOLV	ED IN THIS CRASH	12	
	SHORT FORM	TOTAL # OF VEHICLE SECTION(S) 2						
MAIL TO: DEPART TRAFFIC C	(Shaded Areas) IMENT OF HIGHWAY S, RASH RECORDS, NEIL TALLAHASSEE, FL 32	AFETY & MOTOR KIRKMAN BUILI 399-0537	VEHICLES DING	TOTAL #	OF PERSON S OF NARRATIV	ECTION(S) E SECTION(S)	2	r/Q
CRASH DATE 08/30/2012 CRASH IDENTIFIERS	IME OF CRASH DATE (12:15 PM 08/30	DF REPORT /2012	REPORTING AGENCY C 0012023284	CASE NUMBER	HSMV 0 83590	CRASH REPORT N 148	UMBER	
COUNTY CODE CITY CODE	COUNTY OF CRASH LEON	PLACE OR C	ITY OF CRASH		CHECK IF WITH CITY LIMITS		PORTED TIM	E DISPATCHED
TIME ON SCENE TIME 12:19 PM 12:	CLEARED SCENE CHECK IF 57 PM	D REASON (If Inv	estigation NOT Complete)			Notified By: 1 Mi 2 Law Enforcem	otońst 2
CRASH OCCURRED ON STRE	(CHOOSE ONLY 1 OF 4 OPTIC ET, ROAD, HIGHWAY)NS)	AT STREET AD	DRESS #	AT LATI	TUDE	AND LONGITU	DE
THARPE ST W	IN SEWI				4			EDOST #
200 MILES	<u> </u>	MONROE ST N	UN HIIN SIREEI, RUAI	JAIGAWAT			4 OK FROM MI	LEPUSI #
Road System	I dentifier 7 Forest Road County 8 Private Road	Ty vay	pe of Shoulder	· ·	Type of Interse 1 Not at Intersection	ction 51	raffic Circle Roundabout	
5 2 U.S. 5 3 State 6	Local 9 Parking Lot Turnpike/Toli 77 Other, Expla	in in 3	2 Unpaved 3 Curb	1	3 T-Intersection 4 Y-Intersection	ection 7 F 77	Other, Explain in t	Varrative
CRASH INFORMATION (CH	ECK IF PICTURES TAKEN)			· · ·				
Light Condition 1 Daylight 5 Dari 2 Dusk 6 Dari 3 Dawn Lightur 4 Dark-Lighted 77 Ot Narra 88 Un	k-Not Lighted k-Unknown ng her, Explain in twe known 1 Clear 2 Cloudy 77 Other, 8 Rain Narative	Indition Rog. Smoke SW Rain Sand, Sol Crosswinds Explain in 4 Ice/Frc	Iway Surface Conditi 5 Oil 7 Sand 7 Sand 8 Water (standing/moving) 77 Other, Explain in Narrative 88 Unknown	on Scho	1 No 2 Yes, School Bus Directly Involved 3 Yes, School Bus Indirectly Involved	Ma 1 1 Front to Rear 2 Front to Front 3 Angle	nner of Collision 4 Sideswipe, sc 5 Sideswipe, O 6 Rear to Side 7 Rear to Rear 77 Other, Expla 88 Unknown	>n/Impact ame direction pposite Direction ain In Narrative
First Harmful Event 14 First Harmful Event within Interchange 1 No 2 Yes 88 Unknown	Non-Collision 1 Overturn/Rollover 2 Fire/Explosion 3 Immersion 4 Jackhrife 5 Cargo/Equipment Loss or Shift 6 Fell/Jumped From Motor Vehicle 7 Thrown or Falling Object 8 Ran int Water/Canal 9 Other Collision	Collision Non-Fixed D Pedestrian 1 Pedalcycle 2 Raiłway vehicle (train, ngine) 3 Animel 4 Motor Vehicle in ransport 5 Parked Motor Vehicle 6 Work Zone/Maintainance quipment 7 Struck By Falling, Shiftin 3 Gother Non-Fixed Object	Object 19 Impact Attenue Cusion 20 Bridge Overhe 21 Bridge Pier or : 22 Bridge Rail 23 Culvert 24 Curb 25 Ditch 26 Embankment 27 Guardral Face 9 28 Guardral End 29 Cable Barrier	Collision w stor/Crash 3 ad Structure 3 Support 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Ith Fixed Object 90 Concrete 91 Other Traffic Barri- 22 Tree (standing) 31 Uithy PoleAright S 44 Traffic Sign Suppo 55 Traffic Signal Supp 56 Other Post, Pole o Support 77 Fence 18 Maïlbox 19 Other Fixed Objec wilding, tunnel, etc.)	Fi er LC upport [dt [c t (wall,	rst Harmful Evo pocation 1 On Ro 2 Off Ro 3 Shout 4 Media 6 Gore 7 Separ 8 in Par Zone 9 Outsic 10 Road 88 Unkr	⇒nt padway padway der n ator king Lane or king Lane or fe Right-of-way dside rown
First Harmful Ju 1 5 Ra 14 E 1 Non-Junction 16 C 2 Intersection 16 S 2 Intersection-Related 18 T 4 Driveway/Alley Access 77 C Related 88 U	Event Relation to notion away Grade Crossing ntrance/Exit Ramp rossover - Related hared-Use of Path or Trail occeleration/Docleration Lane hrough Roadway ther, Explain in Narrative nknown	Contributing Circu 1 1 None 4 Work Zone (constr INFARMENTATION OF (CONSTR 1 NONE 5 Shoulders (none, J 7 Rut, Holes, Bumps	mstances: Road 9 y 10 icy, 11 12 13 uction/ Inc 14 ow, soft, high} 77	Vom, Travel-Polis Road Surface Co snow, slush, etc Obstruction in Ro Debris Traffic Control De parative, Missing Non-Highway Wo Other, Explain in Unknown	thed Surface Addition (wet, .) aadway avice 1 or Obscured 2 ork 3 Narrative 4	Contributing C 1 None Weather Condition Physical Obstruction Glare	Freumstances: 5 Animal s 77 Other, on(s) Narrative 88 Unkno	Environment (s) in Roadway Explain in
Work Zone Related 1 No 2 Yes 88 Unknown	Crash in Work Zone 1 Before the First Work Zo Warning Sign 2 Advance Warning Area 3 Transition Area 4 Activity Area 5 Termination Area	ns 1L 2L 3V 4h 77	Type of Work Zone ane Closure ane Shift/Crossover York on Shoulder or Medi ntermittent or Moving Wor Other, Explain in Narrativ	an k e	Workers in Work 1 No 2 Yes 88 Unkn	Zone	Law Enforcem Zon 1 No 2 Officer Pre 3 Law Enfore Only Presen	ent in Work e isent cement Vehicle t
WITNESSES			ADDRESS		CITY & STATE		ZIP CO	DDE
NAME NAME	DaMaGE		ADDRESS ADDRESS		CITY & STATE		ZIP CC ZIP CC)DE)DE
VEH. # PER # PROPERTY	DAMAGE - OTHER THAN VEH.	EST. OWNER'S NA EST. OWNER'S NA		BUSINESS) BUSINESS)	ADDRESS ADDRESS	CITY & CITY &	STATE STATE	ZIP CODE ZIP CODE

1 8 Page _____ of _____
VEHICLE # 1 Check i	f Commercial[ncy Case Number 4		HSMV 835	Crash Report Numi 90148	ber
1 Vehicle in Transport 2 Parked Motor Vehicle , 1 AMIJ88 3 Working Vehicle	NUMBER ST/	REGISTRATIC	IN EXPIRES C	heck if Perma egistration	nent VIN 1G3NL55M	ORM059951	
Hit and Run 1 No 2 Yes 88 Unknown 1 YEAR MAKE OLDSMOE OLDSMOE	HLE -		STYLE I DOOR SEDAN	COLOR GRAY - G	DAMAGE 1 Disablin RY 2 Function 3 None	a 4 Minor a 88 Unknown	2 EST. AMOL
INSURANCE COMPANY (DRIVER) DIRECT INSURANCE	INSURANCE POLI FLAD 164306596	CY NUMBER	Towed due to Damage: 1 No 2 Yes	1	VEHICLE REMOVED E	Y 1. Ro 2. Ov 3. Dri 4. Ot	tation vner Request ver her, Explain in Narrative
NAME OF VEHICLE OWNER (CHECK IF BUSINESS) SUSAN CAROLYNE MARLOWE	CURRENT 616 ROBIN	ADDRESS ROAD			CITY & STATE MONTICELLO		ZIP 32344
Trailer LICENSE NUMBER STATE REGISTRA	TION EXPIRES	Check if Permanent Registration	VIN		YEAR	MAKE	LENGTH AX
Trailer LICENSE NUMBER STATE REGISTRA	TION EXPIRES	Check if Permanent Registration	VIN		YEAR	MAKE	LENGTH AX
VEHICLE N S E W Off-Road TRAVELING	Unknown ON STRE	EET, ROAD, HIGHWAY			AT EST. SPI 35	ED POSTED : 35	SPEED TOTAL LA 2
HAZ, MAT, RELEASED HAZ, MAT, PLACARD 1 No 1 No 2 Yes 2 Yes 88 Unknown 88 Unknown	NUMBER US DOT NUMBER	CLASS	Area of Init 2 3 4 1 15 11	5 6 7 5 17 8	01 18 Undercan 19 Overth 20 Windsh 21 Trail	mage 18 01 mage 18 01 ield 20	Most Damaged A 2 3 4 5 6 1 (15 (16 1 14
MOTOR CARRIER ADDRESS	!	CITY	13 12	11 10 STA			13 12 11 10 HONE NUMBER
1 16 (Sport) Ublity Vehicle 17 Cargo Van (10,000 lb (4,536 kg) or less) 17 Cargo Van (10,000 lb (4,536 kg) or less) 1 Passenger Car 18 Motor Coach 2 Passenger Van 19 Other Light Trucks (10 4,536 kg) or less) 3 Pickup (4,536 kg) or less) 7 Motor Home 20 Medium/Heavy Trucks 8 Bus than 10,000 lbs (4,536 kg) 11 Motorcycle 21 Farm Labor Vehicle 12 Medium/Heavy Trucks in Nor	s 1 1 1 Wo-Y 2 Two-Y Continue 3 Two-Y (painted 4 Two-Y Median)) 5 One-V 88 Unky	Yay, Not Divided, with a Vay, Not Divided, with a ous Left Turn Lane Vay, Divided, Unprotect >4 feel) Median Vay, Divided, Positive Barrier Vay Trafficway	ed	for Hazardo 2 Single-Uni more than 1 3 Single-Uni 4 Truck Pull 5 Truck Trac 6 Truck Trac 7 Truck Trac	us Materials It Truck (2-axle and GW 0,000 lbs (4,536 kg)) It Truck (3 or more axles, ing Trailer(s) xlor (bobtail) xlor/Semi-Trailer xlor/Double Truck	9 Truck n R kg), Canr 10 Bus/L occupant 11 Bus (s occupant 77 Other, 88 Unkno	nore than 10,000 lbs (4,5 not Classify arge van (seats for 9-15 s, including driver) easts for more than 15 s, including driver) Explain in Narrative wm
Comm/Non-Commercial Interstate Carrier Interstate Carrier Interstate Carrier Not in Commerce/Government Not in Commerce/Other Truck Most Harmful Event Non-Collision I Overtum/Rollover Differstate	Comm	R1 TRAILER 2 2 Ts 1 1 4 St 1 5 Bc 6 Ut 7 Ho 9 CWR 4	Indem Semi Trailer Ink Trailer Ink Trailer Italier Italier Italier Unse Trailer 1 10,000 lbs (4,5 2 10,001-26,000 3 More than 26,0	9 Towed Ve 10 Auto Tra 77 Other, Ex Narrative 88 Unknowr 36 kg) or less los (4,536-11, 00 los (11,793	hide nsport plain in 1 1 No Cargo 2 Bus 793kg)	argo Body Type 3 Van/Enclosed 4 Hopper 5 Pole-Trailer 6 Cargo Tank 7 Flatbed 8 Dump 9 Concrete Mixe 10 Auto Transpo	 13 Intermodal Box Container Chas 14 Vehicle Towi Another Vehicle 15 Not Applicab (vehicle 10,000) (4,536 kg) or let r displaying HM p r 7 Other, Expla
2 Fifel: cplosion 3 Immersion 4 Jackknife 5 Cargo/Equipment Loss of 6 Felt/Jumped From Motor 7 Thrown or Falling Object 8 Ran Into Water/Canal 9 Other Non-Collision 1st 14 3rd 4th 3rd 4th 42 Ran Off Roadway, Right 43 Roa Off Roadway, Left	Collision r Shift 10 Pe Vehicle 11 Pe 12 Ra 13 An 14 Mc 15 Pa 15 Pa 16 Wc Equip 17 Str Anyth t Vehicl 18 Off	n with Non-Fixed Obje destrian dalcycle illway Vehicle (train, engimal otor Vehicle in Transpor rked Motor Vehicle ork Zone/Maintenance ment uck By Falling, Shifting ing Set in Motion by Mo le ner Non-Fixed Object	4 Not AppScable ct gine) t Cargo or tor	Collision I 19 Impact Att 20 Bridge Ovi 21 Bridge Pie 22 Bridge Rai 23 Culvert 24 Curb 25 Ditch 26 Embankm 27 Guardrai I 28 Guardrai I	Fixed Object enuator/Crash Cushion erhead Structure r or Support 1 ent acce End	11 Garbage/Refi 12 Log 29 Cable Barrier 30 Concrete Traffi 31 Other Traffic Bi 32 Tree (standing) 33 Utility Pole/Ligt 34 Traffic Sign Su 35 Traffic Sign Su 35 Traffic Sign Su 36 Other Post, Pol 37 Fence 38 Mailbox 39 Other Fixed Other Buildion tunnel et	Arrative 88 Unknown c Barrier at Support pport le, or Support ject (wall, (c)
Roadway Grade 44 Cross Median 1 Level 45 Cross Centerline 2 Hillcrest 46 Downhill Runaway 3 Uphill 4 Downhill 4 Downhill 1 Straight 5 Sag (bottom) 1 Straight 2 Curve Left 3 Curve Left	Vehic 1 Straigh 3 Turning 4 Backin 5 Turning 6 Changi 8 Parked 10 Makin 11 Overt 9 Ambulance	te Maneuver Action t Anead 13 Stopp g Left 14 Slowi g g Left 15 Nego g Right 16 Leavi ing Lanes 17 Enter g U-Turn 88 Unkn aking/Passing 14 Intercity	n ped in Traffic ng tiating a Curve ng Traffic Lane ing Traffic Lane ing Traffic Lane ing Traffic Lane ng Traffic Lane and Narrath own	re Traffic 1 No Cc 4 Schoo Device 5 Traffic Signal 6 Stop 5	Control Device For This Veh 8 Flashing 9 Railway 9 Railway 0 Person 10 Person 10 Person Flagman, 6 Guard, etc 77 Other, I Narative	icle Signal I Nom Crossing 2 Brak (including 3 Tires (including 4 Ligh) Officer, signal, .) 6 Stee xplain in 7 With	Vehicle Defect e 1 e 1 e 1 e 1 tes 13 Wheels s 14 Window ts (head, Windshiel taïl) 15 Mirrors ning 16 Truck (ers Traiter Hit
1 of Motor Vehicle 2 Farm Vehicle 3 Police 7 Taxi 8 Military	10 Fire Truck 11 Farm Lebor Trai 12 School Bus 13 Transit/Commut	15 Charter/ nsport 16 Shuttle & 17 Farm La er Bus 88 Unknow	Tour Bus Bus bor Bus n	7 Yield	Sign 88 Unknow	vn 9 Exha 10 Boo 11 Pov 12 Sus	aust System Safety Ch dy, Doors in wer Train Narrative spension 88 Unknow
PERSON# NAME OF VIOLATOR 1 PARRIS KEAVIN CRAWFORD	J 316.192	FL STATUTE NUMBEI 25(1)	R Careli	ESS DRIVING	CHARGE		CITATION NUMB
PERSON # NAME OF VIOLATOR 1 PARRIS KEAVIN CRAWFORD	J 322.34(FL STATUTE NUMBER	OPERA	TING WHILE I	CHARGE	ELED/REVOKED	CITATION NUMB
PERSON # NAME OF VIOLATOR		HL STATUTE NUMBER			CHARGE		

HSMV 90010 S

Page _____ of _____

PERSON # 1	Reporting Agency Case N 0012023284	imper	HSMV Cra 835901	ISMV Crash Report Number 83590148					
1 Driver 2 Non-Motorist 3 Passenger 1 VEHICLE # NAME PARRIS	KEAVIN CRAWF	DRD		PHONE (850) 59	NUMBER 0-5739		Check if Recommend Driver Re-exam		
CURRENT ADDRESS (Number and Street) 1632 Highl AND STREET 2	TALLAUASSEE		CITY & ST	ATE		ZIP CODE			
DATE OF BIRTH SEX:	ENUMBER	STATE	F		EVERITY (IN	32304			
6/25/1992 1 Male M 6/25/1992 88 Unknown C6166719222	50 (ID CARD)	FL	6/25/2018	1 None 2 Possible 3 Non-Inc	apacitating	5 Fatal (with 6 Non-Traffi	ting in 30 days) 1 c Fatality		
DL Type Required Endorsements	DRIVER 1st Driv	vers Actions	t Time of Crash		3rd	Condition At			
7 4 D/Chainffeur 5 E/Operator 6 E/Oper-Rest 7 None 2 1 Yes 2 No 3 No Req. Endorsement	2 Operated MV in Ca Negligent Manner 3 Failed to Yield Righ 4 Improper Backing	2 2 Operated MV in Carelss or 27 Disregarded other Traffic Sign 3 Failed to Yield Right-of-Way 28 Disregarded Other Road 4 Improper Backing Markfords							
Driver Distracted By 4 Other Inside the Vehicle (explain in narrative)	6 Improper Turn	shy	29 Over-Correcting Steering	/Over		6 Seizure, 1 7 Physicall	Epilespsy, Blackout / Impaired		
1 1 Not Distracted 5 External Distraction (outside the vehicle, explain pevices (cell phone, etc. 3 Other Electronic Device (navigation device, DVD player) 5 External Distraction (outside the vehicle, explain in narrative) 0 3 Other Electronic Device (navigation device, DVD player) 6 Texting 7 Inattentive 88 Unknown DRIVER VISION OBSTRUCTIONS 1	11 Ran Red Light 12 Drove too Fast for 13 Ran Stop Sign 15 Improper Passing 17 Exceeded Posted 21 Wrong Side of Wrr 25 Failed to Keep in F	4110 11 Ran Red Light 30 Swerved or Avolded : Due 12 Drove too Fast for Conditions to Wind, Stippery Surface, MV, 13 Ran Stop Sign Object, Non-Motorist in 15 Improper Passing Roadway, etc. 17 Exceeded Posted Speed 31 Operated MV in Errabic, 21 Wrong Side of Wrong Way Reckless or Agreesive Manner 25 Failed to Keep in Proper Lane 77 Other Contributing Action							
1 2 Inclement Weather 3 Parked/Stopped Vehicle 5 Load on Vehicle 9 Smoother 7 StopsBilboards 72 All Other Even			DRIVE	R OR PASSE	NGER	L			
4 Trees/Crops/Bushes 8 Fog in Narrative	Helmet Us	e (HU)	Eye	Protection (EP) 3	Restraint Sys	tems		
Motor Vehicle Seating Position:	OTHER 2 Oth 1 3 No	rcyde Helmet er Helmet Helmet		Yes No Not Applicable	1 Not Ap 2 None U 3 Should	plicable (non-r Ised - Motor V er and Lap Be	notorist) ehicle Occupant It Used		
2 Mide 1 Front 2 Sleeper Section of Truck Cab 3 Right 2 Second 2 Sleeper Section of Truck Cab 3 Right 3 Other Enclosed Cargo Area 77 Other 3 Third 4 Unenclosed Cargo Area	Ejection (EJECT)	Air Bag De	ployed 5 E ot Applicable (kne ot Deployed 6 D	eployed-Other ee, air belt, etc.) eployed-	5 Lap Bel 6 Restrait 7 Child R	er Beit Only U It Only Used nt Used - Type estraint System	Unknown m - Forward Facing		
88 Unknown 88 Unknown 89 Unknown 88 Unknown 88 Unknown 88 Unknown 88 Unknown 88 Unknown 88 Unknown	1 3 Ejected, Partially 4 Not Applicable 88 Unknown	- 3 D 4 D	ployed-Front Con ployed-Side 7 De 88 I Unk	nbination eployed-Curtain Deployment nown	9 Booster 10 Child I 77 Other,	estraint Syster r Seat Restraint Type . Explain in Na	n - Rear Facing Unknown rrative		
Non-Motorist Description Non-Motorist L	NON-MOTORIS ocation At Time of Crash	8 Sidewalk		Action Pr	ior to Crash				
2 Other Pedestrian (wheelchari, person in a building, skater, pedestrian conveyance, etc. 3 Bicyclist 4 Other Cyclist 5 Occupant of Motor Vehicle Not In Transport (parked, etc.) 6 Occupant of a Non-Motor Vehicle Transportation Device 7 Unknowm Type of Non-Motorist 2 Intersection - Unin 3 Intersection - Oth 4 Midblock - Market 5 Travel Lane - Oth 6 Bicycle Lane 7 shoulder/Roadsid 1No Im 2 Dark	red Crosswaik erd Midblock - Marked Crosswaik d Crosswaik er Location e e etorist Actions/Circumstances proper Action Dash e to Yield Right-of-Way	10 Driveway A 11 Shared-Use 12 Non-Traffic 77 Other, Expl Narrative 88 Unknown	ang radio 2 Path or Trail way Area 2 ain in 3 R aa 4 R 00	Crossing Roadw Waiting to Cross Walking/Cycling oadway with Tra jjacent to travel Walking/Cycling oadway Against adjacent to trav	o fay p Roadway 7 Along 8 ffic (in or 8 ffic (in or 9 ane) (i Along 1 Traffic (in 1 Traffic (in 7 el lane) 8	Waking/Cyai In Roadway - Jaying, etc.) Adjacent to R houlder, media Going to or fr Working in Tr ncident respor None 7 Other, Expla 8 Unknown	ng on sloewaik - Other (working, aodway (e.g., an) om School (K-12) afficway ise) in in Narrative		
None Safety Equiphent 5 Lighting 4 Faiur 2 Heimet 6 Not Applicable 5 In Ro 3 Protective Pads Used 77 Other, Explain 5 In Ro 4 Reflective Clothing (jacket, backpack, etc.) in Narrative 80 Unknown	e to Obey Traffic Signs , or Officer adway Improperty (standing, orking, playing) łed Vehicle Related (working hing, leaving/approaching)	7 Entering/Exiti Vehicle 8 Inattentive (ta 9 Not Visible (d lighting, etc.)	ng Parked/Standin Iking, eating, etc) ark clothing, no	g 10 Improper 11 Improper 12 Wrong-W 77 Other, Ex 88 Unknown	Tum/Merge Passing /ay Riding or \ plain in Narra I	Walking live			
SUSPECTED ALCOHOL TESTED ALCOHOL TEST TYPE		AC SUSPEC	TED DRUG	TESTED:	DRUG TE	ST TYPE: DR	UG TEST RESULT:		
1 No 1 2 Test Refused 3 Urine 2 Yes 3 Test Given 7 Other, Explain 88 Unknown 88 Unknown, if Tested n Narrative	1 PENDING 2 COMPLETED 38 UNKNOWN	1 No 2 Yes 88 Unkno	ATT 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Refused Given known, if Tested	3 Urine 77 Other, Explain in	Narrative 88	Vegative Vending Unknown		
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME OF 1 Not Transported 2 EMS 3 Law Enforcement 17 Other, Explain in Narrative 88 Unknown	RID EMS RU	N NUMBER		MED	ICAL FACILIT	Y TRANSPOR	RTED TO		
PERSON # VEHICLE # NAME	ADDITIONAL PASSEN DATE OF BIRTH	GERS I INJ SE	X LOC: S R		EJECT HI	U EP	ABD RS		
CURRENT ADDRESS (Number and Street)	СІТҮ		ST/	NTE .	·	ZIP CODE			
SOURCE OF TRANSPORT TO MEDICAL FACILITY	E OR ID	EMS RUN	NUMBER	MEC	DICAL FACILI	TY TRANSPO	RTED TO		
PERSON # VEHICLE # NAME	DATE OF BIRTH	INJ SE	K LOC: S R		EJECT HI	U EP	ABD RS		
CURRENT ADDRESS (Number and Street)	CITY	•	STA	ιτε		ZIP CODE	•		
SOURCE OF TRANSPORT TO MEDICAL FACILITY INst Transported 2 EVS 3 Law Enforcement 77 Oner, Explain in National St Universe	EORID	EMS RUN	INUMBER	MEC	DICAL FACILI	TY TRANSPO	RTED TO		
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PERSON #	Reporting	Agency Case Nu	mber		HS	MV Crasi	h Report Nu	mber			
1 Driver 2 Non-Molonist 3 Passenger						PHONE	NUMBER		Check if Recomme Driver Re-	nd 🗌	
CURRENT ADDRESS (Number and Street)				STATE ZIP CODE							
DATE OF BIRTH SEX: 1 Male 2 Female 88 Unknown	JMBER		STATE	EXPIRES	IN 1 2 3	IJURY SE None Possible Non-Inca	VERITY (IN	IJ) 4 Incapac 5 Fatal (w 6 Non-Tra	itating ithin 30 days) ffic Fatality		
DL Type Required Endorsements 1 A 2 B 3 C 1 Yes 4 D/Chauffeur 1 Yes 5 E/Operator 2 No 6 E/OperRest 3 No Req. Endorsement 7 None 2 No Driver Distracted By 4 Other Inside the Vehicle (explain in narrative) 2 Electronic Communication (outside the vehicle, explain n narrative) 3 Other Electronic Communication in narrative) 3 Other Electronic Device 6 Extemat Distraction 9 Other Electronic Device 6 Texting (navigation device, DVD player) 7 Inattentive 88 Unknown 28 Unknown DRIVER VISION OBSTRUCTIONS 5 Lead on Vehicle 9 Smoke	1st 1 No 2 Op Negli 3 Fai 4 Img 6 Img 2nd 10 Fo 13 Ri 12 Di 13 Ri 15 In 17 Ei 21 W 25 Fa	DRIVER Driv Contribution Acti erated MV in Car gent Manner ded to Yield Right oroper Backing oroper Turm Slowed too Close an Red Light rove too Fast for an Stop Sign proper Passing cceeded Posted 4 frong Side of Wro ailed to Keep in P	ers Actions a on elss or -of-Way ly Conditions Speed ng Way roper Lane	At Time of Cra 26 Ran off Ro 27 Disregarde Sign 28 Disregarde Markings 29 Over-Corre Steering 30 Swerved on to Wind, Slipp Object, Non-M Roadway, etc. 31 Operated A Reckless or A 77 Other Cont	ish adway id other Traff d Other Roa ecting/Over r Avoided : E ery Surface, totorist in AV in Erratic, greessive Mu inbuting Actio	ic d We MV anner on	Condition At Time of Crash 1 Apparently Normal 3 Asleep or Fabuged 5 III (sick) or Fainted 6 Seizure, Epilespsy, Blackout 7 Physically Impaired 8 Emotional (depression, angry, disturbed, etc.) 9 Under the Influence of Medications/Drugs/Alcohol 77 Other, Explain in Narrative 88 Unknown				
2 Inclement Weather 6 Building/Fixed Object 10 Glare 3 Parked/Stopped Vehicle 7 Signs/Sillboards 77 All Other, Explain 4 Trees/Crops/Bushes 8 Fog	L	Heimet Us	• (HU)		RIVER OR	PASSE		Restraint S	ystems		
DRIVER OR PASSENGER Motor Vehicle Seating Position:	DTHER	1 DO Motor 2 Oth 3 No	F-Compliant cycle Helmet er Helmet Helmet Air Bag De	aployed	1 Yes 2 No 3 Not Ap	plicable	1 Not Ay 2 None 3 Should 4 Should 5 Lap B	(RS) oplicable (no Used - Motor der and Lap der Belt Only elt Only Used	n-motorist) Vehicle Occ Belt Used Used	upant	
3 Right 2 Second 3 Other Enclosed Cargo Area 77 Other 3 Third 4 Unenclosed Cargo Area (explain a fourth narrative) 77 Other Row 5 Trailing Unit 88 Unknown 88 Unknown 6 Riding on Motor Vehicle Exterior (non-trailing unit)	Ejection (EJECT) 1 Not Ejected 2 Ejected, Totally 3 Ejected, Partially 4 Not Applicable 88 Unknown NON-MOTORIST						6 Restra 7 Child I 8 Child I 9 Boost 10 Child 77 Othe	aint Used - Ty Restraint Sys Restraint Sys er Seat I Restraint Ty r, Explain in I	/pe Unknown item - Forwar item - Rear F pe Unknown Narrative	d Facing acing	
Non-Motorist Description Non-Motorist Local 1 Pedestrian 1 Intersection - Marked 2 Other Pedestrian (wheelchari, person in a building, skater, pedestrian conveyance, etc. 3 Bicyclist 1 Intersection - Marked 3 Bicyclist 1 Intersection - Wheelchari, person in a building, skater, pedestrian conveyance, etc. 1 Intersection - Wharked Cr. 4 Other Cyclist 5 Occupant of Motor Vehicle Not in Transport (parked, etc.) 6 Bicycle Lane 7 shoulder/Roadside 5 Travel Lane - Other Ling 6 Docupant of a Non-Motor Vehicle Transportation Device 1 Intersection - Wharked Cr. 5 Occupant of a Non-Motor Vehicle Transportation Device Non-Motor St 5 Travel Lane - Other Ling 7 Unknown Type of Non-Motorist	tion At Time Crosswalk ed Crosswalk Midblock - Ma osswalk ocation rist Actions// per Action h Viet/ Richt-	of Crash c arked Crosswalk Circumstances	8 Sidewalk 9 Median/Cro 10 Driveway / 11 Shared-US 12 Non-Traffic 77 Other, Exp Narrative 88 Unknown	ssing Island ccess e Path or Trail way Area lain in	1 Crossin 2 Walking 3 Walking Roadway adjacent 4 Walking Roadway or adjace	Action Pri ag Roadw to Cross g/Cycling r with Trail to travel is g/Cycling r Against r Against int to trave	or to Crash ay Roadway Along fic (in or ane) Along Traffic (in el lane)	5 Walking/C 6 In Roadwa playing, etc.) 7 Adjacent to shoulder, mo 8 Going to o 9 Working in (incident res 10 None 77 Other, Ex 88 Unknown	ycEng on Side y – Other (wo b Raodway (e dian) r from School Trafficway ponse) plain in Narra	ewalk orking, .g., (K-12) stive	
1 None Safety Equipment 5 Lighting 4 Faiture to 2 Helmet 6 Not Applicable 5 Signals, or 3 Protective Pads Used 77 Other, Exptain 1 (elbows, knees, shins, etc.) in Narrative 5 In Roadw 4 Reflective Clothing (Jacket, backback, etc.) 88 Unknown 6 Disabled	Obey Traffic Officer ray Impropert ing, playing) Vehicle Rela g, leaving/app ALC	: Signs y (standing, ted (working proaching) OHOL/DRUG/I	7 Entering/Exit Vehicle 8 Inattentive (t 9 Not Visible (Iighting, etc.) E MS	ting Parked/Sta alking, eating, dark clothing, r	anding 10 11 etc) 12 no 77 88	Improper Improper Wrong-W Other, Ex Unknown	Turn/Merge Passing /ay Riding or /plain in Nan	r Walking rative			
SUSPECTED ALCOHOL TESTED: ALCOHOL TEST TYPE: ALCOHOL USE: 1 Test Not Given 1 Blood 2 Breath 1 No 2 Test Refused 3 Unine 2 Yes 3 Test Given 70 Other, Explain 88 Unknown 88 Unknown, if Tested no Narrative	ALCOHOL TEST RESU 1 PENDING 2 COMPLET 38 UNKNOV		AC SUSPEC DRUG L 1 No 2 Yes 38 Unkn N NUMBER	own	DRUG TEST I Test Not Gi 2 Test Refus 3 Test Given 38 Unknown,	ED: iven ed if Tesled MED	DRUG T 1 Blood 3 Urine 77 Other Explain i	EST TYPE: ,	PRUG TEST 1 Positive 2 Negative 3 Pending 88 Unknown PORTED TO	RESULT:	
1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown				·							
PERSON # VEHICLE # WAME	ADDIT	DATE OF BIRTI	GERS H INJ S	EX LOC: S	R	0	EJECT	HU EI	ABD	RS	
CURRENT ADDRESS (Number and Street)	CITY				STATE			ZIP CODE		<u> </u>	
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME (DR ID		EMS RU	IN NUMBER	<u>I</u>	ME	DICAL FACI	LITY TRANS	PORTED TO)	
PERSON # VEHICLE # NAME		DATE OF BIRTI	H INJ S	EX LOC: S	R	•	EJECT	HU EF	P ABD	RS	
CURRENT ADDRESS (Number and Street)	CITY	L	1 1		STATE	j		ZIP CODE		<u> </u>	
SOURCE OF TRANSPORT TO MEDICAL FACILITY EMS AGENCY NAME O	DR ID		EMS RU	IN NUMBER	1	MEU	DICAL FACI	LITY TRANS	PORTED TO)	
1 hist Transported 2 EVIS 3 Law Enforcement 77 Other, Erplain in Narrative 85 Unknown											

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NARRATIVE			Reporting A	gency Case N 284	lumber			HS 8	MV Crash Repo 3590148	rt Number			
A traffic crash occurre	ed On W. Tharpe Street,	approximately 200 feet	west of N.	Monroe St	reet. Thi	s crash c	consiste	d of two	vehicles, veh	icie #1(v	1) and	vehicle	#2(v-2).
Both v-1 driver and v- stop and crashed into	2 driver were traveling e the rear of v-2.	eastbound on W. Tharpe	Street, wil	thin the out	side lane	of traffic	. V-2 di	iver cam	e to a stop w	ithin traff	ic. V-1	driver fa	iled to
V-1 driver reported th	at v-1 was experiencing	a vehicle malfunction is	sue, resulti	ing in him r	iot propei	rly stoppi	ng the v	vehicle.					
No injuries were report	rted.												
Additional Note: V-1 returned with her.	driver initially left the sce	ene on foot, then returne	d moment	s later. He	reported	y walked	to whe	re his frie	nd / vehicle	owner wa	is locate	ed at, ar	ıd
V-1 driver reported the	at his license is suspend	led, providing knowledge	e of the su	spension, I	le presei	nted a Fl	orida ID	Card on	ly.				
PERSON # VEHICLE # NAM	le la la la la la la la la la la la la la			NAL PASSEN	GERS H INJ	ISEX II	.OC: S	R) EJECT	Тно	EP	ABD	RS
CUPPENT ADDRESS (Num	hor and Street)												
CONNENT ADDRESS (NSIA	ber and Sueery		CIT				s	TATE		ZIP C	ODE		
SOURCE OF TRANSPORT T 1 Not Transported 2 EMS 3 Law Enforceme Namathie 68 Unknown	O MEDICAL FACILITY	EMS AGENCY NAME OR	1D		EMS	RUN NUM	BER		MEDICAL F		ANSPOR	TED TO	
PERSON # VEHICLE # NAM	E		D	ATE OF BIRT	H INJ	SEX L	.OC: S	RC	EJECT	HU	EP	ABD	RS
CURRENT ADDRESS (Num	ber and Street)		CITY				s	TATE		ZIP C	ODE		
SOURCE OF TRANSPORT T	O MEDICAL FACILITY	IEMS AGENCY NAME OR	ID.		ENC	DUM NUM	950		NEDIOAL E		AMEDOD	100 10	
1 Not Transported 2 EMS 3 Law Enforceme Narative 85 Unknown	ni 77 Other, Eiplein in				CM3	KUN NUM	OEK		MEDICAL F		ANSPUR	15010	
DDITIONAL VIOLATION	IS VIOLATOR	FLSTA		R			CHA	RGE		ni egatu teratu	ептатие	J NI IMPE	8 - 19 - 1 8
	MOLATOR	EI-CTAT		9			013.0						
		A COM					UNA	wе			CHANO	NUMBE	
REPORTING OFFICER	RANK	OFFICER NAME				I DEP	ARTMEN	T			TYPEO	FDEPT	
793	OFC.	LEE				TA	LLAHA	SSEE			POLICE (PD)	DEPART	MENT
										· · ·	-		

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HSMV 90010 S



REPORTING AGENCY CASE NUMBER 0012023284

HSMV CRASH REPORT NUMBER 83590148

Not To Scale





VEHICLE # 2 Check if C	Commercial	Reporting Agency Case 0012023284	Number	HSMV Cra 835901	sh Report Number 48	
1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle	MBER STATE	REGISTRATION EXPIR	ES Check if Permi	anent VIN		
Hit and Run Hit and Run 2 Yes 88 Unknown 1 2011 DODGE	MODEL	STYLE 4 DOOR TRUCK/P	COLOR ICK-UP	BLK 2 Functional	4 Minor 2 88 Unknown	EST. AMOUNT \$100.00
INSURANCE COMPANY (DRIVER) USAA INSURANCE	INSURANCE POLICY NU 00286 33 50C	MBER Towe to D 1 No	ed due amage: 1 2 Yes	VEHICLE REMOVED BY	1. Rotation 2. Owner Re 3. Driver 4. Other Sur	quest 3
NAME OF VEHICLE OWNER (CHECK IF BUSINESS)	CURRENT ADDR	ESS TY ROAD 379-A		CITY & STATE BRISTOL	FL	
Trailer LICENSE NUMBER STATE REGISTRATIC	N EXPIRES Chec Regi	ck if Permanent VIN		YEAR	MAKE LEN	IGTH AXLES
Trailer LICENSE NUMBER STATE REGISTRATIC	N EXPIRES Chec Régi	ck if Permanent VN		YEAR I	MAKE LEN	GTH AXLES
VEHICLE N S E W Off-Road Unit	ON STREET, R	OAD, HIGHWAY STREET		AT EST. SPEED 35	POSTED SPEED 35	TOTAL LANES 2
HAZ MAT, RELEASED HAZ, MAT, PLACARD 1 No 2 Yes 88 Unknown 88 Unknown	NUMBER CLA	ss Ar	rea of Initial Impact	08 18 Undercarriage		fost Damaged Area
MOTOR CARRIER NAME	US DOT NUMBER	1	(15 ((16 17 8 13 12 11 10 9	20 Windshield 21 Trailer		15 16 17 8 13 12 11 10 9
MOTOR CARRIER ADDRESS	CITY		ST	ATE ZIP CODE	PHONE 1	WMBER
19 16 Goord Utility Vehicle 17 Cargo Van (10,000 hos (4,536 kg) or less) 1 Passenger Car 18 Motor Coach 2 Passenger Van 19 Other Light Trucks (10,000 3 Pickup 7 Motor Home 20 Medium/Heavy Trucks (model (4,536 kg) or less) 7 Motor Home 20 Medium/Heavy Trucks (model (4,536 kg) or less) 11 Motorcycle 21 Farm Labor Vehicle 12 Moped 77 Other, Explain in Narrative 88 Unknown Comm/Non-Commercial 1 Interstate Carrier 2 Intrastate Carrier 2 Intrastate Carrier 3 Not in Commerce/Other Truck Most Harmful Event Non-Collision 14 5 Cargo/Equipment Loss or Shi 6 Fell/Jumped From Motor Vehi 7 Thrown or Falling Object 8 Ren into Water/Canal 9 Other Non-Collision 9 Other Non-Collision 14 2nd 14 40 equipment Falling Object 9 Other Non-Collision 14 14 41 14 14 14 14 14 14 14 14 14 14 14 14 14 14 15 2nd (40-46 Sequence of Events on 40 eq	In animal I Two-Way, No Continuous Left I Two-Way, No Continuous Left J Two-Way, No Continuous Left J Two-Way, Div J Two-Way, Div J Two-Way, Div J Two-Way, Div J Two-Way, Div Median Barrier 5 One-Way Tra B8 Unknown TRAILER 1 Tri Comm Comm GWWR/GCWR Collision with N 10 Pedestrian 11 Pedestrian 11 Pedestrian 11 Pedestrian 11 Pedestrian 11 Pedestrian 15 Parked Mo 15 Parked Mo 15 Parked Mo 15 Parked Mo 15 Parked Mo 16 Work Zone Equipment 17 Struck By I Anything Set i Vehicle 18 Other Non-	A bivided ti Divided, with a t Turn Lane vided, Unprotected ti Median vided, Positive fficway Trailer Type 1 Single Semi 2 Tandem Sem 2 Tandem Sem 3 Tank Trailer 4 Saddle Mour 5 Boat Trailer 6 Utity Trailer 7 House Trailer 6 Utity Trailer 7 House Trailer 6 Utity Trailer 1 10,000 2 10,001 3 More ti 4 Not Ap ton-Fixed Object a schicle (train, engine) icle in Transport tor Vehicle Falling, Shifting Cargo or in Motion by Motor Fixed Object	1 Vahide ti 1 Vahide ti 1 Vahide ti 1 Vahide ti 1 Vahide ti 2 Single-Un more than 1 3 Single-Un 4 Truck Pull 5 Truck Trat 6 Truck Trat 7 Truck Trat 7 Truck Trat 7 Truck Trat 7 Truck Trat 7 Truck Trat 7 Truck Trat 7 Truck Trat 7 Tother, Es Narrative 88 Unknowr 7 1 Valide ti 10 Auto Tran	All control in the control of the control in the control of the co	3 Tractor/Triple 9 Truck more than kg), Cannot Class 10 Busk.arge van occupants, includ 11 Bus (seats for occupants, includ 11 Bus (seats for occupants, includ 77 Other, Explain 88 Unknown D Body Type /an/Enclosed Box 10 pper Pole-Trailer 2 argo Tank Tatbed Concrete Mixer Auto Transport Garbage/Refuse 1 Concrete Mixer Auto Transport Taffic Barrier Stable Barrier Concrete Traffic Barrier Traffic Barrier Traffic Signal Support ther Post, Pole, or Sup ence laibox	n 10,000 lbs (4,538 ify (seats for 9-15 ing driver) more than 15 ing driver) in Narrative 13 Intermodal Container Chassis 14 Vehicle Towing Another Vehicle 15 Not Applicable (vehicle 10,000 lbs (4,538 kg) or less not displaying HM placard 77 Other, Explain in Narrative 38 Unknown Femergency Vehicle Use 1 1 No 2 Yes 88 Unknown
44 Cross Median 45 Cross Centerine 46 Cross Centerine 47 Cross Centerine 46 Cross Centerine 47 Cross Centerine 48 Cross Centerine 48 Cross Centerine 48 Cross Centerine 48 Cross Centerine 48 Cross Centerine 48 Cross Centerine 48 Cross Centerine 48 Cross Centerine 48 Cross Centerine 48 Cross Centerine 48 Cross Centerine 48 Cross Centerine 48 Cross Centerine 48 Cross Centerine 48 Cross Centerine 48 Centerine 48 Centerine	Vehicle Man 1 Straight Ahead 3 Turning Left 4 Backing 5 Turning Right 6 Changing Lane 8 Parked 10 Making U-Turn 11 Overtaking/Pa Ambulance 0 Fire Truck 1 Farm Labor Transport 2 School Bus 3 Transit/Commuter Bus	Heuver Action 13 Stopped in Traffic 14 Slowing 15 Negotiating a Cu 16 Leaving Traffic L 17 Entering Traffic L 77 Other, Explain in 88 Unknown 15 Charter/Four Bus 16 Shuttle Bus 17 Farm Labor Bus 88 Unknown	c Traffic C rrve 1 No Co. ane 4 School Device 5 Traffic Signal 6 Stop S 7 Yield S	Control Device For This Vehicle 8 Flashing Signa 9 Railway Crossi Jone Sign Izone Sign Control Guard, etc.) 77 Other, Explain Narrative 88 Unknown	y ng 1 None 2 Brakes 3 Tires 4 Ughts (head, signal, taī) 6 Steering 7 Wipers 9 Exhaust Syste 10 Body, Doors 11 Power Train 12 Suspension	hicle Defects 13 Wheels 14 Windows/ Windshield 15 Mirrors 16 Truck Coupting Trailer Hitch/ safety Chains // Culler, expranning Narrative 88 Unknown
PERSON # NAME OF VIOLATOR	FL STAT	TUTE NUMBER		CHARGE	CIT.	ATION NUMBER
PERSON # NAME OF VIOLATOR	FLSTAT	IUTE NUMBER		CHARGE	СП	ATION NUMBER

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PERSON # 2	<u></u>			Reportin 00120	ig Agency Case N 23284	umber			HSMV Cras 835901	h Report Ni 18	imper		
1 Driver 2 Non-Motorișt	VEHICLE# NAI	λe FNT		EDWARD	Anteria				PHONE	NUMBER		Check if Recomme	
CURRENT ADDRESS (Numb	er and Street)	-1.1993/2-1993		ST EDMARD	GRIFFIA		CITY &	STATE	(850) 544	-0160	ZIP CODE	Driver Re-	exam
15908 NW COUNTY ROAD 3	79-A			BRIST	DL ·			FL			32321		
DATE OF BIRTH	SEX: 1 Male		VERS LICENSE	E NUMBER		STATE	EXPIRES		INJURY SE 1 None	VERITY (IN	^(J) 4 Incapaci	tating	
1/13/1959	2 Female 88 Unknown	G6	150655901	30	Dolleo "	FL	1/13/20	018	2 Possible 3 Non-Inca	pacitating	5 Fatal (w 6 Non-Tra	thin 30 days) fric Fatality	
DL Type 1 A 2 B 3 C 4 D/Chauffeur 5 E/Operator 6 E/Oper-Rest 7 None Driver Distracted I 1 Not Distracted 2 Electomic Communication	2 1 Yes 2 No 3 No Req. E 3y 4 Oth (expla relation (outs)	indorsements indorsement er Inside the V lin in narrative ernal Distractio de the vehicle,	lehicle) m explain	1st 1 2 c 3 F 4 in 6 in 2 nd 11 12	DRIVER Dri Io Contribution Ac Deparated MV inc Ac Signent Manner ailed to Yield Rigt mproper Backing mproper Turn Followed too Clos Ran Red Light Drove too Fast for	vers Actions a tion relss or t-of-Way ety Conditions	At Time of Cra 26 Ran off Ro 27 Disregarde Sign 28 Disregarde Markings 29 Over-Corre Steering 30 Swerved o to Wiod, Sipp	ish adway id other Tr id Other R acting/Ove r Avolded : ery Surfac	raffic oad f : Due a MV	3rd	Con Time Cras 1 Appare 3 Asleep 5 III (sick) 6 Seizure 7 Physica 8 Emotion angry, dis	dition At of h nuty Normal or Fatuged or Fatuged or Fatuged Fatuged Fatuged Fatuged Ny Impaired al (depressic turbed, etc.)	1 Blackout
3 Other Electronic E (navigation device, f DRIVER VISION OBSTRU	levice in nar levice 6 Tex DVD player) 7 Inat 88 Un CTIONS	rative) ting tentive known		13 15 17 21 25	Ran Stop Sign Improper Passing Exceeded Posted Wrong Side of Wh Failed to Keep in t	Speed ong Way Proper Lane	Object, Non-W Roadway, etc. 31 Operated M Reckless or A 77 Other Cont	lotorist in AV in Erral greessive ributing Au	lic, Manner Sion		9 Under t Medicatio 77 Other, 88 Unkno	he Influence o ns/Drugs/Alco Explain in Na M1	of ohol arrative
1 2 Inclement Wea 3 Parked/Stoppe	ther 6 Building/F d Vehicle 7 Sions/Bill	'ehicle 9 ixed Object 1(wards 77	Smoke) Glare / All Other, Evel		٦		DF	RIVER O	R PASSE	IGER			
4 Trees/Crops/Bi Motor Vehicle Seating Po Seat Row	DRIVER OR PAS DRIVER OR PAS osition: LO Other LO 1Not Applicable	in SSENGER CATION: DC)	SEAT ROW		Helmet Us 1 DC Moto 2 Ott 3 No	e (HU) T-Compliant roycle Helmet er Helmet Helmet	3	Eye Prote 1 Yes 2 No 3 Not /	ection (EP) Applicable	3 1 Not Ap 2 None 1 3 Should	Restraint S) (RS) plicable (non Jsed - Motor ler and Lap B ler Belt Cohu	rsterns -motorist) Vehicle Occu ell Used	pant
2 Midde 3 Right 2 Second 77 Other 3 Third (explain in 4 Fourth narrative) 77 Other Row 88 Unknown 88 Unknown	2 Sleeper Sectio 3 Other Enclosed 4 Unenclosed Ca 5 Trailing Unit 6 Riding on Moto trailing unit) 88 Unknown	n of Truck C I Cargo Area argo Area r Vehicle Ex	ab a terior (non-	Ejection	(EJECT) 1 Not Ejected 2 Ejected, Totally 3 Ejected, Partially 4 Not Applicable 88 Unknown NON-MOTORIS	Air Bag De 1 No 2 No 3 De 4 De	ployed of Applicable of Deployed ployed-Front sployed-Side	5 Deploy (knes, air 6 Deploy Combinat 7 Deploy 88 Deploy Unknown	red-Other belt, etc.) red- tion ad-Curtain yment	5 Lap Be 6 Restra 7 Child F 8 Child F 9 Booste 10 Child 77 Other	It Only Used int Used - Typ Restraint Syst Restraint Syst r Seat Restraint Typ , Explain in N	boota em - Forward em - Rear Fa re Unknown arrative	Facing cing
A Off-Addon's Desc. Yedestrian Yedestrian 2 Other Pedestrian (whe bulding, skater, pedestr 3 Bicyclist 4 Other Cyclist 5 Occupant of Motor Vel Transport (parked, etc.) 6 Occupant of a Non-Mc Transportation Device 7 Unknown Type of Non	npuon Jelchań, person in a ian conveyance, etc. hicle Not in Hor Vehicle -Motońst	N 1 Inte 2 Inte 3 Inte 4 Mid 5 Tra 6 Bic 7 sho	on-Motorist Lo rrsection - Mark rrsection - Other block - Marked vel Lane - Other vde Lane - Other vde Lane - Other vde Lane - Other vde Lane - Non-Mo 1No Imp 2 Dart/D	cation At Tim ed Crosswalk arked Crosswa 4 Midblock - M Crosswalk r Location torist Actions. roper Action ash	e of Crash Ix larked Crosswalk /Circumstances	8 Sidewalk 9 Median/Cros 10 Driveway Ar 11 Shared-Use 12 Non-Traffic, 77 Other, Expla Narrative 88 Unknown	sing Island ccess Path or Trail way Area ain in	1 Cross 2 Waitir 3 Walki Roadwa adjacen 4 Walki Roadwa or adjac	Action Price sing Roadwa ng to Cross I ng/Cycling A ay with Traffi nt to travel I a ng/Cycling A ay Against Ti cent to travel	r to Crash g Roadway Jong & c (in or e long (long (long 1 raffic (in 7 Jane)	5 Walking/Cyd 5 In Roadway Yaying, etc.) 7 Adjacent to shoulder, merc 6 Going to or 9 Working in 1 incident resp 0 None 7 Other, Exp	≇ng on Sidev – Other (wor Raodway (e.ç lian) rafficway rafficway mse) ain in Narrati	valk king, j., K-12) və
1 None Safety Equipment 2 Helmet 3 Protective Pads Used (elbows, knees, shins, etc.) 4 Reflective Clothing (jacket, backpack, etc.)	5 Lighting 6 Not App[icable 77 Other, Explain in Narrative 88 Unknown	2nd	3 Failure 4 Failure Signals, 5 In Roa lying, wo 6 Disable on, push	to Yield Right- to Obey Traffi or Officer dway Improper rking, playing) of Vehicle Rela ing, leaving/ap ALC	of-Way c Signs ly (standing, ated (working proaching) OHOL/DRUG/8	7 Entering/Exiti Vehicle 8 Inattentive (tal 9 Not Visible (da lighting, etc.)	ng Parked/Sta King, eating, e ark clothing, n	nding 11 1 stc) 13 5 7 8	0 Improper 1 1 Improper F 2 Wrong-Wa 7 Other, Exp 8 Unknown	furr/Merge Passing y Riding or Iain in Narra	Walking		
SUSPECTED ALCOHOL USE: 1 No 2 Yes 88 Unknown SOURCE OF TRANSPORT TO I 1 Not Insported	COHOL TESTED: Test Not Given Test Refused Test Given Unknown, if Tested MEDICAL FACILITY	ALCOHOL 1 Blood 2 1 3 Urine 77 Other, E In Narrative EMS AGEN	TEST TYPE: Breath Explain NCY NAME OR	ALCOHOL TEST RESU 1 PENDING 2 COMPLE 38 UNKNOM	ILT:	AC SUSPECT DRUG US 1 No 2 Yes B8 Unknow NUMBER	ED DI E: 12 yn 88	RUG TESI Test Not C Test Refu: Test Giver 8 Unknowr	TED: Siven sed b, if Tested MEDIC	DRUG TE 1 Blood 3 Urine 77 Other, Explain In	ST TYPE: D 1 2 3 Narrative 8	RUG TEST R Positive Negative Pending 8 Unknown	
2 EMS 3 Law Enforcement 77 Other, Explain in Narrative	88 Unknown												
PERSON # VEHICLE # NAME				ADDIT	ONAL PASSENG	ERS INJ ISEX	LOC'S	R		ЕСТ ТН	J FP	ARD	RS
CURRENT ADDRESS (Number	and Street)			CITY			-	STATE		Т ⁻ Т	ZIP CODE	_ <u>.</u>	
SOURCE OF TRANSPORT TO A 1 Not Transported 2 EMS 3 Law Enforcement 77 Namethie 88 Unknown	EDICAL FACILITY	EMSA	GENCY NAME	OR ID		EMS RUN	NUMBER		MEDIC	CAL FACILI	TY TRANSPO	RTED TO	
PERSON # VEHICLE # NAME					DATE OF BIRTH	INJ SEX	LOC: S	R	O EJ	ECT H) EP	ABD	RS
CURRENT ADDRESS (Number	and Streel)			СПУ	L	<u>I. I</u>		STATE		 	ZIP CODE		
SOURCE OF TRANSPORT TO M 1 Not Transported 2 EVS 3 Law Enforcement 77 Narrabie 88 Unknown	EDICAL FACILITY	EMS A	GENCY NAME	OR ID		EMS RUN	NUMBER		MEDIC	AL FACILI	TY TRANSPO	RTED TO	
HSMV 90010 S									I				

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

(Electronic Version)

- 1 °

LONG FORM

Crash Date		Time of Cras	sh	Date of Re	port	Reporting Agenc	y Case Number		. [HSI	MV Crash Re	eport Number				
12/12/11	NTIFICAC	09:35 F	PM	12/13	/11	001103400	2								
CRASH IDE	City Code Count	ty of Crash		Plac	e or City of Crash				lwn	hin City Lim	Its Time Reported Time Dispatched				
13	50 Leo	n	-	Ta	llahassee				YE	S	09:41 PM 09:41 PM				
Time on Scene	Time Cleared S	cene Compl	eted Reason	(If Investigation	on NOT Complete)					Notified By				
09:41 PM	110:45 PM										2 LAW ENFORCEMEN				
Crash Occurre	d On Street, Roa	d, Highway	JE ONLT.				At Stre	et Address I	* 1 .35.	At Latitude	e And Longitude				
WEST Cou	nty Rd 15	8							× +		-				
At Feet	Or Miles	Direction	<u> </u>	From Interse	ction With Street,	Road, Highway					Or From Milepost #				
Road System k	dentifier		197	NORTH US	<u>S Hwy 27</u> ne of Shoulder			Tu	na of Intersection						
3 STATE				3	CURB			2	FOUR-WAY 1	NTERSE	CTION				
CRASH INFO	ORMATION	CHECK IF I	PICTURES	TAKEN)	Con Star Maria Sciences		2.00 - 15 - 50 - 90	1998) (MC) 19859 A		e and de					
Light Condition	ก TCUTEN	Weathe	er Condition		Roadway Surfa	ce Condition	School Bus R	elated		Mann	ier Of Collision PONITI TO DEAD				
	TOULPD		15AIX		I DRI		I NO			1 2	NOUT TO REAM				
First Harmful E	vent Type	Fir	st Harmful Ev	/ent		First Harmfu	I Event Locatio	n	Within Interchang	ge First Ha	rmful Event Relation To Junction				
2 COLLIS	ION WITH	14	4 MOTOR	VEHICLE	IN	1 ON RO	DADWAY		NO	3 INT	ERSECTION-RELATED				
NON-FIXE	D OBJECT	T] bed	RANSPOR	Contribu	ting Circumstance				Contributing Circur	actoncor: P/					
1 NONE	"comptonees. It			CONTRACT	ung cactanatance				contributing circui	1131611203.10	uau -				
Contributing Ci	ircumstances: Ei	nvironment		Con	ributing Circumst	lances: Environme	ent		Contributing Circur	nstances: Er	wironment				
Work Zone Rel	ated Crash In W	ork Zone		<u>I</u>	Type Of V	Nork Zone		Workers	In Work Zone [Law]	Enforcemen	t in Work Zone				
NO															
VEHICLE	Check if	Commerci	al 🔄 🔛	hishiis	aaca Numahan	State Ber Eve	lees ¹ Ber	man ant Ros	Элл						
1 1 VE	HICLE IN	TRANSPC	NO	venuc	J616PG	03-12	Ires Per	manent keg	IGKES16P23	621273	7				
Year Make 03 GMC	Model Suburba	n SUV 4	Color doc GRN	GREEN G	xtent Of Damage NONE	Est. Damage	0 NO	ie To Damag	^e Vehicle Removed	Вγ	Rotation				
Insurance Com	ipany (Driver)	l	1	k		1		Insurance Po	olicy Number						
Geico								4093383	919						
Name of Vehic	le Owner (Busin		U Modic	on of o	Current	Address		City 8	State		Zip Code				
Trailer Lice	nse Number	State	Reg. Expires	Perman	ent Reg. VIN					Year	Make Length Axles				
One:					..										
Trailer Lice	nse Number	State	Reg. Expires	Perman	ent Reg. VIN					Year	Make Length Axles				
Vehicle	Direction			On Sta	et Road Highwa					At Ect. Sno	seget letoT been? betrog bec				
Traveling	EAST	County	Rd 158	0.1.24	,						5 35 4				
CMV Configura	tlon		Car	go Body Type											
							Ar	ea of Initia	limpact		Most Damaged Area				
Comm GVWR/	GCWR		Trailer Tvo	e (Trailer One)	Trailer Type	(Trailer Two)	I :		a - 18 Ur	dercatriage					
				• • • • • • • • • • •		······				Overturn					
							(1#	i ((16 ·	17 8 20 V	Vindshield	20 (1) ((15 ((16 17 8				
Haz. Mat. Relea	ase Haz. Mat Pla	acard Ni	umber		Class		14 1	3 12 11	21	Trailer					
Motor Carrier N	Name			<i></i>	US DOT Numb	xer		· [· -] · · ·	[10] 3 —						
Motor Carrier A	Address				City & State				Zip Cod	e	Phone Number				
Comm/Non-Co	mmercial	Vehicle Body	v Type		Vehicle Defer	ts (one)	Vehicle	Defects Itw	o) E	marganorN	which Use Special Function of MV				
		16 (SPO VEHICLE	RT) UTI	LITY	1 NONE				ทั	0	1 NO SPECIAL FUNCTION				
Vehicle Maneu	ver Action Trai	ficway			Roadway Gra	de Roadway Al	goment Mos	t Harmful Ev	ent Most	Harmful De	tall				
1 STRAIG	HT 1	TWO-WAY	NOT D	IVIDED	4	1 STRAI	GHT MOT	FOR VEH	ICLE MOTO	OR VEHI	CLE IN TRANSPORT				
AHEAD	Douteo Cor Thir V	Johiela (Circt	11) 50010000	of Events	DOWNHILI			TRANSPO		150	urth 14) Convenies of Events				
5 TRAFFIC	CONTROL	14 TRA	MOTOR V	EHICLE 1	IN Second (zj sequence of L	renes.	111110 (3) 30	quence of Litents		and (4) sequence of crents				
en de la compañía	CEDISCO DE SOCIO			a an an an an an an an an an an an an an	ujena na slatici (201).	000000000000000000000000000000000000000				-04030-000					
VEHICLE	Check if (Commercia	al 🔍 💹	histic	neo Numbor	State Ron Evol	(e), B~-	manent Pcr	ับเพ	eneros en					
2 1 VE	HICLE IN	TRANSPO	nit and Kun NO	ven Lici	26335	07-13	NO	папент деg	1FAFP42X34	F169865	5				
Year Make 04 Ford	Model Mustang	Style Sedan	Color 2 c RED	RED 1	dent Of Damage DISABLING	Est. Damage 5	Towed Du 100 YES	e To Damag	e Vehicle Removed AAA	Ву	Rotation 3 DRIVER				
Insurance Comp	pany (Driver)	1		L				Insurance Po	blicy Number		I				
Allstate								2/10135	02 12/01						

Crash Date 12/12/11	19-672-98-28-29-28 con-a co 2010	Reporting Agency (0011034002	Case Number	 F	e o de la companya de la companya de la companya de la companya de la companya de la companya de la companya d	da soner dalarla lar	6-6 mC-24-CD-44-B-44	HSP	MV Crash Rep	ort Numl	ber	Vyn 71 2.002	ar ni se spin granar ar		t ett ver trävetallet. Hull t			
Name of Vehicle Owner (E	Business) 📋	1991 B. C. C. C. C. C. C. C. C. C. C. C. C. C.		Cur	rrent Addri	ess	nga ngana ngagan ja	yan, ali na ma	City 8	k State	73475-76476-764 1	den (240-1444) A	si escoratore	Zip Code	duk ku katikati	1797979799988 1797979799		
Brett Brooks Mu	lvey 351	2 Torringto	on Way '	rallaha	allahassee									32313	1 h	4		
One:	State	reg. expires	Permater	n neg.	Vill								ear	Make	Length	Axies		
Two:	State	Reg. Expires	Permanen	A INCE. VIIV								î	ear	Make	Length	Axles		
Vehicle Direction Traveling EAST	County	7 Rd 158	On Stree	reet, Koad, Highway								At Es	t. Speed 0	Posted Spee	d Total 35	Lanes 4		
CMV Configuration		Cargo	Body Type	e Area (rea of Initia	l Impact			Most Damaged Area					
Comm GVWR/GCWR		Trailer Type (T	railer One)	Trailer Type (Trailer Two) 2 3 4 5 6 7						18 Ui 19	ndercar Overtu	riage 🚯 Irn 19	2 3	4 5				
Haz, Mat. Release Haz, Ma	it Placard	Number		Class					5 ((16		20 \	Nindshi Traile	ield 20 r 21	1 15	16 17			
Motor Carrier Name		tama Mila Pilakada La La Pila III.		US DOT N	Number			14	13 12 11	10 9	·			14 13	12 11 1	0 9		
Motor Carrier Address			City & Sta	ite						Zip Cox	le		Phone I	lumber				
Comm/Non-Commercial	Vehicle B 1 PASS	ody Type SENGER CAR		Vehicle f 1 NONE	Defects (or	ne)		Vehicl	e Defects (tw	0)	E N	imergei IO	ncy Vehic	le Use Specia 1 N FUN	I Function D SPEC: CTION	of MV IAL		
Vehicle Maneuver Action 13 STOPPED IN TRAFFIC	Trafficway 1 TWO-WA	Y NOT DIV	IDED	Roadway 4 DOWNH	y Grade	Roadwa 1 STF	Alignme AIGHT	nt Mo MO IN	st Harmful E TOR VEH TRANSP	vent ICLE ORT	Most MOTO	Harmfu DR VI	J Detall CHICLE	E IN TRA	NSPORT			
Traffic Control Device For T 5 TRAFFIC CONTRO SIGNAL	his Vehicle Fi DL 1 T	st (1) Sequence of 4 MOTOR VEH RANSPORT	Events HICLE IN	N Sec	ond (2) Se	quence (of Events		Third (3) Se	quence o	f Events	-	Fourth	(4) Sequence	of Events			
PERSON Person # Description	Vehicle #	Name						l _{Da}	ste of Birth	Sex		Pho	ne Numb	er	Re-Exam			
1 DRIVER Addree	1 ;s	Dwayne T	Daniel	1S 03-31-1969 MALE City & State						E	(8)	13) 39	91~6782 Zip Cod	NO				
442 N Madison	St Quin	су	State		olice				Roa End		niu pr Cour			L'Logtion				
D542178691110				03	3/31/1	7 5 E	OPERA	TOI	3 NO RE	.Q. 1	NONE			4 NOT	APPLI	CABLE		
Restraint Systems 3 SHOULDER AND BELT USED	LAP 2 N	OT DEPLOYED) Heimet	t Use		Eye Prot	ection	1 1	ating Location LEFT	n Seat	Seating 1 FRC	Locatio NT	n Row S	eating Locatio	n Other			
Drivers Actions at Time of 0 10 FOLLOWED TOO	rash (First) CLOSELY			Drivers Act	tions at Tin	ne of Cra	ish (Secon	d)			Dri 1	ver Dist NOT	DISTI	/ RACTED				
Drivers Actions at Time of C	rash (Third)			Drivers Actions at Time of Crash (Fourth)						D/i 1	vers Co APPi	ndition al	t Time of Cras LY NORMA	h L				
Non-Motorist Description				Non-Moto	rist Action	Prior to	Crash				Non-Motorist Location at Time of Crash							
Non-Motorist Actions/Circu	mstances (Firs	t) Non-Mate	I prist Actions/	Circumstar	nces (Seco	nd) I	ion-Motor	ist Safe	ty Equipmen	t (one)	1	Non-M	otorist Sa	fety Equipme	nt (two)			
Suspected Alcoho! Use Alco NO	oho! Tested	lcohol Test Type	Alci	ohol Test R	esult BAC	;	Suspected NO	i Drug I	Use Drug Te	sted	Drug Te	st Type		Drug Test	Result			
Source of Transport to Med	ical Facility	EMS Agency Nam	ie or ID		,	EMS	Run Numt	er	Medi	cəl Facilit	y Transpor	ted To						
PERSON Person # Description 2 DRIVER	Vehicle #	Name Brett Bro	oks Mu	lvey				Da 01	te of Birth 7–28–198	Sex MALI	E	Pho (95	ne Numb 54) 65	er 58-4922	Re-Exam NO			
Addres 3512 Torringto	s n Way Ta	allahassee	e	**************************************		City &	State	•		•				Zip Code 323	13			
Driver License Number M410062852680			State	Exp 07	olres 1/28/13	DITY 35E	» /OPERA	тоі	Req. End. 3 NO RE	Q. 1	njury Seve NONE	rity		Ejection 1 NOT	EJECT	ED		
Restraint Systems 3 SHOULDER AND 1 BELT USED	AIr Ba AP 2 NO	g Deployed)T DEPLOYEE	Helmet	Use	E	Eye Prote	ection	Sea 1	ting Location LEFT	n Seat	Seating 1 FRC	location NT	n Row Se	, eating Locatio	n Other			
Drivers Actions at Time of C 1 NO CONTRIBUTIO	[Drivers Actions at Time of Crash (Second)					Dri 1	ver Dist NOT	racted By DISTF	ACTED								
Drivers Actions at Time of C	rash (Third)			Drivers Actions at Time of Crash (Fourth)					Dri 1	vers Col APPI	ndition at ARENTI	Time of Crash	າ L					
Non-Motorist Description			ľ	Von-Motor	ist Action I	Prior to	Crash				Noi	Non-Motorist Location at Time of Crash						

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н. 1997 - С. С. С. С. С. С. С. С. С. С. С. С. С.									
Crash Date 12/12/11	Reporting Agency Case Nun 0011034002	nber	HSMV	Crash Report Numb	er				
Non-Motorist Actions/Circumstances (Fi	rst) Non-Motorist Acti	ons/Circumstances (Secon	d) Non-Motorist Safety	Equipment (one)	Non-Motorist !	Safety Equipment (two)			
Suspected Alcohol Use Alcohol Tested NO	Alcohol Test Type	Alcohol Test Result BAC	Suspected Drug Us NO	Drug Tested	Drug Test Type	Drug Test Result			
Source of Transport to Medical Facility	EMS Agency Name or ID	<u>}</u>	EMS Run Number	Medical Facilit	γ Transported To				
VIOLATIONS				.					
Person # Name		H. Statute Number	Charge			Citation Number			
WITNESSES Name	Aðdress			City & State		Zip Cod			
NON VEHICLE PROPERTY DAM Vehicle # Person # Property Damage - Other	AGE er Than Vehicle Est. Amount (Owner's Name (Check if Busin	iess) 🗌	Address	City & S	state Zip Cod			
	2		_						
NARRATIVE	ľ,	Anders Angel Grand May Address Bards and Are An Address Bards Address Address Bards Angel							
Vehicle 1 (V1) was in the left turn lane, facing eastbound on W Tharpe St, stopping for the red									
traffic signal at N N	lonroe-St. Vehi	.cle 2 (V2) wa	s in the lane	of traffic	in front of	V1. V2			
stopped for the red t	craffic signal	and began to	move forward t	o make a 1	ight turn, b	ut at the			
last minute observed	the "No Turn C	n Red" at thi	s intersection	1. V2 stopp	bed prior to a	making the			
right turn. V1 began	to move forwar	d in the lane	as V2 proceed	led forward	l, but failed	to stop			
when V2 stopped. The	front bumper o	of V1 collided	with the rear	bumper of	V2.				
Driver 2 stated he st	copped prior to	entering the	intersection	and then f	elt a slight	bump on			
the rear bumper when	V1 hit his veh	icle.							
Driver 1 stated that	he believed D2	rolled backw	ards into his	vehicle af	ter stopping	. D1 did			
state that he never s	saw reverse lig	hts illuminat	e on V2. V2 ha	is a manual	. transmissio	n, however,			
this intersection has	s a slight down	hill grade. T	here were no i	ndependent.	; witnesses t	o the			
collision.									
There was no observab	ole damage to e	ither vehicle	. Initially D1	and D2 ac	reed that th	ere was no			
damage and deemed the	e collision as	unnecessary t	o report, but	when V2 be	gan to move	forward the			
transmission would no	ot engage in ge	ar. D2 called	for a tow tru	ick (AAA) b	ut still dec	ided that			
he did not want a rep	port at this ti	me, stating h	e was unsure i	t transmis	sion was dam	aged due to			
collision. D2 called	police the mor	ning after th	e collision ar	d requeste	d a traffic	crash			
report.			<u>.</u>						
Due to the delay in r	reporting, no t	raffic citati	on was issued	for this i	ncident.				
REPORTING OFFICER				122 QC 121403.45					
08290 Rank and Name	STY BROWN 342	•	De	allahassee	Police Depar	tment 2 POLICE F			
JOLITCEL MI	LOTI DIVORN 342		1.			Sumano E LODICE L			

Crash Date 12/12/11	Reporting Agency Case Number 0011034002	HSMV Crash Report Number
DIAGRAM		
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FLORIDA TRAFFIC CRASH REPORT

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

LONG FORM SHORT FORM UPDATE (Electronic Version)

Crash Date 12/10/11	Can and A Strengthering and a set	Time of Cra 06:07 1	sh PM	Date of Rep 12/10/	ort 11	Reporting Ager 00110337	n <mark>cy C</mark> ase Numb 26	5 L	9997 (1997 (1998 (1998 (1999 (1999 (1998 (1999 (1999 (1999 (1999 (1999 (1999 (1999 (1999 (1999 (1999 (1999 (19	HSMV C	rash Repo)4524	rt Numbe	£	
CRASH IDEN County Code CI	TIFIERS	y of Crash		Place	or City of Cra	sh				Within Ci	ity Limits	Time Rep	orted Time Dis	spatched
13	50 Leo	n I a la		Tal	lahasse	e				YES		06:09	PM 06:10	о рм
06:17 PM	07:21 PM	cene Compi 2 YE	eted Keason (if i S	nvestigation	NOI Compie	te)						No 2	tified By LAW ENFO	RCEMENT
ROADWAY	NFORMATI On Street, Roa	ON (CHOC d, Highway	DSE ÓNLY 1 O	F 4 ΟΡΤΙΟ)NS)		At St	reet Address #		At L	atitude	And	Longitude	
EAST Than	pe St	Direction	Letter Fro	mintersecti	ion With Stree	at Road Highway	19		+	-		-	- C	- 4
415	of macs	WEST	NO NO	RTH Mor	iroe St	er, 11000, inginioy							r From Willepo	St #
Road System Ide 5 LOCAL	entifier			Туре	of Shoulder			Түре	e of Intersection	00 1 N 7 5 5 5	, 	NT		
CRASH INFO	RMATION (CHECK IF	PICTURES TAI	(EN)				1 * Alexandria		INTERC	SECIIO	14	83.00.00	
Light Condition	CURED	Weathe	er Condition		Roadway Sur	face Condition	School Bus	Related	and and a factor of the second state of the second state of the		Manner	Of Collisio	n 	ta ine manina paring a
A DAUL-PI	GHIED	12 CI	0001		I DRI		INO				1 FRC	NT TO	REAR	
First Harmful Eve	ent Type	Fir	st Harmful Event		* > 7	First Harm	ful Event Locati	on	Within Interc	hange F	irst Harmf	ul Event R	elation To Jun	ction
NON-FIXED	OBJECT	1 T	4 MOTOR VE RANSPORT	HICLE .	L N	I ON F	CADWAY		NO	1	NON-JU	INCTION	•	
Contributing Circ 1 NONE	:umstances: Ro	bad		Contributir	ig Circumstan	ces: Road		C	Contributing Ci	ircumstan	ces: Road			
Contributing Circ	cumstances: En	vironment		Contrí	buting Circum	istances: Environn	nent	k	ontributing Cl	rcumstan	ces; Envir	onment		
Work Zone Relati	ed Crash In Wo	ork Zone		i	Туре О	f Work Zone		Workers In	Work Zone L	aw Enfor	cement in	Work Zor	ne	
VEHIÇLE	Check if	Commerci	al											
Vehicle Motor Ve 1 1 VEH	ehicle Type	TRANSPC	Hit and Run NO	Veh Licen	se Number AGRM8	State Reg. Ex	pires Pe	ermanent Reg. O	VIN 2MELM75W	VXSX68	8521	. 1999-999 and 50 and 50	 Control - Discontinue (Control - Discontinue) 	Quint (1927, 1977) (1977)
Year Make 95 Merc	Model G. Marqu	Style ui Sedan	Color 4 d BLK BI		ent Of Damag DISABLING	e Est. Damage	Towed I 500 YES	ue To Damage	Vehicle Remo Lake Jac	oved By			Rotation 2 OWNER R	EOUEST
Insurance Compa	any (Driver)		<u> </u>					Insurance Pol	Icy Number	1200				
Name of Vehicle	Owner (Busin	ess}			Currer	nt Address		City & S	State	1200		Zin (ode	
Nicholas H	Eugene No	orvell 1	1907 Raa A	ve Tall	ahassee							323	03	
One:	e Number	State	Reg. Expires	Permanen	t Reg. ViN	!					Year	Make	Length	Axles
Trailer Licens Two:	e Number	State	Reg. Expires	Permanen	t Reg. VIN	\$					Year	Make	Length	Axles
Vehicle Traveling	Direction EAST	Tharpe	St	On Street	t, Road, Highv	vay	· ·			AtE	st. Speed 30	Posted	Speed Tota 35	l Lanes 3
CMV Configuratio	on		Cargo B	ody Type									I	
							^		прасс –			MOST	Damaged Ar	ea
Comm GVWR/GC	WR		Trailer Type (Tr	aller One)	Trailer Typ	e (Tralier Two)	2	3 4 5 0	$\frac{6}{7}$ 18 19	Underca Overi	arriage 18 Iorn 19		3 4 5	6 7
Haz. Mat. Release	e Haz. Mat Pla	card Ni	l Imber		Class			5 16 17	8 20	Winds Trai	hield 20 Ier 21		5 ((16 1)	7 8
Motor Carrier Nar	me				US DOT Nun	nber	14	13 12 11 1	10 9			19	13 12 11	10 9
Motor Carrier Add	dress				City & State				Zip	Code		Pho	one Number	
Comm/Non-Comr	mercial	Vehicle Body 1 PASSEI	YTYPE NGER CAR		Vehicle Defi 1 NONE	ects (one)	Vehicle	e Defects (two)		Emerge NO	ency Vehic	cle Use S	pecial Function NO SPEC	of MV TAL
Vehicle Maneuver 1 STRAIGHT AHEAD	r Action Trafi	licway FWO–WAY FT TURN	NOT DIV.	CONT.	Roadway Gi 4 DOWNHTT	ade Roadway A 1 STRA	Nignment Mo IGHT 2 WT	st Harmful Ever COLLISION TH NON-FI	nt M N 14	ost Harm 4 MOTC RANSPO	ful Detali DR VEH	ICLE 1	N N	
Traffic Control Dev 1 NO CONTRO	vice For This V OLS	ehicle First 14 TRA	(1) Sequence of E MOTOR VEH NSPORT	vents ICLE IN	Second	l (2) Sequence of t	vents	Third (3) Sequ	uence of Event	ts	Fourth	n (4) Sequ	ence of Events	
VEHICLE Vehicle Motor Veh 2 1 VEH1	Check if C hicle Type ICLE IN 1	I OMMERCIA RANSPC	al and Run Fit and Run FO	Veh Licens	l Se Number F848NL	State Reg. Exp	ires Pe N	i rmanent Reg.)	VIN 5¥2SL638	15247	4756			
		1					-							
Year Make 05 Pont	Model Vibe	Style Static	Color	ACK 4 M	nt Of Damage IINOR	e Est. Damage	Towed D 750 NO	ue To Damage I	Vehicle Remov Driver	ved By		1	Rotation	

Crash Date 12/10/11	orana katalan ye.	Reporting A	igency Case I 3726	Number	an an an an an an an an an an an an an a	uur, opgange palaasteen	999 Y. S. S. S. S. S. S. S. S. S. S. S. S. S.	HS 7	iMV Crash Report 1904524	t Numbe	······			nen al de la ryaque de ala	ayan ayaan a
Name of Vehicle Owner (Bu	siness) 🗌	edaesaeen een aaren	anan (nafara) salat di	000000000000000	Current Ad	dress	63605066600m	werdung	City & S	tate			Zip Code	understructure was	eneres site se
Matthew Arthur K Trailer License Number One:	State	Reg. Exp	stwood I Ires Pe	Dr Talla armanent Reg	hassee . VIN							Year	32304 Make	Length	Axles
Trailer Lícense Number Two:	State	Reg. Exp	Ires Pe	rmanent Reg	. Vin							Year	Make	Lergth	Axles
Vehicle Direction Traveling EAST	Tharp	be St	0	On Street, Roa	d, Highway						1	I At Est. Speed (d Posted Spee	d Total 35	Lanes 3
CMV Configuration			Cargo Body	түре					Area of Initial Ir	npact	. <u> </u>		Most Dam	aged Are	20
Comm GVWR/GCWR		Trailer	Type (Trailer	(One) Tr	ailer Tyne (Tr	aller Two	,		ملياتاه		10 1100		• •	. 1 . 1/	
······,····		i anei	rype (trailer		and the fit			$\frac{2}{\sqrt{2}}$	<u>3 4 5 6</u>		18 Unde 19 Ov	renturn 1		4 5 (<u>ย</u> (ว)
Haz. Mat. Release Haz. Mat I	lacard	Number			Class			14	13 12 11 1		20 Wir 21 T	railer		12 11 1	ത്ത
Motor Carrier Name		I		USI	XOT Number			1		-1 -					919
Motor Carrier Address				City	& State						Zip Code		Phone N	lumber	
Comm/Non-Commercial	Vehicle 1 PAS	Body Type SENGER	CAR	Veh 1 N	kle Defects (IONE	one}		Vehic	le Defects (two)		Eme NO	ergency Veł	icle Use Specia 1 NC FUNC	Function SPEC	of MV TAL
Vehicle Maneuver Action Tr 13 STOPPED IN 2 TRAFFIC L	afficway TWO-W EFT TU	AY NOT I	DIV. CO	NT. 4 DO	dway Grade WNHILL	Roadw 1 ST	vay Alignmen RAIGHT	t M 2 W	ost Harmful Even COLLISION ITH NON-FI	t XED	Most Ha 14 MO TRANS	ımful Detai TOR VEI PORT	I HICLE IN		
Traffic Control Device For This 1 NO CONTROLS	s Vehicle	first (1) Seque 14 MOTOF TRANSPOF	ence of Even VEHICI AT	LE IN	Second (2) S	equence	e of Events		Third (3) Sequ	ence of I	Events	Four	th (4) Sequence	of Events	
PERSON Person # Description 1 DRIVER	Vehicle i	# Name 1 Suni 1	Rose No	orvell				D	 ate of Birth)8-24-1994	Sex FEMA	LE	Phone Nun (850)	nber 980-0815	Re-Exam NO	
Address 1907 Raa Ave Ta	llaha	ssee				City	& State			_			Zip Code 32.3	03	
Driver License Number N 614796948040				State	Expires		уре Е/ОРЕВА	TOI	Req. End.	lnj	ury Severity	(CADACIT	Ejection	FIECO	
Restraint Systems 3 SHOULDER AND LA	Alr I AP 3	8ag Deployed DEPLOYEI) –	Helmet Use		Eye Pro	tection	Se 1	eating Location Se LEFT	eat	Seating Loc 1 FRON	ation Row	Seating Location	n Other	<u></u>
Drivers Actions at Time of Cra 2 OPERATED MV TN	sh (First) CARELI	CSS OR		Driver	s Actions at T	îme of Cr	rash (Second)))]	Driver	Distracted	By	VEUTO	1.5
NEGLIGENT MANNER	sh (Thirdi			Driver	s Actions at T	Ime of Co	rash (Fourth)				Driver		at lime of Crark	VENIC	
								•			1 A	PPAREN'	TLY NORMA	i i	
Non-Motorist Description				Non-N	iotorist Actio	n Prior to	o Crash				Non-M	fotorist Loc	ation at Time of	Crash	
Non-Motorist Actions/Circum	stances (Fli	st) No	n-Motorist A	Actions/Circur	nstances (Sec	ond}	Non-Motori	stSaf	ety Equipment (o	me)	 No	n-Motorist S	Safety Equipmer	it (two)	
Suspected Alcohol Use Alcoho NO	2 Tested	Alcoho! Test	Туре	Alcohol T	est Result B/	١Ċ	Suspected NO	Drug	Use Drug Teste	đ	Drug Test T	үре	Orug Test	Result	
Source of Transport to Medica	l Facility	EMS Agen	cy Name or I	ID		EMS	S Run Numbe	91	Medical	Facility]	fransporter	i To			
PERSON		Refuse	ed	•											
Person # Description 2 DRIVER	Vehicle #	Matthe	w Arth	ur Kolr	nann			D; 0	ste of Birth 7–08–1986	Sex MALE	196236921232393	Phone Num (239) 2	ber 193-1703	Re-Exam NO	
310 Westwood Dr	Talla	hassee			•	City 8	& State						Zip Code 323()4	
Driver License Number K455541862480			,	State	Expires 07/08/1	0] Ty 7 5 5	^{(pe} 5/OPERA1	[0]	Reg. End. 2 NO	10ji 11	iry Severity NONE		Ejection 1 NOT	EJECTI	ED
Restraint Systems 3 SHOULDER AND LA BELT USED	P 2 N	ag Deployed IOT DEPL	OYED	Helmet Use		Eye Prot	tection	Se 1	ating Location Se LEFT	at 1	Seating Loca FRONT	ation Row	Seating Location	Other	
Drivers Actions at Time of Cras 1 NO CONTRIBUTING	h (First) ACTIO	N	A	Drivers	Actions at TI	me of Cra	ash (Second))		L	Driver 1 N	Distracted E	3y PRACTED		
Drivers Actions at Time of Cras	h (Third)			Drivers	Actions at Ti	me of Cra	ash (Fourth)				Drivers 1 Al	Condition PPARENT	at Time of Crash LY NORMAL		
Non-Motorist Description				Non-M	otorist Action	Prior to	Crash				Non-M	otorist Loca	ation at Time of (Crash	

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Crash Date 12/10/11		Reportin	g Agency Case Ni 33726	nuper	nga mga ang bana nasal	e girgona razitne	anari tark dama d		ISMV Cr. 71904	ash Report Ni 524	umbei	rsandaeroora F	na ana taona ta fan fan far saist		5-85	tra billa ta tajone aj
Non-Motorist Actions/(Circumstances	(First)	Non-Motorist A	ctions/Circu	mstances (Second)	N	on-Motorist S	afety Eq	ulpment (one	<pre>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>></pre>	nonunsionession	Non-Motorist	Safety	Fquipment (two)	ne on okristen torst
Suspected Alcohol Use	Alcoho! Teste	d Alcohol T	est Type	Alcohol 1	fest Result	BAC	1	Suspected Dr	ig Use	Drug Tested		Drug Te	st Type		Drug Test Result	
NO								NO								
Source of Transport to I	i Medical Facilit	Y EMS A	gency Name or II)			EMS F	Run Number		Medical Fa	cility	i Transpoi	rted To			
PERSON	. CD	N/A	en des en altra des		-	dage obering	7. 1993							Norther		
Person # Description 3 PASSENGE	R Vehicl	le# Name 2 Moll	ie Anne	Taylor			et est	an haitee deeltariit	Date of 03-20	Birth Se)–1987 F	ex EMA	ukoristi: LE	Phone Nur	mber	Re-Exa	m
Ad 310 Westwood	dress Dr Tal	lahass	эе			Ci	ity & 1	State	·						Zip Code 32304	
Driver License Number		·		State	Expires	0)! Τγρ	e	Req.	End.	Inj	ury Seve	ríty		Ejection	
Postrolat Suctores		te De a Da alor	und IU	almost tice.		1540	Drota	stion	Feating	Location Feel	<u>µ</u>	NONE	Loostian Bour	Castle	1 NOT EJEC	TED
3 SHOULDER AN	D LAP 2	NOT DE	PLOYED	leimet üse		- Lye	riole	cuon	3 RIC	HT		1 FRC	NT	Seatur	ng Location Other	
Drivers Actions at Time	of Crash (First	}	ľ	Drive	rs Actions a	it Tíme o	of Cras	sh (Second)			r	Dri	ver Distracted	Ву		
Drivers Actions at Time	of Crash (Third	d)		Driver	rs Actions a	it Time o	of Cras	sh (Fourth)				Dri	vers Condition	a at Tirr	ne of Crash	
Non-Motorist Description	on			Non-N	Motorist Ac	tion Pric	x to C	crash				No	n-Motorist Loc	cation a	at Time of Crash	
Non-Motorist Actions/C	ircumstances	(First)	Non-Motorist Ac	tions/Circu	mstances (i	Second)	N	on-Motorist S	afety Eq	ulpment (one	e)		Non-Motorist	Safety	Equipment (two)	
Suspected Alcohol Use	Alcoho! Tested	d Alcohol T	est Type	Alcohol T	est Result	BAC		Suspected Dri	ıg Use	Drug Tested		Drug Te	st Type		Drug Test Result	
•								•	-	-			÷			
Source of Transport to M 1 NOT TRANSPORT	Medical Facility ED	y EMSA	sency Name or IE	<u> </u>		, 	EMS F	Run Number	1	Medical Fa	icility `	Transpor	ted To	1		
VIOLATIONS	2000 MS 200	Zerde-destari			eseren de las											io de la ce
Person # Name 1 Suni Ro	so Noru	[[م		Chap	eNumber ter 31	6	Cha	nge areless	Driv	inα	316	192	5	ſ	Ditation Number	
Person # Name	Se norv	CIT		FLStatut	e Number	<u> </u>	Cha	arge	DIT	<u>/ 1119</u>	510	.172	<u>,</u>	c	itation Number	
1 Suni Ro	<u>se Norv</u>	ell		Chap	ter 32	2	Dł	ILSR w/o	<u> </u>	wledge	an maintaine	322.	34(1)	(0378-GUC	
WITNESSES			Address		80.500 (65-54) 					City & Sta	te					Zip Code
NON VEHICLE PRO	OPERTY DA	AMAGE	ide Ent Amoust	Dunor's No	ma (Chadu)	(Sucieer	- 1 - 1						Chus	() ()		No Codo
TENDE ≠ FEISOR ≠ FIOPE	wy waaage - O	ADEI 1138 VEN	nere ESE Amount	Conner S Ha	nie (Liitel (, oosines: Jopporter	₽₽ 🛄 byjekinie:	en is light angleight is lighter analytic		ADDIESS	gayan takan	n an thair an thair an thair an thair an thair an thair an thair an thair an thair an thair an thair an thair a		. 316(9		21p 0002
Vehicle 1 an	d vehic	le 2 wa	ere both	headed	l east	on l	- Fas	t Tharn	e St	reet in	ן 1 לי	ne ri	aht tur	n l	ane that	
turns south	onto No	rth Mor	nce Stre	et. V	ehicl	e 1 v	was	direct	lv b	ehind v	rehi	lcle	2. Vel	nicl	e 2 as	
stopped in t	raffic.	The c	iriver of	vehic	le 1:	state	ed	that sh	e lo	oked do	own	in t	he vehi	lcle	and	
when she loo	ked up	she was	unable	to sto	p. V	ehic	le	1 struc	k ve	hicle 2	? ir	n the	e rear b	oump	er with	
its front bu	mper.	Vehicle	e 1 had s	ubstan	tial	damag	ge	to the	fron	t end.	Ve	ehicl	e 2 hac	1 mi	nor	
dents to the	rear b	umper a	and the r	ear bu	mper	was l	kno	cked sl	ight	ly loos	se.					
The driver o	f vehic	le 1 su	affered a	lacer	ation	to 1	her	bottom	lip	from h	ner	impa	ct with	ı th	е	
airbags but	refused	medica	l treatm	ent.	No ot	her i	inj	uries w	ere	reporte	ed o	on sc	ene.			
The driver o	f vehic	le 1 wa	s found	at fau	lt an	d cit	ted	for ca	rele	ss driv	vinc	and	l drivin	nd M	ith a	,
suspended li	cense w	ithout	knowledg	e.										5	-	
REPORTING OFFICE	R			ge estap é			17277 <i>39</i>		80186 S	242 (p. 242)	2193V					9720275
D/Badge Number Rai 94051 O	nkandName fficer	EVAN AT	WINE 67	9					Depa Tal	itment Lahass	ee	Poli	ce Depa:	rtme	Type of De ent 2 POL	partment ICE [
J 1001 0	TTTCT	ovan Ai		-												

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LONG FORM

FLORIDA TRAFFIC CRASH REPORT

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

SHORT FORM SHORT FORM BODATE

Crash Date	Time	of Crash	D	ate of Repo	ort	Re	porting Agency	y Case t	lumber	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1	erine musicati	1.120 A.S.C.1111	HSMV C	trash Repo	ort Numb	et	1711/04/07/07	0.0000000000000000000000000000000000000
CRASH IDENTIFIER	04 : I S	47 PM		12/05/	TT TT	IV'	01103324	4 	8192.S						çıq. Te	630		
County Code City Code 13 50	County of Cr.	ash	-	Place Tal	or City of lahas:	Crash see							Within C YES	ity Limits	Time Re	ported T 7 PM (ime Dispa)4:49	atched PM
Time on Scene Time Cl 05:25 PM 06:0	eared Scene O PM	Completed F 2 YES	leason (if In	vestigation	NOT Com	iplete)									N :	lotified D 2 LAW	by ENFORC	EMENT
ROADWAY INFOR	MATION (C et, Road, High	CHOOSE O Iway	NLY 1 OF	4 OPTIC)NS)		1999-1975-0De-12-04		At Stre	et Addres	s #	1688 6	At	Latitude	And	Łong	itude	9969/2013
Tharpe St At Feet Or Mile	s Direct	tion	Rior	n Intersecti	ion With S	treet, Ro	ad, Highway	1998 - A				- 70	ł	Ì	-	Or From	Milepost	Ħ
200 Boad System Identifier	EAS	T	Mor Mor	nroe St	of Should	der					Type of	Intersecti	ion		1			
5 LOCAL			10FC 741	3	CURB					ľ	1 NC	T AT	INTER	SECTIC	ИС	2323762		-
Light Condition		KIF PICIC Weather Con	JKES IAK dition	EN) R	Roadway	Surface (Condition	Schoo	ol Bus F	elated	19631967	106293494	9468) (9869) 9	Manner	Of Collis	каларана Юл		0499378037
1 DAYLIGHT		1 CLEAR			1 DRY			1 N	0					1 FR	ONT TO	O REA	R	
First Harmful Event Typ		First Hari	mful Event		ты		First Harmfu	il Event ธ.ณ	Locatio	ท	Wit	ihin Inter	change I	First Harm 1 NON-J	ful Event UNCTION	Relation	To Junct	ion
2 COLLISION W	ECT	TRANS	PORT		1 IV										-			
Contributing Circumstan	nces: Road			Contributir	ng Circum:	stances: I	Road				Cont	ributing (Circumsta)	nces: Roa	đ			
Contributing Circumstan	nces: Environr	nent		Contri	buting Cir	cumstan	ces: Environme	ent			Cont	ributing (Circumsta	nces; Envi	ronment			
Work Zone Related Cras	sh in Work Zoi	ne		•	Тур	be Of Wo	rk Zone			Worke	rs in Wo	ork Zone	Law Enfo	rcement l	n Work Z	oné		
VEHICLE	eck if Com	mercial		h		in texter		(5).(().() 	ln.								195 (ASS	051.927
Vehicle Motor Vehicle 1 1 VEHICLE	ype IN TRAI	Hit ar NSPC NO	id Run	Veh Licer	159	er sta 3JC	12-12	ures	Pe N(rmanent K)	leg. vir 1G	NCS13	W4V22	01156				
Year Make Mo 97 Chev	del Str Ha	yle atchbacl	Color GRN GF	REEN 2	tent Of Da FUNCTI	image Es ONAL	t. Damage	300 N	owed D O	ue To Darr	nage Ve	hicle Rem	noved By			Rotati	on	
Insurance Company (Dr Amica Mutual	iver)		,							Insurance 920209	Policy i 9	Number				-		
Name of Vehicle Owner	(Business)]			Cu	urrent Ad	dress			City	y & Stat	e			Zij	o Code		
Michael Benne Trailer License Num One:	tt 709 E ber State	Reg. f	ve Tal. xpires	Permaner	ee ht Reg.	VIN				••••				Year	Mak	e	Length	Axles
Trailer License Num Two:	ber State	Reg. i	xpires	Permaner	nt Reg.	VIN								Year	Mak	e	Length	Axles
Vehicle Direct Traveling WEST	ion Tha	rpe St		On Stree	et, Road, H	lighway							At	Est. Spee 01	d Poste 5	d Speed 3	5 Total	Lanes 02
CMV Configuration			Cargo B	ody Type					A	rea of Init	tial Imp	act			Mo:	st Dama	Iged Are	а
Comm GVWR/GCWR		Trai	ler Type (Tr	ailer One)	Trailer	r Type (Tr	railer Two)		.	3 4 4	5 6	7 1	8 Under	l	18 A	34	5 6	3 7
				•			·		X۲.	5/16	17	- 1	(9 Ove	erturn j		(15)		
Haz. Mat. Release Haz.	Mat Placard	Number		1. A. A. A. A. A		Class			Ľ.			~	20 wind 21 Tra	ailer -			<u> </u>	
Motor Carrier Name			· • • • •		US DOT	Number	10.86.471	· ·	14	13 12 1	10	8			- 0	1 12 1 1	-1 11	ΨĮͽ
Motor Carrier Address	·				City & S	tate						Zi	ip Code	<u> </u>		hone Nu	umber	
Comm/Non-Commercia	l Vehlo	le Body Type	R CAR		Vehicle 1 NON	Defects	(one)		Vehicle	Defects (two)		Emer	rgency Vel	hicle Use	Special 1 NO	Function SPECI	of MV EAL
							10					F		110.	••	FUNC	TION	
Vehicle Maneuver Actio 14 SLOWING	n Trafficway 1 TWO-	WAY NO	DIVI	DED	Koadw	ay Grade	1 STRAI	IGHT	Mo 2 WI	COLLIS	IEvent SION I-FIX	ED 2	Most Han 14 MOT FRANSE	OR VE	HICLE	IN		
Traffic Control Device Fo 5 TRAFFIC CON	i Ar This Vehicle FROL	First (1) Se 14 MOT	quence of t OR VEH	Events ICLE II	N Se	cond (2)	Sequence of E	vents	I	Third (3)	Sequer	ce of Eve	nts	Fou	rth (4) Se	quence c	of Events	
SIGNAL		TRANSE	ORT								PR., 199		an B. E. Canatator and an			and a second second	Course of the second second	1.615535541 W. W. SWIN
VEHICLE Che Vehicle Motor Vehicle T	eck if Comi	nercial Hitar	d Run	Veh Licer	nse Numb ABE	er St D65	ate Reg.Exp 07-12	ires	Pe	rmanent R D	leg. VII 41	+ 1BG22		77459				
Year Make Moo	fel Sty	den 4	Color BCF PF		tent Of Da	image Es	t. Damage		owed D	ue To Darr	nage Ve	hicle Ren	noved By			Rotat	ion	
Insurance Company (Dri	ver}	-uan 4 (~	Insurance	Policy	Number						
Geico										40110,	10241							

Crash Date	R	eporting Age	ncy Case Numb 44	1999: - An good Visa and . 86	an a star a shi da sa sa sa sa sa sa sa sa sa sa sa sa sa	an mening ang ang ang ang ang ang ang ang ang a	HSN	1V Crash Report Numbe	it. Lean to mata bara a tai a	n jalma senta and sid tar dh		a a fan an fan ar fan ar fan ar fan ar fan ar fan ar fan ar fan ar fan ar fan ar fan ar fan ar fan ar fan ar fa	(5.5) ⁿ haad ya 2.50 milaata 5.5 milaat
Name of Vehicle Owner (Busin	ess) 🗍		Gool and an and a straight	rasonseo.co.) (Current Addr	na 1994 - Angel Constanting (1997) 855	anan daraa sa	City & State	nd e und neen na nationade.	Marana Andora (dua).	Zip Code	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	rodoco statu ocea
Douglas Tyler 165 Trailer License Number	7 Peppe State	er Dr Ta Reg. Explice	llahassed s Perman	ent Reg.	VIN					Year	32304 Make	Length	Axles
Trailer License Number	State	Reg. Explre	s Permari	ent Reg.	VIN					Year	Make	Lergth	Axles
Vehicle Direction Traveling WEST	Tharpe	st	On Str	et, Road,	Highway				At	Est. Speed	Posted Spee	i Totali 35	Lanes 02
CMV Configuration	Indipo	ic ic	argo Body Type								Most Dam	agod Aro	
							Ą	rea of initial impact			wost ban	ageu Are	8
Comm GVWR/GCWR		Trailer Ty	pe (Trailer One	Trail	er Type (Trai	ter Two)	$\frac{2}{\sqrt{2}}$	3 4 5 6 7	18 Undero 19 Over	arriage 18 rturn 19	2 3	4 5 6	
Haz, Mat. Release Haz, Mat Pl	acard 1	 Number			Class			5 16 17 8	20 Wind 21 Tra	shield 26 Iller 21		16 17 12 11 1	
Motor Carrier Name	l			US DC	T Number		1				11	-1	-10
Motor Carrier Address				City &	State				Zip Code		Phone M	lumber	
Comm/Non-Commercial	Vehicle Bo 1 PASS	dy Type ENGER C	AR	Vehk 1 NC	le Defects (o NE	ne}	Vehicle	e Defects (two)	Emer NO	gency Vehi	icle Use Specia 1 NO FUNO	Function SPECI	of MV [AL
Vehicle Maneuver Action Tra 13 STOPPED IN 1 TRAFFIC	l flicway TWO-WA	Y NOT I	DIVIDED	Road	way Grade	Roadway Alignm 1 STRAIGHT	ent Mo 2 WI	stHarmfulEvent COLLISION TH NON-FIXED	Most Ham 14 MOT TRANSP	nful Detail OR VEH ORT	IICLE IN		
Traffic Control Device For This 5 TRAFFIC CONTROL SIGNAL	Vehicle Firs 14 TF	st (1) Sequen MOTOR RANSPORT	ce of Events VEHICLE	IN	Second (2) Se	quence of Events		Third (3) Sequence of	Events	Fourt	ih (4) Sequence	of Events	
VEHICLE Check If	 Commero	cial Hit and Ru	n (Veh Lic	 ense Num	iber Stat	e Reg. Expires	Pe	rmanent Reg. VIN					
3 1 VEHICLE IN Year Make Model	TRANSPO Style	C NO Colo	r	LMO Extent Of I	DEST Damage Est.	Damage	Towed D	ue To Damage Vehicle	Removed By	54684	Rota	tion	
06 Chev	Seda	n 4 dWH	I WHITE	NONE		0	NO	Insurance Policy Num	ber				
Geico					Current Add		-	4145472975			Zip Code		
Name of Vehicle Owner (Busir Lanisha Lawrence	Hess}∐ 1546 M€	erry Oak	s Ct Tal	lahass	ee	ess		City & State			32303	· · · ·	
Trailer License Number One:	State	Reg. Expire	s Perman	ent Reg.	VIN					rear	Make	Length	Axies
Trailer License Number Two:	State	Reg. Expire	es Perman	ent Reg.	VIN					Year	Make	Length	Axles
Vehicle Direction Traveling WEST	Tharpe	St	On Str	eet, Road	, Highway				At	Est. Speed 0	Posted Spee	d Total 35	Lanes 02
CMV Configuration	•	C	argo Body Type	•			A	rea of Initial Impact			Most Dan	haged Are	а
Comm GVM/B/GCWR	_	iTrailer Ty	roe /Trailer One) (Trai	ler Type (Tra	iler Two)	~ [3 4 5 6 7	18 Under	L carriage 18	8 2 3	4 5 1	6 7
commission of the		1	,pe (11-11-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	,		•		15 (16 17 (8)	19 Ove 20 Wind	rturn 19 İshield 2	9 1 (15 (16 17	8
Haz. Mat. Release Haz. Mat Pl	acard I	Number		•	Class		14	13 12 11 10 9	21 Tr	ailer 2	14 13	12 11 1	
Motor Carrier Name				US DC)T Number								-
Motor Carrier Address		_		City &	State				Zip Code		Phone	4umber	
Comm/Non-Commercial	Vehicle Bo 1 PASS	dy Type ENGER C	AR	Vehk 1 NC	le Defects (c DNE	one)	Vehici	e Defects (two)	Emer NO	gency Veh	icle Use Specie 1 N FUN	IFunction O SPEC CTION	of MV IAL
Vehicle Maneuver Action Tra 13 STOPPED IN 1 TRAFFIC	i fficway TWO-WA	Y NOT	DIVIDED	Road 1 L	way Grade EVEL	Roadway Alignm 1 STRAIGH7	ent Mo r 2 W1	StHarmful Event COLLISION TH NON-FIXED	Most Har 14 MOT TRANSE	mful Detai 'OR VEH 'ORT	ICLE IN		
Traffic Control Device For This 5 TRAFFIC CONTROL SIGNAL	Vehicle Fin 14 TF	st (1) Sequer 1 MOTOR RANSPORT	ce of Events VEHICLE	IN	Second (2) S	equence of Events	1	Third (3) Sequence of	f Events	Four	th (4) Sequence	of Events	
PERSON	 							to of Girth Sev	ju It	hone Nun	nber	Re-Fram	
Person # Description 1 DRIVER	venicie #	Name Laura	Bennett			City 9. Carta	0	18-01-1992 MAL	e /	(850)	445-3188	NO	-
709 Bivins Ave	fallaha	assee				City & State					323	03	
Driver License Number B530532927810			51	ate	Expires 08/01/1	DI Type 4 5 E/OPEF	RATOI	Req. End. fi 2 NO 1	njury Severity		Ejection 1 NOT	EJECT	ED
Restraint Systems 3 SHOULDER AND LA	Air Ba P 2 No	g Deployed OT DEPL(Helr DYED 3 1	netUse 10 HEL	MET	Eye Protection 3 Not	Se 1	ating Location Seat LEFT	Seating Loca 1 FRONT	ation Row	Seating Location	on Other	
BELT USED						Applicable	∋						

Crash Date	Reporting	Agency Case N 33244	lumber	an an an an an an an an an an an an an a	و ۱۹۹۵ میں میں اور اور ا	energia da da faria de arte da	ISMV Cr	ash Report Numl	96 . 196		1960 / 1994 (1995)	n an ann an an an an an an an an an an a
Drivers Actions at Time of Crash (First)	.A.		Driv	ers Actions a	t Time of	Crash (Second)	an ere ordelige s	lar farefrá den de las resolutio	0,400-00000 D -	river Distracted I	βγ [RACT]	ED
TO FOLLOWED TOO CLOSE						C					at Time	ofCrach
Drivers Actions at Time of Crash (Third)	}		Unv	ers Actions a	it time of	crash (rourin)			-	1 APPAREN	LY N	ORMAL
Non-Motorist Description			Non	-Motorist Ac	tion Prior	to Crash			м М	on-Motorist Loc	ation at '	Time of Crash
Non-Motorist Actions/Circumstances (I	First)	Non-Motorist A	ctions/Circ	umstances (Second)	Non-Motorist	Safety Eq	uipment (one)		Non-Motorist S	Safety Ec	quipment (two)
Suspected Alcohol Use Alcohol Tested NO	Alcohol T	est Type	Alcohol	Test Result	BAC	Suspected Dr NO	ug Use	Drug Tested	Drug T	est Type	Cr	ug Test Result
Source of Transport to Medical Facility	EMS A	gency Name of	ID		E	AS Run Number		Medical Facili	i ty Transp	orted To	I	
PERSON Person # Description 2 DR TVER	# Name 2 Doug	las Tvle	er				Date of	Birth Sex 2-1990 MAL	E	Phone Num (386)	iber 193-3	Re-Exam 478 NO
Address 1657 Pepper Dr Talla	ahassee	9			Cit	& State	1			I	Z	11p Code 32304
Driver License Number			State	Expires 07/22	DI 125	Type E/OPERATO	Req 1 2 1	. End. NO	njury Sev NONE	verity C	EJ 1	ection NOT EJECTED
Restraint Systems Air 3 SHOULDER AND LAP 2	r Bag Deploy NOT DE	ved PLOYED	Helmet Use 3 NO HI	ELMET	Eye P 3 N	rotection Ot	Seating 1 LEI	Location Seat	Seatin 1 FR	g Location Row CONT	Seating	Location Other
BELT USED Drivers Actions at Time of Crash (First) 1 NO CONTRIBUTING ACTI	EON		Driv	ers Actions a	App at Time of	Crash (Second)	<u> </u>		D	river Distracted	By FRACT	ED
Drivers Actions at Time of Crash (Third))	1140.5	Driv	ers Actions a	at Time of	Crash (Fourth)		1. La ² (1. V. 1997) (1. V. 1997)	D	rivers Condition	at Time PLY N	of Crash ORMAL
Non-Motorist Description			Non	-Motorist Ac	tion Prior	to Crash			 N	on-Motorist Loc	ation at	Time of Crash
Non-Motorist Actions/Circumstances (I	First)	Non-Motorist /	Actions/Circ	umstances (Second)	Non-Motorist	Safety Ec	uipment (one)		Non-Motorist	Safety Ed	quipment (two)
			1-4 4 4						10			
Suspected Alcohol Use Alcohol Tested NO	Alcohol T	est Type	Alcohol	Test Result	BAC	NO	ug Use	Drug restea	Drug	est type	L	ug rest kesuit
Source of Transport to Medical Facility	EMS A	sency Name or	D		E	MS Run Number		Medical Facili	ty Transp	orted To		
PERSON Person # Description Vehicle 3 DRIVER	# Name 3 Lani	sha Lawı	rence				Date of 10-1	18inth Sex 3-1981 FEM	IALE	Phone Num (850)	nber 159-3	Re-Exam 712 NO
Address 1546 Merry Oaks Ct 7	 Fallaha	issee			Clt	y & State	1	k		1	7	lip Code 32303
Driver License Number		<u> </u>	State	Expires	DI 125	Type E/OPERATO	Req 01 C	. End. NO	injury Ser I NONE	verity C	E) 1	jection NOT EJECTED
Restraint Systems All 3 SHOULDER AND LAP 2	r Bag Deploy NOT DE	red PLOYED	Helmet Use 3 NO HI	ELMET	Eye P 3 N	rotection Ot	Seating 1 LE	Location Seat FT	Seatin 1 FF	g Location Row CONT	Seating	Location Other
BELT USED Drivers Actions at Time of Crash (First)			Driv	ers Actions a	App at Time of	Crash (Second)			[D	niver Distracted	Бу	
1 NO CONTRIBUTING ACTI	ION									I NOT DIS	TRACT	ED.
Drivers Actions at Time of Crash (Third))		Driv	ers Actions a	at lime of	Crash (Fourth)				1 APPAREN	at time TLY N	ORMAL
Non-Motorist Description			Non	-Motorist A	ction Prior	to Crash			N	on-Motorist Loc	ation at	Time of Crash
Non-Motorist Actions/Circumstances (First)	Non-Matarist /	Actions/Circ	umstances (Second)	Non-Motorist	Safety Ed	quipment (one)	<u> </u>	Non-Motorist	Safety Ed	quipment (two)
Suspected Alcohol Use Alcohol Tested	Alcohol T	est Type	Alcoho	Test Result	BAC	Suspected D	ug Use	Drug Tested	Drug	Test Type	Da	rug Tøst Result
NO						NO						
Source of Transport to Medical Facility	EMS A	sency Name or	ID .	ala di 1971 ang 1971	E	MS Run Number		Medical Facili	ty Transp	orted To		
VIOLATIONS Person # Name			FL State	ute Number	16	Charge Followin	a To	o Closel:	, 2	16,0895	Cite 1	ation Number 994–GON
WITNESSES		Addres	s	JUGI J.		II OTTOWIN	<u>4 10</u>	City & State		20.0000		Zip Code
NON VEHICLE PROPERTY DA	MAGE						95.93C					
Vehicle # Person # Property Damage - Ot	uler Than Veh	iicie : Est. Amour	it Owner's f	vame (Check	n Business)	of 4		Address		City &	2(4)8	21p C009

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Crash Date 12/05/11	Reporting Agency Case Nu 0011033244	mber HS	MV Crash Report Number	
NARRATIVE				Se for spectra sector se
V-3 was t	raveling westbound on Tha	rpe St. V-2 was directly	behind V-3. V-1 was directly	
behind V-	2. Traffic was almost at	a stop due to rush hour t	raffic. V-1 stated she hit he	r
brakes, b	ut still struck the rear	of V-2. This caused V-2 t	to slide into the rear of V-3.	
V-1 had f	ront end damage.			1
V-2 had r	ear end and front end dam	age.		
V-3 had n	o damage.			
No one in	volved in the crash compl	ained of injuries. D-1 wa	as at fault for the crash and i	ssued
a citatio	n.			
REPORTING O	FFICER			
D/Badge Number	Rank and Name	60	Department Tallabassee Polico Dopartmont	Type of Department
DIAGRAM	OIIICEI ANDREM LIONS /	02	ruitunabee foffee beputement	
1				l

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FLORIDA TRAFFIC CRASH REPORT

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

(Electronic	Version)
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Crash Date 12/14/11	Time of Crash 12:51 PM	Date of Report 12/14/11	Reporting Agency Ca 0011034050	se Number	HSMV C 719(rash Report Number)4555
CRASH IDENTIFIERS	y of Crash	Place or City of Crash			Within C	ity Limits Time Reported Time Dispatched
13 50 Leo	n	Tallahassee			YES	12:51 PM 12:51 PM
12:52 PM 01:45 PM	2 YES	intestigation not complete	-;			1 MOTORIST
ROADWAY INFORMATI	ON (CHOOSE ONLY 1 C d, Highway	OF 4 OPTIONS)		At Street Address #	At L	atitude And Longitude
NORTH Monroe, US At Feet Or Miles	27 N St	om Intersection With Street	, Road, Highway	35/ 		- Or From Milepost #
		harpe St				
Road System Identifier 2 U.S.		3 CURB		Тур 2	e of Intersection FOUR-WAY INTH	GRSECTION
CRASH INFORMATION (Light Condition 1 DAYLIGHT	Weather Condition	Roadway Surfa 1 DRY	ace Condition Si 1	chool Bus Related NO		Manner Of Collision 1 FRONT TO REAR
First Harmful Event Type	First Harmful Even	t	First Harmful Ev	ent Location	Within Interchange	irst Harmful Event Relation To Junction
2 COLLISION WITH	14 MOTOR V	EHICLE IN	1 ON ROAD	WAY	NO	3 INTERSECTION-RELATED
NON-FIXED OBJECT Contributing Circumstances: Re	TRANSPORT	Contributing Circumstance	es: Road		Contributing Circumstar	nces: Road
1 NONE					•	
Contributing Circumstances: En 1 NONE	wironment	Contributing Circums	stances: Environment		Contributing Circumstar	ices: Environment
Work Zone Related Crash In Wo NO	ork Zone	Type Of	Work Zone	Workers I	n Work Zone Law Enfor	rement in Work Zone
VEHICLE Check If Vehicle Motor Vehicle Type 1 1 VEHICLE IN	Commercial Hit and Run TRANSPC NO	Veh License Number R745KB	State Reg. Expires	Permanent Reg.	MN 5FNRL18524B14	13107
Year Make Model 04 Hond Oddysse	Style Color Y Van Panel WHI V	Extent Of Damage	e Est. Damage 4500	Towed Due To Damag	e Vehicle Removed By Lake Jackson	Rotation 1 ROTATION
Insurance Company (Driver) Mercury		I		Insurance Po 0901 05	llcy Number 005360304	
Name of Vehicle Owner (Busin	ess)	Current	t Address	City &	State	Zip Code
Ambrish Nandahl D Trailer License Number	ave 7585 Preserv State Reg. Expires	Permanent Reg. VIN	issee			32312 Year Make Length Axles
One: Traffer License Number	State Reg. Expires	Permanent Reg. VIN				Year Make Length Axles
Vehicle Direction	Mannaa St	On Street, Road, Highw	ay		At	Est. Speed Posted Speed Total Lanes
CMV Configuration	Cargo	Body Type				30 04
·				Area of Initial	Impact	Most Damaged Area
Comm GVWR/GCWR	Trailer Type (Trailer One} Trailer Type	e (Trailer Two)	2 3 4 5	6 7 18 Undero	arriage 18 2 3 4 5 6 7 turn 19
Haz, Mat. Release Haz. Mat Pla	icard Number	Class			10 9 21 Tra	ller 21 (14) 13 12 11 10 9
Motor Carrier Name		US DOT Num	ber			
Motor Carrier Address		City & State		1	Zip Code	Phone Number
Comm/Non-Commercial	Vehicle Body Type 2 PASSENGER VAN	Vehicle Defe 1 NONE	ects (one)	Vehicle Defects (two	>) Emerg	sency Vehicle Use Special Function of MV
Vehicle Maneuver Action Traf 14 SLOWING 1	Higwəy TWO-WAY NOT DIV	IDED Roadway Gra	ade Roadway Align L 1 STRAIGH	ment Most Harmful Ev 2 COLLISIC WITH NON-H	ent Most Harn DN 14 MOT FIXED TRANSP	nful Detail OR VEHICLE IN ORT
Traffic Control Device For This V	Vehicle First (1) Sequence o 14 MOTOR VE TRANSPORT	FEvents Second HICLE IN	(2) Sequence of Even	ts Third (3) Sea	quence of Events	Fourth (4) Sequence of Events
VEHICLE Check if (Vehicle Motor Vehicle Type 2 1 VEHICLE IN	TRANSPC NO	Veh License Number H 1 4 8 RM	State Reg. Exp!res	Permanent Reg.	VIN 1HGFA16886L03	39938
Year Make Model 06 Hond Civic	Style Color Sedan 4 (WHI W	Extent Of Damage	Est. Damage 3000	Towed Due To Damag YES	^e Vehicle Removed By Lake Jackson	Rotation 1 ROTATION
Insurance Company (Driver) Progressive				trisurance Po 7560647	licy Number 7	

Crash Date	araan	Reporting Age	ency Case Numl 150	9er	aya.ya.gu yu anayar	1232440640070	n an each dath na the string	H\$№ 71	IV Crash F 904555	leport N	umber	eren en en en en en en en en en en en en e	ng manananan di di kabuna kabu		an an an an an an an an an an an an an a	ep despire acumento entre
Name of Vehicle Owner (B	lusiness)	Annual Coords	af fair a san ann an an an an an an an	trana a transfera	Current Add	ress	endakoro (el el 1037		Cit	y & Stat	.e 2004/00/00/00		n menanu unan a oʻli	Zip Cod	9 9	
Angela Denise M Trailer License Number One:	State	111 Gre Reg. Explo	eenway Dr es Perman	Havan ent Reg.	a VIN								Year	Make	Length	Axles
Trailer License Number Two:	State	Reg. Explr	es Perman	ent Reg.	VIN				autor /				Year	Make	Length	Axles
Vehicle Direction Traveling NORTH	Monroe	e St	On Str	eet, Road,	Highway							A	it Est. Speed O	Posted Spe	ed Total 35	Lanes 04
CMV Configuration			Cargo Body Type	,				A	rea of Ini	tial Imp	oact			Most Da	maged Are	28
Comm GVWR/GCWR		Trailer T	ype (Trailer One) Trail	er Type (Tra	iler Two)		2	3 4	5 6	7	18 Unde 19 Ov	ercarriage 18 verturn 19	$\begin{bmatrix} B \\ 2 \end{bmatrix} = 3$	4 5	
Haz. Mat. Release Haz. Ma	at Placard	Number	-A611	l	Class			14	13 12	11 10	9	20 Wi	railer 2	1 14 13	12 11	
Motor Carrier Name		I		US DC	1 DT Number			•	1 1	L	•			•		.0
Motor Carrier Address				City &	State		.4				i	ip Code	•	Phone	Number	
Comm/Non-Commercial	Vehicle 8 1 PASS	ody Type SENGER C	AR	Vehk I NC	le Defects (c)NE	one)		Vehicle	e Delects	(two)		Em	argency Veh	icle Use Spec	ial Function	of MV
Vehicle Maneuver Action 13 STOPPED IN TRAFFIC	Trafficway 1 TWO-WI	Y NOT	DIVIDED	Road 3 U	way Grade PHILL	Roadwa 1 STI	ay Alignme RAIGHT	nt Mo 2 WI	st Harmfu COLLIS TH NOI	d Event SION N-FIX	ED	Most Ha 14 MO TRANS	rmful Detai TOR VEI PORT	ICLE IN		
Traffic Control Device For T	his Vehicle Fi 1 T	rst (1) Sequer 4 MOTOR RANSPOR	nce of Events VEHICLE F	IN	Second (2) S	equence	of Events		Third (3)) Sequei	nce of Ev	ents	Four	th (4) Sequers	e of Events	
PERSON	hr.1.1.1.	lu _e ne e									in an an an an an an an an an an an an an		Phone Nur	nber	Re-Exan	i solo i s
1 DRIVER	1	Manish	aben Amb	orish	Dave	City	State	0	6-10-1	970	FEMAL	E	(850)	877-0358 Zip Co	NO	•
7585 Preserva	tion Rd	Tallaha	assee		1=				Ron Fod		Italu	- Countil		32	312	
Driver License Number D100541707100			St	ate	Expires 06/10/1	19 5 B	pe C/OPERI	ATO	3 NO	REQ.	1 N	ONE	y	ct.		
Restraint Systems 3 SHOULDER AND	LAP 2 N	ag Deployed IOT DEPL	OYED Helr	net Use		Eye Pro	tection	Se	ating Loca	ition Sea	at S	eating LO	cation ROW	Seating Local	ion Other	
BELT USED Drivers Actions at Time of (Crash (First)			Drivers	Actions at T	îme of Cr	ash (Secon	id)				Drive	r Distracted VOT DIS	By TRACTED		
Drivers Actions at Time of	Crash (Third)			Drivers	Actions at T	Ime of Cr	ash (Fourti	h)				Drive	rs Condition	at Time of Cr TLY NORM	ash AL	
Non-Motorist Description				Non-M	otorist Actio	on Prior to	Crash					Non-I	Motorist Loc	ation at Time	of Crash	
Non-Motorist Actions/Circ	umstances (Fir	st) Nor	o-Motorist Actio	ns/Circum	istances (Sec	cond)	Non-Moto	rist Safe	ety Equipr	nent (or	ie)		on-Motorist	Safety Equips	nent (two)	
Suspected Alcohol Use Alc NO	ohol Tested	Alcoho! Test	Туре	Alcohol Te	st Result BA	AC	Suspecte NO	d Drug	Use Dru	g Testec		Jrug Test	Түре	Drug Te	est Result	
Source of Transport to Me	dical Facility	EMS Agend	y Name of ID		L.,	EM	S Run Num	ber	[N	ledical I	acility Ti	ransporte	ed To	I .	******	
PERSON Person # Description 2 DRIVER	Vehicle #	Name Angela	Denise	Mille	ender			Da O	ate of Birt 8–11–1	h 983	Sex FEMAL	E	Phone Nur (850)	nber 443–1982	Re-Exar NO	n
Addre 111 Greenway I	ss Or Talla	hassee				City 8	& State	k		I				Zip Co 32	de 333	
Driver License Number M453004837910			SI	ate	Expires 08/11/1	DIT 12 5 1	/pe E/OPER/	ATO	Req. Enc 3 NO	REQ.	tnju β N	ry Severit ION – IN	Y ICAPACI'	Ejectio FAT 1 NC	n T EJEC	red
Restraint Systems 3 SHOULDER AND BELT USED	Air 8 LAP 2 N	ag Deployed IOT DEPL	OYED	net Use	1	Еуе Рто	tection	Se	ating Loca	ation Se	at S	eating Lo	cation Row	Seating Loca	ion Other	
Drivers Actions at Time of 1 NO CONTRIBUTI	Crash (First) NG ACTIO	N		Drivers	Actions at T	ime of Cr	ash (Secon	nd)			- F	Drive 1 1	r Distracted NOT DIS	^{By} TRACTED		
Drivers Actions at Time of (Crash (Third)			Drivers	Actions at T	îme of Cı	ash (Fourt	h)				Drive 1 7	rs Condition	at Time of Cr TLY NORI	əsh İAL	
Non-Motorist Description				Non-M	otorist Actio	on Prior to	o Crash					Non-	Motorist Lo	cation at Time	of Crash	

Crash Date 12/14/11	Reporting Agency Case Nur 0011034050	nber	HSMV Ci 71904	rash Report Number 1555	a a construction de la construcción de la construction de la construcción de la construcción de la construcción Salanda de la construcción de la construcción de la construcción de la construcción de la construcción de la con				
Non-Motorist Actions/Circumstances	(First) Non-Motorist Act	ions/Circumstances (Second) Non-Motorist Safety Ed	quipment (one)	Non-Motorist Safet	ty Equipment (two)			
Suspected Alcohol Use 'Alcohol Teste NO	d Alcohol Test Type	Alcohol Test Result BAC	Suspected Drug Use NO	Drug Tested Dr	ug Test Type	Drug Test Result			
Source of Transport to Medical Facilit 2 EMS	y EMS Agency Name of ID Med-4	1	EMS Run Number 11029715	Medical Facility Tra Tallahassee	nsported To Memorial Hosp	bital			
VIOLATIONS Person # Name		FL Statute Number	Charge			Citation Number			
WITNESSES Name	Address			City & State		Zip Code			
NON VEHICLE PROPERTY D	AMAGE								
Vehicle # Person # Property Damage - C	Other Than Vehicle Est. Amount	O☆ner's Name (Check if Busine	55)[]	Address	City & State	Zip Code			
Driver's of V1 and	V2 were traveli	ng North on Mor	roe Street. A	As they appr	oached the				
intersection the tr	affic light cont	rolling their	direction was	green. Bot	h V1 and V2 o	continued			
Northbound. As the	y got closer to	the intersection	on V2 slowed o	lown due to	a vehicle ah	ead of			
her that was not moving with the flow of traffic. Driver of V2 slowed down and then the intersection turned yellow and Driver of V2 came to an abrupt stop. Driver of V1 saw what was occurring in front of her but was not able to stop before hitting the rear of V2.									
Driver of V2 was complaining of chest pains so Leon County EMS responded. Before they									
transported Med 4 i	nformed me that	she was also e	experiencing at	odominal pai	n and they				
transported her to	TMH. Driver of	V1 is at fault	for Careless	Driving.					
REPORTING OFFICER ID/Badge Number Rank and Name 71661 Officer	SANDRA HARRISON	704	Dep Ta	artment 11ahassee Po	olice Departm	Type of Department			

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LONG FORM

FLORIDA TRAFFIC CRASH REPORT

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

(Electronic Version)

SHORT FORM X UPDATE

			(Electro	onic Versi	on)	100 Dec 2010 Date 10.000	a and a second second second			. Case M	mbar	177 A STOLEAN (M.	ter de participation de la companya de la companya de la companya de la companya de la companya de la companya		HSMV G	rash Repo	art Num	ber		0233/02000
Crash Dat	e 	rs or et al. 199	Time of Cra	sh	Date	of Repor	rt 1	Rej	oorting Agenc 01102757	y case Ni 6	MUNEL		we at the strategies in second to be	eners for an anomal.		•			SEAL STREET	1927687 1927687
10/08	/11 IDENITIC	IFRS	03:45	AM		/00/1	r r		5-6-6-5-	90.2003.		-3423			Within C	ity Limits	Time R	eported Ti	ne Dispat	ched
County Co	ode City C	Code Count	y of Crash	The first second second	i person conto	Place o	r City of Cr	ash							YES		03:5	50 AM 0	3:54 F	<u></u>
	13	50 Leo	n cene Comm	leted Reason	(If Inves	tigation l	NOT Comp	lete)							_			Notified By	ENFORCI	CMENT
Time on 5 03:54	AM 04	i:25 AM	2 Y	ES				n contactor												
ROADV Crash Oc	VAY INF	ORMATI Street, Roa	ON (CHO) d, Highway	OSE ONLY	1 OF 4	OPTIO	N5)				At Stre	et Addres	ss #	() ₊	At I	atitude	And	l Longi	ude	
<u>US 27</u>	(N Mo	nroe S	t) <u>Hwy</u>		From li	tersection	on With St	reet, Ro	ad, Highway	1	-						C)	Or From	vineposta	
At Feet		Miles	Direction		⁵ Thar	pe St	-f thauld						Type of I	ntersecti	on		<u> </u>			
Road Sys	tem Identi	lfier				1ype 3 (CURB	21					ΊNΟ	T AT	INTER	SECTI	NO			58-58-
Z U.	INFORI	VIATION	CHECK IF	PICTURES	TAKE	v)			Condition	Schor	t Rus F	Related				Manne	r Of Col	lision	999-9 <u>999</u> -999-979-979-9	, A. S. W
Light Cor	dition		Weat	her Condition			Roadways	unace	Contraction	1 N	0					1 FF	RONT	TO REA	R	
4 DAF	K-LIG	HTED	110	LEAR							1		iwit	hin Inter	change	First Harr	nful Eve	ent Relation	To Juncti	งก
First Har	mful Even	t Type		First Harmful I	Event				First Harm	ful Event ROADWA	Locau	DUI	NC)		1 NON-C	JUNCTI	ON		
2 COI	LISIO	N WITH		14 MOTOR	אַ עצא. זיי	ICLE .	ΕŇ		1 011 1							Bay				
NON-I	TXED	OBJECT mstances: F	Road	TRANSEO	<u></u>	ontributio	ng Circums	tances:	Road				Cont	ributing (Circumsta	ances: Koa	au			
1 NO	1E								÷											
Contribu	iting Circu	mstances: f	nvironment	t	1.	Contr	ibuting Cire	cumsta	nces: Environ	ment			Cont	ributing	Circumst	ances: En		ent		
1 NOI	NE na Rolate	d ⁱ Crash In V	Vork Zone		/	_!	Τγρ	e Of W	ork Zone			Work NO	kers in W	ork Zone	Lawent	orcement		K ZONC		
NO	nic neiste	1			720952965				terter (d. 183			L 143/49/5	a serie de s							
VEHIC Vehicle	LE Motor Ve	Check i hkle Type	f Comme	Hit and Ru	អា	Veh Lice	nse Numb 929	er LVJ	itate Reg.E 08-1	xpires 2	P	ermanent	t Reg. VII J'I	N 1341180	5R7V0	083365	5			
1 Year	Make	Model	Style		o!	Ð	tent Of Da	ONAL	st. Damage	2000	owed 10	Due To Da	amage¦γe Di	hide Rer civer	noved By	1		Rota	ion	
97	Тоуо					Ĺ	Foncia	<u> </u>		<u> </u>		Insuran	ce Policy	Number						
Insuran Stat	ceCompa e Farπ	ny (Driver) 1										4434	"itv & Sta	te				Zip Code		
Name	f Vehicle	Owner (Bu	siness) 📋			an Mo	0 Lhourt	urrent#	ddress									32935	lanath	avle:
Shaw	n Will	liam Lo	que 282	23 Wrigh	t ACL	Permane	ent Reg.	VIN								Year	1	Viake	Leugu	Auco
Trailer One:	Licens	e Number	3(810	B												Year		Make	Length	Axles
Trailer Two:	Licens	e Number	State	Reg. Expi	res	Permane	ent Reg.									At Est. Sp	eed P	osted Spee	d Tota	Lanes
Vehicle		Direction	US 27	/ (N Mon	roe S	OnStre t) Hw	eet, Road, I 'Y	Highwa	Ŷ							_ _				
Traven	ng ooffeuratie	00			Cargo B	ody Type	!					Area of	Initial In	ipact				Most Dan	naged Ar	ea
CINIT C	ann o arae.											/						1.1	. 1 . 1	- I -
	comunic.	~147D		iTrailer	Type (Tra	iler One) (Traile	er Type	(Trailer Two)		2	3 4	56	1	18 Unc	lercarriag	e 18 10	$\frac{2}{\sqrt{3}}$	4 5	<u>ار</u>
Comm	GVWRJO	. WA										15 1 1	5 17	8	19 C	indshield	20	() ((15 ((16 1	7 8
		-	Discord	Number			l	Class			9	11		1	21	Trailer	21	14 13	12 11	10 9
Haz. N	lat. Releas	e Haz. Mat	Flacard	NUMBER				<u> </u>			14	13 12	2 11 1	9 9					-11	· 1 -
Motor	Carrier Na	ame					US DO	M Num	ber									pt	Alumbor	
	Carele - A	dress					City &	State			•				Zip Codi	3		Phone	rannoer	
Motor	carrier Ad	201633					11-1-1	lo Defe	cts (one)		Veh	icle Defe	cts (two)		Er	nergency	Vehicle	Use Spec	al Functio	n of MV
Comm	/Non-Con	nmercial	Vehicle	e Body Type			Vehk	le Dété	ers louaț				• •							
										4 tr	1	Mast IIr -	onful Euro		Most	Harmful D	Detail	1		
Vehicl	e Maneuv	er Action	Trafficway				Road	lway Gr	ade Roadw	ay Aligor	nent	iviost Hari	intoi ever							
1 S	TRAIGH	fT										م کین	1155.0	ionco of t	Fignts		Fourth	(4) Sequence	e of Even	ts
Traffic	Control	Jevice For T	his Vehicle	First (1) Seq	uence of	Events		Second	(2) Sequence	e of Event	s	Inire	d (3) Sequ	Jence of	Evenus			() 1		
name		-																		
			an an an an an an an an an an an an an a						T. 6736439		(373)									
VEH	ICLE	Check	lf Comn	nercial	Rin	Veh L	icense Nur	nber	State Reg	Expires		Perman	ent Reg.	VIN	23256	s5796	30			
Vehic	le Motor \ 2	Vehicle Type	2	NO			83	Serz.	12	-11	Tour	ad Due To	Damage	Vehirle	Removed	By		Rc	tation	
Year	Make	Model	Sty	le C	Color		Extent Of 2 FUNC	Damag TIONA	e Est. Damag L	2000	NON	a Dae 10		Drive	r					
06	Chev	nany (Drive	r)				I					Insu 404	rance Pol 117572	icy Numb 55	er				=	
Gei	CO CO										<u>-</u> .									

Crash Date	n ya ya ya shekara ya shekara ya shekara ya shekara ya shekara ya shekara ya shekara ya shekara ya shekara ya s	Reporting Agence	γ Case Number	and for when we are a substantial strategies and	a new anterio e type o gle data	93 (), 2006-04-04-05-04-07-06-04-04-04-04-04-04-04-04-04-04-04-04-04-	HSMV Cras	h Report Ni	umber	Ambanyan sayaan s	gagaayataa Kastaa	a na anta bandar na na gana sa sa sa sa sa sa sa sa sa sa sa sa sa	noonen ja este up dur	
110/08/11 Name of Vehicle Owner (B	usiness) (🗋			Current Ad	dress	a programme source out constraint. Source	1990-300 (ACCOS)	City & State	9 Galaria (1974) vienena	9949.000-090 STATE	enversueen	Zip Code	1, 17 (NOVERNOTED	1993 (Alexandre)
Chandra E. Gord	on 730 s	SOUTH Blue	Lake Ave	Deland				r		Year	r	32724 Make	Length	Axles
Trailer License Number One:	State	Keg. Expires	rennancar	neg. vin								1 falla	Leogth	åvlet
Trailer License Number	State	Reg. Expires	Permanent	Reg. VIN						tea		маке	cengui	
Vehicle Direction	119 27	(N Monroe	On Street,	Road, Highway						At Est. S	peed	Posted Speed	Total	Lanes
CMV Configuration	0.5 21	Car	Body Type				Aroa of	laitial Imp	art			Most Dam	aged Are	a
							Area or	nnuai inip		l				1
Comm GVWR/GCWR		Trailer Type	(Trailer One)	Trailer Type (Tr	ailer Two)	1	2 3 4	5 6 6 17	7 18 19 (8) 20	Undercarria Overturn Windshie!	ge 18 19 d 20	2 3 1	16 17	
Haz. Mat. Release Haz. Ma	t Placard	Number		Class			14 13 12	11 10	9 21	Trailer	21	14 13	2 11 1	0 9
Motor Carrier Name		1		US DOT Number										
Motor Carrier Address				City & State		I			Zip C	ode		Phone N	umber	
Comm/Non-Commercial	Vehicle	Body Type		Vehicle Defects	(one)	V	ehicle Defec	cts (two)		Emergenc	y Vehicie	Use Specia	Function	of MV
Vehicle Maneuver Action 13 STOPPED IN	Trafficway			Roadway Grade	Roadwa	y Alignment	Most Harr	nful Event	Mo	st Harmful	Detail			
TRAFFIC Traffic Control Device For	ihis Vehicle f	First (1) Sequence	of Events	Second (2)	Sequence	of Events	Third	l (3) Sequer	ice of Events		Fourth	(4) Sequence	of Events	
PERSON														
Person # Description 1 DRIVER	Vehicle i	# Name 1 Samanth	a Marie I	Loque			Date of E 10–28	3irth 5 -1989 F	FEMALE	(32	e Numbe 1) 51	4-6900	NO	
Addre	55 St 0pt	₽ 1914 Ta	llahasse	e	City 8	State						Zip Cod 323	03	
Driver License Number	St Apt	1 1014 10	State	Expires	DI Ty	rpe	Req.	End.	Injury Se	everity		Ejection		
L200793898880	Air	Bag Deployed	Helmet	10/28. Use	11 5 E Eye Prof	E/OPERA1 tection	Seating L	O REQ.	at Seati	ng Location	Row Se	 eating Locatio	n Other	
nestraint systems		006 och oli o												
Drivers Actions at Time of	Crash (First)		l	Drivers Actions a	t Time of Cr	ash (Second))			Driver Distr	acted By	,		
2 OPERATED MV	IN CAREL	ESS OR												
Drivers Actions at Time of	Crash (Third)			Drivers Actions a	t Time of Cr	ash (Fourth)				Drivers Con	dition al	t Time of Cras	h	
												les et Time a	f Ceach	
Non-Motorist Description				Non-Motorist Ac	tion Prior to	o Crash				Non-Motor	IST LOCAL	ion at thre u	1 (105)1	
				(Changed and and and and and and and and and an	incond)	Non-Motarle	st Safety Eq	uioment (or	neì	Non-Mc	otorist Sa	fety Equipme	nt (two)	
Non-Matorist Actions/Circ	cumstances (F	(rst) Non-5	Notonst Actions/	Circumstances (econar		31 Darar) = 1		•					
Suspected Alcohol Lise (Al	coho! Tested	Alcohol Test Ty	pe Alc	ohol Test Result	BAC	Suspected	Drug Use	Drug Tester	d Drug	Test Type		Drug Tes	t Result	
NO						NO								
Source of Transport to Me	dical Facility	EMS Agency	Name or ID		EM	S Run Numbe	er	Medical	Facility Trans	sported To				
PERSON	de en sou en		68763) B.7997.785				Data of	Birth	Sex	Phor	ne Numb	er	Re-Exar	1991-1995 N
Person # Description 2 DRIVER	Vehicle	# Name 2 Crystal	Lenora	Dupont		<u></u>	03-30)-1992	FEMALE	(38	86) 80	01-9425	NO	
Addr 730 S Blue La	ess ke Ave	Deland			City	& State						32	ž4	
Driver License Number	<u> </u>		State	Expires	DIT /14 5	ype E/OPERA	Req. TO1 3 1	End. NO REQ.	Injury S	everity		Ejection	۱ 	
Restraint Systems	Air	Bag Deployed	Helme	t Use	Eye Pro	otection	Seating	Location Se	eat Seat	ing Location	n Row 5	eating Locati	on Other	
Drivers Actions at Time of	Crash (Efret)			Drivers Actions a	at Time of C	rash (Second	i)			Driver Dist	racted B	у		
1 NO CONTRIBUT	ING ACTI	ON												
Drivers Actions at Time of	Crash (Third)			Drivers Actions a	at Time of C	rash (Fourth)]			Drivers Co	ndition a	it Time of Cra	sh	
Non-Motorist Description	1			Non-Motorist Ad	tion Prior t	o Crash				Non-Moto	rist Loca	tion at Time	of Crash	
				l						.1			1007	

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Crash Date R 10/08/11 0	eporting Agency Case Nuл 1011027576	ıber	HSMV CI	ash Report Numb	9 01			
Non-Motorist Actions/Circumstances (First	t) Non-Motorist Acti	ons/Circumstances (S	Second)	Non-Motorist Safety Ed	uipment (one)	Non-Motor	rist Safety Equipment (tv	vo)
Suspected Alcoho! Use 'Alcoho! Tested A NO	lcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use NO	Drug Tested	Drug Test Type	Drug Test Resu	lt
Source of Transport to Medical Facility	EMS Agency Name or ID	1	EN	1S Run Number	Medical Facilit	ty Transported To	1	
VIOLATIONS Person #Name 1 Samantha Marie Lo	ogue	FLStatute Number Chapter 31	.6	Charge Careless Dri	ving 31	6.1925	Citation Numbe 9172~GQC	vr G
WITNESSES Name	Address				City & State			Zip Code
NON VEHICLE PROPERTY DAMA	IGE							
Vehicle # Person # Property Damage - Other	Than Vehicle Est. Amount (Dwner's Name (Check i	f Business)		Address	Cit	y & State	Zip Code
NARRATIVE Vehicle-1 and Vehicle- approaching the inters	-2 were travel section of Tha	ing southb irpe Street	ound o . Vel	on US 27 (N M hicle-2 stopp	ionroe St bed for ti	reet) in th he traffic	e right lane signal at	,
Tharpe Street. Vehicl	le-1 failed to	stop in t	ime a	nd struck the	e rear of	Vehicle-2	with its	
front. Both vehicles	were removed	to the wes	t shou	ulder prior t	o my arr:	ival to the	scene. No	
injuries were sustaine	ed in this cra	sh. Drive	r-1 wa	as charged ar	nd issued	a citation	fore	
careless driving.								
REPORTING OFFICER	n daga na mang dagan kasa na pada sa sa sa sa sa sa sa sa sa sa sa sa sa			le.				(D
1D/Badge Number Rank and Name 99776 Officer Rol	bert Hunkiar	397		Dep Ta	artment 11ahassee	Police Dep	partment 2 P	OLICE I

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Crash Date 10/08/11	Reporting Agency Case Number 0011027576	HSMV Crash Report Number
DIAGRAM		
-		
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		· · · · · · · · · · · · · · · · · · ·

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		Hit U	stility pole		
This Tra	ffic Crash Report can be purchased o	nline at: www.buycrash.com	WAS DOT PROPERTY INV	OLVED IN THIS CRASH?	
FLORI	DA TRAFFIC CI	RASH REPORT			
LONG FORM 🔽		UPDATE	TOTAL # OF VEHICL	E SECTION(S)	<u>1</u> U
MAIL TO: DEPAR		SAFETY & MOTOR VEHICLE	S TOTAL # OF PERSO	N SECTION(S)	<u>1</u>
TRAFFIC	CRASH RECORDS, NEI TALLAHASSEE, FL 3	L KIRKMAN BUILDING 2399-0537	TOTAL # OF NARRA	TIVE SECTION(S)	
CRASH DATE	TIME OF CRASH DATE	OF REPORT REPORTING A	SENCY CASE NUMBER	SMV CRASH REPORT NUM	BER
UB/24/2012 CRASH IDENTIFIERS	9:16 PM	4/2012 001202265	5	3590031	
COUNTY CODE CITY CODE	COUNTY OF CRASH	PLACE OR CITY OF CRASH	CHECKIF		TED TIME DISPATCHED
13 50 TIME ON SCENE	LEON E CLEARED SCENE CHECK IF	TALLAHASSEE	Comolete)	9:19 PM	9:20 PM
9:21 PM 10 OADWAY INFORMATION	COMPLET			2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
CRASH OCCURRED ON STR	EET, ROAD, HIGHWAY	1 AT STF	REET ADDRESS #AT	LATITUDE AN	D LONGITUDE
N MONROE ST AT FEET MILES	N S E WI	AT/FROM INTERSECTION WITH STREE	ET. ROAD HIGHWAY		OP EDOM MILEDOST #
75		THARPE ST E		4	
Road Syster	n Identifier 7 Forest Road 8 Private Roa	Type of Should	er Type of Int 1 Not at Inters	ersection 5 Traff section 6 Rour	c Circle dabout
5 2 U.S. 3 State	5 Local 9 Parking Lot 77 Other, Exp	ain in 3 2 Unpaved 3 3 Curb	i 2 Four-Way in 1 3 T-Intersection 4 X-Intersection	ntersection 7 Five- on 77 Oth	Point, or More er, Explain in Narrative
RASH INFORMATION (CI	HECK IF PICTURES TAKEN)		4 Findsbook		
Light Condition	n Weather C 4 Flog, S	ondition Roadway Surface	Condition School Bus Relat	led Manne	er of Collision/Impact
4 2 Dusk 6 Da 3 Dawn Light	rk-Unknown 1 5 Sleet/ ing 1 Freezing	taily 6 Mud, Dir Rain 7 Sand	t, Gravel 1 No 1 2 Yes, School	Bus 4 5	Sideswipe, same direction Sideswipe, Opposite Direction
4 Dark-Lighted 77 O Name	ther, Explain in 1 Ciear Dirt	g Sand, Son 8 Water (standing/	moving) Directly Involve 3 Yes, School I	ed 6 Bus 1 Front to Rear	Rear to Side Rear to Rear
88 U	nknown 2 Cloudy 77 Other 3 Rain Narrative	, Explain in 2 Wet Narrative 4 Ice/Frost 88 Unknow	VD	2 Front to Front 8 3 Angle	7 Other, Explain in Narrative 8 Unknown
First Harmful Even	t Non-Collision	Collision Non-Fixed Object	Collision with Fixed Obj	ject First	Harmful Event
	2 Fire/Explosion 3 Immersion	11 Pedalcycle Cusion 12 Railway vehicle (train, 20 Bridge	31 Other Traffic Overhead Structure 32 Tree (standin	Barrier Locat	ton 1 On Roadway 2 Off Roadway
	4 Jackknife 5 Cargo/Equipment	engine) 21 Bridge 13 Animal 22 Bridge	Pier or Support 33 Ublity Pole/Lig Rail 34 Traffic Sign S	ght Support	3 Shoulder 4 Median
First Harmful Event within Interchange	6 FeWJumped From	14 Motor Vehicle In 23 Culve Transport 24 Curb 15 Parted Nation Vehicle 25 Ditch	nt 35 Traffic Signal 36 Ohter Post, P	Support ole or	6 Gore 7 Separator
1 No	7 Thrown or Falling Object	16 Work Zone/Maintainance 26 Emba Fourigment 27 Guard	nkment 37 Fence		8 In Parking Lane or Zone
1 2 Yes 88 Unknown	8 Ran int Water/Canal 9 Other Collision	17 Struck By Falling, Shifting 28 Guard Cargo 29 Cable	rail End 39 Other Fixed C Barrier building, tunnel, e	Doject (wali, etc.)	9 Outside Right-or-way 10 Roadside 88 Unknown
First Harmful	Event Relation to	18 Other Non-Fixed Object Contributing Circumstances: Ro	ad o Wom Traval Polithed Surface	Contributing Circu	mstances: Environment
1 Ju 5 Ri	Inction alway Grade Crossing		10 Road Surface Condition (wel, icv. snow, slush, etc.)		
Non-Junction 14 E	Entrance/Exit Ramp Crossover - Related		11 Obstruction in Roadway 12 Debris		
Intersection 16 S Intersection 80 A	Shared-Use of Path or Trail Acceleration/Dceleration Lane	4 Work Zone (construction/ managementory	13 Traffic Control Device Inoperative, Missing or Obscured	1 None 2 Weather Conditions	5 Animal(s) in Roadway 77 Other, Explain in
Drive way/Alley Access 77 (telated 88 t	Through Roadway Dther, Explain in Narrative Joknown	6 Shoulders (none, low, soft, high) 7 Rut, Holes, Bumps	14 Non-Highway Work 77 Other, Explain in Narrative 88 Unknown	3 Physical Obstruction(s) 4 Glare	Narrative 88 Unknown
Work Zone Related	Crash in Work Zone 1 Before the First Work Z	one Type of Work	Zone Workers in W	Vork Zone Lav	v Enforcement in Work
1 No	Warning Sign 2 Advance Warning Area	2 Lane Shift/Crosso 3 Work on Shoulder	ver 1 N	°	1 No
1 2 Yes 88 Unknown	4 Activity Area	4 Intermittent or Mor 77 Other, Explain in	ving Work 2 Ye 88 L	es Unknown	2 Officer Present 3 Law Enforcement Vehicle
TNESSES	C Territariadon Adea				Only Present
NAME		AD	DRESS CITY & STAT	IE SANGARAN ANA ANA ANA	ZIP CODE
NAME		AD	DRESS CITY & STAT	ie	ZIP CODE
NAME		AOI	DRESS CITY & STAT	ne en en en en en en en en en en en en e	ZIP CODE
				4월 1일 - 17 4일 1993년 2017년 - 17일 - 17일 1993년 1997년 - 17일 - 17일 1993년 - 1893년 - 1893년 - 1893년 - 1893년 - 1893년 - 1893년 - 1893년 - 1893	
N VEHICLE PROPERTY	DAMAGE OTHER THAN VEH				
CITY UTIL	ITY POLE # 47969		JOINT DUGINEOS) ADDRESS	FERSON ST TALLAHAS	IE ZIP CODE
H.# PER # PROPERTY	DAMAGE - OTHER THAN VEH	COTT OF TALLAHASSEE	ECK IF BUSINESS) ADDRESS	CITY & STAT	
· 김 호텔 송란은					
				· · · · · · · · · · · ·	and the second second for the second second second second second second second second second second second seco

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Page		of _	

VEHICLE # 1 Check if Com	mercial Reporting Agence 0012022655	r Case Number	HSMV Crash R 83590031	eport Number
1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle	STATE REGISTRATION	EXPIRES Check if Perma		007
His and Run 1 YEAR MAKE	MODEL ST	YLE COLOR	DAMAGE: 1 Disabling 4 M	tinor EST. AMOUNT
88 Unknown 2004 MITS		LITY RED - REI	D 2 Functional 88	Unknown 1 \$3,000.00
SOUTHERN INSURANCE 48979	16700	to Damage: 2 1 No 2 Yes	LAKE JACKSON	2. Owner Request 3. Driver 4. Other, Explain in Narrative
NAME OF VEHICLE OWNER (CHECK IF BUSINESS)	CURRENT ADDRESS 4721 DICK MITCHELL DR		CITY & STATE TALLAHASSEE	ZIP FL 33303
Trailer LICENSE NUMBER STATE REGISTRATION EXP	IRES Check if Permanent Registration	IN	YEAR MAKI	E LENGTH AXLES
Trailer LICENSE NUMBER STATE REGISTRATION EXE	IRES Check if Permanent V Registration	IN	YEAR MAKI	LENGTH AXLES
VEHICLE N S E W Off-Road Unknown	ON STREET, ROAD, HIGHWAY		AT EST. SPEED	POSTED SPEED TOTAL LANES
HAZ. MAT. RELEASED HAZ. MAT. PLACARD NUMB	IN. MONROE ST ER CLASS	Area of Initial Impact	35	Most Damaged Area
1 No 2 Yes 88 Unknown 88 Unknown		2 3 4 5 6 7	04 18 Undercarriege	
MOTOR CARRIER NAME US DC	TNUMBER	1 15 116 17 8 14 13 12 11 10 9	20 Windshield 2 21 Trailer 1	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
MOTOR CARRIER ADDRESS	CITY	STA	TE ZIP CODE	PHONE NUMBER
Vehicle Body Type 15 Low Speed Vehicle	Trafficway	Comr	nercial Motor Vehicle Confi	guration 8 Tractor/Ecolo
16 (Sport) (Unity Vehicle 17 Cargo Van (10,000 los (4,538 ka) or less)	1 Two-Way, Not Divided 2 Two-Way, Not Divided, with a Continuous Left Turn Lane	for Hazardou 2 Single-Uni	is Materials Truck (2-axle and GVWR	9 Truck more than 10,000 lbs (4,536 kg), Cannot Classify
1 Passenger Car 18 Motor Coach 2 Passenger Van 19 Other Light Trucks (10,000 lbs	3 Two-Way, Divided, Unprotected (painted >4 feet) Median	a Single-Unit	0,000 lbs (4,536 kg)) i Truck (3 or more axles) in Tradacía)	10 Bus/Large van (seats for 9-15 occupants, including driver)
3 Pickup (4,536 kg) or less) 7 Motor Home 20 Medium/Heavy Trucks (more 8 Bue than 10 000 km (4,526 km)	4 Two-Way, Divided, Positive Median Barrier	6 Truck Trac 6 Truck Trac	tor (bobtail) tor/Semi-Trailer	11 Bus (seats for more than 15 occupants, including driver)
11 Motorcycle 21 Fam Labor Vehicle 12 Moped 77 Other, Explain in Narrative	5 One-Way Trafficway 88 Unknown Trailer	7 Truck Trac Type	tor/Double Truck	77 Other, Explain in Narrative 88 Unknown
13 All Terrain Vehicle (ATV) 88 Unknown Comm/Non-Commerciai	TRAILER 1 TRAILER 2 Tande	Semi Trailer 8 Pole Trailer M Semi Trailer 9 Towed Ver Trailer 10 Auto Trai	r licle Cargo Bo	dy Type 13 Intermodal
1 Interstate Carrier 2 Intrastate Carrier	4 Saddi 5 Boat	e Mount/Trailer 77 Other, Exp frailer Narrative	plain in 3 Van/7 4 Hopp	Enclosed Box Container Chassis er 14 Vehicle Towing
3 Not in Commerce/Government 4 Not in Commerce/Other Truck	6 Utilty 7 House	Trailer 88 Unknown Trailer	1 No Cargo 7 Flatb	arater Another Vehicle Trank 15 Not Applicable d (vehicle 10.000 lbs
Most Harmful Event Non-Collision 1 Overturn/Rollover	Comm GVWR/GCWR 4 2	10,000 lbs (4,536 kg) or less 10,001-26,000 lbs (4,536-11,7	93kg) 9 Conc	ete Mixer (4,536 kg) or less not displaying HM placard
2 Fire/Explosion 3 Immersion 4 Jackbeite	Colligion with Non Sixed Object	Not Applicable	(g) 10 Auto 11 Gari 12 J co	 Transport 77 Other, Explain in Dage/Refuse Narrative 88 Unknown
33 5 Cargo/Equipment Loss or Shift 6 Fell/Jumped From Motor Vehicle	10 Pedestrian 11 Pedalcycle	19 Impact Atte	nuator/Crash Cushion 29 Cable	Barrier Emergency
7 Thrown or Falling Object Sequence of Events 8 Ran into Water/Canal	12 Railway Vehicle (train, engine 13 Animal) 20 Bridge Over 21 Bridge Pier 22 Bridge Pier	or Support 31 Other 32 Tree (Traffic Barrier standing)
1st 2nd [40-45 Sequence of Events only]	14 Motor Vehicle in Transport 15 Parked Motor Vehicle 16 Work Zone Maintenance	23 Culvert	33 Ut研ty 34 Traffic	Pole/Light Support
33 40 equipment Failure (blown tire, brake failure, etc.)	Equipment 17 Struck By Falling, Shifting Car	24 Curb 25 Ditch 99 97 26 Embankme	35 Traffic 36 Other 37 Sense	Post, Pole, or Support 2 Yes
3rd 4th 41 Separation of Units 42 Ran Off Roadway, Right	Anything Set in Motion by Motor Vehicle	27 Guardrail Fa 28 Guardrail E	ace 38 Mailbo no 39 Other	x 88 Unknown Fixed Object (wall
43 Ran Off Roadway, Left 44 Cross Median	18 Other Non-Fixed Object Vehicle Maneuver Action	Traffic C	building,	vonnel, etc.) Vehicle Defects
45 Cross Centerine 46 Downhili Runaway	Straight Ahead 13 Stopped i 3 Turning Left 4 Backion		This Vehicle	
2 Hillcrest 3 Uph/il Roadway Alignment 77	5 Turning Right 16 Leaving T 6 Changing Lanes 17 Enterior 3	raffic Lane 1 No Cor	J o Hasning Signal 9 Railway Crossing Device	1 None 13 Wheels
4 Downhill 1 Straight 5 Sag (bottom) 1 2 Curve Right	8 Parked 77 Other, Exp 10 Making U-Turn 88 Unknown	Jain in Narrative 4 School Device	Zone Sign/ 10 Person (including Flagman, Officer,	3 Tires 14 Windows/ 4 Lights (head, Windshield
Special Function 1 No Special Function 9 Ambu	11 Overtaking/Passing	Signal 6 Stop Si	Guard, etc.) 77 Other, Explain in	Signal, tail) 15 Mirrors 6 Steering 16 Truck Coupling 7 Minore Troibe Diable
1 of Motor Vehicle 2 Farm Vehicle 10 Fire 3 Police 11 Farm	Truck 15 Charter/Tour Labor Transport 16 Shuttle Bus	Bus 7 Yield Si	ign 88 Unknown	9 Exhaust System Safety Chains 10 Body, Doors
7 Taxi 12 Scho 8 Military 13 Tran //OLATIONS	ol Bus 17 Farm Labor I sil/Commuter Bus 88 Unknown	3us		11 Power Train Narrative 12 Suspension 88 Unknown
PERSON# NAME OF VIOLATOR	FL STATUTE NUMBER		CHARGE	CITATION NUMBER
PERSON # NAME OF MOLATOR	FL STATUTE NUMBER	음음 이 가지 않는 것이 같다. 이 가지 아니 아이 아이 같다.	CHARGE	CITATION NUMBER
PERSON # NAME OF VIOLATOR	FL STATUTE NUMBER		CHARGE	
				CHARGA RUMDER

HSMV 90010 S

2 6 Page_____0f____

PERSON # 1	- 10.5 - 10.0 - 10.0 - 10.0 - 10.0 - 10.0 - 10.0 - 10.0 - 10.0 - 10.0 - 10.0 - 10.0 - 10.0 - 10.0 - 10.0 - 10.0		Reporting 001202	g Agency Case N 2655	umber			HSMV Crasl 8359003	n Report Nu 1	mber		
1 Driver 2 Non-Motorist (3 Passenger	VEHICLE # NAME 1 GARRY		EDWARD	LEONA	RD			PHONE (850) 273	10000000000000000000000000000000000000		Check if Recommen Driver Re-e	id 🗌
CURRENT ADDRESS (Numb	er and Street)			140055		CITY &	STATE			ZIP CODE		
DATE OF BIRTH	SEX:	DRIVERS LICENSE	NUMBER		STATE	EXPIRES				32303		
10/11/1950	1 Male M 2 Female M	1-563-285-50-	371-0		EI	40/11/	2010	1 None 2 Possible		4 Incapacita 5 Fatal (with 6 Non-Traffi	ting in 30 days) c Fatality	2
	Beerland Enderse		101	DRIVER			2013	o Non-Inca	paciaung			
1 1 2 8 3 C 4 2 1 2 8 C 5 5 5 5 5 5 6 6 7 None Driver Distracted E 1 1 No1 Distracted 2 2 Electronic Commun Devices (cell phone) 3 Other Electronic Distracted I	Required Endorse 2 1 Yes 2 No 3 No Req. Endorse 3 No Req. Endorse 3 Vo Req. Endorse 4 Other Insid (explain in na 5 External Di (outside the y elc. in narrative) 6 Texting	ments ment e the Vehicle rrative) straction rehicle, explain	1 N. 2 O. Neg 3 Fa 4 In 6 In 2 nd 10 F 11 F 12 D 13 F 13 F 15 I	o Contribution Ar perated MV in Cr pigent Manner ailed to Yield Rig proper Backing proper Backing proper Turn Followed too Clos Ran Red Light Drove too Fast fo Ran Stop Sign mproper Passing	vers Actions tion irelss or at-of-Way iely Conditions	at Time of Cra 26 Ran off Rc 27 Disregarde Sign 28 Disregarde Markings 29 Over-Corre Steering 30 Swerved o to Wind, Slipp Object, Non-M Roadway, etc	asn badway ed other Tra ed Other Ro ecting/Over r Avoided : hery Surface totorist in	affic oad Due e. MV,	3rd	Condi Time i Crash 1 Apparent 3 Asleep o 5 III (sick) o 6 Seizure, 7 Physicall 8 Emotiona angry, dist 9 Under th Medication	tion At of Fabiuged or Fainted Epilespsy, B y Impaired I (depression orbed, etc.) b Influence o s/Drugs/Alcco	lackout n, f bhol
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1 Driver 2 Non-Motorist 3 Passenger	VEHICLE #	IAME			PHONE NUMBER Check if Recommend Driver Record											
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NARRATIVE Reporting Agency Case Number 0012022655 B3590031

Vehicle #1 was in the parking lot of the Circle K on N. Monroe St at 7th Ave. Driver #1 stated he waited for traffic and when someone stopped to let him in he turned right onto N. Monroe St. Driver #1 pulled into the far inside lane and started traveling North on N. Monroe St.

Driver #1 said when he pulled into the lane a vehicle in the outside lane had to suddenly come to a stop and that made the driver very angry. Driver #1 stated he continued traveling north on N. Monroe and this vehicle which was a 4dr gray Saturn followed him in the lane next to him. When Driver #1 would slow the Saturn would slow, when Driver #1 would speed up the Saturn would speed up.

Driver #1 stated he was about 100 ft from the stop light at N. Monroe and E. Tharpe St when the Saturn suddenly speed up and cut in front of him and applied its brakes hard. Driver #1 said he had to suddenly change lanes to the outside lane the Saturn had been in. Driver #1 said when he pulled into that lane there was a van in front of him that had applied his brakes to stop. Driver #1 said he did not want to run into the rear of the van so he swerved to the right and the front passenger side door of Vehicle #1 hit A City Utility pole. Driver #1 continued north after hitting the pole and pulled over onto the sidewalk.

Driver #1 said he exited his vehicle and went over to the Saturn that was stopped at the red light. He observed the vehicle was a 4dr that was Silver it had a Hatch back and an unknown Texas Tag. Driver #1 observed the front passenger was a black male in his late twenties but that is all he was able to see. The light turned green and the Saturn continued North on N. Monroe St.

Driver #1 then responded back to his vehicle and that is when he realized his grandson was injured. His grandson stated he could not feel his legs and he was hyperventilating. I had EMS respond and I was able to get the passenger to calm down and tell me that he legs hurt but he could feel them, he also had neck and back pain. When EMS arrived they started to work on passenger #1 Driver #1 grabbed his chest. Driver #1 stated he was having pain in his chest and was having difficulty breathing. Driver #1 told me he has a pacemaker and he is not sure if it went off. I assisted Driver #1 into the ambulance and he and his grandson were transported to Tallahassee Memorial Hospital by Leon County EMS.

The front and rear passenger doors of Vehicle #1 were damaged. They were dented in so that the door could not be opened. The Tallahassee Fire Department had to pry both doors open to get passenger #1 out. The vehicle was towed by Lake Jackson.

The City Utility Pole # 47969 was struck at the base of the pole. The only damage done was red paint transfer left on the pole from Vehicle #1.

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Appendix D: Lake Ella Signal Warrant Report

SR 63 (US 27) & Lake Ella Drive

Prepared for:



Prepared by:



November 2012

PROFESSIONAL ENGINEER CERTIFICATION

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Reynolds, Smith, and Hills, Inc., a Florida corporation authorized to operate as an engineering business (EB No. EB0005620) by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have supervised the preparation and approve the evaluation, findings, opinions, conclusions, and technical advice hereby reported for:

Project: Lake Ella Median Implementation Study **Location:** Tallahassee, Florida

Report: Lake Ella Drive and Lake Ella Plaza Signal Warrant Analysis

This report includes a summary of data collection efforts, traffic analysis, signal warrant analysis, and summary of conclusions. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering and planning as applied through professional judgment and experience.

Name: Nicholi A. Arnio, PE

Florida PE Registration No.: 67530	LIGEN OF
Signature:	No. 67530 *
Date:	STATE OF 2 WE





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1.0 Introduction

RS&H has prepared a traffic signal warrant analysis report for the intersection of State Road 63 (Monroe Street) and Lake Ella Drive in Tallahassee, Florida. **Figure 1.1** shows the intersection location. This study includes assessment of applicable traffic signal warrants detailed in the Manual on Uniform Traffic Control Devices (MUTCD).

The Capital Region Transportation Planning Agency (CRTPA) has initiated a median implementation study on SR 63 (Monroe Street) in the Lake Ella area to aid in safe pedestrian crossings. During the Lake Ella Implementation Study, it became apparent that the intersection of Monroe Street and Lake Ella Drive deserved further inspection in order to provide the most complete set of recommendations to the CRTPA. Per the *Manual on Uniform Traffic Control Devices* (MUTCD) 2009 Edition, this report shows that existing volumes at Monroe Street and Lake Ella Drive warrant the placement of a traffic signal. The details of the analysis that arrives at this conclusion are shown on the following pages.





2.0 Site Conditions

The existing geometric configuration of the intersection at Monroe Street and Lake Ella Drive is shown in **Figure 2.1**. Monroe Street in the Lake Ella area is a four lane undivided principal urban arterial with a Two-Way-Left-Turn-Lane (TWLTL). The northbound approach of Monroe Street has a left turn lane with a 100 foot queue storage length while the southbound approach has a left turn lane with a 50 foot queue storage. The eastbound minor approach provides access to the Lake Ella Plaza shopping center with various businesses such as Publix, Patients First Medical Center, and other restaurants and retail areas. This approach currently has a dedicated left turn lane and a dedicated right turn lane. The westbound minor approach is Lake Ella Drive and accesses the Lake Ella amenities as well as residential neighborhoods. This approach currently has one lane that services all movements.

The posted speed limit on Monroe Street is 35 mph. The posted speed limit on Lake Ella Drive is 25 mph and the business entrance west of Monroe Street immediately accesses a large parking lot. Since the posted speed limit is less than 40 mph for the major street, the 100% factor columns and graphs were used during analysis.

There is no on-street parking in the intersection area. Sight distance triangles for all approaches at the intersection of Monroe Street and Lake Ella Drive indicate adequate sight distance is available.



Figure 2.1: Existing Site Conditions



3.0 Access Management

The proposed addition of a traffic signal at Lake Ella Drive may cause concern with the spacing between the existing signals and median openings. The FDOT Access Management Standards call for Access Class 5 roadways to require 1,320 feet between signalized intersections, 1,320 feet between full median openings and 600 feet between directional median openings.

Tharpe Street is a signalized intersection approximately 500 feet north of Lake Ella Drive. The median treatment at Lake Ella Drive is currently a full access opening with a painted median. Left turn lanes currently exist on the northbound and southbound approaches. Approximately 375 feet south of Lake Ella is Legion Street. The median treatment at Legion Street is currently a full access painted opening with left turn lanes on the northbound and southbound approaches. Since these three intersections are so closely spaced, the Monroe Street corridor was researched to determine a precedent for signal spacing within the corridor.

Two existing situations were found on the Monroe Corridor that are similar to the spacing of Tharpe Street, Lake Ella Drive and Legion Street.

The first location is the signalized intersection of Calloway Road and Monroe Street which is located just south of I-10. Calloway Road is approximately 575 feet north of Lakeshore Drive, another signalized intersection, as shown in **Figure 3.1**. Calloway Road has a northbound left turn lane that abuts Lakeshore Drive's southbound left turn lane. The turn lanes are separated by a two foot raised median. This situation is similar to the proposed signal at Lake Ella Drive and its proximity to Tharpe Street. In addition, there is a full access median opening approximately 420 feet south of Lakeshore Drive with a northbound and southbound left turn lane separated from traffic with a two foot raised median. This situation is similar to the proposed signal at Lake Ella Drive and its proximity to Legion Street.



Figure 3.1: Calloway Road and Lakeshore Drive Intersections



The second location is the signalized intersection of Martin Luther King Jr. Boulevard and Monroe Street located approximately 1,580 feet north of Tharpe Street. This section of Monroe Street currently has painted pavement markings separating northbound and southbound traffic. Northwood Center Boulevard and Monroe Street is a signalized intersection approximately 500 feet south of Martin Luther King Jr. Boulevard, shown in **Figure 3.2**. This situation is similar to the proposed signal at Lake Ella Drive and its proximity to Tharpe Street. In addition, there is a full access painted opening approximately 360 feet south of Northwood Center Boulevard with a southbound left turn lane and Two Way Left Turn Lane (TWLTL) on the south side of the intersection. This situation is similar to the proposed signal at Lake Ella Drive and its proximity to Legion Street.



Figure 3.2: Martin Luther King Jr. Boulevard and Northwood Center Boulevard Intersections

4.0 Data Collection

4.1. Traffic Data

Existing traffic volumes were recorded at the intersection of Monroe Street and Lake Ella Drive. 24-hour machine counts were collected on each approach for a typical week. The northbound and southbound approaches were collected from 10/2/2012-10/6/2012 (Week 41). The eastbound approach was collected from 10/2/2012-10/4/2012 while the westbound approach was counted from 10/9/2012-10/11/2012 (Week 42) due to a machine malfunction during the first attempt. **Appendix A** contains all raw volume counts. Turning Movement Counts (TMCs) were also collected on 10/4/2012 (weekday) and 10/6/2012 (Saturday). The daily volume counts, in 15-minute increments, were averaged across Tuesday, Wednesday, and Thursday of the week counted to achieve an average day of traffic on each approach.



The 15-minute increments were then seasonally adjusted with a Seasonal Factor (SF) as found in Florida Traffic Online 2011. The Monroe Street volume counts were additionally adjusted by an axle correction factor as found in Florida Traffic Online 2011. Volumes were analyzed for the twelve hour period from 7:00 am to 7:00 pm because the majority of traffic occurs between these hours. **Appendix B** contains volume counts with the appropriate seasonal factor applied as well as the seasonal factor and axle correction factor tables used. **Appendix C** contains the raw and seasonally adjusted TMC data.

The Saturday traffic data was used to determine if the peak traffic occurred during the weekend. The weekday average had higher hours of peak traffic than the weekend; therefore the weekday average was analyzed for each warrant. **Table 4.1** shows the weekday counts summarized by hour and by direction. **Appendix D** contains the weekday average and Saturday traffic used for comparison in 15 minute increments.

Time	Major Street Northbound Monroe Street	Major Street Southbound Monroe Street	Major Street Total of Both Approaches	Minor Street Eastbound Business Entrance	Minor Street Westbound Lake Ella Drive
7:00 AM - 8:00 AM	580	1571	2151	46	45
8:00 AM - 9:00 AM	677	1379	2056	59	53
9:00 AM - 10:00 AM	676	1026	1702	70	52
10:00 AM - 11:00 AM	772	908	1680	85	65
11:00 AM - 12:00 PM	1026	1007	2033	115	70
12:00 PM - 1:00 PM	1126	1199	2325	134	100
1:00 PM - 2:00 PM	1111	1207	2318	105	94
2:00 PM - 3:00 PM	1127	1033	2160	89	88
3:00 PM - 4:00 PM	1194	1014	2208	96	87
4:00 PM - 5:00 PM	1417	1060	2477	115	97
5:00 PM - 6:00 PM	1625	1153	2778	138	120
6:00 PM - 7:00 PM	1204	971	2175	126	139

Table 4.1: Existing Weekday Traffic Volumes

4.2. Crash History

Crashes reported by the City of Tallahassee were assessed for the most recent 12 month period available starting September 27, 2011 and ending September 26, 2012. The discussion of Warrant 7, Crash History, includes a summary of the crashes that are likely to be affected by installation of a traffic signal.



5.0 Traffic Signal Warrant Analysis

Traffic data collection showed that an average of 90% of the eastbound traffic on the business entrance turns right. Right-turning vehicles on the minor road incur less delay than the left-turn or through vehicles due to the fact that they may often complete their movement easily without a traffic signal. The MUTCD states that "engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count." A right turn reduction was applied on the minor approaches where applicable.

Since right- turners on the eastbound approach do not experience any sight distance issues while completing the right turn, all right-turning vehicles were removed for analysis. The eastbound approach, Lake Ella Drive, has only one lane to accommodate all movements. Therefore all traffic collected on this approach should be considered during analysis. **Table 5.1** displays the traffic used for analysis after the appropriate right turn reduction was taken. See **Appendix E** for traffic used for analysis broken up into 15 minute increments.

With all of the right turning vehicles being removed from the eastbound business entrance, the westbound Lake Ella Drive traffic became the consistent maximum volume on the minor approach. For warrants 1, 2, and 3, the '2 or more lanes and 1 lane' category was used for analysis.

Time	Major Street Northbound Monroe Street	Major Street Southbound Monroe Street	Major Street Total of Both Approaches	Minor Street Eastbound Business Entrance	Minor Street Westbound Lake Ella Drive
7:00 AM - 8:00 AM	580	1571	2151	4	45
8:00 AM - 9:00 AM	677	1379	2056	6	53
9:00 AM - 10:00 AM	676	1026	1702	8	52
10:00 AM - 11:00 AM	772	908	1680	8	65
11:00 AM - 12:00 PM	1026	1007	2033	16	70
12:00 PM - 1:00 PM	1126	1199	2325	17	100
1:00 PM - 2:00 PM	1111	1207	2318	8	94
2:00 PM - 3:00 PM	1127	1033	2160	9	88
3:00 PM - 4:00 PM	1194	1014	2208	10	87
4:00 PM - 5:00 PM	1417	1060	2477	12	97
5:00 PM - 6:00 PM	1625	1153	2778	11	120
6:00 PM - 7:00 PM	1204	971	2175	19	139

Table 5.1: Existing Traffic Volumes after Right Turn Reduction



Warrant 1. Eight-Hour Vehicular Volume

The Minimum Vehicular Volume, Condition A, is intended for application where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

The Interruption of Continuous Traffic, Condition B, is intended for application where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

With existing traffic and reduced right-turns, Warrant 1 is not satisfied. **Table 5.2** contains the required volumes to meet Warrant 1.

Both Condition A and Condition B are not satisfied for the twelve hours observed using the 100% column.

Table 5.3 displays which hours of traffic pass Conditions A and B. The traffic on the major street, Monroe Street, far exceeded the necessary volumes for Condition A and B. For the minor street, Lake Ella Drive, no hour of traffic exceeds the required 150 vph for Condition A while only four hours of traffic meet or exceed the required 75 vph for Condition B. Since neither Condition A nor Condition B meets the 100% column, one may compare the traffic to the 80% columns. If eight hours of traffic satisfy the 80% columns for both Condition A and Condition B for the same hour then the warrant is met. Only two hours of traffic meet the 80% columns for both Condition A and Condition B which does not satisfy the warrant.



Table 5.2: Table 4C-1 from MUTCD

Number of lan traffic on eac	Vehicles per hour on major street (total of both approaches)			Vehicl minor-s	es per hour street appro	on higher- bach (one d	volume ir. only)		
Major Street	Minor Street	100% ^a	80% ^b	7 0% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition A - Minimum Vehicular Volume

Condition B - Interruption of Continuous Traffic

Number of lan traffic on eac	Vehicles per hour on major street (total of both approaches)			Vehicl minor-s	es per hour street appro	on higher- bach (one d	volume ir. only)		
Major Street	Minor Street	100% ^a	8 0% ^b	7 0% ^c	56% ^d	100% ^a	80% ^b	7 0% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

Note: Green shade indicates minimum vph required for study area

Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a pop. of less than 10,000

May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Table 5.3: Evaluation of Existing Traffic for Warrant 1

8 Hour Vehicular Volume					
Minimum Base	Condi	tion A	Condition B		
Volumes:	600	150	900	75	
Time period	VPH on major street, both approaches	VPH on higher- volume minor street	VPH on major street, both approaches	VPH on higher- volume minor street	
7:00 - 8:00	2151	45	2151	45	
8:00 - 9:00	2056	53	2056	53	
9:00 - 10:00	1702	52	1702	52	
10:00 - 11:00	1680	65	1680	65	
11:00 - 12:00	2033	70	2033	70	
12:00 - 13:00	2325	100	2325	100	
13:00 - 14:00	2318	94	2318	94	
14:00 - 15:00	2160	88	2160	88	
15:00 - 16:00	2208	87	2208	87	
16:00 - 17:00	2477	97	2477	97	
17:00 - 18:00	2778	120	2778	120	
18:00 - 19:00	2175	139	2175	139	
Note: Shaded values d	o not meet criteria.				
Threshold for 80%	480	120	720	60	

With existing traffic and reduced right-turns, Section 4C.02 Warrant 1 is not satisfied.



Warrant 2. Four-Hour Vehicular Volume

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Warrant 2 is satisfied. Using Figure 4C-2, **Figure 5.1** in this report, the existing traffic volumes satisfy the warrant for six hours of traffic. **Table 5.4** shows the hours of traffic used for analysis. Six data points lie above the required 80 vph threshold for intersections with 2 or more lanes on approach and 1 lane on the other approach.

Beginning Time	End Time	VPH on major street, both approaches	VPH on higher- volume minor street
18:00	19:00	2175	139
17:00	18:00	2778	120
12:15	13:15	2354	109
16:00	17:00	2477	97
13:45	14:45	2173	94
15:00	16:00	2208	87
11:15	12:15	2129	79
10:15	11:15	$17\overline{28}$	$\overline{66}$
9:15	10:15	$16\overline{54}$	$\overline{54}$
8:15	9:15	1973	55

Table 5.4: Peak Hourly Traffic Passing Warrant 2

Note: Green shading indicates hours of traffic that satisfy Warrant 2



Figure 5.1: Figure 4C-2 from the MUTCD



Warrant 3. Peak Hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Warrant 3 (Category B) is satisfied. For three hours, existing traffic volumes exceed the threshold of 100 vph shown in Figure 4C-4, **Figure 5.2** in this report. **Table 5.4** show the hours of traffic used for analysis.

Beginning Time	End Time	VPH on major street, both approaches	VPH on higher- volume minor street
18:00	19:00	2175	139
17:00	18:00	2778	120
12:15	13:15	2354	109
16:00	17:00	2477	97
13:45	14:45	2173	94
15:00	16:00	2208	87
11:15	12:15	2129	79
10:15	11:15	$17\overline{28}$	66
9:15	10:15	$16\overline{54}$	$\overline{54}$
8:15	9:15	1973	55

Table 5.5: Peak Hourly Traffic Passing Warrant 3

Note: Green shading indicates hours of traffic that satisfy Warrant 3



Figure 5.2: Figure 4C-4 from the MUTCD



Warrant 4. Pedestrian Volume

The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

Warrant 4 was not assessed because pedestrian delay is not currently a concern at the intersection.

Warrant 5. School Crossing

Warrant 5 is intended for application where the fact that schoolchildren cross the major street is the principal reason to consider installing a traffic control signal.

Warrant 5 was not assessed because there is no school crossing in the intersection area.

Warrant 6. Coordinated Signal System

Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

Field observations confirmed that adequate platooning of vehicles is provided with the existing signal system. Warrant 6 was not satisfied.

Warrant 7. Crash Experience

The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Standard: The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:

- A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
- B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
- C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1, or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8-hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

With existing traffic and crash history, Warrant 7 is not satisfied.

The study team reviewed crash data for a 12 month period, starting September 27, 2011 and ending September 26, 2012. Crashes that are not likely to be corrected by a traffic signal were not included in the crash experience summary. For example, left turn or angle crashes can be corrected with the installation of a traffic signal while rear end or side swipe crashes generally cannot be. The study period has only two crashes correctable by a traffic signal and does not satisfy criteria B, having 5 or more crashes. **Table 5.6** displays a





summary of the crash history within the study period. Appendix F contains the overall crash data for the intersection.

Table 5.6: Crash History

Type of Crash	Occurrences
Angle	1
Left turn	1
Total	2

Warrant 8. Roadway Network

Section 4C.09 Warrant 8 applies to the intersection of two or more major routes where a traffic control signal might be justified to encourage concentration and organization of traffic flow on a roadway network.

Warrant 8 is not applicable.

Warrant 9. Intersection Near a Grade Crossing

Warrant 9 is intended for use at a location where none of the other eight warrants are satisfied, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

Warrant 9 is not applicable.





6.0 Conclusion and Recommendations

Based on the existing traffic, the study team recommends the intersection of SR 63 and Lake Ella Drive for a traffic control signal. Three hours of traffic exceeded the required one hour for Warrant 3, Peak Hour. Six hours of existing traffic exceeded the required four hours for Warrant 2, Four-Hour Vehicular Volume. Existing traffic volumes did not satisfy Warrant 1, Eight-Hour Vehicular Volume. Warrant 6, Coordinated Signal System, was not satisfied due to the fact that adequate platooning of vehicles is provided with the existing signal system. In addition Warrant 7, Crash Experience, was not fulfilled due to not enough crashes susceptible to correction by a traffic control signal existing. **Table 6.1** provides a summary of the warrant analysis.

	Warrant	Result
1	8-Hour Vehicular Volume	Not Satisfied
2	4-Hour Vehicular Volume	Satisfied
3	Peak Hour	Satisfied
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	Not Satisfied
7	Crash Experience	Not Satisfied
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

Table 6.1: Warrant Analysis Summary



Appendix A: Raw Volume Counts

Location:	Monroe Street north of N. I	Lake Ella Drive		
County:	Leon			
Start Date:	2-Oct-12	Start Time:	0:00	_

	Northbound						Southbound					Combined
Time	1st	2nd	3rd	4th	Hour Tot.	1	1st	2nd	3rd	4th	Hour Tot.	Total
0:00	44	36	31	39	150	I	45	37	42	39	163	313
1:00	26	23	19	9	77	1	19	11	18	17	65	142
2:00	21	22	15	14	72	I	11	17	22	18	68	140
3:00	9	6	16	10	41		11	8	12	11	42	83
4:00	8	11	5	18	42	I	9	15	20	22	66	108
5:00	23	18	21	30	92	I	21	32	45	75	173	265
6:00	25	44	54	82	205	I	92	136	225	324	777	982
7:00	102	156	145	179	582	Ĩ	454	390	432	376	1652	2234
8:00	181	176	178	173	708	I	373	365	349	304	1391	2099
9:00	189	169	161	172	691	I	278	269	280	246	1073	1764
10:00	193	165	215	193	766	I	215	217	232	229	893	1659
11:00	208	256	311	274	1049	Ĩ	237	251	260	272	1020	2069
12:00	269	277	296	282	1124	I	315	263	292	309	1179	2303
13:00	272	283	292	253	1100	I	336	342	301	294	1273	2373
14:00	232	284	294	274	1084	I	276	272	232	237	1017	2101
15:00	255	276	285	325	1141	Ĩ	273	261	229	254	1017	2158
16:00	344	361	360	378	1443	I	267	263	267	278	1075	2518
17:00	441	459	422	396	1718		319	274	301	281	1175	2893
18:00	307	346	286	288	1227	Ĩ	239	272	261	230	1002	2229
19:00	227	264	236	237	964		235	194	186	203	818	1782
20:00	250	200	171	209	830	I	200	178	162	147	687	1517
21:00	230	175	137	120	662	I	152	130	126	120	528	1190
22:00	133	119	82	78	412	I	100	93	85	64	342	754
23:00	90	75	58	56	279	I	60	71	46	45	222	501
Total					16459	I					17718	34177

	Direction:	Northbound
	Hour	Volume
A.M	815	716
P.M	1700	1718
Daily	1700	1718

	Direction:	Southbound
	Hour	Volume
A.M	700	1652
P.M	1245	1288
Daily	700	1652

	Direction:	Combined
	Hour	Volume
A.M	700	2234
P.M	1700	2893
Daily	1700	2893

Location:	Monroe Street north of N. L	<u>ake Ella Drive</u>		
County:	Leon			
Start Date:	3-Oct-12	Start Time:	0:00	_

	Northbound						Southbound					Combined
Time	1st	2nd	3rd	4th	Hour Tot.	Î .	1st	2nd	3rd	4th	Hour Tot.	Total
0:00	43	42	42	39	166		38	39	35	27	139	305
1:00	31	27	18	18	94	Î .	16	21	17	12	66	160
2:00	21	13	20	11	65		16	21	11	9	57	122
3:00	14	8	18	12	52		12	10	16	17	55	107
4:00	14	13	9	7	43	I	19	10	14	25	68	111
5:00	17	26	20	35	98		21	28	42	85	176	274
6:00	25	32	59	79	195		87	146	201	331	765	960
7:00	114	161	158	184	617		417	419	424	412	1672	2289
8:00	188	196	163	178	725		387	387	389	333	1496	2221
9:00	209	169	189	173	740		298	257	247	280	1082	1822
10:00	178	196	212	211	797		269	229	226	228	952	1749
11:00	276	237	276	288	1077	I	253	228	283	287	1051	2128
12:00	325	333	353	330	1341		280	327	318	378	1303	2644
13:00	305	320	292	331	1248	I	321	327	318	294	1260	2508
14:00	293	278	294	286	1151	I	298	255	265	306	1124	2275
15:00	352	323	312	339	1326	I	282	249	274	233	1038	2364
16:00	371	375	375	394	1515		268	270	292	254	1084	2599
17:00	449	381	361	380	1571		314	326	309	237	1186	2757
18:00	363	289	307	258	1217	I	264	268	225	247	1004	2221
19:00	236	258	207	205	906		197	213	201	178	789	1695
20:00	210	215	230	180	835	I	162	155	140	168	625	1460
21:00	165	159	107	109	540	I	140	116	87	87	430	970
22:00	100	86	93	101	380	I	82	88	71	86	327	707
23:00	85	74	55	38	252	I	87	68	65	42	262	514
Total					16951	I					18011	34962

	Direction:	Northbound
	Hour	Volume
A.M	815	746
P.M	1630	1599
Daily	1630	1599

	Direction:	Southbound
	Hour	Volume
A.M	700	1672
P.M	1215	1344
Daily	700	1672

	Direction:	Combined
	Hour	Volume
A.M	730	2336
P.M	1645	2788
Daily	1645	2788

Location:	Monroe Street north	of N. Lake Ella Drive		
County:	Leon			
Start Date:	4-Oct-12	Start Time:	0:00	_

			Northbo	und					Southbo	und		Combined
Time	1st	2nd	3rd	4th	Hour Tot.	1	1st	2nd	3rd	4th	Hour Tot.	Total
0:00	40	35	46	26	147		44	48	41	33	166	313
1:00	34	32	29	16	111	1	21	23	21	18	83	194
2:00	27	32	35	17	111		17	18	13	16	64	175
3:00	14	14	12	10	50		9	9	21	5	44	94
4:00	17	9	8	10	44		9	9	15	21	54	98
5:00	23	21	21	28	93	1	20	34	47	97	198	291
6:00	38	48	70	105	261		108	128	199	324	759	1020
7:00	117	171	162	193	643		399	392	407	375	1573	2216
8:00	178	184	204	194	760	1	403	361	315	334	1413	2173
9:00	187	192	165	153	697	1	299	249	265	229	1042	1739
10:00	204	177	183	193	757	1	226	244	244	266	980	1737
11:00	195	266	249	290	1000		238	271	261	294	1064	2064
12:00	243	284	320	276	1123	1	288	277	349	337	1251	2374
13:00	287	286	297	316	1186		344	301	289	291	1225	2411
14:00	326	301	306	293	1226		302	260	247	265	1074	2300
15:00	303	282	308	331	1224		286	270	294	253	1103	2327
16:00	350	345	381	381	1457	1	292	285	272	290	1139	2596
17:00	412	430	424	353	1619	1	297	317	320	293	1227	2846
18:00	333	329	325	279	1266	1	239	293	249	235	1016	2282
19:00	253	241	243	257	994	1	238	202	203	210	853	1847
20:00	227	236	213	212	888	1	197	191	196	161	745	1633
21:00	210	180	166	162	718	I	155	146	136	133	570	1288
22:00	144	126	136	122	528	I	94	107	89	90	380	908
23:00	84	80	83	51	298	I	84	86	42	77	289	587
Total					17201	Ī					18312	35513

	D:	NT 11 1
	Direction:	Northbound
	Hour	Volume
A.M	830	777
P.M	1645	1647
Daily	1645	1647

	Direction:	Southbound
	Hour	Volume
A.M	715	1577
P.M	1230	1331
Daily	715	1577

	Direction:	Combined
	Hour	Volume
A.M	715	2281
P.M	1645	2871
Daily	1645	2871

Location:	Monroe St north of N. Lake Ella Dr			
County:	Leon			
Start Date:	5-Oct-12	Start Time:	0:00	_

			Northbo	und				Southbo	und		Combined
Time	1st	2nd	3rd	4th	Hour Tot.	1st	2nd	3rd	4th	Hour Tot.	Total
0:00	46	60	42	39	187	41	57	39	25	162	349
1:00	35	38	26	27	126	42	31	18	28	119	245
2:00	27	20	18	23	88	24	32	6	15	77	165
3:00	27	18	11	10	66	16	14	30	10	70	136
4:00	16	9	12	12	49	9	13	16	20	58	107
5:00	28	21	28	29	106	20	25	53	61	159	265
6:00	27	35	69	92	223	94	142	193	305	734	957
7:00	113	165	138	188	604	376	398	428	359	1561	2165
8:00	164	187	172	194	717	343	329	360	328	1360	2077
9:00	190	161	177	199	727	303	290	255	289	1137	1864
10:00	182	221	172	236	811	227	243	286	250	1006	1817
11:00	222	255	283	292	1052	255	279	306	375	1215	2267
12:00	339	325	336	324	1324	344	328	328	357	1357	2681
13:00	359	332	327	356	1374	380	381	354	350	1465	2839
14:00	369	339	359	334	1401	309	331	288	293	1221	2622
15:00	368	344	386	341	1439	302	301	310	340	1253	2692
16:00	407	408	352	397	1564	328	301	337	316	1282	2846
17:00	385	402	459	347	1593	365	364	333	353	1415	3008
18:00	333	313	300	275	1221	331	365	315	346	1357	2578
19:00	300	311	275	330	1216	301	293	287	243	1124	2340
20:00	306	297	269	274	1146	247	245	196	228	916	2062
21:00	279	257	239	307	1082	210	199	177	191	777	1859
22:00	240	236	171	166	813	178	175	163	163	679	1492
23:00	141	143	148	123	555	148	164	142	118	572	1127
Total					19484					21076	40560

	Direction:	Northbound
	Hour	Volume
A.M	815	743
P.M	1645	1643
Daily	1645	1643

	Direction:	Southbound
	Hour	Volume
A.M	700	1561
P.M	1245	1472
Daily	700	1561

	Direction:	Combined
	Hour	Volume
A.M	715	2183
P.M	1645	3021
Daily	1645	3021

Location:	Monroe St north of N. Lake Ella Dr			
County:	Leon			
Start Date:	6-Oct-12	Start Time:	0:00	_

			Northbo	und					Southbo	und		Combined
Time	1st	2nd	3rd	4th	Hour Tot.		1st	2nd	3rd	4th	Hour Tot.	Total
0:00	119	76	76	74	345		86	107	84	85	362	707
1:00	78	66	72	61	277		66	56	40	63	225	502
2:00	76	77	46	52	251		42	47	43	42	174	425
3:00	37	33	30	35	135		28	17	30	33	108	243
4:00	27	20	23	27	97		19	20	25	28	92	189
5:00	16	11	12	21	60		24	17	21	56	118	178
6:00	18	24	31	44	117		33	62	84	99	278	395
7:00	43	53	77	97	270		101	86	114	147	448	718
8:00	89	101	90	113	393		127	136	188	201	652	1045
9:00	135	147	166	186	634		186	203	198	259	846	1480
10:00	158	185	201	220	764		232	243	290	292	1057	1821
11:00	183	234	238	273	928		243	279	299	307	1128	2056
12:00	256	254	284	253	1047		309	308	323	294	1234	2281
13:00	316	271	275	288	1150		287	326	278	302	1193	2343
14:00	294	289	278	291	1152		267	305	302	299	1173	2325
15:00	271	305	332	285	1193		242	268	251	271	1032	2225
16:00	281	308	312	269	1170		293	240	276	223	1032	2202
17:00	252	296	252	251	1051		258	293	221	267	1039	2090
18:00	269	255	262	241	1027		242	270	257	254	1023	2050
19:00	226	262	275	244	1007		245	255	226	223	949	1956
20:00	218	200	223	203	844		227	193	191	171	782	1626
21:00	192	193	165	165	715	[195	169	158	172	694	1409
22:00	147	159	124	123	553		163	134	120	111	528	1081
23:00	109	100	103	147	459		101	146	112	138	497	956
Total					15639	ĺ					16664	32303

	Direction:	Northbound
	Hour	Volume
A.M	845	561
P.M	1530	1206
Daily	1530	1206

	Direction:	Southbound
	Hour	Volume
A.M	845	788
P.M	1200	1234
Daily	1200	1234

	Direction:	Combined
	Hour	Volume
A.M	845	1349
P.M	1230	2354
Daily	1230	2354

Location:	Monroe Street south of Legion Street			
County:	Leon			
Start Date:	2-Oct-12	Start Time:	0:00	

			Northbo	und					Southbo	und		Combined
Time	1st	2nd	3rd	4th	Hour Tot.		1st	2nd	3rd	4th	Hour Tot.	Total
0:00	44	36	30	35	145		43	37	46	36	162	307
1:00	27	28	16	9	80		20	14	17	17	68	148
2:00	21	20	15	13	69		10	17	21	17	65	134
3:00	9	7	14	10	40		11	10	12	10	43	83
4:00	7	10	6	17	40		8	15	21	24	68	108
5:00	18	13	26	28	85		19	34	47	76	176	261
6:00	27	49	45	85	206		90	143	225	317	775	981
7:00	101	151	147	169	568		433	421	446	387	1687	2255
8:00	172	183	166	176	697		371	355	335	303	1364	2061
9:00	183	178	160	162	683		272	257	275	226	1030	1713
10:00	194	167	205	213	779	┥┝	208	210	240	226	884	1663
11:00	210	277	286	280	1053		228	237	254	249	968	2021
12:00	282	272	312	273	1139		308	271	287	323	1189	2328
13:00	270	274	309	220	1073		334	355	305	315	1309	2382
14:00	231	277	273	274	1055		286	284	239	239	1048	2103
15:00	257	270	294	322	1143		263	257	221	249	990	2133
16:00	324	341	365	381	1411		265	265	266	266	1062	2473
17:00	418	446	403	392	1659		312	257	284	275	1128	2787
18:00	289	341	273	284	1187		241	271	245	225	982	2169
19:00	231	260	214	209	914		255	197	200	210	862	1776
20:00	236	189	173	195	793		206	185	166	137	694	1487
21:00	213	163	121	111	608	[169	144	126	123	562	1170
22:00	127	107	69	69	372		102	109	93	64	368	740
23:00	73	66	54	51	244		72	71	43	40	226	470
Total					16043	ĺ					17710	33753

	Direction:	Northbound
	Hour	Volume
A.M	815	708
P.M	1700	1659
Daily	1700	1659

	Direction:	Southbound
	Hour	Volume
A.M	700	1687
P.M	1245	1317
Daily	700	1687

	Direction:	Combined
	Hour	Volume
A.M	715	2264
P.M	1700	2787
Daily	1700	2787

Location:	Monroe Street south of Legion Stree	<u>t</u>		
County:	Leon			
Start Date:	3-Oct-12	Start Time:	0:00	-

			Northbo	und					Southbo	und		Combined
Time	1st	2nd	3rd	4th	Hour Tot.	Ι	1st	2nd	3rd	4th	Hour Tot.	Total
0:00	40	34	37	35	146	I	39	40	34	29	142	288
1:00	30	28	17	16	91	I	17	20	19	12	68	159
2:00	21	13	21	10	65	Ι	17	21	11	9	58	123
3:00	13	9	11	12	45	Ι	17	11	16	15	59	104
4:00	13	9	9	7	38	I	19	10	13	25	67	105
5:00	16	24	19	38	97	I	20	30	45	85	180	277
6:00	29	27	57	80	193	I	85	144	202	325	756	949
7:00	117	159	142	177	595	I	410	439	441	404	1694	2289
8:00	192	185	144	169	690	1	380	389	389	321	1479	2169
9:00	206	165	181	173	725	1	307	242	255	273	1077	1802
10:00	180	203	221	227	831	Ι	243	214	217	206	880	1711
11:00	287	255	264	285	1091	Ι	230	213	257	268	968	2059
12:00	314	302	293	284	1193	Ι	262	336	329	372	1299	2492
13:00	262	300	273	296	1131	Ι	345	335	311	292	1283	2414
14:00	291	271	278	272	1112	Ι	300	268	250	287	1105	2217
15:00	317	292	295	321	1225	I	275	235	255	216	981	2206
16:00	373	367	368	355	1463	I	260	264	282	253	1059	2522
17:00	430	416	400	388	1634	Ι	314	312	283	229	1138	2772
18:00	342	294	289	260	1185	I	248	274	216	242	980	2165
19:00	230	256	203	198	887	Ι	205	223	178	195	801	1688
20:00	199	207	215	181	802	Ι	161	155	133	173	622	1424
21:00	163	162	103	98	526	Ι	153	116	96	97	462	988
22:00	88	78	95	100	361		86	89	65	91	331	692
23:00	80	68	56	37	241	Ι	82	75	67	44	268	509
Total					16367						17757	34124

	Direction:	Northbound
	Hour	Volume
A.M	845	721
P.M	1700	1634
Daily	1700	1634

	Direction:	Southbound
	Hour	Volume
A.M	700	1694
P.M	1215	1382
Daily	700	1694

	Direction:	Combined
	Hour	Volume
A.M	715	2334
P.M	1700	2772
Daily	1700	2772

Location:	Monroe Street south of Legion Street			
County:	Leon			
Start Date:	4-Oct-12	Start Time:	0:00	-

			Northbo	und					Southbo	und		Combined
Time	1st	2nd	3rd	4th	Hour Tot.		1st	2nd	3rd	4th	Hour Tot.	Total
0:00	33	34	43	23	133		44	49	42	34	169	302
1:00	32	29	30	16	107		22	20	17	17	76	183
2:00	27	32	35	17	111		19	16	13	16	64	175
3:00	13	13	14	11	51		9	8	20	8	45	96
4:00	16	10	5	13	44		9	9	14	24	56	100
5:00	23	16	20	29	88		18	38	46	96	198	286
6:00	40	45	67	101	253		107	136	196	314	753	1006
7:00	124	164	162	180	630		386	406	398	371	1561	2191
8:00	172	181	174	181	708		407	368	305	308	1388	2096
9:00	172	194	157	149	672		298	256	260	221	1035	1707
10:00	202	185	185	192	764		220	241	230	260	951	1715
11:00	211	272	258	281	1022		227	257	228	281	993	2015
12:00	248	300	311	266	1125		279	281	349	336	1245	2370
13:00	280	279	282	299	1140		355	307	305	280	1247	2387
14:00	313	291	296	295	1195		307	253	249	265	1074	2269
15:00	302	274	304	328	1208		275	276	276	251	1078	2286
16:00	350	334	362	373	1419		263	280	275	287	1105	2524
17:00	415	437	427	361	1640		282	295	306	295	1178	2818
18:00	337	327	299	268	1231		233	285	235	241	994	2225
19:00	263	249	220	236	968		233	208	208	217	866	1834
20:00	223	229	215	206	873		209	202	204	178	793	1666
21:00	196	170	159	149	674		163	142	147	139	591	1265
22:00	129	117	125	108	479	ĺ	107	123	86	99	415	894
23:00	76	75	72	47	270		92	90	52	85	319	589
Total					16805						18194	34999

	Direction:	Northbound
	Hour	Volume
A.M	830	721
P.M	1645	1652
Daily	1645	1652

	Direction:	Southbound
	Hour	Volume
A.M	715	1582
P.M	1230	1347
Daily	715	1582

	Direction:	Combined
	Hour	Volume
A.M	715	2260
P.M	1645	2822
Daily	1645	2822

Location:	Monroe St south of Legion St		
County:	Leon		
Start Date:	5-Oct-12	Start Time:	0:00

			Northbo	und					Southbo	und		Combined
Time	1st	2nd	3rd	4th	Hour Tot.	I	1st	2nd	3rd	4th	Hour Tot.	Total
0:00	44	55	41	39	179		52	56	46	28	182	361
1:00	31	35	23	25	114	I	37	33	19	28	117	231
2:00	24	20	20	20	84	I	25	34	7	15	81	165
3:00	29	17	10	14	70		17	14	31	11	73	143
4:00	16	9	14	14	53		9	11	18	20	58	111
5:00	26	22	27	28	103	I	22	24	53	65	164	267
6:00	32	36	64	85	217	I	96	136	203	307	742	959
7:00	112	169	144	177	602	Ĩ	369	383	427	375	1554	2156
8:00	160	178	176	188	702		343	327	362	323	1355	2057
9:00	196	159	170	192	717		304	288	249	276	1117	1834
10:00	177	208	171	231	787		221	228	270	244	963	1750
11:00	233	263	251	290	1037	I	265	273	300	345	1183	2220
12:00	333	317	340	318	1308		337	321	330	357	1345	2653
13:00	343	325	331	350	1349	I	363	352	361	351	1427	2776
14:00	346	340	344	338	1368	I	311	329	273	296	1209	2577
15:00	356	343	362	321	1382	I	289	291	291	335	1206	2588
16:00	423	393	364	384	1564		299	304	336	320	1259	2823
17:00	390	416	430	346	1582	I	342	354	321	330	1347	2929
18:00	321	313	296	290	1220	I	313	341	303	324	1281	2501
19:00	295	310	262	314	1181		289	318	293	242	1142	2323
20:00	275	294	263	249	1081		245	247	197	229	918	1999
21:00	264	223	235	277	999	I	232	216	201	197	846	1845
22:00	214	230	169	154	767	I	189	183	165	171	708	1475
23:00	135	126	134	109	504	Ĩ	150	171	150	118	589	1093
Total					18970						20866	39836

	Direction:	Northbound
	Hour	Volume
A.M	815	738
P.M	1645	1620
Daily	1645	1620

	Direction:	Southbound
	Hour	Volume
A.M	700	1554
P.M	1245	1433
Daily	700	1554

	Direction:	Combined
	Hour	Volume
A.M	715	2178
P.M	1645	2957
Daily	1645	2957

Location:	Monroe St south of Legion St		
County:	Leon		
Start Date:	6-Oct-12	Start Time:	0:00

			Northbo	und				Southbo	und		Combined
Time	1st	2nd	3rd	4th	Hour Tot.	1st	2nd	3rd	4th	Hour Tot.	Total
0:00	114	68	68	72	322	88	110	88	90	376	698
1:00	72	61	71	62	266	69	56	42	68	235	501
2:00	70	76	47	54	247	46	50	40	48	184	431
3:00	39	32	29	37	137	25	21	29	32	107	244
4:00	24	20	20	22	86	19	22	24	29	94	180
5:00	16	10	7	25	58	20	19	23	54	116	174
6:00	19	27	28	45	119	33	62	82	93	270	389
7:00	41	59	68	96	264	91	92	107	127	417	681
8:00	82	105	88	115	390	113	131	177	181	602	992
9:00	126	138	162	178	604	164	193	197	240	794	1398
10:00	167	180	183	208	738	232	254	288	274	1048	1786
11:00	186	235	244	280	945	239	272	294	313	1118	2063
12:00	242	271	270	256	1039	298	319	321	300	1238	2277
13:00	312	280	271	277	1140	292	327	275	300	1194	2334
14:00	297	275	279	268	1119	277	315	302	289	1183	2302
15:00	288	313	311	255	1167	248	276	238	278	1040	2207
16:00	281	283	303	267	1134	299	253	267	235	1054	2188
17:00	252	280	240	250	1022	257	286	239	262	1044	2066
18:00	266	236	244	220	966	234	259	259	262	1014	1980
19:00	216	272	253	223	964	250	266	231	233	980	1944
20:00	219	186	213	185	803	214	190	203	183	790	1593
21:00	178	183	150	162	673	197	167	173	187	724	1397
22:00	137	156	119	108	520	171	142	136	117	566	1086
23:00	104	94	90	145	433	108	150	118	147	523	956
Total					15156					16711	31867

	Direction:	Northbound
	Hour	Volume
A.M	845	541
P.M	1445	1180
Daily	1445	1180

	Direction:	Southbound
	Hour	Volume
A.M	845	735
P.M	1230	1240
Daily	1230	1240

	Direction:	Combined
	Hour	Volume
A.M	845	1276
P.M	1230	2358
Daily	1230	2358

Location:	Lake Ella Drive East of M	onroe Street		
County:	Leon			
Start Date:	9-Oct-12	Start Time:	0:00	

			Eastbou	nd					Westbou	und		Combined
Time	1st	2nd	3rd	4th	Hour Tot.		1st	2nd	3rd	4th	Hour Tot.	Total
0:00	0	2	1	1	4		5	0	5	0	10	14
1:00	0	1	0	1	2		5	5	1	3	14	16
2:00	0	0	0	0	0		3	0	2	0	5	5
3:00	1	0	0	1	2		0	0	0	0	0	2
4:00	0	1	0	1	2		1	0	0	3	4	6
5:00	0	0	0	2	2		3	1	2	7	13	15
6:00	2	0	1	4	7		0	6	2	9	17	24
7:00	3	2	2	3	10		12	6	10	12	40	50
8:00	6	11	8	3	28		13	9	15	18	55	83
9:00	12	3	11	6	32		7	10	19	8	44	76
10:00	4	8	9	4	25		11	11	16	18	56	81
11:00	6	12	16	8	42		15	19	17	17	68	110
12:00	21	12	22	19	74		21	30	25	31	107	181
13:00	13	17	8	19	57		22	19	15	23	79	136
14:00	9	18	14	12	53		17	20	29	13	79	132
15:00	10	10	13	17	50		18	14	30	12	74	124
16:00	14	14	16	19	63		22	25	13	24	84	147
17:00	23	11	19	19	72		29	40	22	27	118	190
18:00	16	20	23	20	79		27	30	38	35	130	209
19:00	21	15	12	11	59		30	25	29	19	103	162
20:00	12	8	11	17	48		26	9	12	20	67	115
21:00	6	6	7	8	27		20	25	16	15	76	103
22:00	4	5	6	4	19	[25	22	16	7	70	89
23:00	3	3	3	2	11	[7	7	5	5	24	35
Total					768						1337	2105

	Direction:	Eastbound
	Hour	Volume
A.M	815	34
P.M	1815	84
Daily	1815	84

	Direction:	Westbound
	Hour	Volume
A.M	800	55
P.M	1815	133
Daily	1815	133

	Direction:	Combined
	Hour	Volume
A.M	800	83
P.M	1815	217
Daily	1815	217

Location:	Lake Ella Drive Eas	t of Monroe Street		
County:	Leon			
Start Date:	10-Oct-12	Start Time:	0:00	

			Eastbou	nd					Westbo	und		Combined
Time	1st	2nd	3rd	4th	Hour Tot.		1st	2nd	3rd	4th	Hour Tot.	Total
0:00	2	3	1	0	6		4	4	3	0	11	17
1:00	0	0	0	0	0		2	2	0	1	5	5
2:00	0	0	0	0	0		0	3	1	1	5	5
3:00	0	0	0	1	1		0	2	1	2	5	6
4:00	0	0	1	0	1		0	0	0	1	1	2
5:00	0	0	2	3	5		0	1	3	2	6	11
6:00	0	1	4	4	9		1	8	3	10	22	31
7:00	4	5	3	6	18		6	12	13	19	50	68
8:00	9	7	8	13	37		9	9	15	12	45	82
9:00	12	11	8	8	39		15	15	14	7	51	90
10:00	6	6	8	6	26		14	13	26	11	64	90
11:00	14	15	11	16	56		11	16	22	24	73	129
12:00	21	23	17	19	80		30	16	21	31	98	178
13:00	20	20	11	23	74		38	19	17	27	101	175
14:00	24	14	17	13	68		26	18	20	24	88	156
15:00	17	21	22	17	77		27	30	25	21	103	180
16:00	25	22	24	19	90		34	26	30	28	118	208
17:00	29	37	22	21	109		31	36	36	29	132	241
18:00	22	24	17	13	76		43	44	43	45	175	251
19:00	11	15	18	13	57		18	46	27	25	116	173
20:00	18	8	11	12	49		20	22	23	14	79	128
21:00	7	12	9	5	33		21	18	33	6	78	111
22:00	4	8	5	3	20		12	17	15	5	49	69
23:00	0	3	1	2	6		13	7	8	4	32	38
Total					937	[1507	2444

	Direction:	Eastbound
	Hour	Volume
A.M	830	44
P.M	1630	109
Daily	1630	109

	Direction:	Westbound
	Hour	Volume
A.M	830	57
P.M	1800	175
Daily	1800	175

	Direction:	Combined
	Hour	Volume
A.M	830	101
P.M	1800	251
Daily	1800	251

Location:	Lake Ella Drive East of Monroe Street			
County:	Leon			
Start Date:	11-Oct-12	Start Time:	0:00	-

	Eastbound						Westbound					Combined
Time	1st	2nd	3rd	4th	Hour Tot.		1st	2nd	3rd	4th	Hour Tot.	Total
0:00	2	0	2	2	6		6	10	3	8	27	33
1:00	1	1	0	0	2		2	4	1	1	8	10
2:00	1	0	1	1	3		4	1	0	2	7	10
3:00	0	0	0	1	1		0	2	1	2	5	6
4:00	0	1	0	0	1		1	1	0	1	3	4
5:00	0	0	1	3	4		1	2	0	7	10	14
6:00	4	1	3	3	11		1	3	5	11	20	31
7:00	8	8	5	4	25		3	14	8	16	41	66
8:00	2	8	10	8	28		3	9	15	28	55	83
9:00	10	9	12	12	43		10	17	15	16	58	101
10:00	8	8	17	7	40		13	22	15	22	72	112
11:00	10	15	14	20	59		14	13	19	18	64	123
12:00	19	19	17	18	73		18	20	29	27	94	167
13:00	22	15	12	13	62		36	19	23	22	100	162
14:00	12	14	9	16	51		29	27	23	15	94	145
15:00	11	12	11	14	48		19	17	16	27	79	127
16:00	15	17	21	13	66		24	17	24	19	84	150
17:00	19	9	19	30	77		26	28	25	26	105	182
18:00	17	13	21	14	65		24	30	21	32	107	172
19:00	20	8	4	18	50		25	30	35	27	117	167
20:00	15	9	13	8	45		18	24	25	14	81	126
21:00	5	4	6	0	15		6	19	16	10	51	66
22:00	4	5	4	5	18		10	8	9	9	36	54
23:00	0	4	0	0	4		8	7	6	7	28	32
Total					797						1346	2143

	Direction:	Eastbound
	Hour	Volume
A.M	845	39
P.M	1745	81
Daily	1745	81

	Direction:	Westbound
	Hour	Volume
A.M	830	70
P.M	1845	122
Daily	1845	122

	Direction:	Combined
	Hour	Volume
A.M	845	109
P.M	1215	188
Daily	1215	188

Location:	Business Entrance West of Monroe S	t		
County:	Leon			
Start Date:	2-Oct-12	Start Time:	0:00	-

	Eastbound						Westbound					Combined
Time	1st	2nd	3rd	4th	Hour Tot.		1st	2nd	3rd	4th	Hour Tot.	Total
0:00	0	1	1	0	2		0	0	0	0	0	2
1:00	1	0	0	1	2		0	0	0	1	1	3
2:00	0	0	0	1	1		0	0	0	0	0	1
3:00	0	0	1	2	3		0	0	1	3	4	7
4:00	0	0	0	1	1		2	0	3	0	5	6
5:00	1	0	2	1	4		1	1	1	1	4	8
6:00	4	4	2	9	19		2	3	3	0	8	27
7:00	5	8	12	14	39		0	2	5	3	10	49
8:00	12	13	20	13	58		5	1	6	4	16	74
9:00	20	22	18	17	77		4	5	7	3	19	96
10:00	20	24	8	23	75		3	11	15	11	40	115
11:00	20	28	21	22	91		8	9	7	14	38	129
12:00	34	36	29	29	128		15	29	18	21	83	211
13:00	35	29	34	16	114		13	10	22	19	64	178
14:00	10	17	24	21	72		23	28	23	21	95	167
15:00	26	24	26	27	103		21	25	23	19	88	191
16:00	26	28	26	34	114		38	27	15	18	98	212
17:00	22	32	30	36	120		31	28	24	20	103	223
18:00	34	23	28	22	107		27	34	30	23	114	221
19:00	19	17	18	16	70		29	23	21	22	95	165
20:00	15	16	9	17	57		25	12	13	12	62	119
21:00	7	6	10	9	32		18	15	6	7	46	78
22:00	7	8	4	4	23		4	13	12	3	32	55
23:00	1	2	1	1	5		8	4	3	1	16	21
Total					1317	Ĩ					1041	2358

	Direction:	Eastbound
	Hour	Volume
A.M	830	75
P.M	1715	132
Daily	1715	132

	Direction:	Westbound
	Hour	Volume
A.M	845	20
P.M	1815	116
Daily	1815	116

	Direction:	Combined
	Hour	Volume
A.M	830	94
P.M	1745	232
Daily	1745	232

Location:	Business Entrance West of Mon	roe St		
County:	Leon			
Start Date:	3-Oct-12	Start Time:	0:00	_

			Eastbou	nd					Westbou	und		Combined
Time	1st	2nd	3rd	4th	Hour Tot.		1st	2nd	3rd	4th	Hour Tot.	Total
0:00	0	1	1	1	3	ľ	2	2	2	2	8	11
1:00	0	3	0	0	3		0	1	3	0	4	7
2:00	0	1	4	0	5		0	0	0	0	0	5
3:00	0	1	0	3	4		4	0	2	0	6	10
4:00	0	0	1	0	1	ľ	0	2	0	1	3	4
5:00	1	0	1	1	3		0	4	3	2	9	12
6:00	1	1	1	11	14		2	2	4	5	13	27
7:00	9	10	14	14	47		5	20	6	15	46	93
8:00	24	13	13	10	60		17	19	17	6	59	119
9:00	18	12	13	22	65		20	18	19	23	80	145
10:00	23	22	27	20	92		20	14	18	20	72	164
11:00	22	26	38	41	127	ľ	15	25	23	21	84	211
12:00	37	39	26	34	136		27	38	49	39	153	289
13:00	18	30	11	29	88		40	30	33	28	131	219
14:00	29	22	24	20	95		31	25	23	20	99	194
15:00	21	14	26	28	89	ľ	26	14	16	18	74	163
16:00	27	29	32	26	114		14	10	14	13	51	165
17:00	31	31	44	38	144		21	17	20	10	68	212
18:00	38	33	25	38	134	ľ	19	14	10	11	54	188
19:00	22	13	18	10	63		13	13	15	15	56	119
20:00	15	10	13	13	51		5	17	8	16	46	97
21:00	11	8	8	6	33		3	6	2	6	17	50
22:00	1	2	6	3	12		4	1	1	1	7	19
23:00	4	2	1	0	7	ľ	5	4	2	3	14	21
Total					1390	Ĩ					1154	2544

	Direction:	Eastbound
	Hour	Volume
A.M	730	65
P.M	1730	153
Daily	1730	153

	Direction:	Westbound
	Hour	Volume
A.M	745	68
P.M	1215	166
Daily	1215	166

	Direction:	Combined
	Hour	Volume
A.M	745	132
P.M	1200	289
Daily	1200	289
HSA Consulting Group, Inc. 1315 Country Club Road Gulf Breeze, Florida 32563

Location:	Business Entrance W	Vest of Monroe St	
County:	Leon		
Start Date:	4-Oct-12	Start Time:	0:00

			Eastbou	nd					Westbou	und		Combined
Time	1st	2nd	3rd	4th	Hour Tot.		1st	2nd	3rd	4th	Hour Tot.	Total
0:00	0	1	2	0	3		1	1	5	0	7	10
1:00	1	0	0	0	1		0	0	0	0	0	1
2:00	0	0	1	1	2		1	0	1	1	3	5
3:00	0	0	1	2	3		0	0	0	1	1	4
4:00	0	1	0	2	3		0	1	0	0	1	4
5:00	0	1	0	1	2		1	5	0	4	10	12
6:00	2	3	1	6	12		6	1	6	1	14	26
7:00	10	11	14	14	49		1	9	3	4	17	66
8:00	14	9	14	19	56		12	4	7	11	34	90
9:00	14	12	16	19	61		10	9	10	4	33	94
10:00	22	19	17	25	83		10	11	3	4	28	111
11:00	23	31	37	33	124		7	13	11	15	46	170
12:00	27	28	36	26	117		17	9	19	16	61	178
13:00	32	31	20	27	110		20	16	19	22	77	187
14:00	23	23	26	23	95		18	19	17	16	70	165
15:00	24	19	24	26	93		19	16	17	26	78	171
16:00	35	31	25	21	112		20	11	11	20	62	174
17:00	40	33	30	29	132		24	14	16	19	73	205
18:00	25	29	32	29	115		20	28	11	20	79	194
19:00	23	24	18	24	89		23	10	17	20	70	159
20:00	25	28	18	12	83		9	15	10	12	46	129
21:00	13	18	10	5	46		11	6	17	7	41	87
22:00	7	11	5	3	26	[10	13	5	10	38	64
23:00	2	6	3	2	13		11	9	4	4	28	41
Total					1430						917	2347

Peak Hour Summary

	Direction:	Eastbound
	Hour	Volume
A.M	845	61
P.M	1700	132
Daily	1700	132

	Direction:	Westbound
	Hour	Volume
A.M	845	40
P.M	1730	83
Daily	1730	83

	Direction:	Combined
	Hour	Volume
A.M	845	101
P.M	1700	205
Daily	1700	205

Traffic Signal Warrant Analysis



Appendix B: Seasonally Adjusted Volume Counts

_

HSA Consulting Group, Inc.									Week	SF	Axle			
				1315 Countr	y Club Road	1						40	0.99	0.98
			G	ulf Breeze,	Florida 325	63						41	0.98	0.98
												42	0.98	0.98
Location:			Monroe Stre	et North of I	N. Lake Ella	Dr						43	0.99	0.98
County:			Le	on										
												Factors		
			Week	41			Start	Time:	0:00			Applied	0.98	0.98
												ripplied		
Start Date:	Tue Oct	2 2012	Start Date:	Wed Oct	3 2012	Start Date	Thu Oct	4 2012		Weekday	Average	· _	Satur	dav
Time	NR	SR	Start Dute.	NR	SR	- Start Date.	NR	SR SR		NB	SB	· -	NR	SB
0.00	/12	11	ו ר	12	37	1	30	/3		12	12	Г	115	83
0.00	35	36	-	42 //1	38		3/	43		37	42	-	73	103
0.13	30		-	/1	3/		/5	47		39	30	-	73	81
0.30	38	20		20	26		45	40		34	33	-	73	82
1.00	25	19	-	30	16		23	21		30	19	-	75	64
1.00	23	11	-	26	21		31	21		27	10	-	64	54
1.13	19	18	-	18	17		28	23		27	19	-	70	39
1.30	0	10		10	17		16	10		15	15	-	50	61
2.40	21	11		21	16		26	10		22	10	-	73	41
2.00	21	17	-	13	21		20	18		23	19	-	73	41
2.13	15	22	-	20	11		34	13		22	15	-	/4	40
2.30	1/	18	-	11	9		17	15		1/	10	-	4J 50	42
3.43	9	10	-	1/	12		1/	9		13	11	-	36	27
3.00	6	8	-	8	10		14	9		10	0	-	30	17
3.10	16	12	-	18	16		17	21		16	17	-	20	29
3.30	10	11	-	10	10		10	5		10	11	-	2.5	32
4.00	8	9	-	1/	19		10	9		13	13	-	26	19
4.00	11	15	-	13	10		۲ <i>,</i>	9		11	13	-	20	20
4.10	5	20	-	9	10		8	15		8	17	-	20	20
4:30	18	20	-	7	25	-	10	21		12	23	-	26	23
5.00	23	21	-	, 17	23	-	23	20		21	23	-	16	24
5.00	18	31	-	25	21	-	21	33		21	31	-	11	17
5:30	21	44	-	20	41	-	21	46		21	44	-	12	21
5:45	29	73	-	34	82		27	94		30	83	-	21	54
6:00	25	89	-	25	84		37	104		29	93	-	18	32
6:15	43	131	-	31	141		47	123		41	132	-	24	60
6:30	52	217	-	57	194		68	192		59	201	F	30	81
6:45	79	312	-	76	318		101	312		86	314	F	43	96
7:00	98	437		110	401	_	113	384		107	408	-	42	98
7:15	150	375		155	403	_	165	377		157	385	-	51	83
7:30	140	415	1	152	408	1	156	391		150	405	-	74	110
7:45	172	362	-	177	396		186	361		179	373	F	94	142
8:00	174	359	-	181	372		171	388		176	373	F	86	122
8:15	170	351	-	189	372		177	347		179	357	-	98	131
8:30	171	336		157	374	_	196	303		175	338	-	87	181
8:45	167	292	1	171	320	1	187	321		175	311	F	109	194
9:00	182	267		201	287	_	180	288		188	281	-	130	179
9:15	163	259	1	163	247		185	240		171	249		142	195
9:30	155	269	1	182	238	1	159	255		166	254	F	160	191
9:45	166	237	1	167	269		147	220		160	242	F	179	249
10:00	186	207	1	171	259		196	218		185	228	F	152	223
10:15	159	209	1	189	220		170	235		173	222	F	178	234
10:30	207	223	1	204	218		176	235		196	226		194	279
10:45	186	220	1	203	219	1	186	256		192	232	F	212	281
			_ L		-	4						I L		- 1

11:00 11:15 11:30 11:45 12:00 12:15 12:30 12:45 13:00 13:15 13:30 13:45 14:00 14:15 14:30 14:45 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:00 18:15 18:30 18:45 19:00 19:15 19:30 19:45 20:00 20:15 20:30 20:45 21:00 21:15 21:30 21:45 22:00 22:15 22:30 22:45 23:00 23:15 23:30 23:45

266	243
228	219
266	272
277	276
313	269
320	315
240	315
217	300
317	304
293	309
308	315
281	306
318	283
282	287
267	245
283	255
275	294
339	271
311	240
300	264
326	224
357	258
261	258
301	200
301	201
379	244
432	302
366	314
347	297
365	228
349	254
278	258
295	217
248	238
227	190
248	205
199	194
197	171
202	156
202	140
207	149
221	135
1/3	162
159	135
153	112
103	84
105	84
97	79
83	85
90	69
98	83
82	84
72	66
53	63
27	 /1
57	41

188	229	
256	261	
240	251	
279	283	
234	277	
273	267	
308	336	
266	324	
276	331	
275	290	
286	278	
304	280	
314	291	
290	250	
294	238	
282	255	
292	275	
271	260	
296	283	
318	203	
337	293	
333	201	
266	2/4	
266	202	
206	279	
412	200	
415	202	
408	308	
340	282	
320	230	
310	282	
313	240	
268	226	
243	229	
232	195	
234	195	
247	202	
219	190	
227	184	
205	189	
204	155	
202	149	
173	141	
160	131	
156	128	
139	91	
122	103	
131	86	
118	87	
81	81	
77	83	
80	41	
49	74	

218	234	
244	241	
269	258	
274	274	
269	283	
287	279	
311	308	
285	329	
277	321	
285	312	
283	292	
289	282	
273	282	
277	253	
287	239	
274	259	
292	270	
283	251	
290	256	
319	237	
342	266	
347	263	
358	267	
370	264	
418	299	
407	295	
387	299	
362	260	
322	238	
309	268	
295	236	
265	229	
230	215	
245	196	
220	190	
224	190	
221	180	
209	168	
197	160	
193	153	
194	144	
165	126	
132	113	
126	110	
122	89	
107	93	
100	79	
97	78	
84	75	
74	73	
63	50	
47	53	
	-	

176	234
225	268
229	288
263	295
246	297
244	296
273	311
243	283
304	276
261	314
265	267
277	291
283	257
278	293
267	291
280	288
261	233
293	258
319	242
274	261
270	282
296	231
300	266
259	215
243	248
285	282
243	213
242	257
259	233
245	260
252	247
232	244
218	236
252	245
265	218
235	215
210	219
193	186
215	184
195	165
185	188
186	163
159	152
159	166
142	157
153	129
120	116
119	107
105	98
97	141
99	108
142	133

Monroe Street North of N. Lake Ella Drive

			Н	ISA Consulti	ng Group, Ir	nc.						Week	SF	Axle
				1315 Countr	ry Club Road	1						40	0.99	0.98
			G	ulf Breeze,	Florida 325	63						41	0.98	0.98
												42	0.98	0.98
Location:			Monroe St so	outh of Legi	on St							43	0.99	0.98
County:			<u>Intointoe bit se</u>	on	<u>on or</u>						I	45	0.55	0.50
county.			Le	on							1	Eactors		
			Week	41			Star	rt Time:	0:00			Applied	0.98	0.98
										_		Applied		
Charles Datas	True O	+ 2 2012	Ctart Data	Waloa	+ 2 2012	Ctart Data	Thur O	-+ 4 2012	-	W/1-1 A		•	C-t-	
Start Date:	Tue Oc	ct 2, 2012	Start Date:	wea Oc	t 3, 2012	_ Start Date:	InuO	ct 4, 2012	-	weekday Ave	rage	•	Satu	rday
rime	IN 42	5		N 20	3	٦	N 22	5	1	N 5		1	N	5
0:00	43	42	-	39	38	-	32	43	-	38	41		110	85
0:15	35	36	-1	33	39	-	33	48	-	34	41		66	106
0:30	29	45	_	36	33	-	42	41		36	40		66	85
0:45	34	35	_	34	28	-	23	33		31	32		70	87
1:00	26	20	_	29	17	_	31	22		29	20		70	67
1:15	27	14	_	27	20	_	28	20		28	18		59	54
1:30	16	17	_	17	19		29	17		21	18		69	41
1:45	9	17		16	12		16	17		14	16		60	66
2:00	21	10		21	17		26	19		23	16		68	45
2:15	20	17		13	21		31	16		22	18		73	49
2:30	15	21		21	11		34	13		24	15		46	39
2:45	13	17		10	9		17	16		14	14		52	47
3:00	9	11		13	17		13	9		12	13		38	25
3:15	7	10		9	11		13	8		10	10		31	21
3:30	14	12	- 1	11	16		14	20	1	13	16		28	28
3:45	10	10	- 1	12	15		11	8	1	11	11		36	31
4:00	7	8		13	19		16	9		12	12		24	19
4:15	10	15	-	9	10	-	10	9	1	10	12		20	22
4.30	6	21	-	9	13	-	5	14	1	7	16		20	24
4:30	17	21	-1	7	25	-	13	24		13	25		20	28
5.00	18	19	-	16	20	-	23	18		19	19		16	20
5.00	12	22	-	24	20	-	16	27		19	22		10	10
5.20	25	46	-1	10	23	-	20	45		22	15		10	22
5.50	23	70	-1	27	-++ 01	-	20	45		22	4J 00		, 25	525
5.45	27	73	-1	37	02	-	20	102		21	03		10	32
6.00	20	0/	-	20	82 120	-	39	103	-	31	126		19	32
0.15	48	130		20	139	-	44	131	-	40	130		20	50
6:30	44	217		55	195	-	65	189	-	55	201		27	79
6:45	82	305	-	//	313	-	98	302	-	86	307		44	90
7:00	98	416	-	113	394	-	120	3/1	-	111	394		40	88
7:15	146	405	4	153	422	4	158	390	4	153	406		57	89
7:30	142	429	4	137	424	4	156	383	4	145	412		66	103
7:45	163	372	4	170	389	4	173	357	4	169	373		93	122
8:00	166	357	4	185	365	4	166	391	1	173	371		79	109
8:15	176	341	_	178	374		174	354		176	357		101	126
8:30	160	322	_	139	374	4	168	293	1	156	330		85	170
8:45	170	292		163	309		174	296]	169	299		111	174
9:00	176	262		198	295		166	287		180	282		122	158
9:15	171	247		159	233		187	246		173	242		133	186
9:30	154	265		174	245		151	250		160	254		156	190
9:45	156	218		167	263		144	213]	156	232		171	231
10:00	187	200		173	234	7	195	212]	185	216		161	223
10:15	161	202	7	195	206	1	178	232	1	178	214		173	244
10:30	197	231	7 1	213	209	1	178	221	1	196	221		176	277

Monroe Street South of Legion Street

10:45	205	218
11:00	202	219
11:15	267	228
11:30	275	244
11:45	269	240
12:00	271	296
12:15	262	261
12:30	300	276
12:45	263	311
13:00	260	321
13:15	264	341
13:30	297	293
13:45	212	303
14:00	222	275
14:15	267	273
14:30	263	230
14:45	264	230
15:00	247	253
15:15	260	247
15:30	283	213
15:45	310	240
16:00	312	255
16:15	328	255
16:30	351	256
16:45	366	256
17:00	402	300
17:15	429	247
17:30	388	273
17:45	377	265
18:00	278	232
18:15	328	261
18:30	263	236
18:45	273	217
19:00	222	245
19:15	250	190
19:30	206	193
19:45	201	202
20:00	227	198
20:15	182	178
20:30	167	160
20:45	188	132
21:00	205	163
21:15	157	139
21:30	117	122
21:45	107	119
22:00	122	98
22:15	103	105
22:30	67	90
22:45	67	62
23:00	71	70
23:15	64	69
23:30	52	42
23:45	49	39

219	198
276	221
245	205
254	247
274	258
302	252
291	323
282	316
273	358
252	332
289	322
263	299
285	281
280	289
261	258
267	241
262	276
305	265
281	226
284	245
309	208
359	250
353	250
353	234
2/1	2/1
341 412	245
415	200
200	300
202	272
273	220
329	239
203	204
2/8	208
250	233
221	197
246	215
195	171
191	188
192	155
199	149
207	128
174	167
157	147
156	112
99	93
95	94
85	83
75	86
92	63
97	88
77	79
66	73
54	65
36	43

203	222	200	_
227	220	179	
258	227	226	
259	237	235	
271	256	269	
271	272	233	
281	285	261	
294	310	260	
264	331	246	
261	332	300	
274	320	269	
277	295	261	
262	285	267	
268	287	286	
270	258	265	
272	237	268	
270	254	258	
281	261	277	
269	247	301	
287	242	299	
312	230	245	-
336	253	270	-
334	260	272	-
351	264	292	-
356	259	252	-
405	291	237	-
417	277	245	-
395	2,7	203	-
366	200	231	-
311	237	256	-
300	252	230	_
309	207	22/	-
2//	224	200	-
201	220	212	_
232	222	208	
240	202	202	
205	200	243	
207	200	215	_
212	185	170	
201	1/4	1/9	
194	162	205	_
18/	15/	1/8	
184	156	1/1	
159	130	1/6	
123	119	145	
116	116	156	
111	95	132	
97	104	150	
94	79	115	
90	82	104	
74	80	100	
68	77	91	
59	53	87	
44	55	140	

					HSA C	onsulting Gro	oup, Inc.					Week	SF	
					1315	Country Club	Road					40	0.99	
					Gulf B	reeze, Florida	a 32563					41	0.98	
												42	0.98	
Location:			Lake Ella I	Or east of Mor	troe St							43	0.99	
County:		-	Leon										1	
			Week	42								Factors	0.98	
								Start Time:		0:00		Applied		
	T 0 (0	2012		CL ID I	W 10	10, 2012		0 D .	T1 0	11 2012	-	Manlada.		
Time	Tue Oct 9	, 2012		Start Date:		10, 2012		Start Date:		111, 2012	-	тр	Average	
0.00		5			20	VV D	1		20	wв 6	T		VV B	
0.00	2	0			2	4			2	10		2	5	
0.15	1	5			1	3			2	3		2	1	
0:45	1	0			0	0			2	8		1	4	
1:00	0	5			0	2			1	2	ł	1	3	
1:15	1	5			0	2			1	4		1	4	
1:30	0	1			0	0			0	1		0	1	
1:45	1	3			0	1			0	1	İ	1	2	
2:00	0	3			0	0			1	4	İ	1	3	
2:15	0	0			0	3			0	1	İ	0	2	
2:30	0	2			0	1			1	0	İ	1	1	
2:45	0	0			0	1			1	2	Ī	1	1	
3:00	1	0			0	0			0	0	Ī	1	0	
3:15	0	0			0	2			0	2		0	2	
3:30	0	0			0	1			0	1		0	1	
3:45	1	0			1	2			1	2		1	2	
4:00	0	1			0	0			0	1		0	1	
4:15	1	0			0	0			1	1		1	1	
4:30	0	0			1	0			0	0		1	0	
4:45	1	3			0	1			0	1		1	2	
5:00	0	3			0	0			0	1		0	2	
5:15	0	1			0	1			0	2		0	2	
5:30	0	2			2	3			1	0		1	2	
5:45	2	7			3	2			3	7		3	6	
6:00	2	0			0	1			4	1		2	1	
6:15	0	0			1	8			1	3		1	Б	
6:30	1	2			4	3 10			3	5	ł	3	4	
7.00	4	9 12			4	10			3	3	ł	4 5	7	
7.00	2	6			5	12			8	14	ł	5	11	
7:30	2	10			3	13			5	8	ł	4	11	
7:45	3	12			6	19			4	16	ł	5	16	
8:00	6	13			9	9	1		2	3	t	6	9	
8:15	11	9			7	9			8	9	İ	9	9	
8:30	8	15			8	15			10	15	t	9	15	
8:45	3	18			13	12			8	28	1	8	20	
9:00	12	7			12	15	1		10	10	İ	12	11	
9:15	3	10			11	15	1		9	17	İ	8	14	
9:30	11	19			8	14			12	15	ľ	11	16	
9:45	6	8			8	7			12	16	I	9	11	
10:00	4	11			6	14			8	13		6	13	
10:15	8	11			6	13			8	22		8	16	
10:30	9	16			8	26			17	15	l	12	19	

Lake Ella Drive East of Monroe Street

10:45	4	18
11:00	6	15
11:15	12	19
11:30	16	17
11:45	8	17
12:00	21	21
12:15	12	30
12.30	22	25
12.30	19	31
13.00	13	22
13.00	17	19
13.13	8	15
12.45	10	22
14.00	15	17
14.00	9	17
14:15	10	20
14:30	14	29
14:45	12	13
15:00	10	18
15:15	10	14
15:30	13	30
15:45	17	12
16:00	14	22
16:15	14	25
16:30	16	13
16:45	19	24
17:00	23	29
17:15	11	40
17:30	19	22
17:45	19	27
18:00	16	27
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				HSA C	onsulting Gr	oup, Inc.					Week SF	
				1315 Culf D	Country Clu	b Road					40 0.99	
				Guil B	freeze, Florid	a 32303					41 0.98	
Location:		Business E	ntrance West	of Monroe Si	treet						43 0.99	
County:		L	eon	or monioe b							10 0100	
		Marcal.									Factors	
		Week	41				Start '	Time:	0:	:00	Applied 0.98	
Start Date: Tue Oct	2, 2012	-	Start Date:	Wed Oc	t 3, 2012		Start Date:	Thu Oct	4, 2012	_	Weekday Average	
Time EB	WB	1		EB	WB	1		EB	WB	1	EB WB	
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1:45 1	1			0	0			0	0		1 1	
2:00 0	0			0	0			0	1		0 1	
2:15 0	0			1	0			0	0		1 0	
2:30 0	0			4	0			1	1		2 1	
2:45 1	0			0	0			1	1		1 1	
3:00 0	0			0	4			0	0		0 2	
3:15 0	0			1	0			0	0	-	1 0	
3:30 1	1			0	2			1	0	-	1 1	
3:45 2	3			3	0			2	1		3 2	
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4:45 1	0			0	1			2	0	-	1 1	
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5:30 2	1			1	3			0	0		1 2	
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6:30 2	3			1	4			1	6	-	2 5	
6:45 9	0	-		11	5			6	1	-	9 2	
7:00 5	0	-		9	5			10	1	-	8 2	
7:10 12	5			10	20			11	3	-	10 11	
7:45 14	3			14	15			14	4	-	14 9	
8:00 12	5			24	17			14	12	-	17 12	
8:15 13	1			13	19			9	4		12 8	
8:30 20	6			13	17			14	7		16 10	
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9:45 17	3			22	23			19	4	4	20 10	
10:00 20	3	4		23	20			22	10	4	22 11	
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Business Entrance West of Monroe Street

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12.40	25	12
12.15	20	10
13:15	29	10
13:30	54	22
13:45	16	19
14:00	10	23
14:15	17	28
14:30	24	23
14:45	21	21
15:00	26	21
15:15	24	25
15:30	26	23
15:45	27	19
16:00	26	38
16:15	28	27
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23:30	1	3
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2011 Peak Season Factor Category Report - Report Type: ALL Category: 5500 LEON COUNTYWIDE

			MOCF: 0.97
Week	Dates	SF	PSCF
=====: 1	======================================	======================================	
2	01/02/2011 = 01/01/2011	1 04	1.07
2	01/02/2011 = 01/08/2011	1 02	1.06
3	01/09/2011 = 01/19/2011	1.03	1.05
-	01/22/2011 = 01/22/2011	1.02	1.03
5	01/23/2011 - 01/29/2011	1.00	1.03
* 7	01/30/2011 = 02/03/2011	0.99	1.02
• / • 0	02/10/2011 - 02/12/2011	0.97	1.00
·· 0	02/13/2011 - 02/19/2011	0.90	1.00
	02/20/2011 - 02/20/2011	0.97	1.00
^ I U	02/27/2011 = 03/05/2011	0.97	1.00
^	03/06/2011 - 03/12/2011	0.98	1.01
^⊥∠ +12	03/13/2011 - 03/19/2011	0.98	1.01
^_3	03/20/2011 - 03/26/2011	0.97	1.00
*⊥4	03/27/2011 - 04/02/2011	0.96	0.99
*15	04/03/2011 - 04/09/2011	0.96	0.99
*16	04/10/2011 - 04/16/2011	0.95	0.98
*17	04/17/2011 - 04/23/2011	0.96	0.99
*18	04/24/2011 - 04/30/2011	0.97	1.00
*19	05/01/2011 - 05/07/2011	0.98	1.01
20	05/08/2011 - 05/14/2011	0.99	1.02
21	05/15/2011 - 05/21/2011	1.01	1.04
22	05/22/2011 - 05/28/2011	1.01	1.04
23	05/29/2011 - 06/04/2011	1.01	1.04
24	06/05/2011 - 06/11/2011	1.01	1.04
25	06/12/2011 - 06/18/2011	1.01	1.04
26	06/19/2011 - 06/25/2011	1.01	1.04
27	06/26/2011 - 07/02/2011	1.02	1.05
28	07/03/2011 - 07/09/2011	1.03	1.06
29	07/10/2011 - 07/16/2011	1.03	1.06
30	07/17/2011 - 07/23/2011	1.03	1.06
31	07/24/2011 - 07/30/2011	1.02	1.05
32	07/31/2011 - 08/06/2011	1.02	1.05
33	08/07/2011 - 08/13/2011	1.01	1.04
34	08/14/2011 - 08/20/2011	1.01	1.04
35	08/21/2011 - 08/27/2011	1.00	1.03
36	08/28/2011 - 09/03/2011	1.00	1.03
37	09/04/2011 - 09/10/2011	1.00	1.03
38	09/11/2011 - 09/17/2011	0.99	1.02
39	09/18/2011 - 09/24/2011	0.99	1.02

44	10/23/2011	-	10/29/2011	1.00	1.03
45	10/30/2011	-	11/05/2011	1.01	1.04
46	11/06/2011	-	11/12/2011	1.02	1.05
47	11/13/2011	-	11/19/2011	1.03	1.06
48	11/20/2011	-	11/26/2011	1.03	1.06
49	11/27/2011	-	12/03/2011	1.03	1.06
50	12/04/2011	-	12/10/2011	1.04	1.07
51	12/11/2011	-	12/17/2011	1.04	1.07
52	12/18/2011	-	12/24/2011	1.04	1.07
53	12/25/2011	-	12/31/2011	1.03	1.06

* Peak Season

Page 1 of 3

County: 55 - LEON

Wee	k Dates	5505	5507	5509	5510
		LEON COUNTY URBAN	SR366/PEN.&ST.AUG.ST	SR 61, US 90 - SR261	
1	01/01/2011 - 01/01/2011	1.00	0.99	1.00	0.98
2	01/02/2011 - 01/08/2011	1.00	0.99	1.00	0.98
3	01/09/2011 - 01/15/2011	1.00	0.99	1.00	0.98
4	01/16/2011 - 01/22/2011	1.00	0.99	1.00	0.98
5	01/23/2011 - 01/29/2011	1.00	0.99	1.00	0.98
6	01/30/2011 - 02/05/2011	1.00	0.99	1.00	0.98
7	02/06/2011 - 02/12/2011	1.00	0.99	1.00	0.98
8	02/13/2011 - 02/19/2011	1.00	0.99	1.00	0.98
9	02/20/2011 - 02/26/2011	1.00	0.99	1.00	0.98
10	02/27/2011 - 03/05/2011	1.00	0.99	1.00	0.98
11	03/06/2011 - 03/12/2011	1.00	0.99	1.00	0.98
12	03/13/2011 - 03/19/2011	1.00	0.99	1.00	0.98
13	03/20/2011 - 03/26/2011	1.00	0.99	1.00	0.98
14	03/27/2011 - 04/02/2011	1.00	0.99	1.00	0.98
15	04/03/2011 - 04/09/2011	1.00	0.99	1.00	0.98
16	04/10/2011 - 04/16/2011	1.00	0.99	1.00	0.98
17	04/17/2011 = 04/23/2011	1 00	0.99	1 00	0.98
18	04/24/2011 - 04/30/2011	1.00	0.99	1.00	0.98
19	05/01/2011 = 05/07/2011	1 00	0.99	1 00	0.98
20	05/08/2011 = 05/14/2011	1 00	0.99	1 00	0.98
21	05/15/2011 = 05/21/2011	1 00	0.99	1 00	0.98
21	05/22/2011 = 05/28/2011	1 00	0.99	1.00	0.90
22	05/22/2011 = 05/20/2011	1 00	0.99	1.00	0.90
23	05/29/2011 = 06/04/2011	1 00	0.99	1.00	0.90
24	06/12/2011 = 06/11/2011	1.00	0.99	1.00	0.98
20	06/12/2011 = 06/16/2011	1.00	0.99	1.00	0.98
20	06/19/2011 - 06/25/2011	1.00	0.99	1.00	0.98
27	08/28/2011 - 07/02/2011	1.00	0.99	1.00	0.98
28	07/03/2011 - 07/09/2011	1.00	0.99	1.00	0.98
29	07/10/2011 - 07/16/2011	1.00	0.99	1.00	0.98
30	07/17/2011 - 07/23/2011	1.00	0.99	1.00	0.98
31	07/24/2011 = 07/30/2011	1.00	0.99	1.00	0.98
32	07/31/2011 - 08/06/2011	1.00	0.99	1.00	0.98
33	08/07/2011 - 08/13/2011	1.00	0.99	1.00	0.98
34	08/14/2011 - 08/20/2011	1.00	0.99	1.00	0.98
35	08/21/2011 - 08/27/2011	1.00	0.99	1.00	0.98
36	08/28/2011 - 09/03/2011	1.00	0.99	1.00	0.98
37	09/04/2011 - 09/10/2011	1.00	0.99	1.00	0.98
38	09/11/2011 - 09/17/2011	1.00	0.99	1.00	0.98
39	09/18/2011 - 09/24/2011	1.00	0.99	1.00	0.98
		1.00	0.99	1.00	
		1.00	0.99	1.00	
		1.00	0.99	1.00	
		1.00	0.99	1.00	
44	10/23/2011 - 10/29/2011	1.00	0.99	1.00	0.98
45	10/30/2011 - 11/05/2011	1.00	0.99	1.00	0.98
46	11/06/2011 - 11/12/2011	1.00	0.99	1.00	0.98
47	11/13/2011 - 11/19/2011	1.00	0.99	1.00	0.98
48	11/20/2011 - 11/26/2011	1.00	0.99	1.00	0.98
49	11/27/2011 - 12/03/2011	1.00	0.99	1.00	0.98
50	12/04/2011 - 12/10/2011	1.00	0.99	1.00	0.98
51	12/11/2011 - 12/17/2011	1.00	0.99	1.00	0.98
52	12/18/2011 - 12/24/2011	1.00	0.99	1.00	0.98
53	12/25/2011 - 12/31/2011	1.00	0.99	1.00	0.98
		=			

Traffic Signal Warrant Analysis



Appendix C: Raw and Seasonally Adjusted Turning Movements Counts (TMCs)

File Name: C:\Program Files (x86)\JAMAR\PetraPro\Data Files\Monroe_LakeElla_Thurs_MID.ppd Start Date: 10/4/2012 Start Time: 11:30:00 AM

Week

41

Week	SF
40	0.99
41	0.98
42	0.98
43	0.99
Factor Used	0.98

Raw Counts

		MON	ROE	Ī		LAKE	ELLA			MONE	ROE		LAKE ELLA				
		From	North			From	East		From South				From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
11:30	15	0	4	0	18	0	3	0	2	0	23	0	14	0	4	0	
11:45	11	0	12	0	12	1	1	0	7	0	26	0	28	0	4	0	
12:00	11	0	5	0	15	1	4	0	4	0	20	0	29	0	4	0	
12:15	7	0	12	0	16	0	3	0	7	0	28	0	27	0	3	0	
12:30	6	0	6	0	20	1	1	0	6	0	31	0	31	3	3	0	
12:45	7	0	7	0	19	0	3	0	7	0	25	2	31	0	0	0	
13:00	9	0	8	0	18	0	9	0	3	0	24	0	27	0	2	0	
13:15	8	0	11	0	15	1	5	0	6	0	25	0	26	1	1	0	

Aujusteu C	Jounta															
		MON From	ROE North			LAKE I From	ELLA East			MONF From S	ROE South		LAKE ELLA From West			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
11:30	15	0	4	0	18	0	3	0	2	0	23	0	14	0	4	0
11:45	11	0	12	0	12	1	1	0	7	0	26	0	28	0	4	0
12:00	11	0	5	0	15	1	4	0	4	0	20	0	29	0	4	0
12:15	7	0	12	0	16	0	3	0	7	0	28	0	27	0	3	0
12:30	6	0	6	0	20	1	1	0	6	0	31	0	31	3	3	0
12:45	7	0	7	0	19	0	3	0	7	0	25	2	31	0	0	0
13:00	9	0	8	0	18	0	9	0	3	0	24	0	27	0	2	0
13:15	8	0	11	0	15	1	5	0	6	0	25	0	26	1	1	0

File Name: C:\Program Files (x86)\JAMAR\PetraPro\Data Files\Lake Ella Study\Monroe_LakeElla_Thurs_PM.ppd Start Date: 10/4/2012 Start Time: 5:00:00 PM

Week

41

Week	SF
40	0.99
41	0.98
42	0.98
43	0.99
Factor Used	0.98

Raw Counts

		Lake Ella \	Vestbound			Monroe No	orthbound		Publix S. Eastbound				Monroe Southbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
17:00	16	0	3	0	9	0	40	2	31	0	1	0	4	0	6	1
17:15	16	1	0	0	12	0	28	0	21	0	0	0	4	0	11	0
17:30	19	1	0	0	6	0	32	1	34	1	1	0	7	0	2	0
17:45	10	0	3	0	7	0	25	1	37	2	1	0	7	0	8	0
18:00	17	0	0	0	10	0	24	2	25	2	3	0	2	0	8	0
18:15	17	0	5	0	4	0	22	1	30	0	5	0	7	0	15	0
18:30	23	2	5	0	3	0	29	1	17	1	0	0	5	0	10	0
18:45	17	3	5	1	6	0	19	1	23	0	3	0	8	0	12	0

		Lake Ella V	Vestbound			Monroe No	rthbound	Publix S. Eastbound				Monroe Southbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
17:00	16	0	3	0	9	0	40	2	31	0	1	0	4	0	6	1
17:15	16	1	0	0	12	0	28	0	21	0	0	0	4	0	11	0
17:30	19	1	0	0	6	0	32	1	34	1	1	0	7	0	2	0
17:45	10	0	3	0	7	0	25	1	37	2	1	0	7	0	8	0
18:00	17	0	0	0	10	0	24	2	25	2	3	0	2	0	8	0
18:15	17	0	5	0	4	0	22	1	30	0	5	0	7	0	15	0
18:30	23	2	5	0	3	0	29	1	17	1	0	0	5	0	10	0
18:45	17	3	5	1	6	0	19	1	23	0	3	0	8	0	12	0

Week	SF
40	0.99
41	0.98
42	0.98
43	0.99
Factor Used	0.98

File Name: C:\Program Files (x86)\JAMAR\PetraPro\Data Files\Lake Ella Study\Monroe_LakeElla_Sat_MID.ppd Start Date: 10/6/2012 Start Time: 11:00:00 AM

Week

41

Raw Counts

				-													
		MON	ROE			LAKE	ELLA			MON	ROE		LAKE ELLA				
	From North					From	East			From	South		From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
11:00	10	1	8	0	9	0	4	0	2	0	9	0	8	1	2	0	
11:15	8	0	10	0	17	2	4	0	8	0	11	1	17	0	3	0	
11:30	3	0	5	0	17	0	4	0	3	0	14	0	17	1	1	0	
11:45	3	0	5	1	12	0	4	0	3	0	18	1	21	0	1	0	
12:00	7	0	10	0	20	1	5	0	5	0	23	1	16	0	1	0	
12:15	10	0	9	0	14	0	4	0	5	0	16	0	39	0	3	0	
12:30	7	0	9	0	18	0	6	0	5	0	16	2	24	0	7	0	
12:45	0	0	4	0	15	1	4	0	3	0	21	0	21	0	2	0	
13:00	5	0	4	0	20	1	6	0	6	0	28	0	21	2	0	0	
13:15	3	0	10	0	18	3	3	0	2	0	27	0	27	1	3	0	
13:30	7	0	7	0	19	1	9	0	8	0	20	0	20	1	1	0	
13:45	4	0	12	0	13	0	9	0	5	0	12	0	18	0	2	0	

		MON	ROE		LAKE ELLA					MON	ROE		LAKE ELLA				
		From	North			From	East			From	South		From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
11:00	10	1	8	0	9	0	4	0	2	0	9	0	8	1	2	0	
11:15	8	0	10	0	17	2	4	0	8	0	11	1	17	0	3	0	
11:30	3	0	5	0	17	0	4	0	3	0	14	0	17	1	1	0	
11:45	3	0	5	1	12	0	4	0	3	0	18	1	21	0	1	0	
12:00	7	0	10	0	20	1	5	0	5	0	23	1	16	0	1	0	
12:15	10	0	9	0	14	0	4	0	5	0	16	0	39	0	3	0	
12:30	7	0	9	0	18	0	6	0	5	0	16	2	24	0	7	0	
12:45	0	0	4	0	15	1	4	0	3	0	21	0	21	0	2	0	
13:00	5	0	4	0	20	1	6	0	6	0	28	0	21	2	0	0	
13:15	3	0	10	0	18	3	3	0	2	0	27	0	27	1	3	0	
13:30	7	0	7	0	19	1	9	0	8	0	20	0	20	1	1	0	
13:45	4	0	12	0	13	0	9	0	5	0	12	0	18	0	2	0	

File Name: C:\Program Files (x86)\JAMAR\PetraPro\Data Files\Lake Ella Study\Monroe_LakeElla_Sat_PM.ppd
Start Date: 10/6/2012
Start Time: 3:00:00 PM

Week

41

.

Week	SF
40	0.99
41	0.98
42	0.98
43	0.99
Factor Used	0.98

Raw Counts

				-									_			
		MON	ROE			LAKE	ELLA			MON	ROE			LA	KE	
		From	North			From	East			From S	South			From	West	
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
15:00	5	1	8	0	17	1	4	0	8	0	13	0	16	0	2	0
15:15	10	0	7	0	19	1	6	0	7	0	25	0	25	2	0	0
15:30	5	0	9	0	21	0	10	0	3	0	13	1	18	0	2	0
15:45	0	0	3	0	25	0	11	0	2	0	14	0	19	0	1	0
16:00	5	0	11	0	14	1	8	0	4	0	16	0	30	0	0	0
16:15	4	0	5	0	14	1	7	0	0	0	9	0	20	0	5	0
16:30	3	0	15	0	14	1	4	0	5	0	21	0	16	1	4	0
16:45	4	0	10	0	14	1	4	0	10	0	12	0	27	0	2	0
17:00	5	0	1	0	22	0	6	0	5	0	24	0	28	1	2	0
17:15	8	0	8	0	19	1	5	0	6	0	22	0	28	0	2	0
17:30	1	0	3	0	22	0	9	0	4	0	20	0	16	0	1	0
17:45	3	0	8	0	13	0	6	0	2	0	16	0	22	0	2	0

		MON	ROE			LAKE	ELLA			MON	ROE			LA	AKE	
		From	North			From	East			From S	South			From	n West	
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
15:00	5	1	8	0	17	1	4	0	8	0	13	0	16	0	2	0
15:15	10	0	7	0	19	1	6	0	7	0	25	0	25	2	0	0
15:30	5	0	9	0	21	0	10	0	3	0	13	1	18	0	2	0
15:45	0	0	3	0	25	0	11	0	2	0	14	0	19	0	1	0
16:00	5	0	11	0	14	1	8	0	4	0	16	0	30	0	0	0
16:15	4	0	5	0	14	1	7	0	0	0	9	0	20	0	5	0
16:30	3	0	15	0	14	1	4	0	5	0	21	0	16	1	4	0
16:45	4	0	10	0	14	1	4	0	10	0	12	0	27	0	2	0
17:00	5	0	1	0	22	0	6	0	5	0	24	0	28	1	2	0
17:15	8	0	8	0	19	1	5	0	6	0	22	0	28	0	2	0
17:30	1	0	3	0	22	0	9	0	4	0	20	0	16	0	1	0
17:45	3	0	8	0	13	0	6	0	2	0	16	0	22	0	2	0

Traffic Signal Warrant Analysis



Appendix D: Traffic Data Used for Analysis (Preliminary)

	15-Minute Counts				Sum of four provious 15		
					Sum of four	previous 15	
	Major	Movement	Minor M	ovement	min pe	erioas	
					Maior (sum	Minor (max	
Start Time	NB	SB	EB	WB	of both	of minor	
		_			major app.)	app.)	
7:00	111	408	8	7			
7:15	153	385	10	11			
7:30	147	405	14	11			
7:45	169	373	14	16	2151	46	
8:00	173	373	17	9	2178	55	
8:15	176	357	12	9	2173	57	
8:30	158	338	16	15	2117	59	
8:45	170	311	14	20	2056	59	
9:00	182	281	18	11	1973	60	
9:15	174	249	16	14	1863	64	
9:30	162	254	16	16	1783	64	
9:45	158	242	20	11	1702	70	
10:00	187	228	22	13	1654	74	
10:15	180	222	22	16	1633	80	
10:30	199	226	18	19	1642	82	
10:45	206	232	23	17	1680	85	
11:00	229	234	22	14	1728	85	
11:15	261	241	29	16	1828	92	
11:30	263	258	32	20	1924	106	
11:45	273	274	32	20	2033	115	
12:00	276	283	33	23	2129	126	
12:15	284	279	36	22	2190	133	
12:30	298	308	32	25	2275	133	
12:45	268	329	33	30	2325	134	
13:00	267	321	29	32	2354	130	
13:15	281	312	30	19	2384	124	
13:30	288	292	22	19	2358	114	
13:45	275	282	24	24	2318	105	
14:00	275	282	21	24	2287	97	
14:15	280	253	21	22	2227	89	
14:30	287	239	25	24	2173	94	
14:45	285	259	22	18	2160	89	
15:00	292	270	24	22	2165	92	
15:15	281	251	19	21	2164	90	
15:30	298	256	26	24	2192	91	
15:45	323	237	27	20	2208	96	
16:00	345	266	30	27	2257	102	
16:15	342	263	30	23	2330	113	
16:30	362	267	28	23	2405	115	
16:45	368	264	27	24	2477	115	
17:00	417	299	32	29	2582	117	
17:15	423	295	34	35	2695	121	
17:30	402	299	37	28	2/67	130	
17:45	383	260	35	28	2//8	138	
18:00	318	238	33	32	2618	139	
18:15	321	268	29	35	2489	134	
18:30	290	236	32	34	2314	129	
18:45	275	229	32	38	2175	139	

		15-Minut	e Counts					
	Major Mo	ovement	Minor M	ovement	Sum of four previous 15 m periods			
Start Time	NB	SB	EB	WB	Minor (max of minor app.)	Major (sum of both major app.)		
7:00	40	98	0	0				
7:15	57	83	0	0				
7:30	66	110	0	0				
7:45	93	142	0	0	689	0		
8:00	79	122	0	0	752	0		
8:15	101	131	0	0	844	0		
8:30	85	181	0	0	934	0		
8:45	111	194	0	0	1004	0		
9:00	122	179	0	0	1104	0		
9:15	133	195	0	0	1200	0		
9:30	156	191	0	0	1281	0		
9:45	171	249	0	0	1396	0		
10:00	161	223	0	0	1479	0		
10:15	173	234	0	0	1558	0		
10:30	176	279	0	0	1666	0		
10:45	200	281	0	0	1727	0		
11:00	179	234	11	13	1756	13		
11:15	226	268	20	23	1843	36		
11:30	235	288	19	21	1911	57		
11:45	269	295	22	16	1994	73		
12:00	233	297	17	20	2111	86		
12:15	261	290	42	18	2174	110		
12.30	200	202	31	24	2222	112		
12.40	240	203	23	20	2107	110		
13.00	269	31/	23	2/	2250	108		
13:30	203	267	22	29	2216	100		
13:45	267	201	20	23	2245	102		
14:00	286	257	0	0	2212	75		
14:15	265	293	0	0	2187	51		
14:30	268	291	0	0	2218	22		
14:45	258	288	0	0	2206	0		
15:00	277	233	18	22	2173	22		
15:15	301	258	27	26	2174	48		
15:30	299	242	20	31	2156	79		
15:45	245	261	20	36	2116	115		
16:00	270	282	30	23	2158	116		
16:15	272	231	25	22	2102	112		
16:30	292	266	21	19	2119	100		
16:45	257	215	29	19	2085	105		
17:00	243	248	31	28	2024	106		
17:15	269	282	30	25	2072	111		
17:30	231	213	17	31	1958	107		
17:45	241	257	24	19	1984	103		
18:00	256	233	0	0	1982	75		
18:15	227	260	0	0	1918	50		
18:30	235	247	0	0	1956	24		
18:45	212	244	0	0	1914	0		

Note: Grey shaded rows were the peak hours that were counted on the minor approaches on the weekend

Traffic Signal Warrant Analysis



Appendix E: Traffic Data Used for Analysis (Less Right Turns from Business Approach)

		15-Minut				
	Major N	lovement	Minor M	ovement	Sum of fou 15 min	ır previous periods
					Major (sum	Minor (max
Start Time	NB	SB	EB	WB	of both	of minor
					major app.)	app.)
7:00	111	408	1	7		,
7:15	153	385	1	11		
7:30	147	405	1	11		
7:45	169	373	1	16	2151	45
8:00	173	373	2	9	2178	47
8:15	176	357	1	9	2173	45
8:30	158	338	2	15	2117	49
8:45	170	311	1	20	2056	53
9:00	182	281	2	11	1973	55
9:15	174	249	2	14	1863	60
9:30	162	254	2	16	1783	61
9:45	158	242	2	11	1702	52
10:00	187	228	2	13	1654	54
10:15	180	222	2	16	1633	56
10:30	199	226	2	19	1642	59
10:45	206	232	2	17	1680	65
11:00	229	234	2	14	1728	66
11:15	261	241	3	16	1828	66
11:30	263	258	1	20	1924	67
11:45	273	274	4	20	2033	70
12:00	276	283	4	23	2129	79
12:10	204	279	5	22	2190	C6 00
12.30	290	300	3	20	2275	90
12.45	200	323	2	32	2323	100
13.00	207	312	2	10	2384	109
13.10	288	292	2	19	2358	100
13:45	275	282	2	24	2318	94
14:00	275	282	2	24	2287	86
14:15	280	253	2	22	2227	89
14:30	287	239	3	24	2173	94
14:45	285	259	2	18	2160	88
15:00	292	270	2	22	2165	86
15:15	281	251	2	21	2164	85
15:30	298	256	3	24	2192	85
15:45	323	237	3	20	2208	87
16:00	345	266	3	27	2257	92
16:15	342	263	3	23	2330	94
16:30	362	267	3	23	2405	93
16:45	368	264	3	24	2477	97
17:00	417	299	2	29	2582	99
17:15	423	295	2	35	2695	111
17:30	402	299	4	28	2767	116
17:45	383	260	3	28	2778	120
18:00	318	238	5	32	2618	123
18:15	321	268	4	35	2489	123
18:30	290	236	4	34	2314	129
18:45	275	229	6	38	2175	139

Traffic Signal Warrant Analysis



Appendix F: Crash Data

N. Ada	ms St.			LEGION STRE Crash Type Am
		E 8th Aue		Rear EndSide SwipeHUPAngleLeft TurnBicycleRight TurnTotal
MATCHLINE STA 247	250 E Crash	. 8TH AVE Type Amount	255	
	Rear Side S HU Ang Left T Bicy Right Tot	End5wipe1P0de0Turn3cle0Turn0al9	TO TO TO TO TO TO TO TO TO TO TO TO TO T	
Contra Region Transportation Planning Agency CRTPA	LAKE ELLA DRIVE SIGNAL WARRANT REPORT	$ \overrightarrow{B} $ HIT BICYCLE $ \leftarrow \text{HEAD ON} $ $ \rightarrow \rightarrow \text{REAR END} $	ANGLE ↑ SIDE SWIPE	HUP HIT UTILITY POLE # NO. OF CRASHES P



			PUBLIX ENTRA			55
and the second second	The read		Rear End	2	State 1	harpo
MITTER J	1 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		Side Swipe	1		
The state	A State State	二,王	HUP	0		
Anne 2 1 m	CARLES AND THE	al a card	Angle	0 7	B	A.E.
I TAN	State Martine	AL P ANT	Left Turn	0	1.1.41	20 3
52 - 1	A REAL PROPERTY.		Bicycle	0	1444 11	1 23
			Right Turn	0	All of a	
	I all the	- 92	Total	3	1914 Rives	
4	and the second se				2 2	1
VE 57A 260			265	2	270	
A HING	2		and the second s		7	
NATC		HUP	1 1 1 1 1	HUP	-	and the second s
A State of the sta				3/1/	THARPE S	TREET
Peter In	LAKE FILA N.				Crash Type	Amount
	Number of		Bro ET		Rear End	8
Cr	ash Type Crashes	<u>e</u>	A DE L		10 m	
States of the second second	Clashes		L'EL LOUGH	<u>්</u> ර්	Side Swipe	2
R	ear End 3		L B-	De St	Side Swipe HUP	2 1
R Sic	ear End 3 de Swipe 4			Tharbe st	Side Swipe HUP Angle	2 1 1
	ear End 3 de Swipe 4 HUP 2 Anglo 1		A BE	E Marbe	Side Swipe HUP Angle Left Turn	2 1 1 2
	ear End 3 de Swipe 4 HUP 2 Angle 1 eft Turp 1			E Marbe	Side Swipe HUP Angle Left Turn Bicycle	2 1 1 2 1
	ear End3de Swipe4HUP2Angle1eft Turn1Bicycle0			E. Thanks	Side Swipe HUP Angle Left Turn Bicycle Right Turn	2 1 1 2 1 0
R Sic L Ri	ear End3de Swipe4HUP2Angle1eft Turn1Bicycle0ght Turn1			E Thatle	Side Swipe HUP Angle Left Turn Bicycle Right Turn Total	2 1 1 2 1 0 15
Ri Ri	ear End3de Swipe4HUP2Angle1eft Turn1Bicycle0ght Turn1Total12			E Maro	Side Swipe HUP Angle Left Turn Bicycle Right Turn Total	2 1 1 2 1 0 15



Appendix E: Public Comments



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

Public comments will be incorporated into this study and will be considered during the evaluation of the alternatives. All comments will be considered.

I SEE MANY PROBLEMS	WITH THES PLAN AS
ST APPLERS TO SOUTH MO	NROFE SOUTH OF THR
RASC ROAD TRACK, WR ARR	ALREADY SHORT ON
SPACE AND ARE DEPENDENT O	AN THE SOUTH BOUND LANE.
BRENC ABUE TO TURN LEFT	SNTO OUR BUSSNESS,
Name TRET FORTSON	Please place in the Comment Box or
Address	Return by March 14, 2012
1915 SOUTH MOUROR ST.	Io:
City, State, Zip TACAPASSET, FC 32301	Mr. Nick Arnio Reynolds, Smith and Hills, Inc.
Phone Number 850-443-8312	Suite101 Tallahassee, FL 32308
Email	Phone: (850) 558-2800 Fax: (800) 276-0715

STEWARD SASPUENTURES O HOTMASL. COM

Email

Email: Nicholi.Arnio@rsandh.com



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

Public comments will be incorporated into this study and will be considered during the evaluation of the alternatives. All comments will be considered.

01 () VACP 31 PN L 05 1

Name Gabrielle Matthews
Address 1711 N Meridian Rd #11
City, State, Zip GILY FL 32303
Phone Number 850 228 3762
Email gymatthews@gmail.com

Please place in the Comment Box or Return by March 14, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

Public comments will be incorporated into this study and will be considered during the evaluation of the alternatives. All comments will be considered.

l. im 0 1 Dre Du O

Name Dream's Bridad
Address 2057 N. Monkor St
City, State, Zip Tell, 32303
Phone Number 850 385-2100
Email

Please place in the Comment Box or Return by March 14, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

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phSider across Ghi a even ni an Va ease owe done mi m 1.01 0 A 1/2 0 misida a 00 ah am n area

Name Rathryn Zienitz
Address 250 S. Villas Ct. Apt B
City, State, Zip Tallahassee, FL 3230;
Phone Number
Email Kziewitz@gmail.com

Please place in the Comment Box or Return by March 14, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

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Name Address Vlonvoe 304 City, State, Zip a **Phone Number** Email

Please place in the Comment Box or Return by March 14, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

Public comments will be incorporated into this study and will be considered during the evaluation of the alternatives. All comments will be considered.

ATTRACTIVE Signage WELCOMING GOTH MOTURISIS & pedestrians into Neighburhoups Along Monres 57-KAMPLE - MIDTOWN, DOWNTOWN & SOMO Communifie(: A WATER FEATURE, ie - LARGE FOUNTAIN AT Some point ALONG Route - DRAMATIC + Appealing Median LANDSCAPING SUCH AS WASHINGTONIN DR SABAL PALMS -AUDIA Deciduous Thees Such AS CREPE MyRHES

Name DAVID CAMPBell Address 3219 Thomasville Rd 17-A City, State, Zip TALI 32308 Phone Number 545-9836 Email DCAMPOPILIZSY @ ADL, CON

Please place in the Comment Box or Return by March 14, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

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Name Lewis Buford
Address 217 John Knoy
City, State, Zip Tall, FT- 32303
Phone Number 385-6363
Email Ubyford@+lhland.com

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Please place in the Comment Box or Return by March 14, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

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Dora CC, 11 0 come 11 3RA 1, he in

Name Sean Singletow
Address 638 E. Tellige Au
City, State, Zip TIH, FL 32301
Phone Number \$50 422 2472
Email Seavagsverge. Don

Please place in the Comment Box or Return by March 14, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

Public comments will be incorporated into this study and will be considered during the evaluation of the alternatives. All comments will be considered.

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Name Adam Antonex: Biblo Address 1316 Lehigh Dr. City, State, Zip Tallahagee 723230/ Phone Number

is bib @ comcast. ne Email

Please place in the Comment Box or Return by March 14, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308



Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #1 March 6, 2012

Public comments will be incorporated into this study and will be considered during the evaluation of the alternatives. All comments will be considered.

Please place in the Comment Box or Return by March 14, 2012

To:

m

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308
Capital Region Transportation Planning Agency

CRTPA

Comment Form Monroe Street Median Feasibility & Lake Ella Median Implementation Study

I'm am requesting that the City of Tallahassee and all others involved with the Median Project on Monroe, would consider NOT altering or changing the access (northbound and southbound) that property known as The Cottages at Lake Ella and the businesses known as On The Border, Golden Corral, U-Haul and Sonic currently have.

I am fortunate to be part owner of this property. My grandfather, Gilbert Sewell Chandler, Sr., purchased this property in the 1920's and built the lovely cottages that generations of family have enjoyed as their "home away from home" when it was a tourist camp. Then our family made the decision to try and share this wonderful location as a unique shopping center. We are privileged to have some of the most incredible independent business owners in the Tallahassee area as our tenants. Any changes to the access to this unique shopping location could most definitely affect these businesses in the most detrimental way. Access is critical.

The same situation exists on the west side of Monroe Street where our tenants currently have northbound and southbound access. These restaurants cater to large parties often using buses as their mode of transportation. Access is critical-U-turns are NOT feasible for these tenants.

I implore you to please make absolutely no changes to this stretch of Monroe Street, from 7th Avenue to Tharpe Street. These businesses and our livelihood will not survive. This decision will have a direct negative impact on the future of these businesses.

If you must make any changes to this section of Monroe, please, please only consider alternative plan C.

Virginia Chandler Weeks 1101 Hays Street Tallahassee, FL 32301

Vilginia Chandler Week



Comment Form

Monroe Street Median Feasibility & Lake Ella Median Implementation Study

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Please Print handler Name: YONRON Address: 32300

Please drop in the Comment Box or return to:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc.

Address:	1701 Hermitage Blvd. Ste., 101
	Tallahassee, FL 32308
Phone:	(850) 558-2800
Fax:	(800) 276-0715

City / State / Zip:



Comment Form Monroe Street Median Feasibility & Lake Ella Median Implementation Study

Public comments will be incorporated into this study and will be considered during the evaluation of the alternatives. All comments will be considered.

FOR THE PAST 25+ YEARS OUR FAMILY HAS
INVESTED OUR PROPERTY WITH THE SMALL
BUSINESS (MOM + POP) TENANTS, WE HAVE AT THE
COTTAGES AT LAKE ELLA. WE CANNOT ALLOW
THEIR ACCESS TO BEERE BUSINESS BY PRESE
CUSTOMERS TO BE ALTERED IN ANY WAY-
THEY WILL NOT SURVIVE. PLEASE DO NOT
MAKE ANY CHANGES ON MONROE STREET
FROM THARPE STREET TO BT AVENUE.

Please P	rint
Name:	BEULAH M. CHANDLER
Address:	2004 WINTHROP WAY TAMAHASSEE, FL.
	3230B
City / Sta	e / Zip:

Please drop in the Comment Box or return to:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc.

Address: 1701 Hermitage Blvd. Ste., 101 Tallahassee, FL 32308 Phone: (850) 558-2800 Fax: (800) 276-0715



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Name:	VIII	Chanal	lev
Address:	506	Collins	Drive
City / Sta	ite / Zip:	TaMahas	SUL, FL 32303

Please drop in the Comment Box or return by December 10, 2012 to:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc.

Address: 1701 Hermitage Blvd. Ste., 101 Tallahassee, FL 32308 Phone: (850) 558-2800 Fax: (800) 276-0715



Comment Form

Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #3 November 28, 2012

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Fax: (800) 276-071 Email: Nicholi.Arnio@rsandh.com



Comment Form

Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #3 November 28, 2012

Suite101

Phone:

Fax:

Email:

Tallahassee, FL 32308

Nicholi.Arnio@rsandh.com

(850) 558-2800

(800) 276-0715

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Phone Number 3 7 Email OWING M σ 6



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Name Address al City, State, Zip 36 **Phone Number** Email Q011 Con

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Phone: (850) 558-2800 Fax: (800) 276-0715 Email: Nicholi.Arnio@rsandh.com



Comment Form Monroe Street Median Feasibility &

Lake Ella Median Implementation Study Public Information Meeting #3 November 28, 2012

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Name Debra Amesqua	
Address 1649 Jake Ella Dr	
City, State, Zip Tallohassee, FL 32303	
Phone Number 830 - 224 - 5661	
Email damesqua e amoil com	

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Please place in the Comment Box or Return by December 10, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308

 Phone:
 (850) 558-2800

 Fax:
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 Nicholi.Arnio@rsandh.com



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Name MANDE Krv pR. Address EUA City, State, Zip FL 32303 SEE Phone Number %509320 3 Email SENDME ARIDICULOUS, COM.

Please place in the Comment Box or Return by December 10, 2012

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Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308

Phone: (850) 558-2800 Fax: (800) 276-0715 Email: Nicholi.Arnio@rsandh.com



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Comment Form

Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #3 November 28, 2012

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Name	Carrie Hamby
Address	534 E. Georgia St.
City, State, Zip	Tallahasser, FL 32303
Phone Number	222 - 9693
Email	CLHAMBY@ aol.com

Please place in the Comment Box or Return by December 10, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308

 Phone:
 (850) 558-2800

 Fax:
 (800) 276-0715

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 Nicholi.Arnio@rsandh.com



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Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #3 November 28, 2012

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Name Bry	ce Manciagli
Address 293	9 Huntington Date
City, State, Zip	Tallahassee FE 32308
Phone Number	850 297 1282
Email	

Please place in the Comment Box or Return by December 10, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308

Phone: (850) 558-2800 Fax: (800) 276-0715 Email: Nicholi.Arnio@rsandh.com

Arnio, Nicholi

From:	Burke, Greg <greg.burke@talgov.com></greg.burke@talgov.com>	
Sent:	Wednesday, November 28, 2012 12:50 PM	
То:	'Delaney, Kristina'	
Cc:	Chung, Suzanne; Reed, Harry; Arnio, Nicholi	
Subject:	RE: Walgreens #3374 Tallahassee, FL - Monroe Street Median Feasibility a Ella median Implementation study	and Lake

Hi Kristina. I will make sure that my agency keeps you informed regarding the status of this project. For your information, we have added a project page to the agency's website that is updated as the study progresses (<u>http://www.crtpa.org/Monroe_Median_Project.html</u>).

Sincerely,

Greg T. Burke, AICP Transportation Planner Capital Region Transportation Planning Agency 408 N. Adams Street, 4th Floor Tallahassee, FL 32301 850/891.6802 Fax/891.6832 Email: <u>greg.burke@talgov.com</u> web site: www.crtpa.org

<u>Mailing Address:</u> 300 S. Adams Street, M.S. A-19 Tallahassee, FL 32301

From: Delaney, Kristina [mailto:kristina.delaney@walgreens.com]
Sent: Wednesday, November 28, 2012 12:25 PM
To: Burke, Greg
Cc: Chung, Suzanne
Subject: Walgreens #3374 Tallahassee, FL - Monroe Street Median Feasibility and Lake Ella median Implementation study

Hi, Greg,

Following our telephone conversation earlier, please keep up informed periodically about the status of this project. Thank you.

Be well, Kristina

Kristina Delaney

Walgreen Co. 104 Wilmot Road, MS#1420 Deerfield, IL 60015 p 847-315-4658 f 847-315-4825



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Arnio, Nicholi

From: Sent: To: Subject: Attachments: Burke, Greg <Greg.Burke@talgov.com> Wednesday, November 28, 2012 12:16 PM Arnio, Nicholi FW: Median Project at Lake Ella median.jpg

-----Original Message-----From: Mitchell, Yulonda Sent: Wednesday, November 28, 2012 12:10 PM To: Burke, Greg Subject: FW: Median Project at Lake Ella

Yulonda Mitchell Capital Region Planning Agency Mailing Address: 300 South Adams Street, Box A-19 Physical Address: 408 North Adams Street Tallahassee, FL 32301 Phone: 850.891.6800 Fax: 850.891.6832

-----Original Message-----From: Ingram, M'Lisa Sent: Wednesday, November 28, 2012 11:20 AM To: Reed, Harry Cc: Mitchell, Yulonda Subject: FW: Median Project at Lake Ella

FYI

-----Original Message-----From: Wendy [mailto:wendy@quartermoonimports.com] Sent: Tuesday, November 27, 2012 4:57 PM To: Gillum, Andrew; Miller, Nancy; Ziffer, Gil; Marks, John Cc: Minor, Rick Subject: Median Project at Lake Ella

Dear Commisioners and Rick Minor,

I am writing to ask your support in advocating for an opening in the planned Monroe Street median at Lake Ella. I am concerned that if or when the state gains control of the project, their goal will be to move traffic swiftly rather than preserve public access to one of the most beloved parks in our city. Monroe Street is more than a highway. It is the artery connecting neighborhoods to each other and people to local businesses and the beloved Lake Ella Park. The businesses at Lake Ella would be impacted severely if there was not access from southbound traffic. Please see the attached draft of Plan A. Please help us at the CRTPA meeting tomorrow (Wednesday 11/28 at the Northwood Centre Atrium, 1940 N. Monroe from 5pm-7pm.) We are collecting comment forms from our customers and staff, but we know that we need your voice to address the state. Please help us to preserve easy and safe access to Lake Ella.

I have attached a copy of Draft of Plan A. This would be the worst case scenerio.

There are other options (Plan C is preferred with Plan B as a second) we would support that allow access from both traffic directions.

Thank you,

Wendy Halleck Quarter Moon <u>Imports@talgov.com</u> 1641 N. Monroe Tallahassee Florida 32303 Shop (850) 222-2254 Cell (850) 222-2254 www.quartermoonimports.com



Comment Form Monroe Street Median Feasibility & Lake Ella Median Implementation Study Public Information Meeting #3 November 28, 2012

Public comments will be incorporated into this study and will be considered during the evaluation of the alternatives. All comments will be considered.

Monroe Steet is not a highway, it is a major street that connects neighborhoods to the most central and beloved park of Tallahassee and many long established locally owned businesses.

We oppose any plan that limits access to Lake Ella or the businesses located there. We feel that making pedestrian traffic safer is great, but we simply oppose a median that does not

allow entry access to Lake Ella and to local businesses from both directions of traffic. We prefer other plans, which include Medians, but which allow access from both the north and south

directions of traffic. We also feel that Lake Ella truly is a beautiful centerpiece to our town. We should not impede people from easy and safe access. We are frequent customers of the local

businesses that surround Lake Ella and the Wednesday Farmer's Market and we also love to visit the park itself. Please consider incorporating a plan that takes these issues into account.

Thank you for your time and efforts to make Tallahassee a better, safer, and small business friendly city!

Name

Melanie J. Kimbrell and Michael Stewart

Address 2115 Fairbanks Ferry

City, State, Zip Havana, Florida 32333

Phone Number 850.539.6598

Email emelaniek@gmail.com

Please place in the Comment Box or Return by December 10, 2012

To:

Mr. Nick Arnio Reynolds, Smith and Hills, Inc. 1701 Hermitage Blvd. Suite101 Tallahassee, FL 32308

Phone: (850) 558-2800 Fax: (800) 276-0715 Email: Nicholi.Arnio@rsandh.com



Safety

-

- Geometry
- ROW
- Constraints 0
- Traffic Operations
- Priority





ATTACHMENT 3

ATTACHMENT 4 ALTERNATIVE A



11531

ATTACHMENT 4

ALTERNATIVE A

CRIPA

ATTACHMENT 4 ALTERNATIVE B - PREFERRED



ATTACHMENT 4

ALTERNATIVE B - PREFFERED MEDIAN CONCEPT

ATTACHMENT 4 ALTERNATIVE C



ATTACHMENT 4

ALTERNATIVE C

CRIPA

January 28, 2013



STATEMENT OF ISSUE

One of the additional work requirements as a result of the 2010 Census is the development of a 2010 Federal Highway Administration (FHWA) Urbanized Area Boundary Map. This map is used as a demarcation line for urban and rural status throughout the region, as well as for use is assisting in functionally classifying roadways.

Staff is seeking approval of the 2010 FHWA Urbanized Area Boundary Map.

RECOMMENDED ACTION

Option 1: Approve 2010 FHWA Urbanized Area Boundary Map.

HISTORY AND ANALYSIS

After each decennial census, the Federal Highway Administration (FHWA) requests that each urbanized area review the urbanized area boundary for expansion based upon population and/or demographic changes. The map that is produced by the CRTPA is used as a demarcation line between urbanized and rural areas of the community, as well as assisting in the determination of the roadway system from a functional classification standpoint.

The process for identifying the new urban boundary begins with the use of the previous census Urbanized Area Boundary. In Leon County and Gadsden County that map would be the 2000 Urbanized Area Boundary. Since Wakulla has new urbanized areas there is no 2000 Urbanized Area Boundary map.

After the Census is complete, there is an analysis done by the Census Bureau to determine "urban" areas which is based on a standard of 1,000 people per square mile. This analysis produces a map called the Census Defined Urban Area Boundary. The borders of the map do not go beyond the 1,000 people per square mile standard. It is very exact in nature and requires "smoothing". An example of a smoothed boundary can be found on Attachment 4 of Attachment 1 (the 2010 Urbanized Area Boundary Report).

The "smoothing" of the boundary is done to account for growth in the next ten years based on growth patterns that may have exceeded the previous boundary, comprehensive plan initiatives, or known large scale developments that may be in the approval process. The smoothing process is completed in conjunction with government representatives, and the Florida Department of Transportation. When

completed, the product is a new Urbanized Area Boundary map. For Gadsden, Leon and Wakulla Counties this is the 2010 Urbanized Area Boundary Map. An example of this can be found on *Attachment 6* of *Attachment 1* (the 2010 Urbanized Area Boundary Report).

Capital Region Transportation Agency (CRTPA) staff has been working with Research Section of the Tallahassee-Leon County Planning Department, FDOT, Wakulla County and Gadsden County to develop this map for FDOT and FHWA approval.

Lastly, staff has produced a justification report, *Attachment 1*, which will be submitted to FDOT and FHWA for review and will be submitted in a final form with the approved 2000 FHWA Urbanized Area Boundary Map. For comparison purposes, the growth of the urbanized areas in the CRTPA region is shown on *Attachment 2*.

NEXT STEPS

Upon approval, MPO staff will submit the 2010 FHWA Urbanized Area Boundary Map to FDOT and FHWA.

RECOMMENDED ACTION

Option 1: Approve 2010 FHWA Urbanized Area Boundary Map.

ATTACHMENTS

Attachment 1: 2010 FHWA Urbanized Area Boundary Map Justification Report Attachment 2: 1990 2000 2010 Growth comparison map

2010 FEDERAL HIGHWAY ADMINISTRATION URBANIZED AREA BOUNDARY FOR THE TALLAHASSEE METROPOLITAN STATISTICAL AREA

Since the last time that this report was submitted in 2004 the Tallahassee-Leon County Metropolitan Planning Organization (MPO) has expanded twice to include the entire Tallahassee Metropolitan Statistical Area which includes Gadsden, Jefferson, Leon and Wakulla Counties. Additionally, the Tallahassee-Leon County MPO has changed its name to the Capital Region Transportation Planning Organization, or CRTPA.

This report outlines the CRTPA recommendations to the Florida Department of Transportation (FDOT) in the development of the Federal Highway Administration (FHWA) Urbanized Area Boundary for the Tallahassee MSA.

Definition – FHWA Urbanized Area Boundary incorporates the land necessary to produce an identifiable boundary which may include developed areas and nearby transportation facilities. The Urbanized Area Boundary is used by various agencies to establish both urban and rural areas for Highway Functional Classification as well as to determine level or service and access management standards as defined in FDOT rules, procedures and manuals.

CRTPA/FDOT Coordination – The CRTPA took the lead in coordinating activities between regional partners to provide input to FDOT District 3 on the 2010 Urbanized Area Boundary based on information from the 2010 Census.

FHWA Boundary Methodology – The 2010 Census Defined Urbanized Area Boundary and the 2000 Urbanized Area Boundary maps were utilized as a starting point for this process. The product of this effort is the 2010 Urbanized Area Boundary Map.

GADSDEN COUNTY

Areas not in CRTPA jurisdiction during 2000 Census

Chattahoochee (Map Shown as Attachment 1)

Using the 2010 Census Defined Urbanized Area Boundary as a base there are three (3) areas to include:

- 1. The first is the northwest corner of the city. The boundary includes the state border to the north, Apalachicola River to the west, US 90 to the south, and River landing Road to the east.
- 2. The second area is bordered by Jinks Crossing Road to the east, US 90 to the south, Maple Street/Engineer Road/Main Street to the west, and Main Street/Perimeter Road to the north.
- 3. The last area is bordered by Maple Street to the east, Lincoln Drive to the south, Chattahoochee Street to the west, and Hickory Street to the north.

Areas in CRTPA Jurisdiction during 2000 Census

Quincy (Maps of Quincy are shown as Attachments 2 and 3)

This area will maintain the 2000 Urbanized Area Boundary as well as expand to meet the 2010 Census Defined Urbanized Area Boundary in the area south of Quincy.

Midway (Maps are shown as Attachments 4, 5, and 6)

The 2000 Urbanized Area Boundary led to the Gadsden/Leon border. With the expansion of the 2010 Census Defined Urbanized Area Boundary leading to the City of Midway all of the City of Midway is included in the 2010 Urbanized Area Boundary.

Havana (Maps are shown as Attachments 4, 5, and 6)

Similar to Midway, the 2000 Urbanized Area Boundary led up to the Gadsden/Leon border. The 2010 Census Defined Urbanized Area Boundary is now in Gadsden County and leading even further towards Havana. There are two areas that will fill in the boundary west of US 27. The borders for these areas "fill in" the area surrounded by the railroad to the west, the Leon/Gadsden border to the south, US 27 to the east, and Rich Bay Road to the north.

LEON COUNTY (Maps are shown as Attachments 4, 5, and 6)

The 2000 Urbanized Area Boundary is maintained and expanded upon in three areas.

Tallahassee (Blountstown Highway)

The 2000 Urbanized Area Boundary is expanded to include Blountstown Highway in the 2010 Urbanized Area Boundary.

Tallahassee (Northwest)

The border to the west is expanded to the powerline easement to the west, US 90 to the south, to the 2000 Urbanized Area Boundary to the east and north.

Tallahassee (Tram Road)

The 2000 Urbanized Area Boundary along Tram Road is adjusted to be north of Tram Road.

WAKULLA COUNTY (Maps are shown as Attachments 4, 5, 6, and 7)

No area of Wakulla County met the Census definition of "Urbanized Area" for the 2000 Census. However, the 2010 Census identified two areas that met the "Urbanized Area" definition.

Wakulla County (Northeast)

The first new urbanized area in Wakulla County is in the northeast south of the Woodville Community. The boundaries are from the powerline to the East of Woodville Highway, south to SR 267, West to the powerline easement, and north to the Leon/Wakulla county line.

The new 2010 Urbanized Area Boundary expands the Leon County 2000 Urbanized Area Boundary beyond Woodville in Leon County to encumber the northeast area of Wakulla County.

Wakulla County (Crawfordville)

The Crawfordville area is the second new 2010 Urbanized Area in Wakulla County. The boundary on the east include Casseaux/Andrew J Hargrett Sr. Road/Iroquois Road/Black Foot Road/Klickitat Drive, to the south, Martin Luther King Jr Memorial Road/Alexander Road/Council Moore Road/Harvey Mill Road, to the west, Fulton Harvey Road/Lura Lane/Michael Drive/US 319, and the north, East Ivan Road/ Wakulla-Arran Road.



ATTACHMENT 1 of ATTACHMENT 1

Areas Added to Create "Smoothed Boundary"

ATTACHMENT 2 of ATTACHMENT 1

2000 Quincy Smoothed Boundary

2010 Quincy Census Defined Urbanized Area"



ATTACHMENT 3 of ATTACHMENT 1



2010 Quincy Smoothed Boundary

Areas Added to Create 2010 "Smoothed Boundary"



2000 Tallahassee Smoothed Boundary

2010 Tallahassee Census Defined Urbanized Area (1,000 People per Square Mile)



Areas Added to Create Smoothed Boundary

2010 Tallahassee Census Defined Urbanized Area (1,000 People per Square Mile)



2010 Tallahassee Smoothed Boundary





CRTPA/TLCMPO URBANIZED BOUNDARIES (1990, 2000, and 2010)

2010

2000

1990

January 28, 2013



STATEMENT OF ISSUE

CRTPA Staff is seeking approval of \$42,935 to be used for regional GIS Data Discovery and Assessment and Gap Analysis activities to be performed by the Environmental Systems Research Institute, Inc. (ESRI) through the Tallahassee-Leon County GIS (TLCGIS).

RECOMMENDED ACTION

Option 1: Approve GIS Data Discovery and Assessment and Gap Analysis funding.

HISTORY AND ANALYSIS

Background

Over the course of the last year the Tallahassee-Leon County GIS Department (TLCGIS) and CRTPA have been meeting to discuss a partnership for multiple projects including website mapping, internet mapping and the provision of transportation data for CRTPA region partners. One of the major difficulties regarding the provision of GIS data access for regional partners is the fact that there are inconsistencies with GIS use, software, data and formats throughout the region.

This is not a reflection of GIS usage for regional partners, just that they are at varying scales of use for GIS. What one county or government uses GIS for may or may not be consistent with other local governments or county. Yet there remains a need to share transportation information across the region. While it sounds like a relatively easy solution to get a consistent approach to GIS utilization, that is not the case since usage and needs are different.

Understanding the type of GIS system that is being used and what it is being used for could solve a major component of the "unknown" GIS issue. The provision of consistent, updated, and clear transportation data for the entire region is the goal. To reach that goal we need to understand what data is available and where the gaps in the data exist. Step one, from the perspective of CRTPA staff and TLCGIS staff, is for TLCGIS to enter into a contract with a leader in the GIS world, Environmental Systems Research Institute (ESRI) to conduct a Data Discovery and Assessment and Gap Analysis.

Data Discovery and Assessment

The Environmental Systems Research Institute (ESRI), under the guidance of TLCGIS, will provide the following to determine the existing regional partner GIS conditions:

- Review existing data sources.
- Meet with varying stakeholders.
- Identify different existing data sources.

Upon completion of step one, the CRTPA and TLCGIS will have a better understanding of what needs to happen to provide a regional GIS system.

<u>Gap Analysis</u>

The Gap Analysis component will provide the following, again under the guidance of the TLCGIS:

- Assessment of "Gap" between existing data and he ESRI Local Government Information Model.
- Determine the level of effort necessary to develop a new data model for the CRTPA.
- Determine the needs of the individual CRTPA regional partners to adapt or create a GIS element.

<u>Cost</u>

The cost of this initial step is outlined below:

Data Discovery and Assessment	\$22,353	
Gap Analysis	\$20,582	
Total	\$42,935	

Funding is available in the Unified Planning Work Program (UPWP) budget to cover this expenditure.

The completion of these two steps will help determine how to proceed with the regional GIS effort. The step one components should both be finished by May 2013 with a direction on how to proceed. The information will then be provided to the CRTPA along with a recommended course of action for moving forward.

NEXT STEPS

Upon approval by the CRTPA, staff will work with both the TLCGIS and ESRI staffs to complete this effort.

OPTIONS

Option 1: Approve GIS Data Discovery and Assessment and Gap Analysis funding. (Recommended)

Option 2: Provide other direction.


STATEMENT OF ISSUE

The Florida Department of Transportation (FDOT) has a resurfacing project (FPID 426965-1) planned for SR 373 (Orange Avenue) from Lake Bradford Road to South Monroe Street scheduled to be let in October 2013. This project currently excludes the section containing the old railroad bridge over the St. Mark's Trail. The Department also has a planned project (FPID 432137-1) in FY 2018 to replace the bridge structure over St. Mark's Trail. The Department would like to present some preliminary options for this location and gather input from the CRTPA on the matter.

CRTPA SUBCOMMITTEE ACTIONS

On January 15, 2013, this item was presented to the CRTPA's Citizens Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC). At the CMAC, Mr. Hans vonTol attended the meeting as a citizen and noted that he wanted to voice support to add bicycle lanes to Orange Avenue when it is resurfaced. FDOT staff was present at the meeting and stated that although bicycle lanes may not be able to be provided due to right-of-way restrictions, the Department is discussing the potential treatment of Orange Avenue with Sharrow markings.

HISTORY AND ANALYSIS

The FDOT has determined that the bridge over the St. Marks Trail has reached the end of its useful life (structurally deficient) and therefore needs to be replaced or removed. Pictures of the current bridge approaches and structure are shown in *Attachment 1*. As stated above, replacement of the bridge was not contemplated to be part of the resurfacing project. However, FDOT began to look at addressing the deficient bridge as part of the resurfacing project. One of the options is to remove the bridge and lower the road and bring the St. Marks Trail to the new grade of the road. This concept was first mentioned at the FDOT November 13, 2012 public meeting on the resurfacing project. It was also mentioned briefly at the November CRTPA Board meeting during the FDOT presentation on the Tentative Work Program.

On January 9, 2013, a meeting was held at the request of FDOT to discuss with City and CRTPA staff an option of removing the bridge and lowering the road as part of the resurfacing project. In attendance at the meeting were representatives of Tallahassee-Leon County Planning Department (TLCPD), City of Tallahassee Public Works Department (COT PW), City of Tallahassee Parks and Recreation Department (COT P&R), CRTPA staff and FDOT and their consultant. FDOT explained the situation about the deficient bridge and the process of lowering the road and bringing the trail to grade with the lowered road.

The concerned voiced by the majority of the City and CRTPA staff was the safety for the trail users. There would continue to be conflict between trail users and the vehicle traffic on Orange Avenue even though, the FDOT proposed a marked crossing with a HAWK signal.

The St. Marks Trail represents the backbone of the future regional trail network. The number of trail users will only continue to increase as the trail network grows and becomes better known and popular. In addition, traffic on Orange Avenue will continue to grow from its current 17,000+ daily vehicles. The consensus of staff is that there needs to be a grade separation for the safety of the trail users and the motoring public using Orange Avenue. The grade separation standard over major roadways is consistent with other parts of the regional trail network i.e. the Cascades Park Bike/Pedestrian Bridge over Monroe Street and the concept plans for a grade separation of the St. Marks Trail over Capital Circle at Woodville Highway.

The option of a replacing the bridge with a tunnel similar to a box culvert as shown in *Attachment 2* was discussed. The tunnel option may create some safety concerns because of its location and the length of the tunnel. It could be over 100 feet long.

Given the above identified concerns, it was the recommendation of staff that the bridge be replaced with a structure similar to the existing design, a span bridge with side slopes as shown in *Attachment 3*.

NEXT STEPS

The FDOT will evaluate the input from CRTPA and advise how it would like to proceed with the bridge replacement.

ATTACHMENT

- Attachment 1: Pictures of the current Orange Avenue Bridge over the St. Marks Trail
- Attachment 2: Tunnel options
- Attachment 3: Span bridge option

Attachment 1



Orange Ave looking west – south side of road



Orange Ave looking east - south side of road



Boardwalk/Sidewalk - Orange Ave looking east - south side of road



St Marks Trail looking north

Attachment 1



Current Bridge Structure



Current Bridge Structure

Tunnel Options





Pedestrian Underpass Bridge (Span Bridge)



Capitol Region Transportation Planning Agency CRTPA AGENDA	<i>January 28, 2013</i> ITEM 6 F
Sustainable Commu	UNITIES CALCULATOR
REQUESTED BY: CRTPA Staff	Type of Item: Information

STATEMENT OF ISSUE

Bruce Landis, PE, AICP, of Sprinkle Consulting will demonstrate the use of the web-based application of the Sustainable Communities Calculator.

HISTORY AND ANALYSIS

The basis for the Sustainable Communities Calculator was developed as an element of the Regional Mobility Plan. With the authorization of the CRTPA in October 2011, Sprinkle Consulting was contracted under CRTPA's General Planning Consultant contract with URS Corporation to complete the attributes of the calculator so that it could become fully functional. The calculator is in the final stages of completion. The calculator is able to determine future fiscal impacts to the community infrastructure based on inputs about planned developments and surrounding infrastructure characteristics. In addition, the calculator is able to provide individual household impacts and cost associated with new development characteristics, community wide energy and environmental impacts and costs, and effects on the regional economy of planned development.

Attachment 1 shows the screens and levels of input and output that are part of the web-based Sustainable Communities Calculator.

NEXT STEPS

The consultant will continue to finalize the web-based calculator and provide training to staff regarding the fully updated calculator.

ATTACHMENT

Attachment 1: Sustainable Communities Calculator Web-based Screen Shots



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CRT CRT	PA	Capital Region T	e Com	DIC EC	es Calcu conon ncy - Tallahass	ulator vo.3 Ny see, FL MSA	Lass 462-351 Www.sprinkleconsulting.com
		Effec	ts on the	Regiona	al Econor	ny	
	Comparative Costs	Heavy CBD MA	Je Modal Diserce	cattered/Suburban Conidor	Rural	Proposed Community Development	
						?	
	Lost Disposable Inc	ome					
	Commute Time Costs						
	Annual		\$594	\$752	\$1,212	\$612	
	10-Year Total		\$5.940	\$7 521	\$12,121	\$6,122	
	Auto Ownership Costs ²						
	Annual		\$1.730	\$2 191	\$3,530	\$1,783	
	10-Year Total		\$17,302	\$21,906	\$35,305	\$17,832	
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	Annual	an de la serie de la serie	\$1,199	\$1.518	\$2 447	\$1,236	
	10 Year Total Fuel Costs		\$11 992	\$15,183	524 470	\$12,359	
	Annual		\$1.087	\$1.376	\$2,218	\$368	
	10-year Total		\$10.871	\$13,764	\$22,183	\$3.683	
	Health Care Costs						
	Annual		\$12	\$161	\$170	\$152	
	10-Year Total		\$122	\$1,610	\$1 702	\$1,525	
	Total		\$4.623	\$5.998	\$9.578	\$4,152	
	10-Year Total		\$46,227	\$59,984	\$95.780	\$41,521	

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Prone 350 891 5900 + Fax: 650 801 6522 406 N. Adams Street, 4th Ploor + Talanassee, FL 32301 St recente assistencia en espanor cor favor porgase en contecto con re







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CRTPA Sustainable Communities

Transportation Planning Aprily CRTPA



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Capital Region Transportation Planning Agency - Tallahassee, FL MSA

		Output Summary
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「私たいない	Development Name	
	Branerad Development Location	Tallahasezaa
State Sector	Evision Development Pattern	Suburban
	Proposed Development Pattern	MMD
	Proposed Number of Residential Dwelling Units	500
	Development Area (square miles)	01
	Base VMT per Household per Year	19,100
	Base Development MVMT per Year	9.55
A Start Lien		
	VMT per Household per Year	14,723
	Proposed Development VMT per Year	7 361 million
	% change	
	Annual fuel cost per household	\$2,561
	Frankling and all Development	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Piscal impact of Development	\$381.000
	35 year Total	\$13 331 000
ALL PROPERTY	Present Costs	\$8 184 000
	Emissions Impact (ibs/year)	
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	Particulates ³	1 298
	Greenhouse&(CO2)3	6.848.744
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	The C	apital Region Transportation Planning Agency
	400 N	Phone 350 591 6800 - Rax 350 591 8532 Adams Street 41 Floor - Talacassee FL 32301
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STATEMENT OF ISSUE

At the November 26, 2012 CRTPA Board meeting, members approved a work order related to the final phase of the update to the CRTPA Website by one of the CRTPA's General Planning Consultants (URS Corporation). Project consultants will provide an update on efforts related to the webpage update.

PREVIOUS AGENDA ITEMS RELATING TO CRTPA GPC

March 15, 2010 – Agenda Item 5E - SU Funding Allocation March 21, 2011 – Agenda Item 2E – RFQ for CRTPA General Planning Consultant June 20, 2011 – Agenda Item 3B – General Planning Consultant Joint Participation Agreement June 20, 2011 – Agenda Item 3B – General Planning Consultant Selection Approval September 19, 2011 – Agenda Item 3D – Joint Participation Agreement Authorization November 26, 2012 – Agenda Item 2C – CRTPA General Planning Consultant Authorization to Proceed

HISTORY AND ANALYSIS

At the September 19, 2011 CRTPA Board meeting, a Joint Participation Agreement was approved associated with executing the GPC Work Orders for initiation of CRTPA GPC projects. One of the projects initiated was the CRTPA Website Development Consultation (to be developed by URS Corporation for \$6,500).

Subsequently, project development efforts were initiated to develop a framework to update the CRTPA's website in a manner that would support use of the existing website technology (allowing CRTPA staff to maintain and update the new website) as well as incorporate additional features not provided on the current website (including a meetings calendar). These efforts were recently completed and the next (and final) phase (project implementation) remains.

At the November 26, 2012 CRTPA Board meeting, members approved a work order authorizing URS Corporation to proceed with final phase of the website update. The implementation phase of the project involves building the new site including transitioning the existing website data as well as implementation of new features not currently on the existing website. Completion of the final implementation phase is scheduled to be complete by June 30, 2013.

Copital Region Transportation Planning Agency CRTPA AGEND	January 28, 2013 A ITEM 7
Executive Dir	ECTOR'S REPORT
REQUESTED BY: Staff	TYPE OF ITEM: Information

A status report on the activities of the Capital Region Transportation Planning Agency (CRTPA) and other items of interest will be provided.

January 28, 2013



This portion of the agenda is provided to allow members an opportunity to discuss issues relevant to the CRTPA.

January 28, 2013



This portion of the agenda is provided to allow for citizen input on any CRTPA issue. Those interested in addressing the CRTPA should complete a speaker request form located at the rear of the meeting room. Speakers are requested to limit their comments to three (3) minutes.





The purpose of this item is to inform members of the administrative amendment of the FY 2013 - FY 2017 TIP subsequent to the November 26, 2012 CRTPA Board Meeting.

Specifically, the following project has been administratively amended in the FY 2013- FY 2017 TIP:

□ Capital Cascade Connector Bridge. Update funding for this project to reflect that transition of funding from federal enhancements funds to federal transportation alternatives funds (4259411).

ATTACHMENT

Attachment 1 provides the TIP replacement page reflecting the change to the above project.

CRTPA Transportation Improvement Program - FY 2012/13 - 2016/17

4259411

CAPITAL CASCADE CONNECTOR BRIDGE

				Total	55,000	1,013,163	500	248,837	85,000	1,402,500
BRIDGE		nt 2000		2016/17	0	0	0	0	0	0
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PEDESTF OVERPA		0.011 mi	State Mar	2012/13	55,000	495,000	0	0	0	550,000
e of Work:		gth:	ject Type:	Fund Source	ACTA	ACTA	TALT	TALT	TALT	L _{es})
Тур		Len	Pro	Phase	CST (68)	CST (58)	CST (61)	CST (58)	CST (68)	Total

Note: This project was amended in November 2012 to place additional funding on the project in FY 2013 (\$550,000). Futhermore, project was administratively amended in December 2012 to update funding source. The Capital Cascades Connector Bridge will provide bicyclists and pedestrians a safe crossing over Monroe Street. For more information contact Gary Phillips at BP 2000 (219-1060). 1,000,500 150,000 **Project Description:** Total Project Cost: Prior Year Cost:

ATTACHMENT 1

Capitol Region Transportation Planning Agency AGENDA AGENDA CORRESP	January 28, 2013 Item 10 B Pondence
Requested by: CRTPA Staff	Type of Item: Information

The Capital Region Transportation Planning Agency received the following correspondence since our last meeting:

- November 14, 2012 from Howard Glassman, Executive Director of the Florida Metropolitan Planning Organization Advisory Council to Harry Reed, regarding funding contribution for lobbying activities.
- December 14, 2012 from the Honorable Nick Maddox, Chair, Leon County Board of County Commissioners to Harry Reed, regarding the appointment of Mary Ann Lindley as Chair of the Leon County Transportation Disadvantaged Coordinating Board.

MPOAC

Mayor Richard J. Kaplan Chairman

November 15, 2012

Mr. Harry Reed Capital Region TPA 300 S Adams Street Box A-19 Tallahassee, FL 32301 (Jacovy) Dear Mr. Reed:

The MPOAC would like to thank the Capital Region TPA for the \$500.00 contribution to support the MPOAC legislative advocacy activities. Your support will enable the MPOAC to continue to advance the policies and positions of the MPOAC as adopted by our Governing Board.

Once again, thank you for your contribution.

Sincerely,

Howard Glassman Executive Director

HG/bm

cc: Mayor Richard J. Kaplan



Leon County

Board of County Commissioners

301 South Monroe Street, Tallahassee, Florida 32301(850) 606-5302 www.leoncountyfl.gov

Capital Region Transportation Planning Agency

December 14, 2012

Harry Reed, Director

Dear Mr. Reed:

Commissioners

BILL PROCTOR District 1

JANE G. SAULS

District 2

JOHN DAILEY District 3

BRYAN DESLOGE

District 4

KRISTIN DOZIER

District 5

MARY ANN LINDLEY At-Large

NICK MADDOX At-Large Pursuant to Leon County Policy No. 11-2, "Membership on Boards, Committees, Councils, and Authorities," I have appointed Commissioner Mary Ann Lindley to serve as the Board of County Commissioners' representative to the above-named committee for 2013.

Re: Transportation Disadvantaged Coordination Board

VINCENT S. LONG If you need any additional information, please contact Christine Coble at 606-5300. County Administrator

HERBERT W.A. THIELE Sincerely, County Attorney

bodox

Nick Maddox Chairman

NM/cc

cc: Commissioner Mary Ann Lindley

January	28,	2013
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STATEMENT OF ISSUE

This item provides information to the Capital Region Transportation Planning Agency (CRTPA) on the activities of the Technical Advisory Committee (TAC), the Citizens Multimodal Advisory Committee (CMAC), and the Leon County Transportation Disadvantaged Coordinating Board (TDCB).

CRTPA SUBCOMMITTEE ACTIONS

The TAC and the CMAC met on January 15, 2013, and took action on the following items:

- Minutes of the November 13, 2012 Committee Meetings Approved
- CRTPA Congestion Management Process Plan The TAC and CMAC approved a recommendation to adopt the plan as with changes to include references to the Multi Modal Transportation District and the need to look at the condition of existing facilities when considering congestion management alternatives. (For example, looking to see if the sidewalks and bicycle lanes in the area under consideration for improvements are in condition that allows and encourages accessibility by all users.)
- Jefferson County Bicycle and Pedestrian Master Plan Approved the plan as presented.
- Monroe Street Access Management and Lake Ella Implementation Study- Approved the Study
- Fiscal Year 2013-2017 Transportation Improvement Program Amendments Approved amending the FY 2013-2017 TIP to reflect the following:
 - 1. CR 12 (Fairbanks Ferry Road) Study (Project #4333891): Add new project related to the study and preliminary design of CR 12 (Gadsden County) from 5th Street (Havana) to the Leon County line to address lane departure crashes (Total funding: \$220,000 in FY 2013).

- City of Tallahassee StarMetro (Project #4336851): Add new project related to use of Federal Transit Administration Section 5310 funds (Total funding: \$200,000 in FY 2013).
- Capital Circle (Crawfordville Road to Springhill Road) (Project #2197492): Add this project to TIP to reflect the receipt of design funding (Total funding: \$1,969,500 in FY 2013).

The TAC and CMAC also heard an update on the following:

• Orange Avenue Resurfacing Project - The CMAC had one citizen speaker, Mr. Hans van Tol, who requested that the Orange Avenue Project consider adding bicycle lanes when the roadway is resurfaced. A FDOT representative was present at the meeting and stated that the right-of-way may prohibit the addition of bicycle lanes, however, they are considering adding a sharrow to the roadway.

LEON COUNTY TRANSPORTATION DISADVANTAGED COORDINATING BOARD (TDCB) ACTIONS

The TDCB met on January 16, 2013. They received a report from the Community Transportation Coordinator, reviewed the annual operations report, and elected a vice-chair.

Capital Region Transportation Planning Agency CRTPA AGENDA	January 28, 2013 ITEM 10 D
FUTURE MEETINGS	S AND AGENDA ITEMS
REQUESTED BY: CRTPA Staff	Type of Item: Information

The Capital Region Transportation Planning Agency will meet in the City of Tallahassee Commission Chambers on the following dates. The topics of discussion will include the following:

•	March 25	Draft Unified Planning Work Program (UPWP), Draft Transportation Improvement Program (TIP)
•	April 15	(CRTPA Retreat 9 a.m 1 p.m.)
•	May 20	Final UPWP
•	June 17	Final TIP
•	September 16	Priority Project Lists Adoption
•	October 21	(CRTPA Retreat 9 a.m 1 p.m.)
•	November 18	Draft Work Program, Election of Chair/Vice Chair

* CRTPA Board meetings are scheduled to begin at 1 pm.

Capital Region Transportation Planning Agency AGENDA I EXPENSE	January 28, 2013 TEM 10 E REPORTS
Requested by: CRTPA Staff	Type OF ITEM: Information

The Expense Report for October, 2012 is attached.

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CITY OF TA Expenses B 460000 CRTPA	LLAHASSEE, FLORIDA iy Department			CRTP/ October 31,	2012		Report Date: Budget Period: Run Date: Run Time:	2012-10-31 FY2013 13-Dec-12 11:35 AM
Account	Account Description	Expended This Month	Amended Budget	Budget Allotment to Date	Year to Date Expended	Pre-Encumbered	Encumbered	Unencumbered & Unexpended
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511300	Salary Enhancements		9,973	831	I	1	I	9,973
511500	Temporary Wages	1	5,000	417	1	ı	I	5,000
512400	Other Salary Items	231	3,000	250	231	I	I	2,769
515000	Pension- Current	2.536	41,258	3,438	2,536	I	I	38,722
515100	Pension- MAP	1,331	17,373	1,448	1,331	E	Ð	16,042
515500	Social Security	820	11,000	917	820	Ŧ	1	10,180
515600	Mandatory Medicare	452	5,929	494	452	I	1	5,477
516000	Health Benefits	3,540	45,083	3,757	3,540	1	Э	41,543
516001	Health Benefits-Retirees	861	10,328	861	861	1	1	9,467
516100	Flex Benefits	1,016	17,268	1,439	1,016	1	1	16,252
Total Persor	nnel Services	41,759	565,137	47,095	41,759	1	I	523,378
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521010	Advertising	J	4.500	375	1	1	1	4.500
521030	Reproduction	576	12,000	1 000	343	1	1.855	9.802
521100	Equipment Repairs	2 1	225	19	2 1	1	1	225
521180	Unclassified Contractual Srvcs	199	71.000	5.917	199	19.680	31.001	20.120
521190	Computer Software	1	25,000	2,083	1	I	9,600	15,400
522080	Telephone		1,000	83	1	ł	I	1,000
523020	Food	1	1,200	100	I	1	ł	1,200
523050	Postage	1	750	63	I	E	E	750
523060	Office Supplies	1	4,500	375	ſ	1	Т	4,500
523080	Unclassified Supplies	t	4,500	375	ł	1	1	4,500
524010	Travel & Training	1,610	13,000	1,083	1,610	1	I	11,390
524020	Journals & Books	1	600	50	1	1	1	600
524030	Memberships	1	2,500	208	3	1	1	2,500
524050	Rent Expense- Building & Offic	1	12,626	1,052	đ	3	1	12,626
Total Operat	ling Expenses	2,152	153,401	12,783	2,152	19,680	42,456	89,113
Allocated Ac	counts		1					1 1 1 1 1 L
560010	Human Kesource Expense	483	5,666	4/2	483	1	I	0,100
560020	Accounting Expense	1,117	13,292	1,108	1,117	I	I	12,1/5
560030	Purchasing Expense	300	3,579	298	300	F	I	3,279
560040	Information Systems Expense	2,013	23,639	1,970	2,013	I	1	21,620
560070	Revenue Collection	114	1,367	114	114	T	Т	1,253

CITY OF TALLAHASSEE, FLORIDA	Expenses By Department	460000	CRTPA

CRTPA October 31, 2012

 Report Date:
 2012-10-31

 Budget Period:
 FY2013

 Run Date:
 13-Dec-12

 Run Time:
 11:35 AM

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Account	Account Description	Expended This Month	Amended Budget	Budget Allotment to Date	Year to Date Expended	Pre-Encumbered	Encumbered	Unencumbered & Unexpended
Total Allocated Ac	counts	4,027	47,543	3,962	4,027	Ĩ	1	43,516
Total Expenses		47,938	766,081	63,840	47,938	19,680	42,456	656,007
Pe	rcent of Budget			8.33%	6.26%			

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The following news article is provided for the information of CRTPA Board members:

• "A Carolina Governor Who Breaks All Molds" (January 10, 2013, Neil Pierce, Washington Post Writers Group)

A Carolina Governor Who Breaks All Molds

Neal Peirce / Jan 10 2013

For Release Sunday, January 13, 2013

© 2013 Washington Post Writers Group



"Leadership needs to be state and local – Republican and Democrat – governors and mayors taking bold steps, regardless of political affiliation, trying to solve problems."

How refreshing to hear those words in today's hyper-partisan world! And how difficult to make the vision work.

But the assertion does come from Pat McCrory, a politician who's learned how to form cross-partisan alliances before. The former 14-year-long mayor of Charlotte,

McCrory clinched the Republican nomination and then sailed to easy victory last November to be inaugurated last week as the first big-city leader to become governor in North Carolina's history.

McCrory initially caught my attention when, as mayor, he faced down Charlotte's powerful developers by requiring sidewalks on most streets of their new suburban tracts. Even more impressively, he fought fervid naysayers to win overwhelming voter approval for Charlotte's now highly acclaimed and popular light rail line, delivering Charlotteans easy mobility and relief from congested traffic.

McCrory's success showed that the essence of being a mayor is not the ideology, certainly not the excessive partisanship so rampant in today's national and, increasingly, state politics. Instead it's pragmatism – dealing first and foremost with day-to-day constituent demands for efficient services such as policing, trash removal, fixing potholes, transit and more. And then setting a vision for the city's long-term development.

The Southern setting is also significant. Historically, rural politicos often scorned cities as "cauldrons of evil." Apparently that's a dead and gone strategy in increasingly urban North Carolina: the ex-mayor of the largest city won the governorship with thousands of votes to spare.

So what's McCrory's top priority as governor? It's infrastructure. "I'm an Eisenhower disciple," he told me. "Infrastructure can play a key role in helping the economy and helping communities, urban and rural alike."

The big issue, he suggests, is to create a 25-year North Carolina infrastructure plan, and not just road building but four broad areas important both to cities and rural areas – transportation, water, energy and communications. His interest in joint approaches stems from his experience in Charlotte, "where we redid our water and sewer at the same time we expanded transit and road lines."

But McCrory has ties to the usual anti-spending Republican right, as well. His selection as budget director is Art Pope, a wealthy businessman who helped start conservative-oriented think tanks and has helped bankroll a series of Tea Party-like Republican candidates for the legislature.

For transportation secretary, McCrory nominated Tony Tata, a retired Army general and former Fox News commentator who'd recently served a brief, stormy stint as Wake County schools superintendent. Tata has no experience in U.S. road and transit issues, but McCrory notes: "He did a lot of the infrastructure in Afghanistan and Iraq. I figured if he could do it there, under fire, he can do it in North Carolina."

Tata's the man McCrory's instructed to develop the state's 25-year transportation plan, "a vision of where we need to build our infrastructure." The idea, says the new governor, is "to show the draft plan to the public and then get feedback." Will it cost money? McCrory assumes so, but says: "The problem in the past was asking people for money without showing them the plan."

McCrory's conservative side is illustrated by the issue of climate change – a special peril for North Carolina's coastal communities. He'll only say (without specifics) that the solution is "to clean the air, clean the water, clean the land."

Yet his visionary side is indisputable. He questions how smart it is to grant cash and other incentives to draw industries from one state to another. Companies' real bottom line, he suggests, is more likely long-term tax rates, education, infrastructure, quality of life. And, he believes "incentives aren't free – they're a tax on someone else."

Pragmatically, he's not sure he'll be able to stop incentives in view of North Carolina's currently slow economy. "When do you blink when so many people are hurting"? He's not sure – though he believes agreements with other governors might avert the need.

And significantly, McCrory was a key founder, in 2009, of a multistate Southern coalition to plan joint approaches – the Piedmont Alliance for Quality Growth. Now, he says, he'd like to recruit his fellow governors from Georgia, South Carolina, Virginia and Tennessee to work with him on a region-wide, 25-year transportation agenda.

Referring to the other governors, McCrory says: "At one moment I'll be competing with my friends next door" for businesses. "But I'll also seek alliances with them on a broad array of issues – energy, oil and gas exploration, electric generation, solar and wind, ports, water, roads and transportation crossing infrastructure, the environment – major issues the state borders don't recognize."

Again, it's Pat McCrory – mixed visionary, pragmatist, friend of many moderates and ultra-conservatives alike. I detect few more interesting mixes in today's American politics and public life.

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County: 55 - LEON

Weel	c Dates	550) 5	5507	550	9	5510
		LEON COUNTY URE	BAN SR3	866/PEN.&ST.AUG.ST S	SR 61, US 90	- SR261 SI	R63/US27
1	01/01/2011 - 01/01/2011	1.0	00	0.99	1.0	0	0.98
2	01/02/2011 - 01/08/2011	1.0	00	0.99	1.0	0	0.98
3	01/09/2011 - 01/15/2011	1.0	00	0.99	1.0	0	0.98
4	01/16/2011 - 01/22/2011	1.0	0	0.99	1.0	0	0.98
5	01/23/2011 - 01/29/2011	1.0	0	0.99	1.0	0	0.98
6	01/30/2011 - 02/05/2011	1.0	00	0.99	1.0	0	0.98
7	02/06/2011 - 02/12/2011	1.0	00	0.99	1.0	0	0.98
8	02/13/2011 - 02/19/2011	1.0	0	0.99	1.0	0	0.98
9	02/20/2011 - 02/26/2011	1.(0.0	0.99	1.0	0	0.98
10	02/27/2011 = 03/05/2011	1.(10	0.99	1.0	0	0.98
11	03/06/2011 - 03/12/2011	1.(0	0.99	1.0	0	0.98
12	03/13/2011 = 03/19/2011	1 (10	0.99	1.0	0	0.98
12	03/20/2011 = 03/26/2011	1.0	0	0.99	1.0	0	0.90
11	03/20/2011 = 03/20/2011	1.0	0	0.99	1.0	0	0.90
15	03/27/2011 = 04/02/2011	1.0	0	0.99	1.0	0	0.98
16	04/10/2011 = 04/09/2011	1.0	0	0.99	1.0	0	0.98
17	04/10/2011 - 04/10/2011	1.0		0.99	1.0	0	0.98
10	04/17/2011 = 04/23/2011	1.0		0.99	1.0	0	0.98
18	04/24/2011 - 04/30/2011	1.0	10	0.99	1.0	0	0.98
19	05/01/2011 - 05/07/2011	1.0	10	0.99	1.0	0	0.98
20	05/08/2011 - 05/14/2011	1.0	0	0.99	1.0	0	0.98
21	05/15/2011 - 05/21/2011	1.0	0	0.99	1.0	0	0.98
22	05/22/2011 - 05/28/2011	1.0	00	0.99	1.0	0	0.98
23	05/29/2011 - 06/04/2011	1.0	00	0.99	1.0	0	0.98
24	06/05/2011 - 06/11/2011	1.0	00	0.99	1.0	0	0.98
25	06/12/2011 - 06/18/2011	1.0	00	0.99	1.0	0	0.98
26	06/19/2011 - 06/25/2011	1.0	0	0.99	1.0	0	0.98
27	06/26/2011 - 07/02/2011	1.0	0	0.99	1.0	0	0.98
28	07/03/2011 - 07/09/2011	1.0	0	0.99	1.0	0	0.98
29	07/10/2011 - 07/16/2011	1.0	0	0.99	1.0	0	0.98
30	07/17/2011 - 07/23/2011	1.0	00	0.99	1.0	0	0.98
31	07/24/2011 - 07/30/2011	1.0	00	0.99	1.0	0	0.98
32	07/31/2011 - 08/06/2011	1.0	0	0.99	1.0	0	0.98
33	08/07/2011 - 08/13/2011	1.0	0	0.99	1.0	0	0.98
34	08/14/2011 - 08/20/2011	1.0	00	0.99	1.0	0	0.98
35	08/21/2011 - 08/27/2011	1.(10	0.99	1.0	0	0.98
36	08/28/2011 = 09/03/2011	1.(0	0.99	1.0	0	0.98
37	09/04/2011 = 09/10/2011	1.(10	0.99	1.0	0	0.98
38	09/11/2011 = 09/17/2011	1 (10	0.99	1 0	0	0.98
20	09/18/2011 = 09/24/2011	1 (10	0 99	1.0	0	0.98
40	09/25/2011 = 10/01/2011	1.0		0.99	1.0	0	0.90
-10 /11	10/02/2011 = 10/01/2011	1.0	0	0.99	1.0	0	0.90
41	10/02/2011 = 10/08/2011	1.0	0	0.99	1.0	0	0.98
42	10/09/2011 - 10/15/2011	1.0		0.99	1.0	0	0.98
43	10/16/2011 - 10/22/2011	1.0	10	0.99	1.0	0	0.98
44	10/23/2011 - 10/29/2011	1.0	10	0.99	1.0	0	0.98
45	10/30/2011 - 11/05/2011	1.0	0	0.99	1.0	0	0.98
46	11/12/2011 - 11/12/2011	1.0	10	0.99	1.0	U	0.98
4'/	11/13/2011 - 11/19/2011	1.0	10	0.99	1.0	U	0.98
48	11/20/2011 - 11/26/2011	1.0	00	0.99	1.0	0	0.98
49	11/27/2011 - 12/03/2011	1.0	00	0.99	1.0	0	0.98
50	12/04/2011 - 12/10/2011	1.0	00	0.99	1.0	0	0.98
51	12/11/2011 - 12/17/2011	1.0	00	0.99	1.0	0	0.98
52	12/18/2011 - 12/24/2011	1.0	00	0.99	1.0	0	0.98
53	12/25/2011 - 12/31/2011	1.0	00	0.99	1.0	0	0.98