



Gainesville Metropolitan Area Pedestrian Safety Action Plan

Pedestrian Safety Assessment in Proximity to Transit Stops and Facilities

January 1, 2007 to September 30, 2015 Crash Data

September 30, 2015

Metropolitan Transportation Planning Organization
for the Gainesville Metropolitan Area



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Table of Contents

Table of Contents.....	iii
Executive Summary.....	v
Chapter I: Introduction	3
A. Introduction.....	3
B. Federal Safety Planning Requirements.....	6
C. State Safety Planning Requirements	6
D. Local Safety Planning Efforts.....	7
Chapter II: Assessing Pedestrian Safety Using Crash Data	11
A. Introduction.....	11
B. Locations of Pedestrian Crashes	11
C. Time and Days of Pedestrian Crashes	16
D. Age Distributions of Pedestrian Crashes	17
E. Causes of Pedestrian Crashes.....	18
Chapter III: Transit Stops and Other Transit Facilities in the Gainesville Urbanized Area.....	21
A. Introduction.....	21
B. Gainesville Regional Transit System.....	22
C. Inventory of Bus Routes	23
D. Inventory of Transit Stops and Facilities.....	23
Chapter IV: Analysis of Pedestrian Crash Data Near Transit Stops.....	27
A. Introduction.....	27
B. Source of Crash Data - Signal Four Analytics	27
C. Pedestrian Crashes Involving Transit Stops	30
D. Transit Stops with Nearby Pedestrian Crashes	31
Chapter V: Conclusions.....	47
Appendix A: Selected Pedestrian Crash Report Excerpts That Occurred Within 100 Feet of A Transit Stop and Involved Either A Bus Or Transit Stop.....	A-1

Tables

Table 1 Gainesville Regional Transits System Passenger Summary for Fiscal Year 2015.....	22
Table 2 Total Number of Records Contained in Signal Four Analytics Florida Crash Database as of September 30, 2015	28
Table 3 Pedestrian Crashes Involving Buses or Transit Facilities from January 1, 2007 through September 30, 2015	31
Table 4 Pedestrian Crashes Near Transit Facilities from January 1, 2007 through September 30, 2015.....	35

Illustrations

Illustration 1 Metropolitan Planning Area Boundary of the Gainesville Urbanized Area.....	3
Illustration 2 Number of Pedestrian Crashes from 2007 through 2014 in Gainesville Urbanized Area	4
Illustration 3 Pedestrian Crashes with Fatalities from 2007 through 2014 in Gainesville Urbanized Area...	4
Illustration 4 Pedestrian Crashes per Billion Miles Traveled from 2007 through 2013 in Alachua County....	5
Illustration 5 Pedestrian Fatalities per Billion Miles Traveled from 2007 through 2013 in Alachua County .5	
Illustration 6 Transits Stops and Pedestrian Crashes in the Gainesville Urbanized Area from January 1, 2007 through September 30, 2015	12
Illustration 7 West University Avenue Area of High Concentration of Pedestrian Crashes in Gainesville Urbanized Area from January 1, 2007 through September 30, 2015	13
Illustration 8 NW 13th Street Area of High Concentration	14
of Pedestrian Crashes in Gainesville Urbanized Area from January 1, 2007 through September 30, 2015	14
Illustration 9 Williston and Archer Roads Area of High Concentration of Pedestrian Crashes in Gainesville Urbanized Area from January 1, 2007 through September 30, 2015	15
Illustration 10 Day of the Week of Pedestrian Crashes in Alachua County from January 1, 2007 through September 30, 2015	16
Illustration 11 Time of Day of Pedestrian Crashes in Alachua County from January 1, 2007 through September 30, 2015	16
Illustration 12 Month of the Year of Pedestrian Crashes in Alachua County from January 1, 2007 through September 30, 2015	17
Illustration 13 Age Distribution of Pedestrian Crashes in Alachua County from January 1, 2007 through September 30, 2015	17
Illustration 14 Causes of Pedestrian Crashes in Florida from 2007 through 2011	18
Illustration 15 Alcohol Involvement in Pedestrian Crashes in the Gainesville Urbanized Area from January 1, 2007 through September 30, 2015	18
Illustration 16 Pedestrian Roadway Safety Audit at a Transit Stop.....	21
Illustration 17 Gainesville Regional Transits System Passenger Comparisons for Fiscal Years 2014 and 2015	22
Illustration 18 Inventory of Bus Routes.....	23
Illustration 19 Inventory of Transit Stops and Facilities in the Gainesville Urbanized Area	24
Illustration 20 Sample Screen Shot of Signal Four Analytics Data Portal Showing All Pedestrian Crash Locations from January 1, 2007 through September 30, 2015.....	29
Illustration 21 Sample Screen Shot of Signal Four Analytics Data Portal.....	30
Illustration 22 Transit Stops With Nearby Pedestrian Crashes from January 1, 2007 through September 30, 2015 in Gainesville Urbanized Area	32
Illustration 23 Transit Stops With Nearby Pedestrian Crashes from January 1, 2007 through September 30, 2015 Near the University of Florida	33
Illustration 24 Transit Stops With Nearby Pedestrian Crashes from January 1, 2007 through September 30, 2015 Near Interstate Highway 75	34

Executive Summary

Transportation safety is a vital part to the overall health and wellbeing of the residents of the Gainesville Urbanized area and Alachua County. Safety is defined by the United States Department of Transportation as freedom from harm resulting from unintentional acts or circumstances. Florida has a high rate of pedestrian crashes compared to other states.

Florida has identified areas of emphasis in improving transportation safety and has set a goal of reducing the number of serious injuries and fatalities each year. The Florida Department of Transportation, in partnership with the Federal Highway Administration and representatives from all segments of Florida's traffic safety community, developed the 2012 Strategic Highway Safety Plan. The State Highway Safety Plan focuses on the following eight Emphasis Areas:

1. Aggressive Driving
2. Intersection Crashes
3. Vulnerable Road Users (pedestrians, bicyclists, and motorcyclists)
4. Lane Departure Crashes
5. Impaired Driving
6. At-Risk Drivers (aging road users and teens)
7. Distracted Driving
8. Traffic Data

This report focuses on areas 3 and 8 of the adopted Emphasis Areas. This report is an assessment of pedestrian safety with respect to transit stops. It is based primarily on traffic crash data analyzed in a Geographic Information System. Crash data is available from the University of Florida Signal Four Analytics. Individual accident data from January 1, 2007 through September 30, 2015 has been incorporated into a Geographic Information System to allow detailed spatial analysis with respect to transit stops. This database should be updated on a regular basis to provide the most up-to-date information to support decision-making. This data is used throughout the report and is presented in both tables and illustrations.

In Chapter II, illustrations shows that most of pedestrian crashes happen on the most heavily traveled roads. Intersections are the most vulnerable locations for crashes since that is where the majority of crosswalks are located, which offers potential conflicts between crossing pedestrians and vehicles. A lack of driver compliance to pedestrian right of ways in crosswalks puts pedestrians at an increased risk. Crash numbers are particularly high in areas with dense population and large traffic volume, such as around commercial areas and schools.

Five areas with high concentrations of pedestrian crashes are identified in the Gainesville Urbanized Area. These include:

1. The intersection between Main St and University Avenue (Illustration 7)
2. The intersection between 13th St and University Avenue (Illustration 7)
3. A segment of North 13th St (Illustration 8)
4. The intersection between Archer Rd And 34th St (Illustration 9)
5. The intersection between I-75 and W Newberry Rd (Illustration 9)

It does not appear that pedestrian crashes occur more frequently near transit stops. The majority of pedestrian crashes and transit stops are located on some of the most heavily travel roadway segments. A detailed review of the pedestrian crashes that occurred around transit stops indicates that the vast majority do not mention transit stops. Chapter IV presents an analysis of pedestrian crashes near transit stops

In conclusion, Alachua County and the Gainesville Urbanized Area reported 70,111 total crashes during January 1, 2007 through September 30, 2015, which is the time frame analyzed in this report. Of those crashes, 700 were reported as involving pedestrians and 134 had a reported location within 100 feet of a transit stop. These pedestrian crashes which occurred near transit facilities are tabulated in the Chapter IV.

The Florida Traffic Crash Reports were individually reviewed for all of the 134 pedestrian crashes that occurred within 100 feet of a transit stop. Ten pedestrian crashes were identified as mentioning either a bus or a transit stop in the accident report. Only five of the pedestrian crashes were found to actually involve a transit stop. The following three reasons were identified as reasons for pedestrian crashes at transit stops:

- Bus passenger walked in front of stopped bus and was hit. (Three)
- Pedestrian exits bus at bus stop and after bus gone ran across road and was hit.
- Bus pulling up to bus stop hit pedestrian with bus door.

Pedestrian Roadway Safety Audits are being conducted for roadway segments with high volumes of pedestrian activity and crashes. For example, on September 8, 2015, an audit was conducted on US 441/SW 13th Street from University Avenue to SW 16th Avenue in Gainesville. Transit stops were included in this process. It is recommended that these safety audits continue on areas of high pedestrian crashes.

Chapter I

Introduction

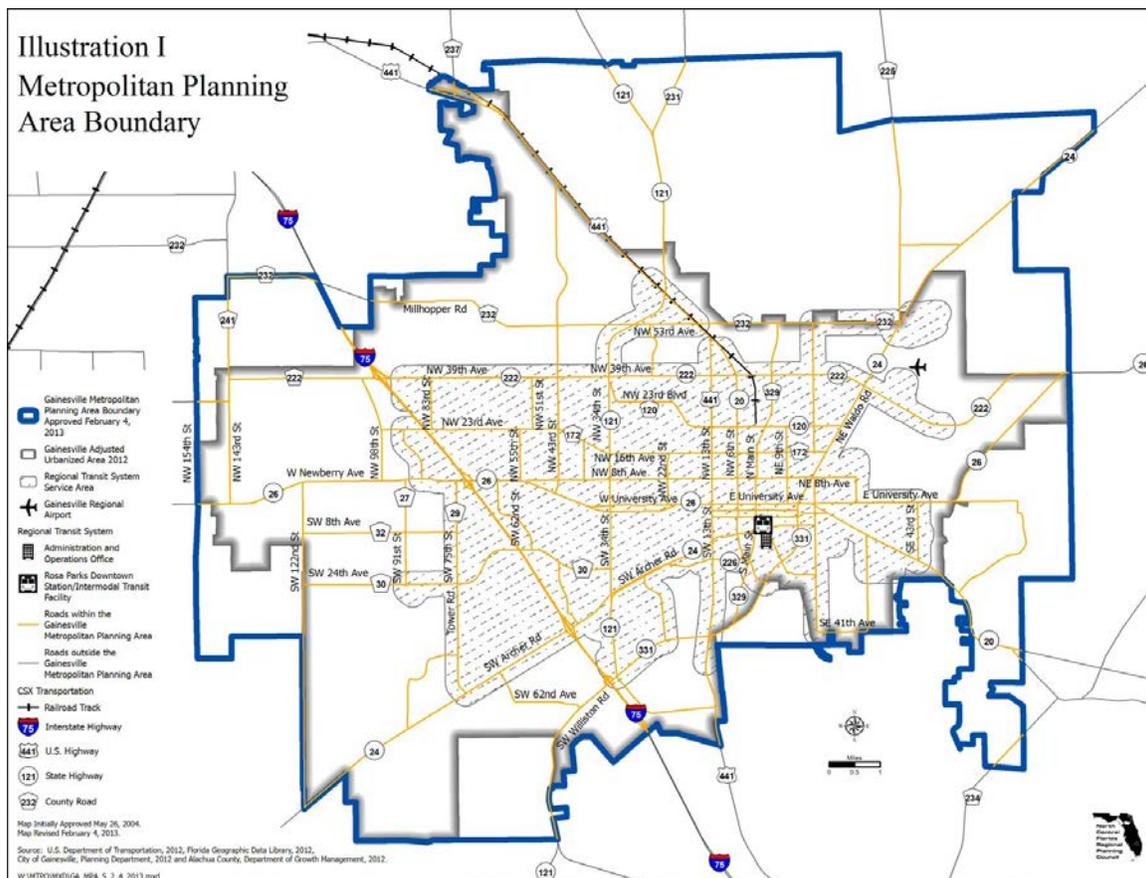
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Chapter I: Introduction

A. Introduction

Motor vehicle crashes and fatalities have a major impact on the safety and well-being of motorists, pedestrians and bicyclists using the transportation system. According to the National Highway Transportation Safety Administration, in 2007 over 41,000 people were killed and nearly 2.5 million were injured in crashes across the nation. In the state of Florida, over 3,200 people were killed and over 212,000 injured. In Alachua County, 18 people were killed and over 200 were injured. Crashes have a major impact on the safety and wellbeing of all motorists and pedestrians using the transportation system.

Illustration 1
Metropolitan Planning Area Boundary
of the Gainesville Urbanized Area



A goal of the Gainesville Metropolitan Transportation Planning Organization is to reduce the number of pedestrian crashes, injuries, and fatalities in the Gainesville Urbanized Area which is shown in Illustration 1. The number of pedestrian crashes and crash fatalities per year are presented in Illustrations 2 and 3.

In the past eight years from 2008 through 2014, there were on average 67.6 pedestrian crashes (fatalities included) and 1.75 fatalities per year (see the following Illustrations). The crashes and fatalities fluctuated from year to year around the average values, and no overall trends were observed. The number of pedestrian crashes, injuries, and fatalities can also be calculated relative to vehicle miles traveled. Pedestrian crashes and crash fatalities per year are used to quantify the goal. In the past eight years, there was an average of 32.4 pedestrian crashes per billion vehicle miles traveled, and 1.1 fatalities per billion miles, as seen in Illustrations 3 and 4, respectively.

Illustration 2
Number of Pedestrian Crashes
from 2007 through 2014 in Gainesville Urbanized Area

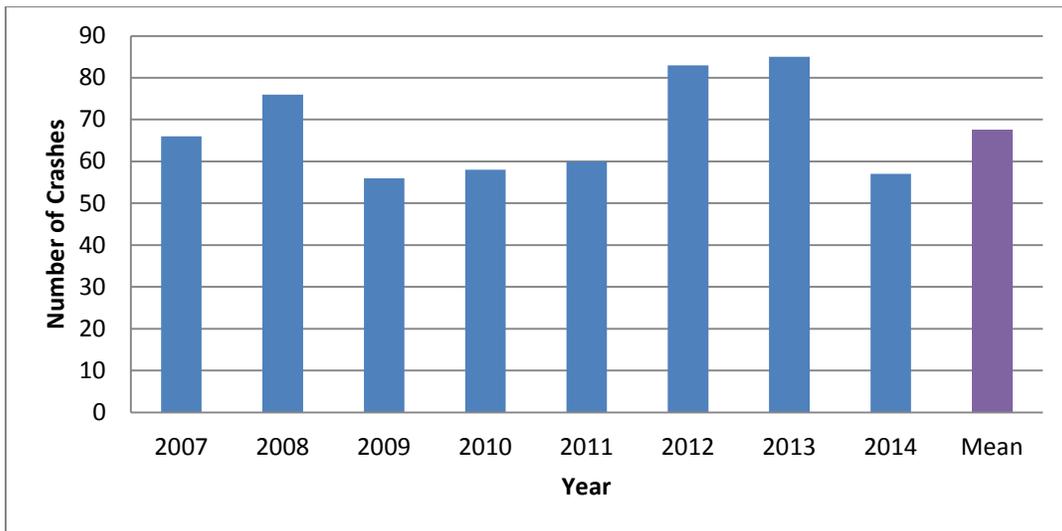
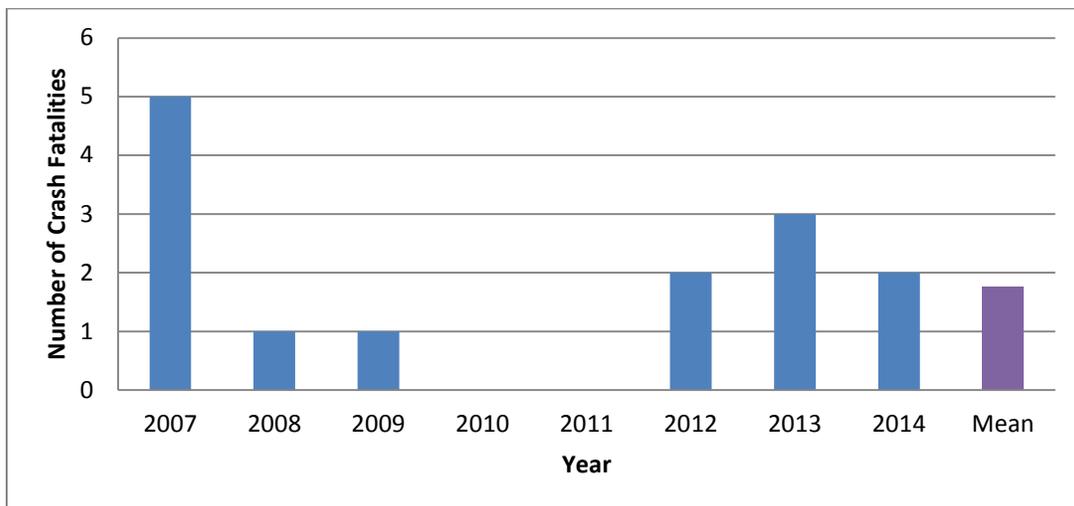


Illustration 3
Pedestrian Crashes with Fatalities
from 2007 through 2014 in Gainesville Urbanized Area



The number of crashes and crash fatalities fluctuated from year to year around the average values, and no overall trends were observed. One reported safety goal set a target to reduce the pedestrian crashes from the current value of over 30 per billion vehicle miles traveled to fewer than 20 per billion miles; and to reduce the number of pedestrian fatalities from the current value of over 1 per billion vehicle miles traveled to fewer than 0.75 per billion miles by the year 2020.

Illustration 4
Pedestrian Crashes per Billion Miles Traveled
from 2007 through 2013 in Alachua County

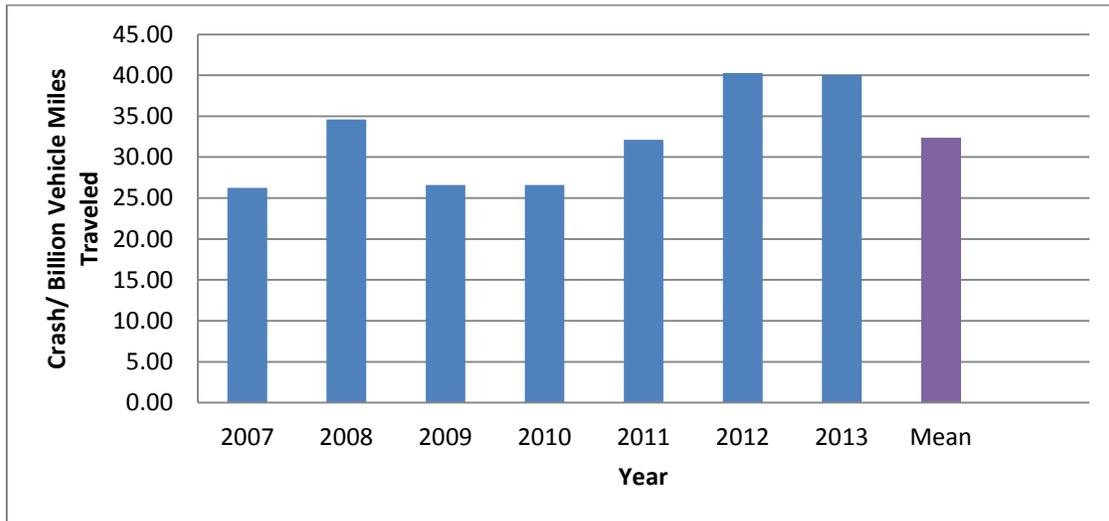
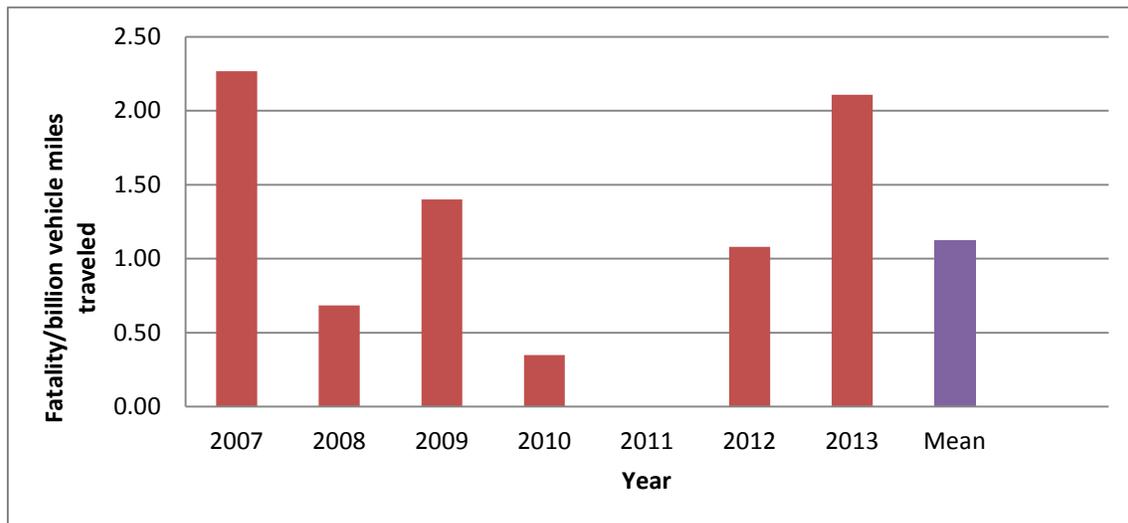


Illustration 5
Pedestrian Fatalities per Billion Miles Traveled
from 2007 through 2013 in Alachua County



B. Federal Safety Planning Requirements

The passage by Congress of the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” in 2005 established a greater emphasis for Metropolitan Planning Organizations to incorporate safety in the transportation planning process. Specifically, safety must now be addressed as a stand-alone factor at both the Metropolitan Planning Organization and state level. In addition Metropolitan Planning Organization’s must integrate safety into the Long Range Transportation Plan process, and identify specific safety strategies that will improve the overall performance of the transportation system, while maximizing the safety and mobility of both citizens and goods.

“Moving Ahead for Progress in the 21st Century Act” (Public Law 112-141), was signed into law by President Obama on July 6, 2012. This resulted in funding \$105 billion for Surface Transportation Programs for fiscal years 2013 and 2014. This is the first long-term highway authorization enacted since 2005. It is reported to be a milestone for the U.S. economy and the Nation’s Surface Transportation Program. The goal is to transform policy and programmatic frameworks into a guide for transportation system growth and development. The Act is designed to create a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991. This program provides guidance on safety programs and related topics:

- Highway Safety Improvement Program eligibility and reporting
- Strategic Highway Safety Plan
- High Risk Rural Roads
- State safety data systems
- Penalty transfer provisions
- Older road users
- Railway-highway crossings

Not all part of “Moving Ahead for Progress in the 21st Century Act” is fully implemented at this time, including final performance measures for states and Metropolitan Planning Organizations.

C. State Safety Planning Requirements

The Florida Strategic Highway Safety Plan was first developed to be in compliance with requirements from the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.” All states were required to develop a Strategic Highway Safety Plan to provide a comprehensive framework for reducing highway fatalities and serious injuries on all public roadways. To meet federal requirements and ensure an organized statewide approach to safety planning, the Florida Department of Transportation developed the Florida State Highway Safety Plan in 2006.

- As part of the State Highway Safety Plan process, a coalition of federal, state and local government agencies, law enforcement, and transportation safety advocates developed four emphasis areas to allocate resources and efforts over the next five years. They include:
- Aggressive Driving: Reduce the rate of fatalities and serious injuries involving aggressive driving;

- Intersection Crashes: Reduce the rate of fatalities and serious injuries occurring at intersections;
- Vulnerable Road Users: Pedestrians, Bicyclists, and Motorcyclists – Reduce the rate of fatalities and serious injuries involving vulnerable road users; and
- Lane Departure Crashes: Reduce the rate of fatalities and serious injuries involving lane departures.

Intersection and lane departure crashes and accidents involving pedestrian and bicyclist vulnerable road users can be addressed as part of the long range transportation planning process.

D. Local Safety Planning Efforts

Pedestrian Roadway Safety Audits are being conducted on some of the more heavily traveled roadways in the Gainesville Urbanized Area. These studies take a detailed look at existing safety conditions and make recommendations to improve safety. The results contained in a draft Pedestrian Safety Action Plan are also included in this report. This list is not intended to list all of the many ongoing safety projects and programs aimed at improving pedestrian safety in the Gainesville Urbanized Area.

Local safety efforts often focus with the Traffic Safety Team. The following studies and projects address increasing pedestrian safety.

Studies:

- University Avenue Multimodal Emphasis Corridor Study [Gale Lemerand Drive to Waldo Road]
- University Avenue Pedestrian Road Safety Audit [NW 22nd Street to Waldo Road]
- Archer Road Pedestrian Road Safety Audit [I-75 to SW 23rd Terrace]
- SW 13th Street Pedestrian Road Safety Audit [SW 16th Avenue to W University Avenue]
- W 34th Street Safety Study [Radio Road to W University Avenue]
- W 13th Street Multimodal Emphasis Corridor Study [Archer Road to NW 33rd Avenue]*

Projects:

- Waldo/Williston Road Pedestrian Modifications [SE 16th Avenue to NE 39th Avenue]*
- University Avenue Multimodal Emphasis Corridor [Gale Lemerand Drive to Waldo Road]*

* included in Year 2040 Needs Plan and Advisory Committees-recommended for inclusion in Year 2040 Cost Feasible Plan

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Chapter II

Assessing Pedestrian Safety Using Crash Data

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Chapter II: Assessing Pedestrian Safety Using Crash Data

A. Introduction

Transportation safety is a vital part to the overall health and wellbeing of all residents of and visitors to Florida. Safety is defined by the United States Department of Transportation as freedom from harm resulting from unintentional acts or circumstances. The primary goal of transportation safety planning is to improve safety by supporting efforts to develop policies, programs, and projects related to pedestrians, bicyclists, transit users, truckers and motorists on the roadways and highways of Alachua County.

The purpose of this Technical Report is an assessment of pedestrian safety with respect to transit stops and facilities. This assessment will begin with a review of available data on pedestrian crashes in the Gainesville Urbanized Area. This assessment will also include a review of when the crashes occur, including time of day, day of week, and month of the year. The Gainesville Urbanized Area includes a significant number of college students from both the University of Florida and Santa Fe College.

B. Locations of Pedestrian Crashes

From January 1, 2007 to September 30, 2015, there were a total 700 pedestrian crashes in the Gainesville Urbanized Area. There was on average 68.3 pedestrian crashes and 1.77 fatalities per year. The number of crashes and fatalities fluctuated from year to year around the average values, with no trends observed over the years. Most crashes happened on weekdays and during the daytime. During the year, crash numbers were lower in summer break (June to August) and winter break (December to January) than other months. This indicates that college students are a significant group vulnerable for pedestrian crashes. During a day, a crash peak happens in the afternoon (from 2:00 pm to 6:00 pm).

Illustration 6 shows that most of pedestrian crashes happen on some of the most heavily traveled roads, excluding Interstate 75. Intersections are the most vulnerable locations for crashes since that is where the majority of crosswalks are located, which offers potential conflicts between crossing pedestrians and vehicles. A lack of driver compliance to pedestrian right of ways in crosswalks puts pedestrians at an increased risk. Crash numbers are particularly high in areas with dense population and large traffic volume, such as around commercial areas and schools. Table 4 provides additional location information on the 134 pedestrian crashes that occurred with 100 feet of a transit stop.

Five areas with high concentrations of pedestrian crashes identified in the Gainesville Urbanized Area include:

- The roadway segment between Main St and University Avenue (Illustration 7)
- The roadway segment between 13th St and University Avenue (Illustration 7)
- A roadway segment of North 13th St (Illustration 8)
- The roadway segment between Archer Rd And 34th St (Illustration 9)
- The roadway segment between I-75 and W Newberry Rd (Illustration 9)

Detailed maps depicting the locations of these pedestrian crashes are included in Illustrations 7, 8, and 9.

Illustration 6
Transits Stops and Pedestrian Crashes in the Gainesville Urbanized Area
from January 1, 2007 through September 30, 2015

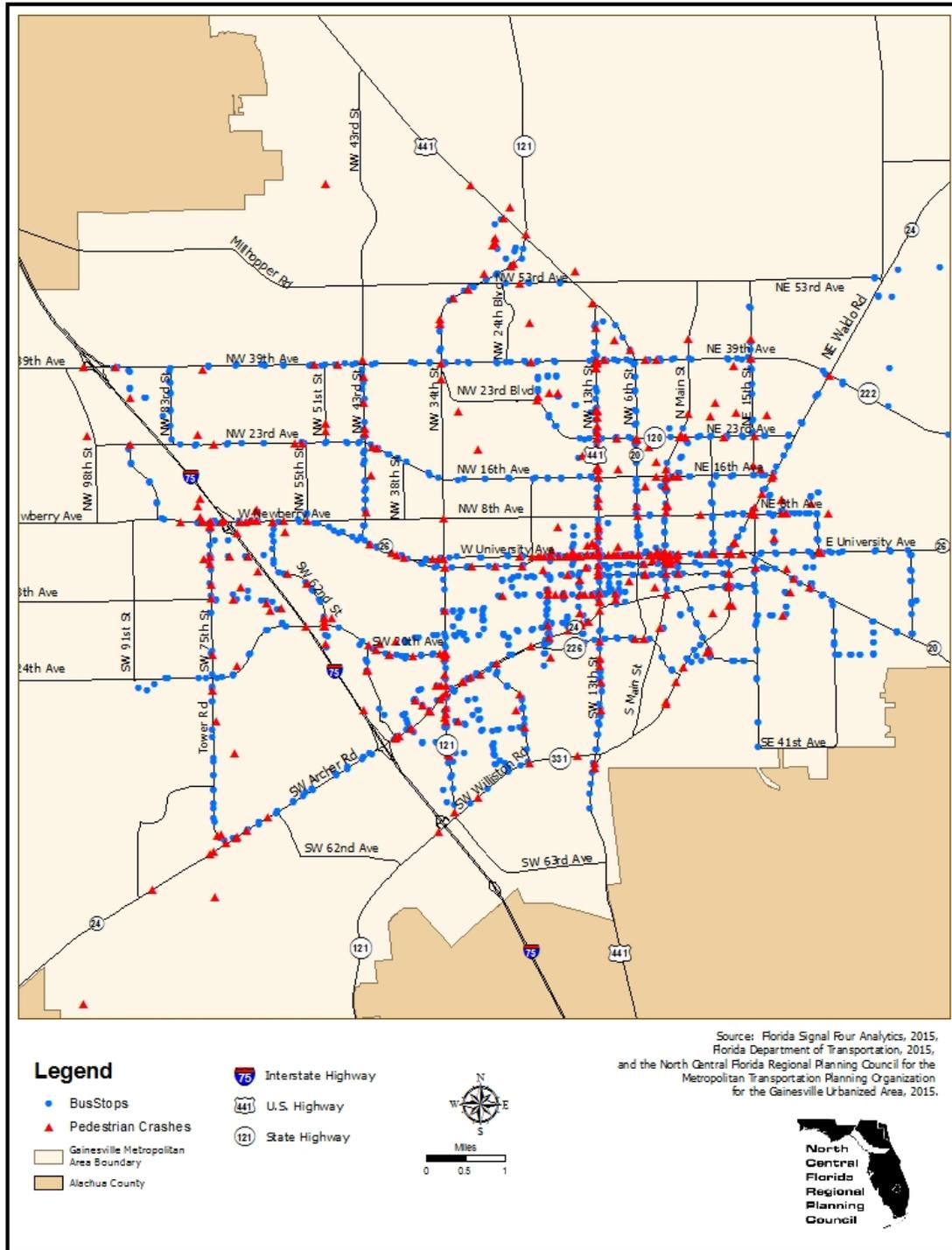


Illustration 7
West University Avenue Area of High Concentration
of Pedestrian Crashes in Gainesville Urbanized Area
from January 1, 2007 through September 30, 2015

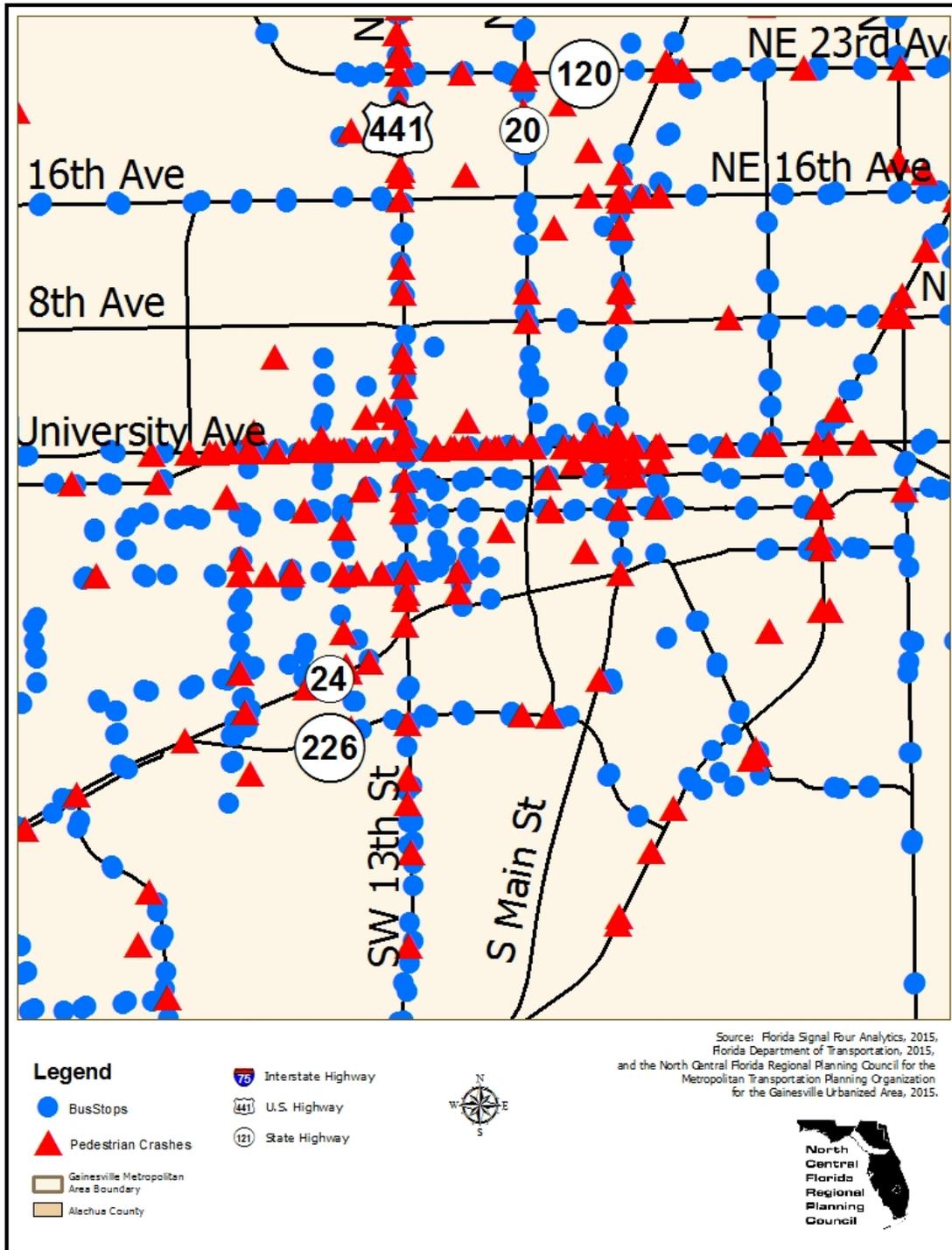


Illustration 8
NW 13th Street Area of High Concentration
of Pedestrian Crashes in Gainesville Urbanized Area
from January 1, 2007 through September 30, 2015

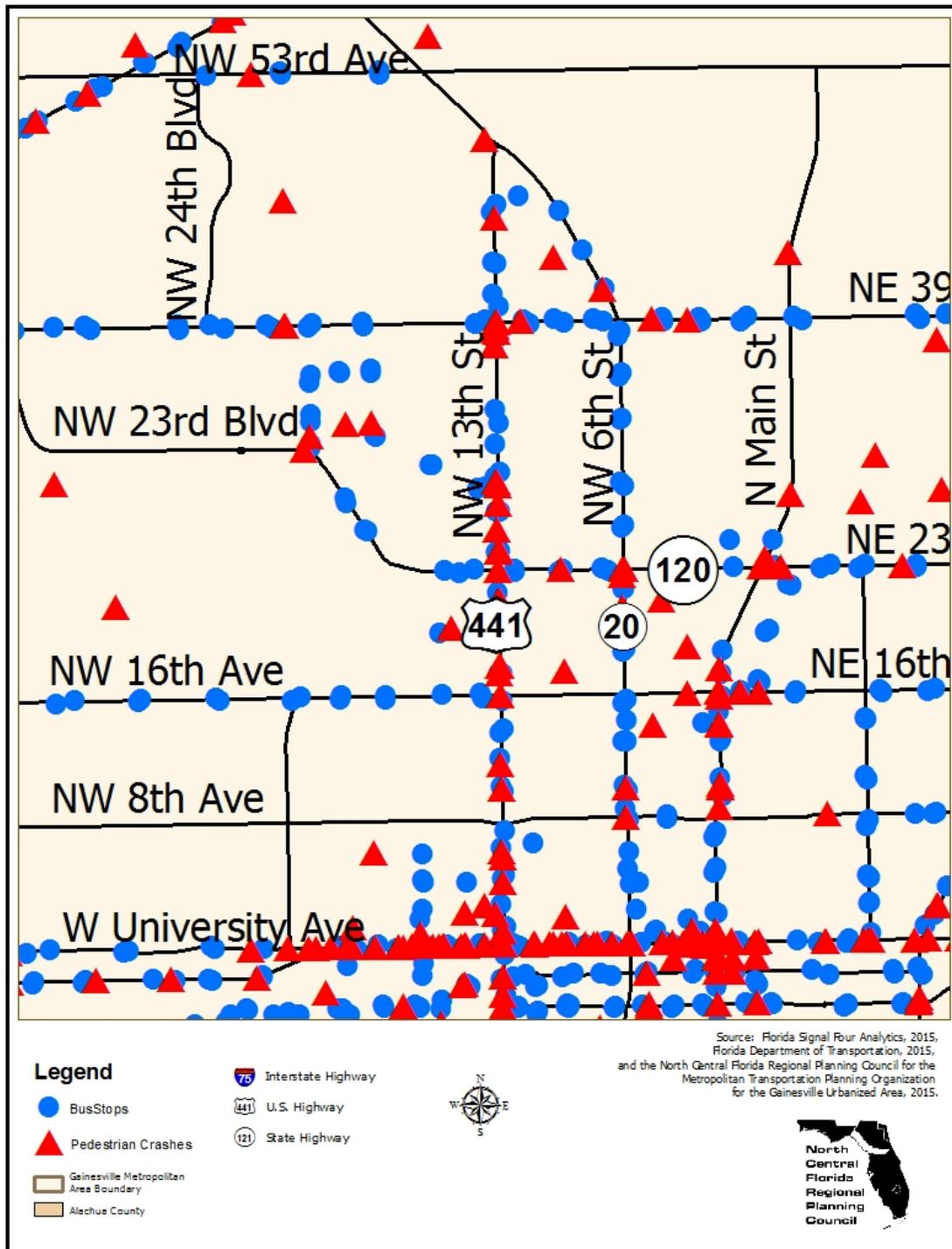
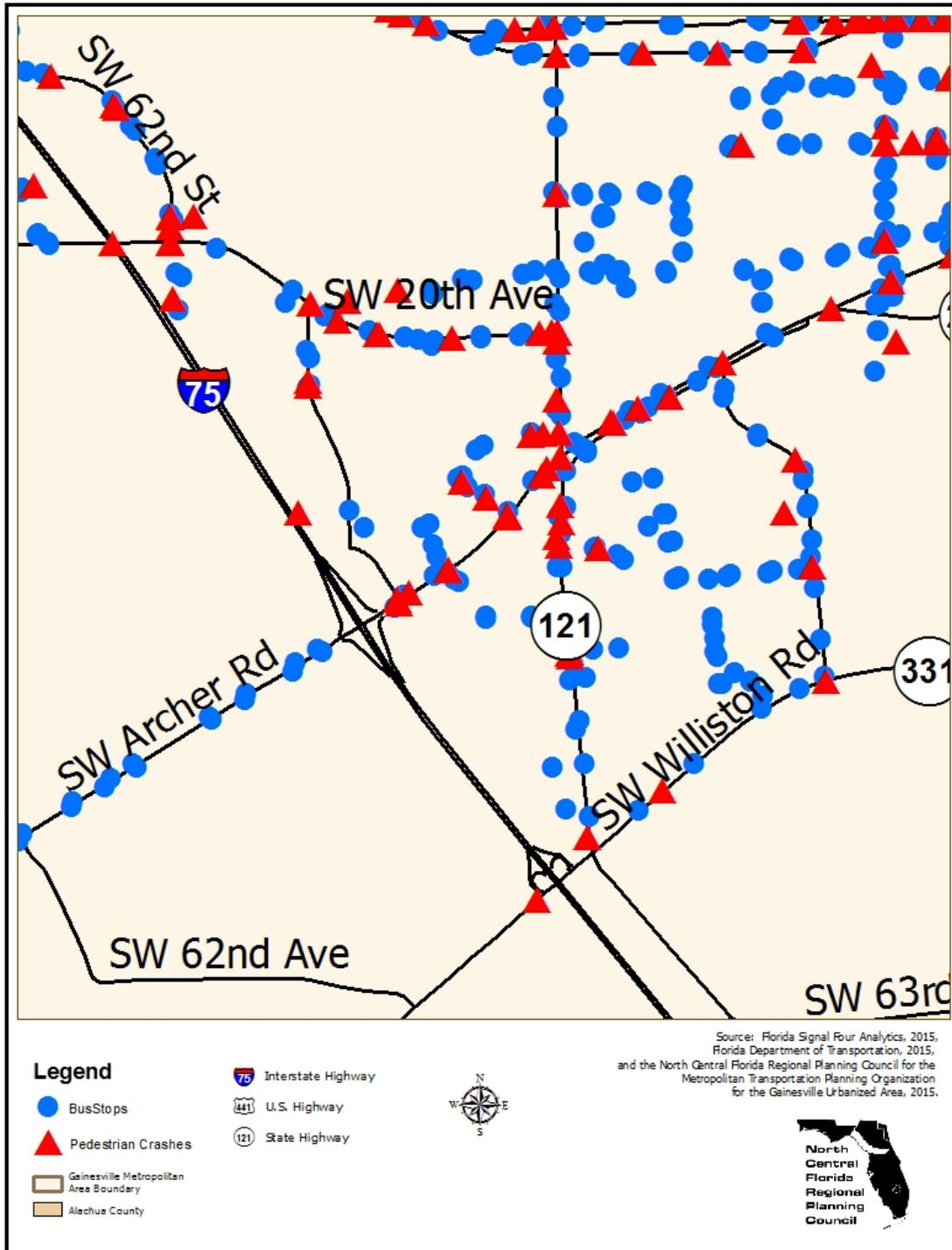


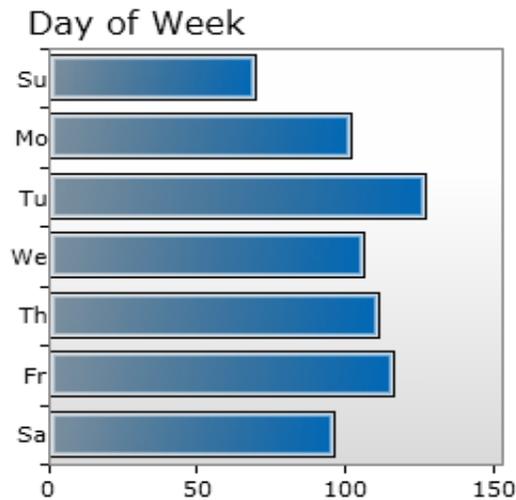
Illustration 9
Williston and Archer Roads Area of High Concentration
of Pedestrian Crashes in Gainesville Urbanized Area
from January 1, 2007 through September 30, 2015



C. Time and Days of Pedestrian Crashes

More pedestrian crashes occur on weekdays than weekends. This is to be expected since more people are at work and schools during the week days, as shown in Illustration 10.

Illustration 10
Day of the Week of Pedestrian Crashes in Alachua County
 from January 1, 2007 through September 30, 2015



The average number of crashes by hour of the day is depicted in Illustration 11. The afternoons from 3:00 pm to 6:00 pm have the highest average number of crashes. Regarding weather and lighting conditions, most crashes occurred in clear weather conditions, indicating that the weather did not significantly influence pedestrian crashes; however, approximately one third of crashes happened in a dark environment, which indicates that lighting conditions may have impacts on pedestrian safety.

Illustration 11
Time of Day of Pedestrian Crashes in Alachua County
 from January 1, 2007 through September 30, 2015

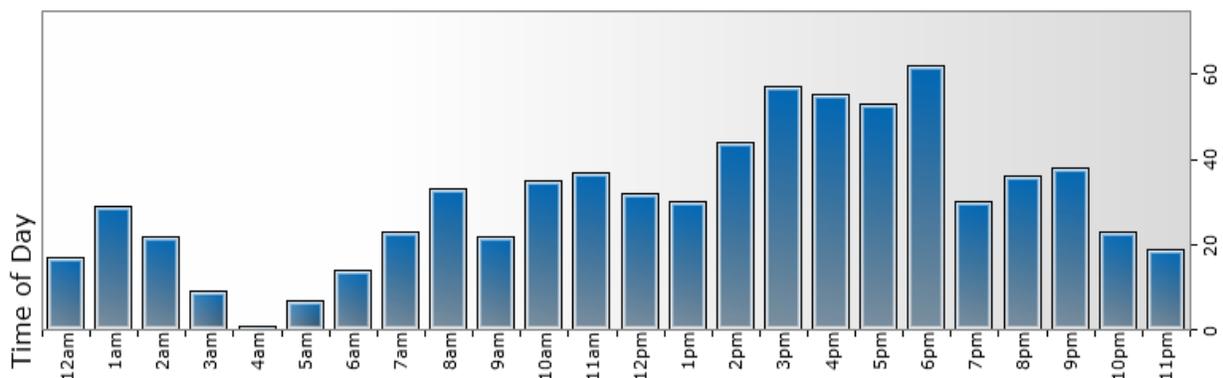
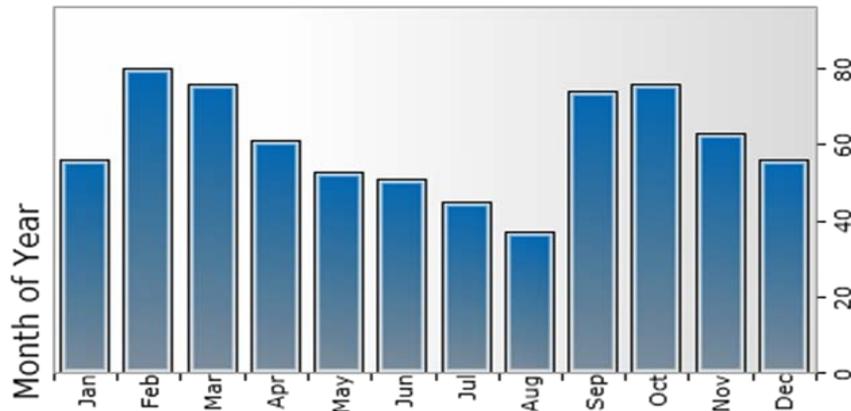


Illustration 12 shows the average number of pedestrian crashes during each month. Summer vacations and winter vacations for universities are times of fewer pedestrian crashes than other times of the year. This indicates that students attending the University of Florida and Santa Fe College have a significant impact on the crash ratios.

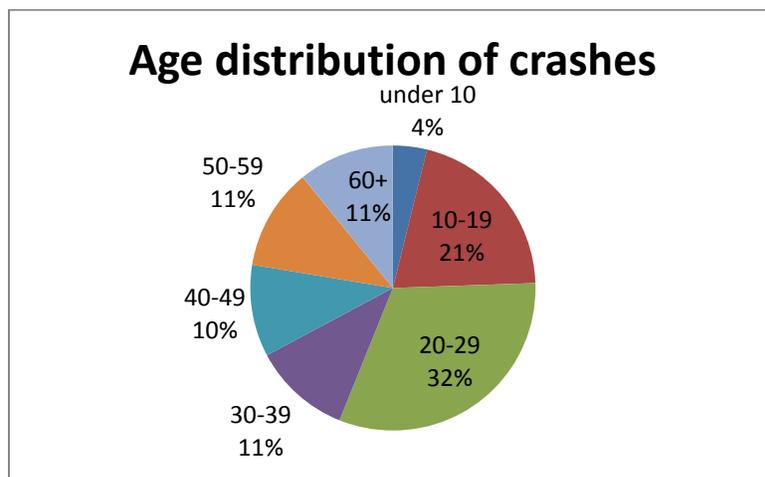
Illustration 12
Month of the Year of Pedestrian Crashes in Alachua County
from January 1, 2007 through September 30, 2015



D. Age Distributions of Pedestrian Crashes

The most vulnerable groups for crashes are young people aging from 20 to 29, and then followed by people aging from 10-19. This indicates that young people have a higher risk for pedestrian crashes than older people, as seen in the Illustration 13.

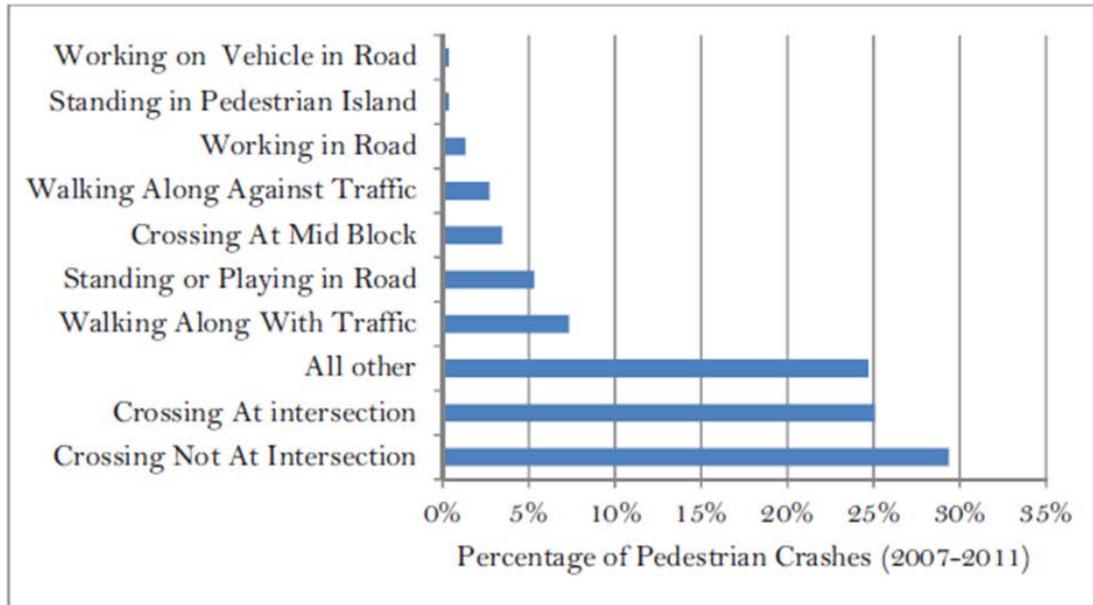
Illustration 13
Age Distribution of Pedestrian Crashes in Alachua County
from January 1, 2007 through September 30, 2015



E. Causes of Pedestrian Crashes

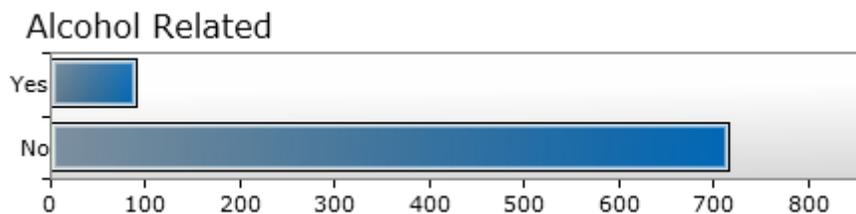
The causes of pedestrian crashes in Florida are shown in Illustration 14. A detailed analysis of specific data of all crashes for the 700 pedestrian crashes in the Gainesville Urbanized Area is beyond the scope of this report. However, a detailed analysis is presented in Chapter IV on the pedestrian crashes that occur near bus stops and report the involvement of either the stop or a transit bus.

Illustration 14
Causes of Pedestrian Crashes in Florida from 2007 through 2011



The involvement of alcohol in pedestrian crashes in the Gainesville Urbanized Area is shown in Illustration 15. Alcohol use includes both vehicle drivers and injured pedestrians. Alcohol did not appear to be a factor in the pedestrian crashes that involved transit facilities. Excerpts from selected accident reports are included in Appendix A.

Illustration 15
Alcohol Involvement in Pedestrian Crashes
in the Gainesville Urbanized Area
from January 1, 2007 through September 30, 2015



Chapter III

Transit Stops and Other Transit Facilities in the Gainesville Urbanized Area

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Chapter III: Transit Stops and Other Transit Facilities in the Gainesville Urbanized Area

A. Introduction

Gainesville Regional Transit System provides transit service within the Gainesville Urbanized Area. There are a significant number of transit stops and bus routes in the Gainesville area. Depending on the season and breaks for the University of Florida and Santa Fe College the times, routes and stops are subject to change.

Illustration 16
Pedestrian Roadway Safety Audit at a Transit Stop



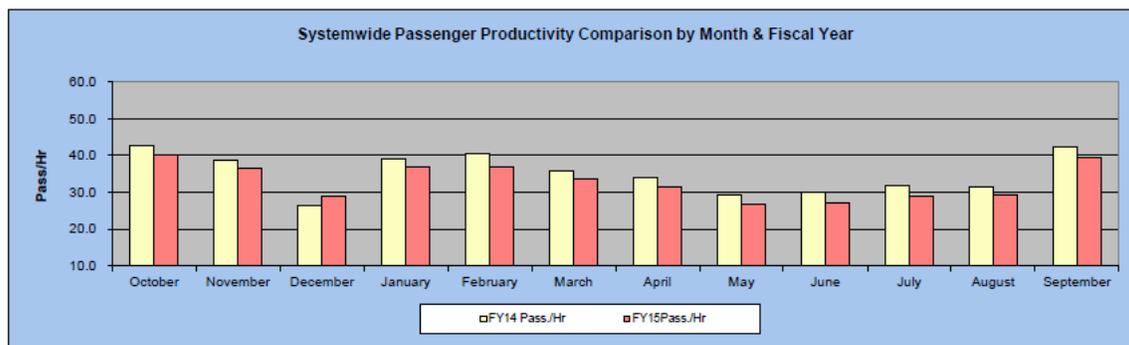
B. Gainesville Regional Transit System

Table 1 presents ridership data for Fiscal Year 2015. Over the years, generally the Gainesville Regional Transit System has continued to grow in ridership. However, in 2015 there was a slight decrease as shown in Illustration 17.

Table 1
Gainesville Regional Transits System Passenger Summary
for Fiscal Year 2015

FY 2015			
Monthly Passenger Productivity Report Summary			
Month	Passenger Trips	Revenue Hours	FY15Pass./Hr
October	1,287,060	32,027	40.2
November	907,992	24,733	36.7
December	692,992	23,829	29.1
January	1,027,953	27,765	37.0
February	1,038,274	28,166	36.9
March	927,253	27,398	33.8
April	970,311	30,889	31.4
May	462,278	17,166	26.9
June	488,244	17,867	27.3
July	579,175	20,049	28.9
August	687,790	23,556	29.2
September	1,224,112	31,091	39.4
FY 15 YTD	10,293,434	304,537	33.8
YTD Δ%	-5%	1%	-6%

Illustration 17
Gainesville Regional Transits System Passenger Comparisons
for Fiscal Years 2014 and 2015

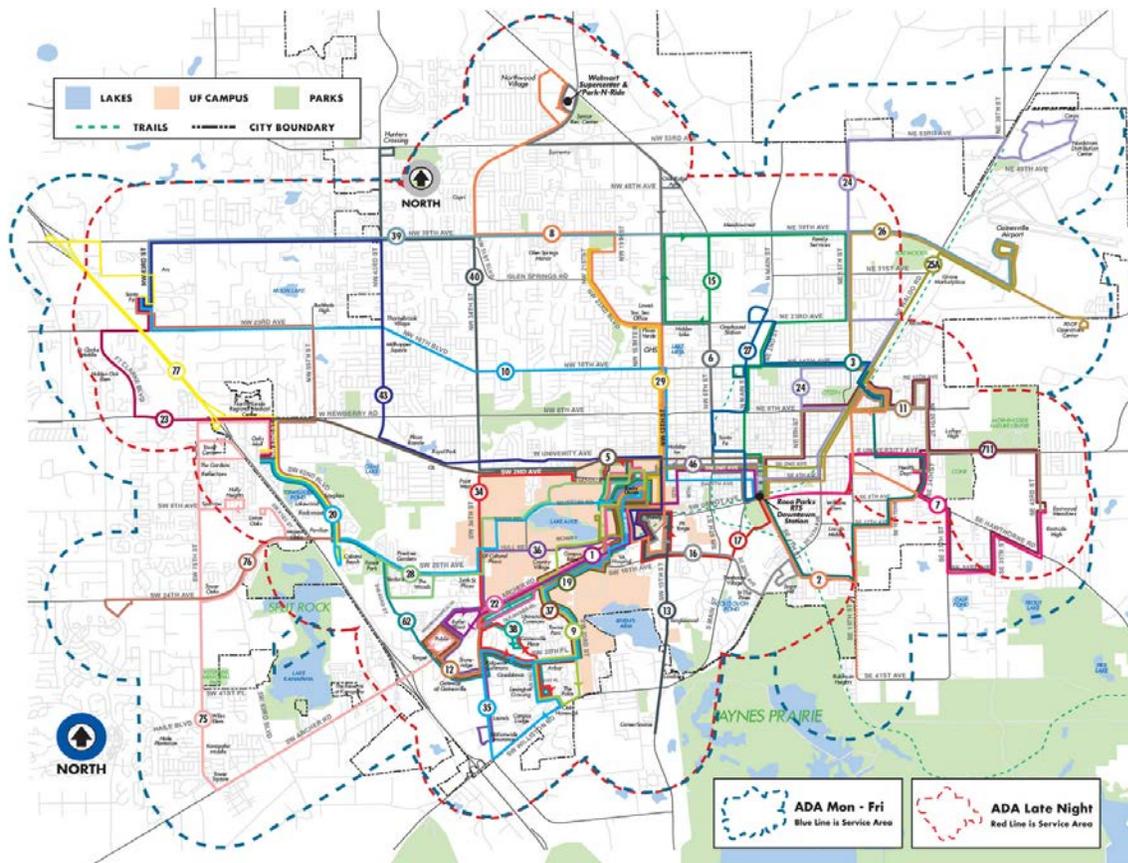


Source: <http://go-rt.com>

C. Inventory of Bus Routes

Illustration 18 gives a generalized overview of the various bus routes serving the Gainesville Urbanized Area. More detailed maps of the routes are available online and in printed bus schedules. An app is available for smart phones which give real-time locations of buses on the various routes to assist the riders catch a bus in a timely manner.

Illustration 18
Inventory of Bus Routes

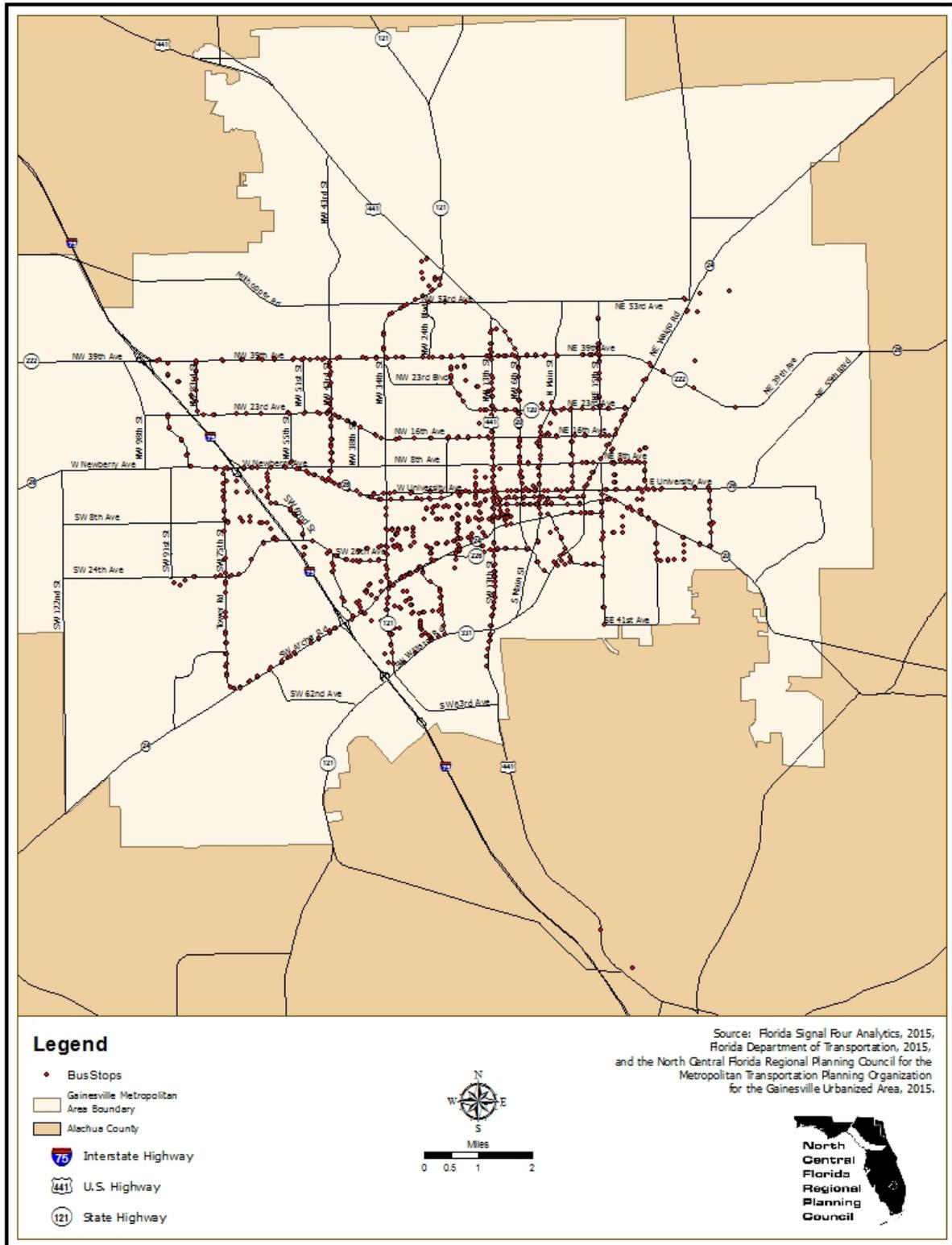


Source: <http://go-rt.com>

D. Inventory of Transit Stops and Facilities

Illustration 19 shows the locations of the transit stops in the Gainesville Urbanized Area. There are a variety of different style stops; however, all are marked with a round blue sign which provides stop identification. There are a total of 1,136 transit stops included in the Geographic Information System database used in the analysis for this report.

Illustration 19
Inventory of Transit Stops and Facilities in the Gainesville Urbanized Area



Chapter IV

Analysis of Pedestrian Crash Data Near Transit Stops

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Chapter IV: Analysis of Pedestrian Crash Data Near Transit Stops

A. Introduction

The analysis of pedestrian crashes near transit stops is based upon geocoded crash information. The data and data management systems include information available Signal Four Analytics which is housed at the University of Florida.

This data includes geocoded locations and geodatabases available for use in Geographic Information Systems. This information allows the following analyses:

- Identify high-crash corridors and intersections;
- Determine crashes types (e.g., rear-end collisions, lane departures);
- Identify roadway facility types where crashes are likely to occur;
- Identify contributing factors (e.g., failure to yield at a stop sign, excessive speed, distraction);
- Determine key human factors or behaviors associated with the number and severity of crashes (e.g., nonuse of safety belts or helmets, alcohol or drug impairment, etc.); and
- Determine crash risk inequities across jurisdictional boundaries by using travel data to establish crash rates.

This information can then be presented to stakeholders, the public, and decision-makers to shape or refine the goals, objectives, and measures in appropriate plans.

B. Source of Crash Data - Signal Four Analytics

Florida Signal Four Analytics is an interactive, web-based system designed to support the crash mapping and analysis needs of law enforcement, traffic engineering, transportation planning agencies, and research institutions in the state of Florida.

This system was developed by the GeoPlan Center at the University of Florida, and funded by the State of Florida through the Traffic Records Coordinating Committee. The system is available for use over the internet to authorized, non-commercial public agencies or other organizations in Florida.

Traffic crash data is available in great volume, but making sense of this data remains a challenge to law enforcement, transportation planners, and traffic engineers. These professionals need powerful, accessible, and affordable tools to explore the spatial and logical relationships that drive decisions on resource allocation and project prioritization.

The boundaries of the Gainesville Urbanized Area and Alachua County are contained as geographic selection criteria which make it easy to select the various record sets used in this report. The Data is can be downloaded and imported into an Excel spreadsheet which allows analysis using Excel, Access or Arc-GIS software.

Table 2
Total Number of Records Contained in Signal Four Analytics
Florida Crash Database as of September 30, 2015

Data Items:	Quantity
Crash reports	1,392,699
Fatal crashes	14,870
Injury crashes	507,255
Prop. damage crashes	870,574
Fatalities	16,369
Injuries	849,496
Property damages	\$ 452,980,000
Violations	1,374,239
Vehicles	2,606,905
Drivers	2,498,087
Passengers	1,074,905
Non-motorists	33,439
Pedestrians	19,256
Cyclists	13,098
All other	1,085

Signal Four Analytics was a main source of crash data statistics used in this report. The web address is <http://s4.geoplan.ufl.edu> and additional information is available from project director Dr. Ilir Bejleri by email at ilir@ufl.edu or by phone at 954.214.7885.

a. Data Capabilities

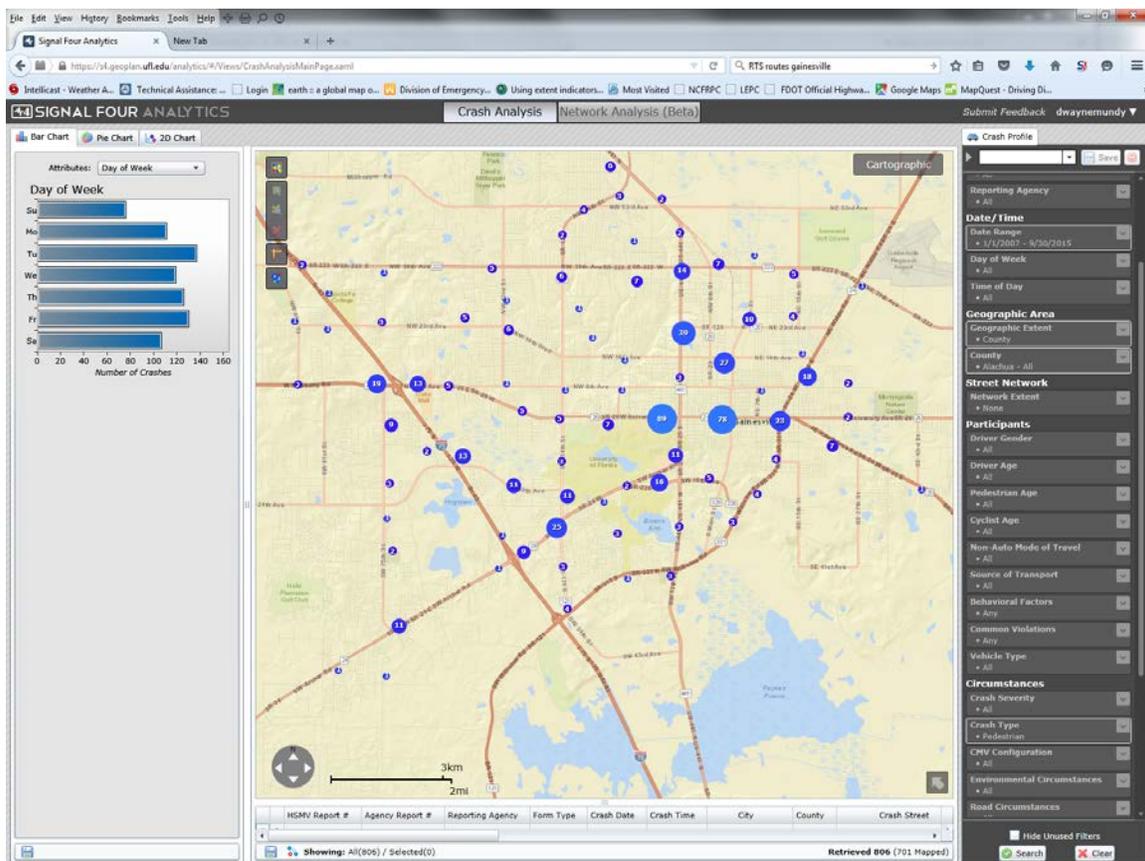
Quality of analysis is inextricably tied to the timeliness of data. Signal Four Analytics loads crash data nightly into the database. The data is received in the Florida statewide standard Extensible Markup Language format developed at the GeoPlan Center in partnership with the Florida Department of Highway Safety and Motor Vehicles. All crash attributes relevant for analysis are imported. Furthermore, each

crash is geo-located, meaning the street address is mapped to a geographic point that can be shown on an interactive map.

a. Map Visualization

Crash data can be viewed spatially in the context of a map. The system can present the data as individual points, or collectively as clusters. The map views allow analysts to quickly gain an intuitive understanding of the spatial distribution of crashes. Further map visualization methods are currently under development. The following screen shot in Illustration 20 shows the map, a chart of the selected data set, data table at the bottom center, and the selection criteria on the right.

Illustration 20
Sample Screen Shot of Signal Four Analytics Data Portal Showing All Pedestrian Crash Locations from January 1, 2007 through September 30, 2015



b. Selection Filters

Making sense of crash data requires narrowing down the data according to its scope – defined as date range and geographic area – and crash profile. Analysis is driven by a user-defined set of filters, each further restricting the result set. Factors include date ranges and behavioral factors such as alcohol, drug and distraction involvement.

c. Data Tables

Crash attributes and derived statistics can be viewed in tabular format. Tables interact with the map view – as records are selected, associated points are highlighted on the map (and vice-versa). The Tables can be downloaded in a comma separated values format which can be imported into a Geographic Information System, an Excel spreadsheet or an Access relational database. Illustration 21 shows a sample screen shot of the tabular data used in this report.

Illustration 21
Sample Screen Shot of Signal Four Analytics Data Portal

	HSMV Report #	Agency Report #	Reporting Agency	Form Type	Crash Date	Crash Time	City	County	Crash Street
●	83697996	FHPB13OFF036559	FHP	Long	12/4/2013	5:50 AM	Gainesville	Alachua	STATE ROAD 26 (WEST NEWBER
?	83654009	FHPB13OFF036568	FHP	Long	12/4/2013	10:00 AM	Gainesville	Alachua	STATE ROAD 26
●	83178367	FHPB13OFF036605	FHP	Short	12/4/2013	6:50 PM	Unincorporated	Alachua	STATE ROAD 26 (NEWBERRY RO
●	83674894	FHPB13OFF036646	FHP	Long	12/5/2013	10:55 AM	Unincorporated	Alachua	STATE ROAD 26
●	83725979	FHPB13OFF036638	FHP	Long	12/5/2013	9:10 AM	Gainesville	Alachua	STATE ROAD 26
●	83321650	FHPB13OFF036678	FHP	Long	12/5/2013	4:07 PM	Unincorporated	Alachua	STATE ROAD 24 (SW ARCHER RD
●	83661655	FHPB13OFF036671	FHP	Long	12/5/2013	3:31 PM	Unincorporated	Alachua	SR 222
●	83640479	FHPB13OFF036645	FHP	Long	12/5/2013	10:35 AM	Gainesville	Alachua	NW 75TH STREET
●	83698000	FHPB13OFF036717	FHP	Long	12/6/2013	8:57 AM	Gainesville	Alachua	NW 98TH STREET
●	83661656	FHPB13OFF036758	FHP	Long	12/6/2013	3:32 PM	Unincorporated	Alachua	SR 222
●	83678682	FHPB13OFF036760	FHP	Long	12/6/2013	3:55 PM	Unincorporated	Alachua	CR 222
●	83717576	FHPB13OFF036949	FHP	Short	12/9/2013	7:35 AM	Gainesville	Alachua	STATE ROAD 26
●	83678685	FHPB13OFF037083	FHP	Short	12/10/2013	2:30 PM	Unincorporated	Alachua	SW 62 AVE
●	83178368	FHPB13OFF037107	FHP	Short	12/10/2013	5:30 PM	Unincorporated	Alachua	NW 98 STREET
●	83718191	FHPB13OFF037162	FHP	Long	12/11/2013	12:15 PM	Unincorporated	Alachua	STATE ROAD 222

Showing: All(15) / Selected(0) Retrieved 15 (15 Mapped)

C. Pedestrian Crashes Involving Transit Stops

Alachua County and the Gainesville Urbanized Area reported 70,111 total crashes during January 1, 2007 through September 30, 2015, which is the time frame analyzed in this report. Of those crashes, 700 were reported as involving pedestrians and 134 had a reported location within 100 feet of a transit stop. These pedestrian crashes which occurred near transit facilities are tabulated in the next section.

The Florida Traffic Crash Reports were individually reviewed for all of the 134 pedestrian crashes that occurred within 100 feet of a transit stop. The following 10 pedestrian crashes which are listed in Table 3 were identified as mentioning either a bus or a transit stop in the accident report. Only five of the pedestrian crashes were found to actually involve a transit stop. The following three reasons were identified as reasons for pedestrian crashes at transit stops:

- Bus passenger walked in front of stopped bus and was hit (Three Times);
- Pedestrian exits bus at bus stop and after bus gone ran across road and was hit; and
- Bus pulling up to bus stop hit pedestrian with bus door.

Appendix A contains excerpts from the ten selected pedestrian crash reports listed in Table 3.

Table 3
Pedestrian Crashes Involving Buses or Transit Facilities
from January 1, 2007 through September 30, 2015

Incident Number	Pedestrian Crash Description	Was Pedestrian Crash Transit Stop Related?
1	Pedestrian was walking home from bus stop	No
2	Bus passenger walked in front of stopped bus and was hit.	Yes
3	Pedestrian step off sidewalk and hit by bus.	No
4	Bus passenger walked in front of stopped bus and was hit.	Yes
5	Driver reported distracted by a bus and hit pedestrian.	No
6	Pedestrian on phone stepped in front of bus and was hit by bus.	No
7	Bus pulling up to bus stop hit pedestrian with bus door.	Yes
8	Pedestrian exits bus at bus stop and after bus gone ran across road and was hit.	Yes
9	Bus passenger walked in front of stopped bus and was hit.	Yes
10	Driver turned right near stopped bus and hit pedestrian.	No

D. Transit Stops with Nearby Pedestrian Crashes

Table 4 lists the 134 pedestrian crashes that occurred within 100 feet of a transit stop. If no crash intersection was listed, the crash intersection is reported as midblock. The locations of these crashes are shown in Illustrations 22, 23 and 24. These pedestrian crashes were individually reviewed to identify if there was any reported involvement of a transit stop or a bus. This information was acquired from the Signal Four Analytic system and compared to transit locations for Regional Transit System bus stops.

This information is contained in a geodatabase in Arc Map housed at the North Central Florida Regional Planning Council.

Illustration 22
Transit Stops With Nearby Pedestrian Crashes from January 1, 2007 through September 30, 2015 in Gainesville Urbanized Area

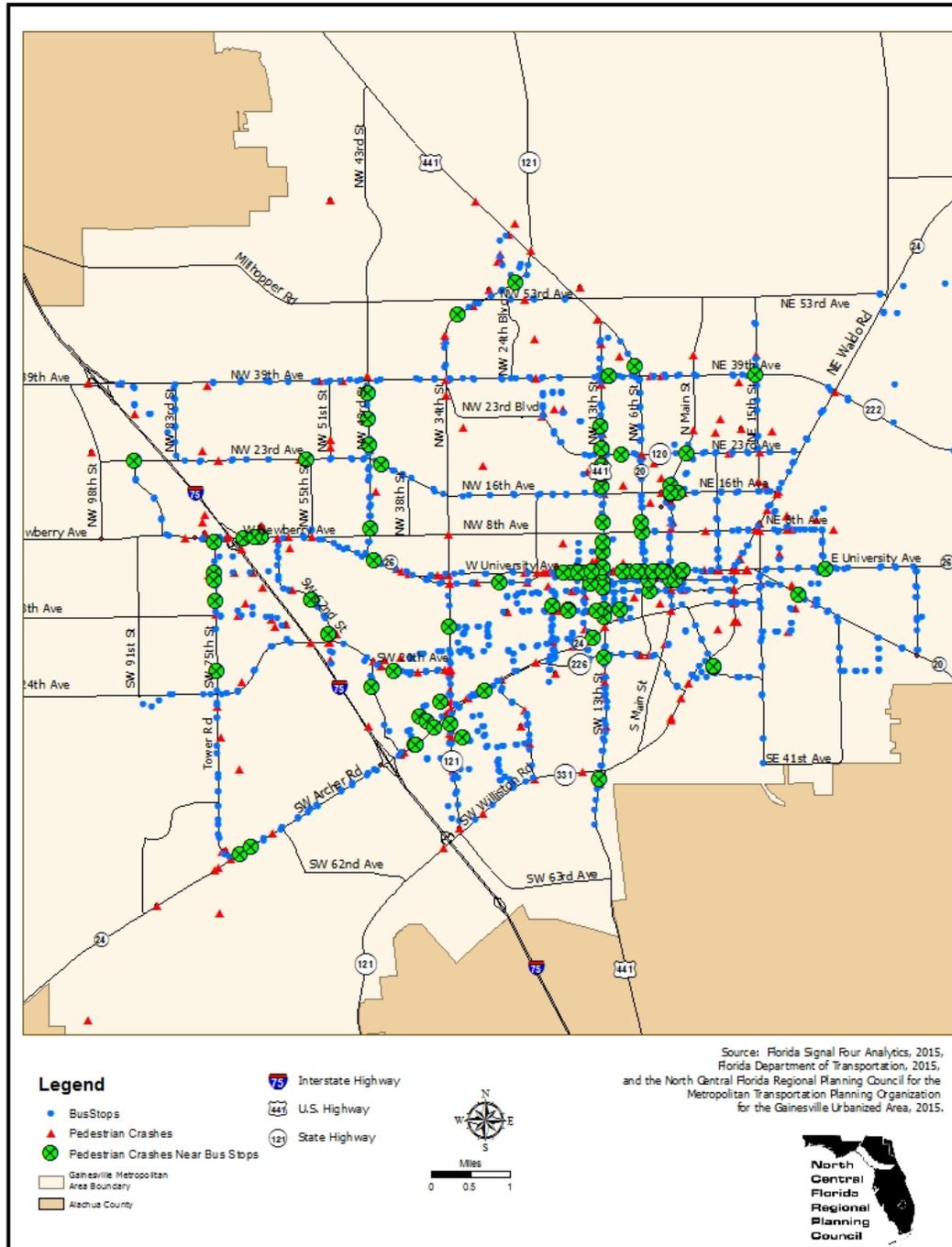


Illustration 23
Transit Stops With Nearby Pedestrian Crashes from January 1, 2007 through September 30, 2015 Near the University of Florida

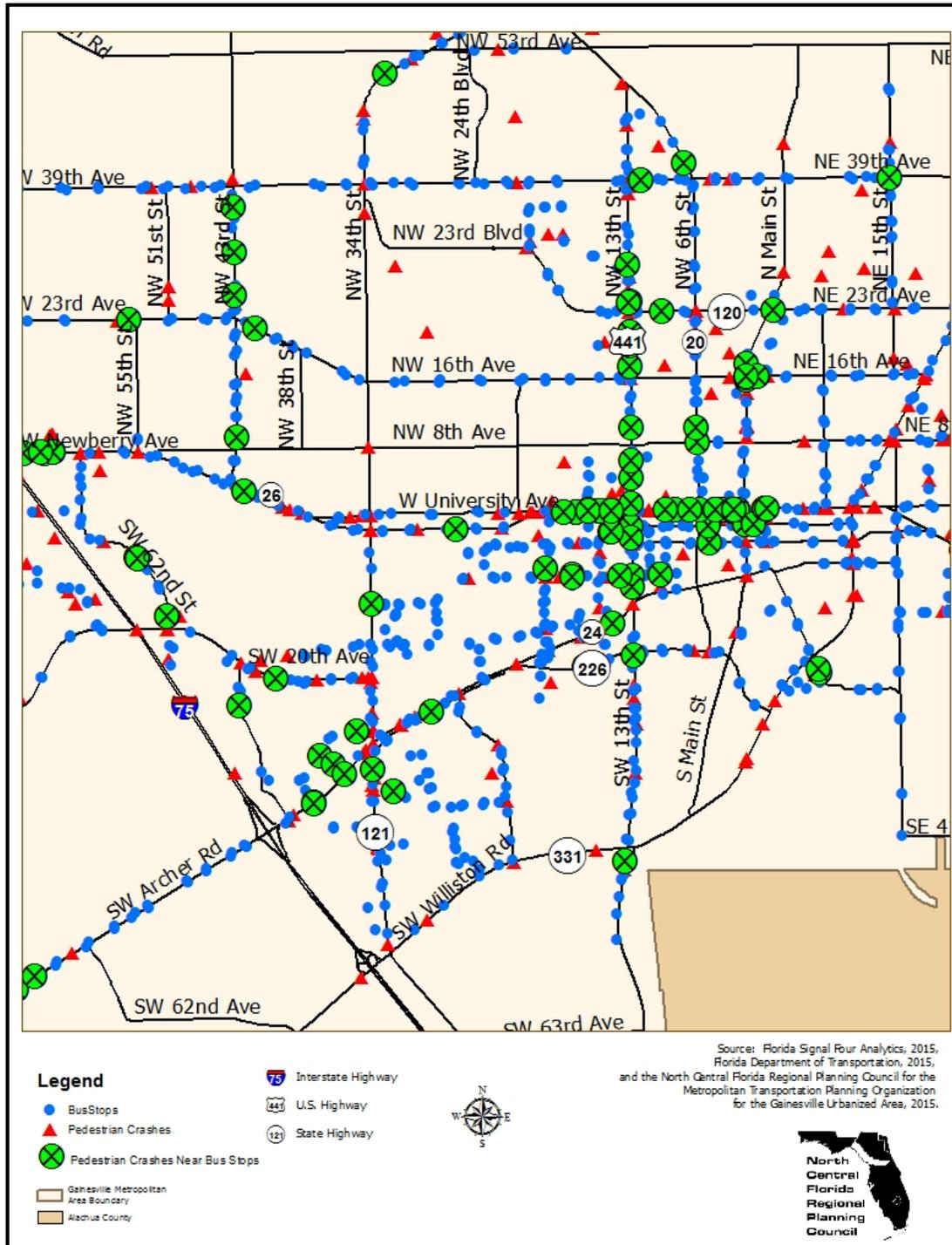


Illustration 24
Transit Stops With Nearby Pedestrian Crashes from January 1, 2007 through September 30, 2015 Near Interstate Highway 75

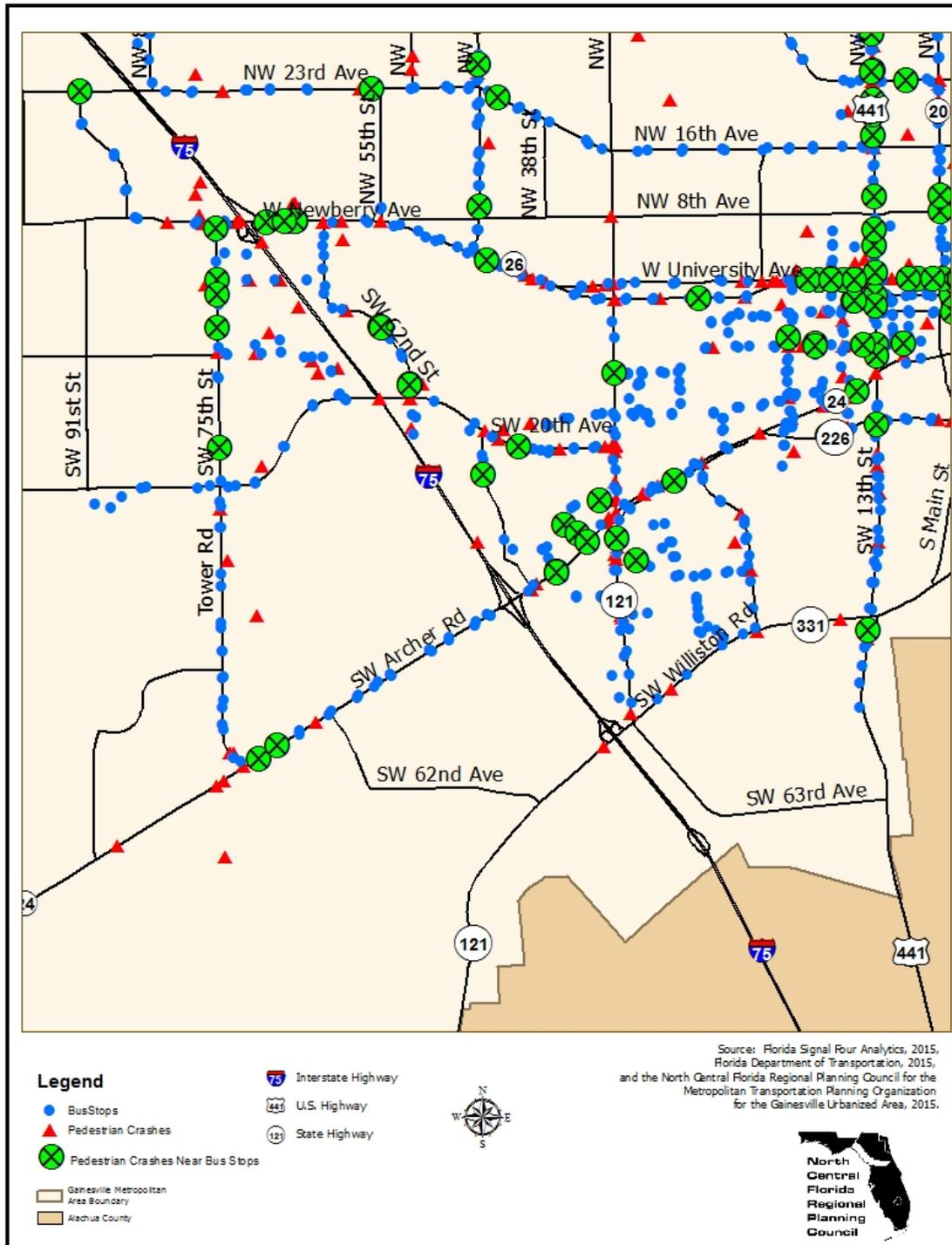


Table 4
Pedestrian Crashes Near Transit Facilities
from January 1, 2007 through September 30, 2015

HSMV Report Number	Crash Date	Crash Street	Crash Intersection	Crash Severity	Crash Location	Crash Location Description
80024950	1/14/2007	SW 1ST ST	W UNIVERSITY AVE	Injury	On Roadway	Non-Junction
80024896	1/15/2007	SW 62ND BLVD	SW 4TH PL	Injury	On Roadway	Non-Junction
80025575	3/26/2007	SE 2 AVE	SR 329	Injury	On Roadway	Intersection
76856106	4/3/2007	SR26	NW 17TH ST	Fatality	On Roadway	Intersection
80025681	4/5/2007	SR 26 W UNIVERSITY AVE	NW 6 ST	Injury	On Roadway	Non-Junction
80026496	6/29/2007	W NEWBERRY RD	43RD ST	Injury	On Roadway	Non-Junction
71081140	8/11/2007	UNIVERSITY AVE	18TH ST	Injury	On Roadway	Intersection
80146991	9/28/2007	SR 26 W UNIVERSITY AV	NW 2ND ST	Injury	On Roadway	Intersection
80147403	11/5/2007	SR 121 SW 34TH ST	RADIO RD	Fatality	On Roadway	Intersection
80147667	12/1/2007	SR 26 W UNIVERSITY AVE	NW 3 ST	Injury	On Roadway	Intersection
80147682	12/4/2007	SR26 W UNIVERSITY AVE	NW 17TH ST	Injury	On Roadway	Intersection
80147692	12/5/2007	SR 26 W NEWBERRY RD	NW 69 TER	Fatality	On Roadway	Non-Junction
80147775	12/11/2007	SR 26 E UNIVERSITY AVE	SE 25TH TER	Injury	On Roadway	Intersection

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Pedestrian Safety Assessment in Proximity to Transit Stops and Facilities

HSMV Report Number	Crash Date	Crash Street	Crash Intersection	Crash Severity	Crash Location	Crash Location Description
80148222	2/7/2008	SE 1 ST	SE 2 AVE	Injury	On Roadway	Intersection
76873525	2/19/2008	SR 25	SR 331	Injury	On Roadway	Intersection
76869818	3/20/2008	SW 20 AVENUE	SW 40 TERRACE	Injury	On Roadway	Intersection
76874472	3/24/2008	W NEWBERRY RD	SR 26 W NEWBERRY RD	Injury	On Roadway	Intersection-Related
77100553	5/12/2008	NW 23RD AVENUE	FORT CLARK BLVD	Injury	On Roadway	Intersection
80150038	7/12/2008	SR 26	NW 1ST ST	Injury	On Roadway	Intersection
80150439	8/17/2008	NW 9TH PLACE	NW 43RD ST	Injury	On Roadway	Non-Junction
80150636	9/2/2008	US 441 SW 13TH ST	SW 9TH AVE	Injury	On Roadway	Intersection
80150735	9/9/2008	SR 26 W UNIVERSITY AVE	NW 16TH ST	Injury	On Roadway	Intersection-Related
77103558	9/30/2008	NW 75 STREET	UNIVERSITY AVENUE	Property Damage Only	On Roadway	Intersection
80151017	10/5/2008	SW 35TH BLVD	PK LOT	Property Damage Only	On Roadway	Other
77102075	10/11/2008	NW 75TH ST	SR26	Property Damage Only	On Roadway	Driveway/Alley Access Related
80151455	11/11/2008	W UNIVERSITY AVE	UK	Injury	On Roadway	Other
80523282	11/30/2008	SR 26 W UNIVERSITY AVE	NW 17TH ST	Injury	On Roadway	Intersection
80523311	12/3/2008	SR 26 E UNIVERSITY AVE	NE 3RD ST	Injury	On Roadway	Intersection
9622192	1/8/2009	NEWELL DR EXT	SW ARCHER RD	Injury	On Roadway	Non-Junction
80524034	2/17/2009	SR 26 W UNIVERSITY AVE	NW 15 ST	Injury	On Roadway	Non-Junction

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Pedestrian Safety Assessment in Proximity to Transit Stops and Facilities

HSMV Report Number	Crash Date	Crash Street	Crash Intersection	Crash Severity	Crash Location	Crash Location Description
80524259	3/10/2009	NW 41ST AVE	SR 20 NW 6TH ST	Property Damage Only	On Roadway	Intersection
80524639	4/18/2009	US 441	NW 10 AVE	Injury	On Roadway	Non-Junction
80524663	4/21/2009	SR 20 NW 6TH ST	NW 10TH AVE	Injury	Off Roadway	Driveway/Alley Access Related
80524925	5/18/2009	CR329 N MAIN ST	N 16TH AVE	Injury	On Roadway	Intersection-Related
80525025	5/31/2009	SR 26 W UNIVERSITY AVE	SW 2ND ST	Injury	On Roadway	Intersection
80525616	8/11/2009	SW 37TH BLVD	SR 24 SW ARCHER RD	Injury	On Roadway	Intersection
80526129	9/28/2009	SR 20 NW 6TH ST	SR 20 NW 8TH AVE	Injury	On Roadway	Intersection
80526420	10/24/2009	SW 4TH AVE	SW 5TH ST	Injury	Shoulder	Non-Junction
80526481	11/1/2009	SR 26	NW 3RD ST	Injury	On Roadway	Non-Junction
80526865	12/7/2009	SW ARCHER RD	SW 37TH BLVD	Fatality	On Roadway	Non-Junction
77113934	4/16/2010	SW 19TH PL	SW 75TH ST	Property Damage Only	On Roadway	Non-Junction
71999783	6/18/2010	UNION RD	NEWELL DR AND UNION RD	Injury	On Roadway	Other
81883163	8/27/2010	SR 26	W 2ND ST	Injury	On Roadway	Intersection-Related
81883200	8/31/2010	NW 66 ST	SR 26 W NEWBERRY RD	Injury	On Roadway	Intersection
81883529	10/1/2010	SR 26 W UNIVERSITY AVE	NW 17TH ST	Injury	On Roadway	Intersection
81883610	10/8/2010	CR 329 N MAIN ST	CR 127 NW 16TH AVE	Injury	On Roadway	Intersection

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Pedestrian Safety Assessment in Proximity to Transit Stops and Facilities

HSMV Report Number	Crash Date	Crash Street	Crash Intersection	Crash Severity	Crash Location	Crash Location Description
81883619	10/9/2010	SR 26	NW 18 TH ST	Injury	On Roadway	Intersection
81883708	10/16/2010	SR 26	NW 17 TH ST	Injury	On Roadway	Non-Junction
81883785	10/22/2010	NW 13TH ST	PARKING LOT	Injury	On Roadway	Other
82113324	1/19/2011	SR 26	E 3RD ST	Injury	On Roadway	Intersection
82113660	2/17/2011	US HIGHWAY 441 NORTHWEST 13TH STREET	NORTHWEST 26TH PLACE	Injury	On Roadway	Intersection
82114124	4/1/2011	SR 26 W NEWBERRY ROAD	NW 66TH STREET	Property Damage Only	On Roadway	Intersection
82114185	4/6/2011	US HWY 441 NORTHWEST 13TH STREET	NORTHWEST 18TH AVENUE	Injury	On Roadway	Non-Junction
82116430	10/11/2011	US HIGHWAY 441 SOUTHWEST 13TH STREET	STATE ROAD 226 SOUTHWEST 16TH AVENUE	Injury	On Roadway	Intersection
82116994	11/21/2011	SW 43RD STREET	Midblock	Injury	On Roadway	Non-Junction
82117873	1/31/2012	SR 26 W UNIVERSITY AVE	SW 2ND ST	Injury	On Roadway	Non-Junction
82118216	2/28/2012	2800 OLD ARCHER ROAD	UNKNOWN	Injury	On Roadway	Non-Junction
82118239	3/1/2012	SR 26 WEST UNIVERSITY AVENUE	NW 15TH STREET	Injury	On Roadway	Intersection
82842077	3/1/2012	SW 75TH ST	SW 8TH AVE	Injury	On Roadway	Intersection
82118440	3/16/2012	US441 NW 13TH ST	NW 5TH AVE	Injury	On Roadway	Intersection
82118461	3/17/2012	STATE ROAD 26 WEST UNIVERSITY AVENUE	NORTHWEST 15TH STREET	Injury	On Roadway	Non-Junction

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Pedestrian Safety Assessment in Proximity to Transit Stops and Facilities

HSMV Report Number	Crash Date	Crash Street	Crash Intersection	Crash Severity	Crash Location	Crash Location Description
82118566	3/26/2012	SE 3RD ST	SR 26	Injury	On Roadway	Non-Junction
82118948	4/22/2012	SR 26	NW 18 STREET	Injury	On Roadway	Intersection
82119021	4/27/2012	US HWY 441 SW 13TH ST	Midblock	Injury	On Roadway	Non-Junction
82119597	6/16/2012	STATEROAD 26 WEST UNIVERSITY AVENUE	Midblock	Injury	On Roadway	Non-Junction
82119689	6/26/2012	UNIVERSITY AVENUE STATE ROAD 26	SE 3RD STREET	Injury	On Roadway	Intersection
82120374	8/28/2012	ENTRANCE OF 6700 WEST NEWBERRY ROAD	Midblock	Injury	On Roadway	Driveway/Alley Access Related
82120393	8/29/2012	378 SOUTHEAST 19TH PLACE	Midblock	Injury	On Roadway	Non-Junction
82120549	9/7/2012	SW 35TH BLVD	WINDMEADOWS BLVD	Injury	On Roadway	Other
82120547	9/10/2012	SW 62ND BLVD	Midblock	Injury	On Roadway	Non-Junction
82283790	10/1/2012	MCCARTY DRIVE	MUSEUM ROAD	Injury	On Roadway	Other
82121041	10/20/2012	SR 26 W UNIVERSITY AVE	NW 15TH ST	Injury	On Roadway	Intersection-Related
82121248	11/6/2012	SR 26	NW 17TH ST	Injury	On Roadway	Intersection-Related
82121277	11/8/2012	SR 26 - WEST UNIVERSITY AVENUE	NW 17TH STREET	Property Damage Only	On Roadway	Intersection
82121408	11/18/2012	SOUTHWEST 35TH PLACE	Midblock	Injury	Unknown	Non-Junction
82121496	11/30/2012	SW 10TH ST	26 W UNIVERSITY AVE	Injury	On Roadway	Intersection
82121640	12/11/2012	SW 62ND BLVD	SW 13TH PL	Injury	On Roadway	Non-Junction
82121881	1/3/2013	SE 16TH AVENUE	Midblock	Property Damage Only	Off Roadway	Non-Junction

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Pedestrian Safety Assessment in Proximity to Transit Stops and Facilities

HSMV Report Number	Crash Date	Crash Street	Crash Intersection	Crash Severity	Crash Location	Crash Location Description
82283942	1/9/2013	UNION RD	PEABODY HALL	Injury	On Roadway	Intersection-Related
82121960	1/10/2013	SOUTHWEST 62ND BOULEVARD	SOUTHWEST 4TH PLACE	Injury	On Roadway	Non-Junction
82122021	1/15/2013	SOUTHWEST 8TH AVENUE	SOUTHWEST 11TH STREET	Injury	On Roadway	Intersection
82122296	2/4/2013	US HIGHWAY 441 IE NORTHWEST 13TH STREET	NORTHWEST 21ST AVENUE	Injury	On Roadway	Driveway/Alley Access Related
82122362	2/8/2013	US 441 - NW 13TH STREET	Midblock	Property Damage Only	On Roadway	Non-Junction
82122493	2/19/2013	NORTHWEST 15TH STREET	STATEROAD 26 WEST UNIVERSITY AVENUE	Injury	On Roadway	Non-Junction
83924047	2/23/2013	SR 26 W UNIVERSITY AVE	NW 15TH ST	Injury	On Roadway	Intersection-Related
83924196	2/27/2013	STATEROAD 26TH WEST UNIVERSITY AVENUE	BUCKMAN DRIVE	Injury	On Roadway	Intersection
83924249	3/9/2013	SR26 W UNIVERSITY AVE	Midblock	Injury	On Roadway	Non-Junction
83924400	3/18/2013	SR 26 WEST UNIVERSITY AVE	SE 3RD STREET	Injury	On Roadway	Intersection-Related
83924590	3/31/2013	SR 121 NW 34TH BLVD	NW 51ST PL	Injury	On Roadway	Non-Junction
83924693	4/7/2013	SR 26 W UNIVERSITY AVE	W 1ST ST	Injury	On Roadway	Intersection
83924742	4/10/2013	SR 24 SW ARCHER RD	Midblock	Injury	On Roadway	Non-Junction
83924908	4/20/2013	WINDMEADOWS BLVD	SR 121 SW 34TH ST	Injury	On Roadway	Intersection
83925084	5/3/2013	NW 1ST STREET	SR 26 W UNIVERSITY AVE	Injury	On Roadway	Intersection
83925197	5/10/2013	SR 121 SW 34TH STREET	ENTRANCE TO 3535 SW ARCHER ROAD	Injury	On Roadway	Intersection

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Pedestrian Safety Assessment in Proximity to Transit Stops and Facilities

HSMV Report Number	Crash Date	Crash Street	Crash Intersection	Crash Severity	Crash Location	Crash Location Description
83925418	5/29/2013	SR 120	NE 10TH ST	Injury	On Roadway	Non-Junction
83925461	6/2/2013	SW 2ND AVE	SW 5TH ST	Injury	On Roadway	Non-Junction
83925974	7/13/2013	SR24 SE 21 ST ST	SE 21ST ST	Injury	On Roadway	Non-Junction
83925386	7/22/2013	US HWY 441 NW 13TH ST	NW 29TH RD	Injury	On Roadway	Intersection
84142273	7/28/2013	NW 17TH ST	SR 26 W UNIVERSITY AVE	Injury	On Roadway	Non-Junction
84142577	8/22/2013	NORTHWEST 36TH AVENUE	NORTHWEST 43RD STREET IE COUNTY ROAD 2053	Injury	On Roadway	Intersection
84142532	8/24/2013	CR 172	CR 329	Injury	On Roadway	Non-Junction
84142673	9/1/2013	SR 26 W UNIVERSITY AVE	SW 2ND ST	Injury	On Roadway	Intersection
84144000	11/22/2013	SR 222 NW 39TH AVE	US 441 NW 13TH ST	Fatality	On Roadway	Non-Junction
84424628	2/11/2014	SR 226	VA HOSPITAL RD	Injury	On Roadway	Intersection
84424652	2/13/2014	SE 4TH ST	Midblock	Injury	Off Roadway	Non-Junction
83691566	2/19/2014	SR-24 (SW ARCHER RD)	SW 69 TER	Injury	On Roadway	Intersection-Related
83708443	2/21/2014	SW 70TH DRIVE	STATE ROAD 24	Injury	On Roadway	Other
84424769	2/22/2014	NORTHWEST 23RD STREET	Midblock	Property Damage Only	In Parking Lane or Zone	Non-Junction
84425265	3/26/2014	US 441 (SW 13TH ST)	SW 2ND AVE	Injury	On Roadway	Intersection
84425264	3/26/2014	NORTHWEST 36TH STREET	STATE ROAD 26A SOUTHWEST 2ND AVENUE	Property Damage Only	On Roadway	Intersection
84703016	5/8/2014	CR 329	CR 172	Injury	On Roadway	Through Roadway

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Pedestrian Safety Assessment in Proximity to Transit Stops and Facilities

HSMV Report Number	Crash Date	Crash Street	Crash Intersection	Crash Severity	Crash Location	Crash Location Description
83928495	6/10/2014	SW 75TH STREET	Midblock	Injury	In Parking Lane or Zone	Non-Junction
84703644	6/27/2014	SR 222	Midblock	Injury	On Roadway	Non-Junction
84703938	7/20/2014	SR 26	NW 15TH ST	Injury	On Roadway	Intersection-Related
84704143	8/3/2014	SW 2ND ST	Midblock	Injury	On Roadway	Non-Junction
84704310	8/15/2014	W UNIVERSITY AVE	NW 18TH ST	Injury	On Roadway	Intersection
82284306	8/30/2014	MUSEUM ROAD	US 441	Injury	On Roadway	Non-Junction
84992701	8/31/2014	W UNIVERSITY AVE	NW 19TH ST	Injury	On Roadway	Intersection
84993342	10/10/2014	W UNIVERSITY AVE	NW 17TH ST	Injury	On Roadway	Intersection
84993387	10/13/2014	W UNIVERSITY AVE	NW 3RD ST	Injury	On Roadway	Non-Junction
82284329	10/14/2014	GRAHAM AREA AND GALE LEMERAND DR.	MUSEUM RD AND GALE LEMERAND DR	Property Damage Only	On Roadway	Other
83828650	11/10/2014	NW 23RD AVE	NW 55TH TER	Injury	On Roadway	Non-Junction
84994295	12/10/2014	US HWY 441 NW 13TH ST	NW 7TH AVE	Injury	On Roadway	Intersection
85726839	1/21/2015	NW 43RD ST	NW 25TH PL	Injury	On Roadway	Intersection
85728107	4/8/2015	NW 16TH BLVD	NW 41ST ST	Injury	On Roadway	Intersection
85728328	4/22/2015	CR 329 (N MAIN ST)	CR 172 (NW 16TH AVE)	Injury	On Roadway	Non-Junction

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Pedestrian Safety Assessment in Proximity to Transit Stops and Facilities

HSMV Report Number	Crash Date	Crash Street	Crash Intersection	Crash Severity	Crash Location	Crash Location Description
85728406	4/24/2015	NW 31ST AVE	NW 43RD ST	Injury	On Roadway	Non-Junction
85942907	5/28/2015	US 441 (NW 13TH ST)	NW 19TH LN	Injury	On Roadway	Intersection
85943606	7/18/2015	SR 26- W UNIVERSITY AVE	NW 17TH ST	Injury	On Roadway	Intersection
85943656	7/21/2015	SW 13TH ST	Midblock	Property Damage Only	In Parking Lane or Zone	Non-Junction
82283847	8/19/2015	MUSEUM ROAD	CENTER AND MUSEUM RD	Injury	On Roadway	Intersection
85944402	9/2/2015	W UNIVERSITY AVE	NW 7TH ST	Injury	On Roadway	Intersection
85944457	9/5/2015	SR 26 - W UNIVERSITY AVE	NW 16TH ST	Injury	On Roadway	Non-Junction
85944589	9/12/2015	NE 23RD AVE	N MAIN ST	Injury	On Roadway	Driveway/Alley Access Related

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Chapter V

Conclusions

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Chapter V: Conclusions

It does not appear that pedestrian crashes occur more frequently because of transit stops. The majority of pedestrian crashes and transit stops are both located on some of the most heavily travel roadway segments. A detailed review of the pedestrian crashes that occurred around transit stops indicates that the vast majority do not mention transit stops.

Alachua County and the Gainesville Urbanized Area reported 70,111 total crashes during January 1, 2007 through September 30, 2015, which is the time frame analyzed in this report. Of those crashes, 700 were reported as involving pedestrians and 134 had a reported location within 100 feet of a transit stop. These pedestrian crashes which occurred near transit facilities are tabulated in the next section.

The Florida Traffic Crash Reports were individually reviewed for all of the 134 pedestrian crashes that occurred within 100 feet of a transit stop. Ten pedestrian crashes which are listed in Table 3 were identified as mentioning either a bus or a transit stop in the accident report. Only five of the pedestrian crashes were found to actually involve a transit stop. The following three reasons were identified as reasons for pedestrian crashes at transit stops:

- Bus passenger walked in front of stopped bus and was hit. (Three)
- Pedestrian exits bus at bus stop and after bus gone ran across road and was hit.
- Bus pulling up to bus stop hit pedestrian with bus door.

Pedestrian Roadway Safety Audits are being conducted for roadway segments with high volumes of pedestrian activity and crashes. For example, on September 8, 2015, an audit was conducted on US 441/SW 13th Street from University Avenue to SW 16th Avenue in Gainesville. Transit stops were included in this process. It is recommended that these safety audits continue on areas of high pedestrian crashes.

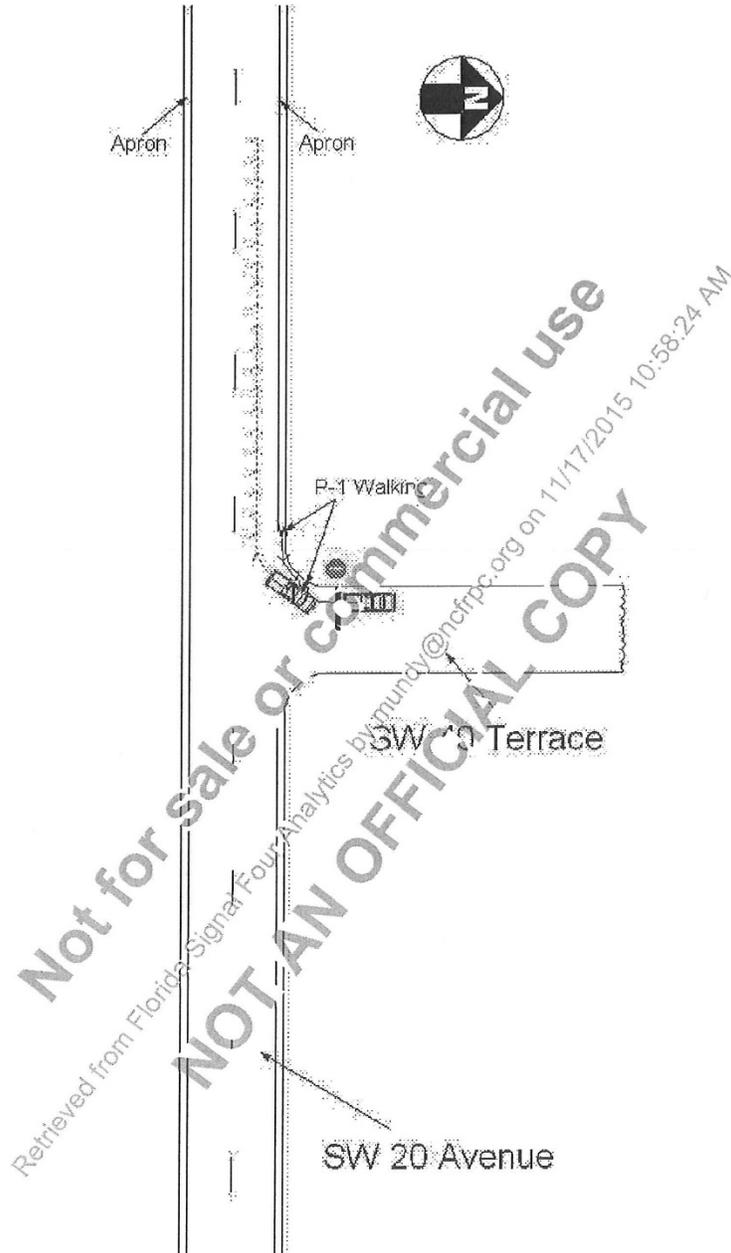
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Appendix A:

Selected Pedestrian Crash Report Excerpts That Occurred Within 100 Feet of A Transit Stop and Involved Either A Bus Or Transit Stop from January 1, 2007 through September 30, 2015

A. Sample Crash Report Excerpt #1

FLORIDA TRAFFIC CRASH REPORT										DO NOT WRITE IN THIS SPACE		
NARRATIVE/DIAGRAM												
MAIL TO DEPT. HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537												
Time EMS Notified (Fatalities Only)	Time EMS Arrived (Fatalities Only)	Date Of Crash	County/	City Code	Invest. Agency Report Number	HSMV Crash Report Number						
:	:	20-MAR-08	11	00	FHPB08OFF007865	76668818						
(Narrative)												
<p>Vehicle 1 was travelling south on SW 40 Terrace. Pedestrian 1 was walking east on the north paved apron of SW 20 Avenue. P-1 had just been dropped off by the city bus and was walking home from the bus stop. V-1 turned right onto SW 20 Avenue and ran over P-1's right foot with its right rear tire. P-1 was transported by Alachua County Emergency Services to Shands at the University of Florida. V-1 did not realize that he had struck P-1 and left the scene without exchanging the required information. V-1 was located later on the same date and provided the required information.</p>												
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip	Eject
1	01			GAINESVILLE FL	32607		1	2	3	1	2	5
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip	Eject
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip	Eject
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip	Eject
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip	Eject
Sec#	Pass#	Passenger's Name	Current Address	City & State	Zip Code	Date Of Birth	Race	Sex	Loc	Inj	S. Equip	Eject
Violator(s)												
Section #	Name Of Violator			FL Statute Number	Charge			Citation Number				
Section #	Name Of Violator			FL Statute Number	Charge			Citation Number				
Witness Name			Current Address	City & State			Zip Code					
Witness Name			Current Address	City & State			Zip Code					
First Aid Given By - Name			1 Physician or Nurse 2 Paramedic or EMT 3 Police Officer		4 Certified 1st Aider 5 Other		Injured Taken To: SHANDS AT UF		By - Name ALACHUA CO. EMS			
Was Investigation Made At Scene?			1 Yes <input checked="" type="checkbox"/> 2 No <input type="checkbox"/> If No, Then Where?		Is Investigation Complete? <input checked="" type="checkbox"/> 1 Yes 2 No		Date of Report 20-MAR-08		Photos Taken? 1 Yes <input checked="" type="checkbox"/> 2 No <input type="checkbox"/>		If Yes, By Whom? <input type="checkbox"/> 1 Invest. Agency 2 Other	
Investigator - Rank & Signature CPL. R.W. HOWARD				ID/Badge Number 1795		Department FHPB			FHP SO CPD Other <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>			



B. Sample Crash Report Excerpt #2

UNIVERSITY OF FLORIDA POLICE DEPARTMENT

NARRATIVE / DIAGRAM

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

DO NOT WRITE IN THIS SPACE

TIME EMS NOTIFIED (FATALITIES ONLY) <input type="checkbox"/> AM <input type="checkbox"/> PM	TIME EMS ARRIVED (FATALITIES ONLY) <input type="checkbox"/> AM <input type="checkbox"/> PM	DATE OF CRASH 6/18/2010	COUNTY / CITY CODE 11 / 50	INVEST. AGENCY REPORT NUMBER UFPD10OFF001191	HSMV CRASH REPORT NUMBER 71999783
--	---	----------------------------	-------------------------------	---	--------------------------------------

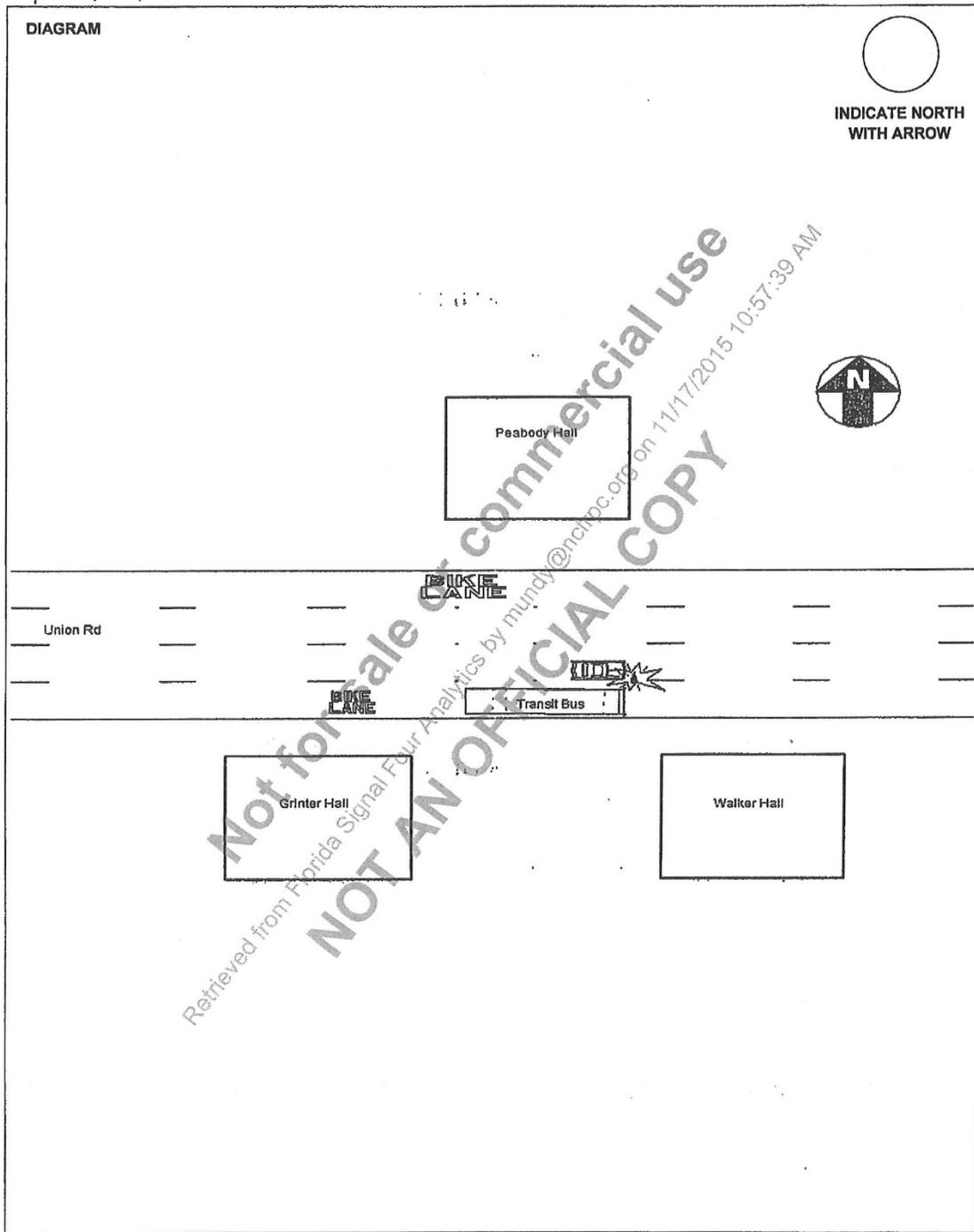
(NARRATIVE)

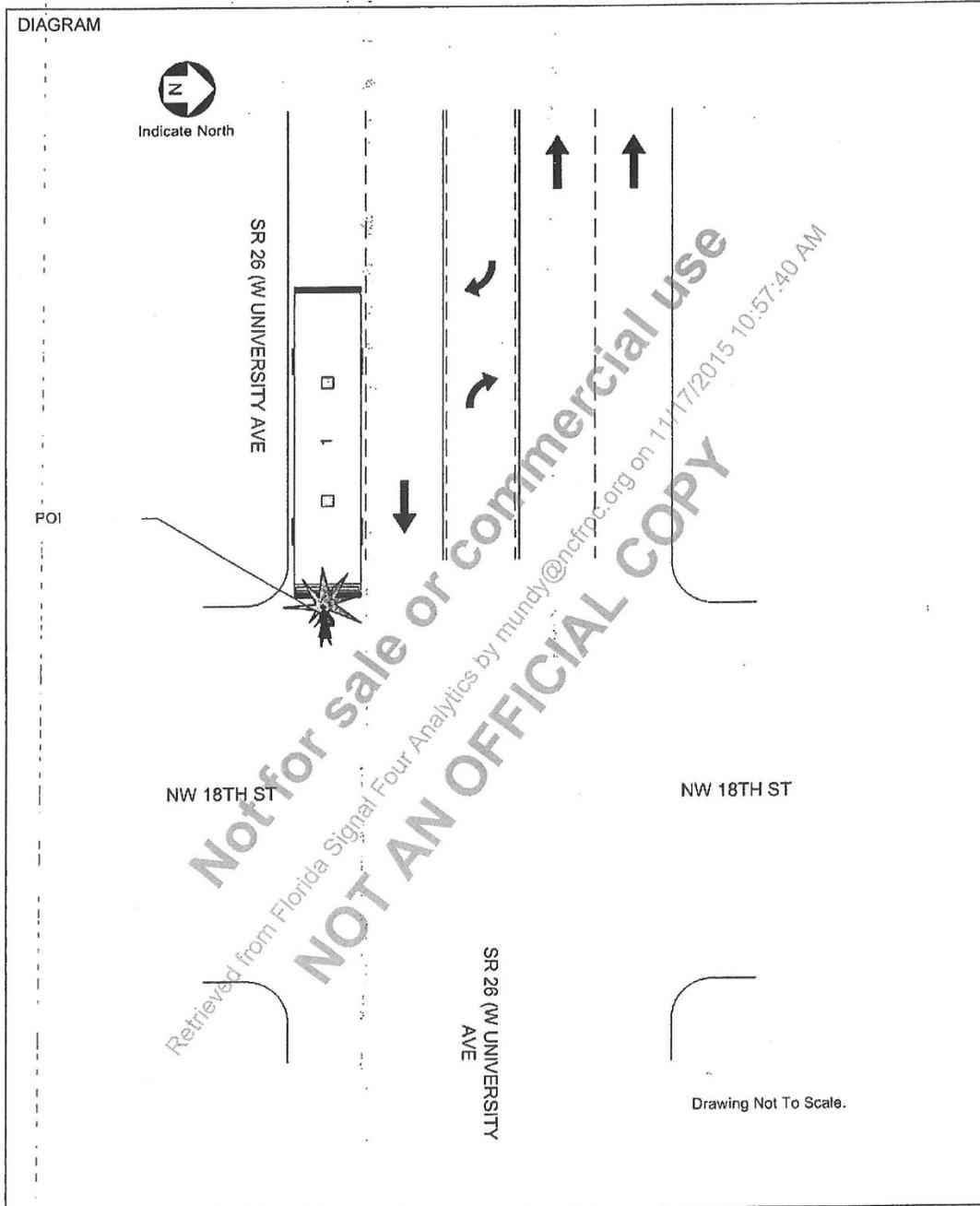
Tanis was riding on transit bus. Transit bus stopped in bike lane so driver could take a break. Tanis exited bus, and walked in front of bus to cross Union Rd. Witness' stated Tanis did not look when she stepped into traffic and she was struck by vehicle. Witnesses state the vehicle was traveling at approximately 10-15 mph when Tanis stepped out from in front of the bus. Tanis struck the hood of the vehicle but never fell to the ground. Tanis was transported to the infirmary by University Police for treatment. Tanis was complaining of pain in her left elbow and left knee. Tanis was treated by infirmary staff and given a ride home.

SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
2	01	[REDACTED]	[REDACTED]	GAINESVILLE	FL 32808	[REDACTED]	4	2	3	1	2	1
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT

Violator(s)	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

WITNESS NAME (1) [REDACTED]	CURRENT ADDRESS [REDACTED]	CITY & STATE [REDACTED]	ZIP CODE [REDACTED]	WITNESS NAME (2) [REDACTED]	CURRENT ADDRESS [REDACTED]	CITY & STATE [REDACTED]	ZIP CODE [REDACTED]
FIRST AID GIVEN BY - NAME: 1 Physician or Nurse 2 Paramedic or EMT 3 Police Officer 4 Certified 1st Aider 5 Other				INJURED TAKEN TO: BY - NAME:			
WAS INVESTIGATION MADE AT SCENE? 1 YES 2 NO	IF NO, THEN WHERE?		IS INVESTIGATION COMPLETE? 1 YES 2 NO	IF NO, THEN WHY?		DATE OF REPORT 6/18/2010	PHOTOS TAKEN? 1 YES 2 NO
INVESTIGATOR - RANK & SIGNATURE OFFICER KIZZAR, DAYMON L			ID / BADGE NUMBER /	DEPARTMENT UNIVERSITY OF FLORIDA		FHP	SO
						CPD	OTHER

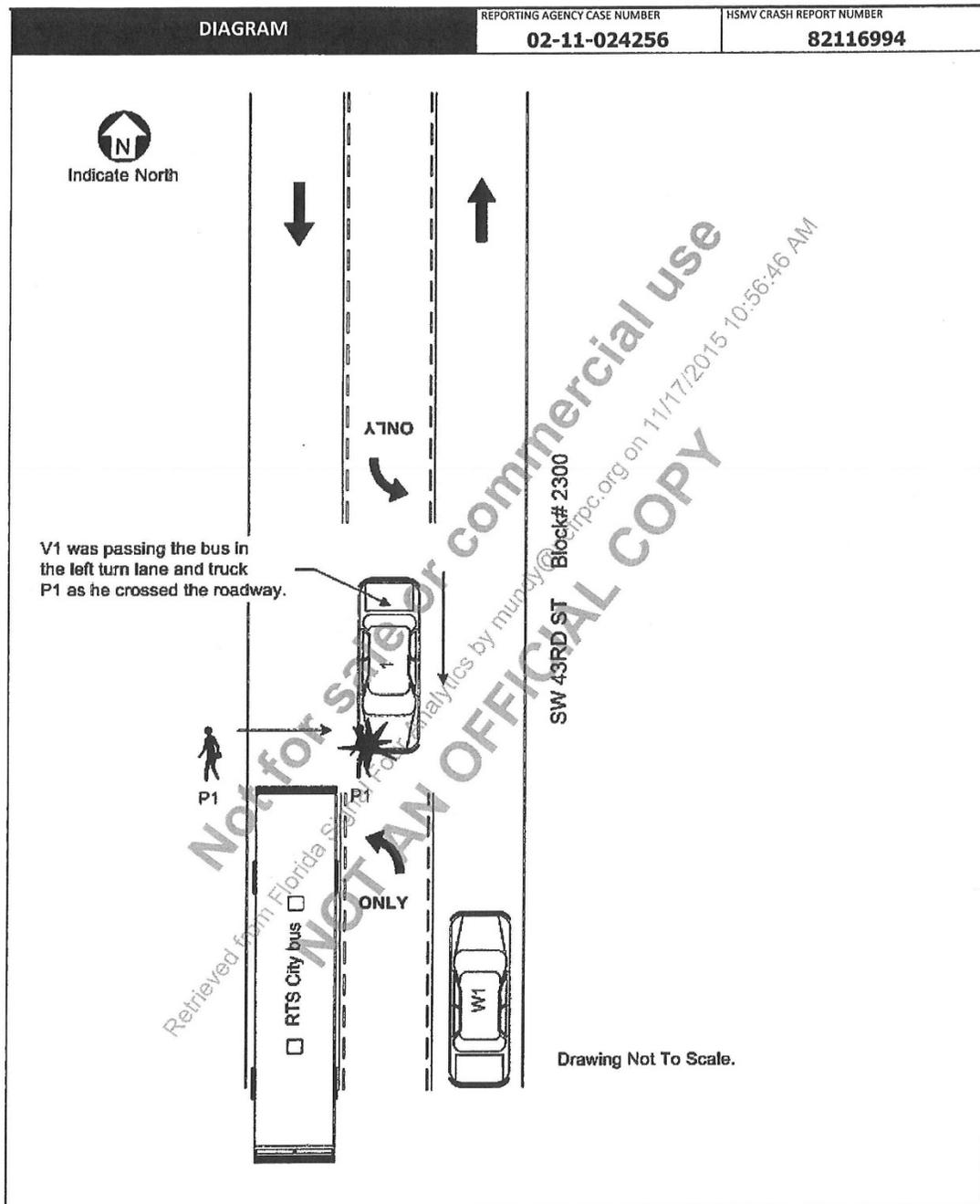




D. Sample Crash Report Excerpt #4

NARRATIVE		REPORTING AGENCY CASE NUMBER 02-11-024256	HSMV CRASH REPORT NUMBER 82116994
<p>V1 was southbound on SW 43rd Street approaching the 2300 block. P1 just stepped off an RTS city bus at 2300 SW 43rd St and was attempting to cross over to the eastside of the roadway. According to W1, V1 began to pass the bus in the left turn only lane and struck P1 as he crossed the roadway. During follow-up at Shands hospital, staff advised P1 did not suffer any life threatening injuries from the initial observations.</p>			
** END **			
ADDITIONAL PASSENGERS			
PERSON #	VEHICLE #	NAME	DATE OF BIRTH
CURRENT ADDRESS (Number and Street)		CITY & STATE	ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown		EMS AGENCY NAME OR ID	MEDICAL FACILITY TRANSPORTED TO
PERSON #	VEHICLE #	NAME	DATE OF BIRTH
CURRENT ADDRESS (Number and Street)		CITY & STATE	ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown		EMS AGENCY NAME OR ID	MEDICAL FACILITY TRANSPORTED TO
ADDITIONAL VIOLATIONS			
PERSON #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE
PERSON #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE
REPORTING OFFICER			
ID/BADGE NUMBER	RANK & NAME	DEPARTMENT	FHP SO PD OTHER
0788	OFC JUAN DECASTRO	GAINESVILLE POLICE DEPARTMENT	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>

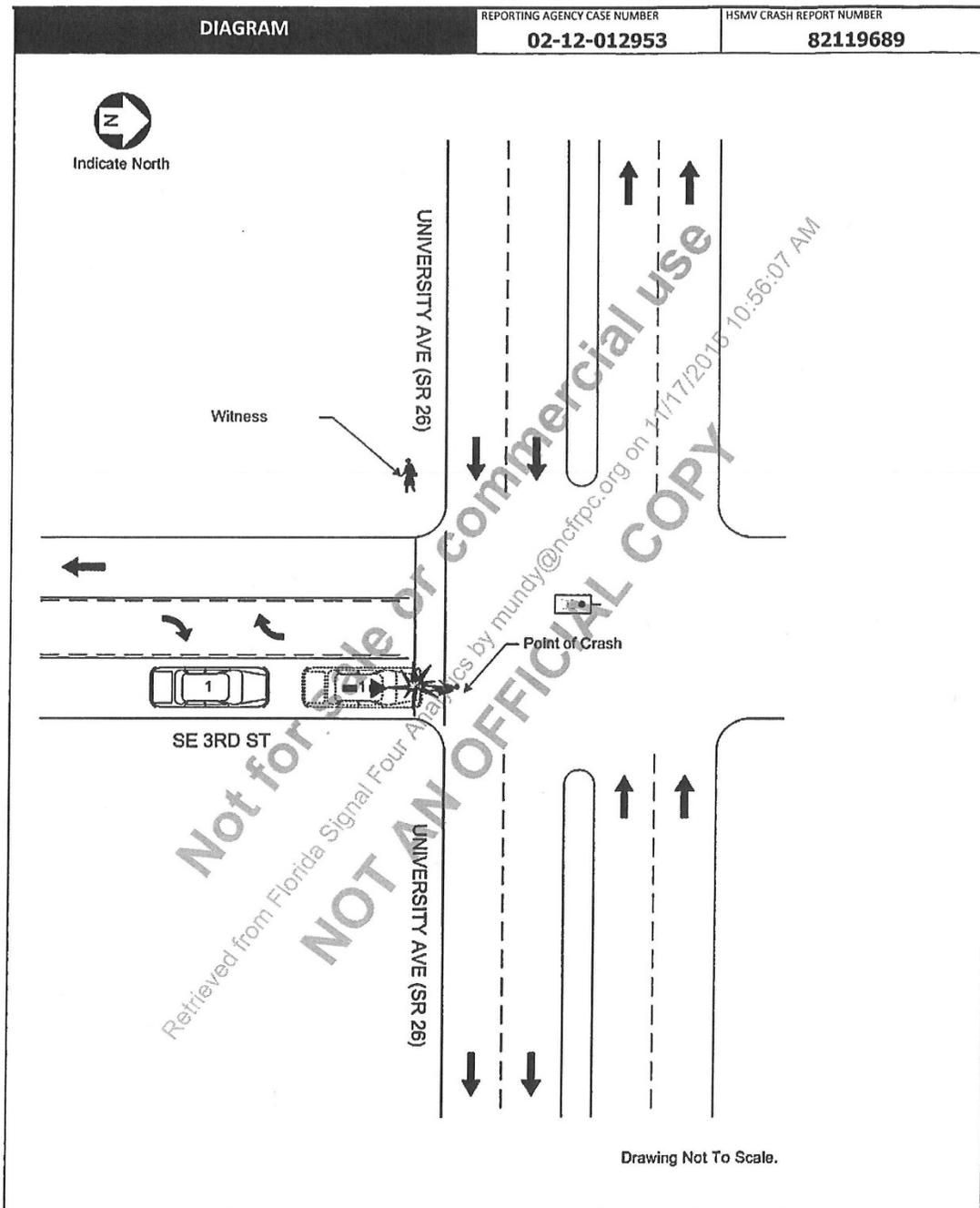
HSMV 90010 S (ND) (rev 10/10)



E. Sample Crash Report Excerpt #5

NARRATIVE		REPORTING AGENCY CASE NUMBER	HSMV CRASH REPORT NUMBER
		02-12-012953	82119689
<p>The Pedestrian reported he was walking west bound on the sidewalk along E. University Ave (SR 26). The Pedestrian reported the traffic light turned green for east-west traffic and the pedestrian light illuminated for him to cross SE 3rd St. The Pedestrian reported the driver of Veh#1 who was driving north bound stopped at the traffic light on SE 3rd St at E. University Ave. The Pedestrian reported the driver then attempted to turn right on red striking him while he was in the cross walk causing minor injuries to his left hip and elbow. The Pedestrian refused to be transported to the hospital by EMS.</p> <p>The driver of Veh #1 reported he was driving north on SE 3rd St and stopped for the traffic light at E. University Ave (SR 26). The driver of V#1 reported he was preparing to turn right on red when he was distracted by a RTS bus turning from E. University Ave onto SE 3rd St. The driver of V#1 reported he did not see the pedestrian and struck him at a very low speed as he prepared to turn right on to E. University Ave.</p> <p>W#1 reported he was walking east along E. University Ave (SR26) on the south side and was preparing to cross SE 3rd St with the pedestrian light illuminated. W#1 reported a RTS bus turned in front of him prior to entering the intersection and he witnessed V#1 strike the Pedestrian who was crossing in the cross walk.</p> <p>The driver of V#1 was cited for violation of right-of-way.</p>			
6/26/2012			
END			
ADDITIONAL PASSENGERS			
PERSON #	VEHICLE #	NAME	DATE OF BIRTH
			INI SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)		CITY & STATE	
ZIP CODE			
SOURCE OF TRANSPORT TO MEDICAL FACILITY		EMS AGENCY NAME OR ID	MEDICAL FACILITY TRANSPORTED TO
1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown			
PERSON #	VEHICLE #	NAME	DATE OF BIRTH
			INI SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)		CITY & STATE	
ZIP CODE			
SOURCE OF TRANSPORT TO MEDICAL FACILITY		EMS AGENCY NAME OR ID	MEDICAL FACILITY TRANSPORTED TO
1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown			
ADDITIONAL VIOLATIONS			
PERSON #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE
			CITATION NUMBER
PERSON #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE
			CITATION NUMBER
REPORTING OFFICER			
ID/BADGE NUMBER	RANK & NAME	DEPARTMENT	FHP SO PD OTHER
0294	CPL DUANE DIEHL	GAINESVILLE POLICE DEPARTMENT	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>

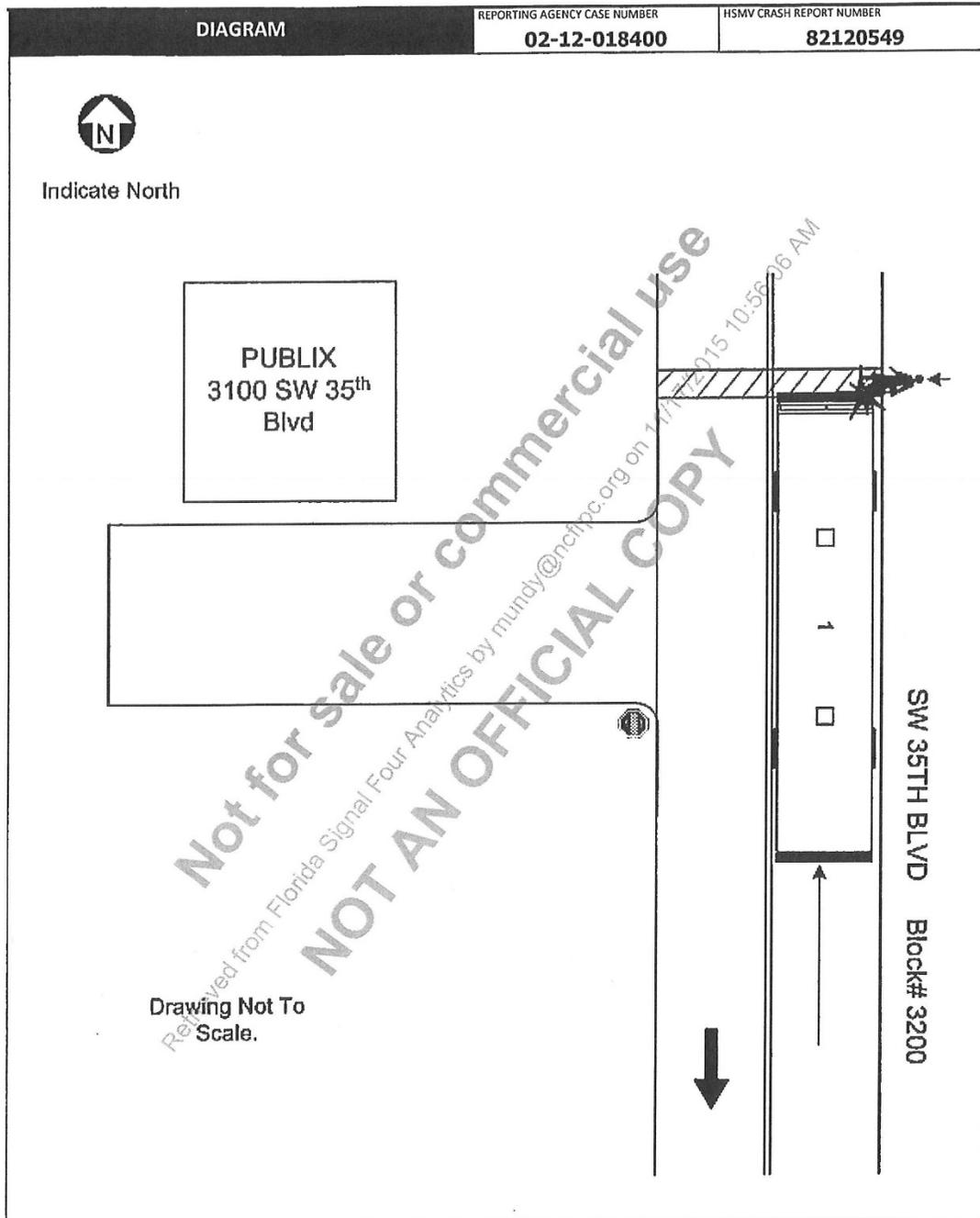
HSMV 90010 S (ND) (rev 10/10)



F. Sample Crash Report Excerpt #6

NARRATIVE		REPORTING AGENCY CASE NUMBER	HSMV CRASH REPORT NUMBER	
		02-12-018400	82120549	
<p>V1 was traveling NB on SW 35th Blvd towards Windmeadows Blvd. P2 was walking WB attempting to cross SW 35th Blvd. P2 stepped into the crosswalk and collided with V1.</p> <p>D1 stated that she was approximately 5 feet from the crosswalk when P2 stepped into the crosswalk. D1 advised that she honked the horn, braked, and swerved to the left. D1 stated that she hit P2 and saw her fall back.</p> <p>P2 stated that she was talking on her phone to her mother and that she did not see or hear V1 coming. P2 was in a crosswalk.</p> <p>There were no passengers on the bus. Witnesses stated that P2 was wearing headphones and that she did not look if traffic was coming.</p> <p>Due to no damage to the RTS bus and minor injury to P2, no citation was issued.</p>				
END				
ADDITIONAL PASSENGERS				
PERSON #	VEHICLE #	NAME	DATE OF BIRTH	INJ SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)		CITY & STATE		ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown		EMS AGENCY NAME OR ID	EMS RUN NUMBER	MEDICAL FACILITY TRANSPORTED TO
PERSON #	VEHICLE #	NAME	DATE OF BIRTH	INJ SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)		CITY & STATE		ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY 1 Not Transported 2 EMS 3 Law Enforcement 77 Other, Explain in Narrative 88 Unknown		EMS AGENCY NAME OR ID	EMS RUN NUMBER	MEDICAL FACILITY TRANSPORTED TO
ADDITIONAL VIOLATIONS				
PERSON #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
PERSON #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
REPORTING OFFICER				
ID/BADGE NUMBER	RANK & NAME		DEPARTMENT	FHP SO PD OTHER
6072	TWPC ANDREW BUNEVICH		GAINESVILLE POLICE DEPARTMENT	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>

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

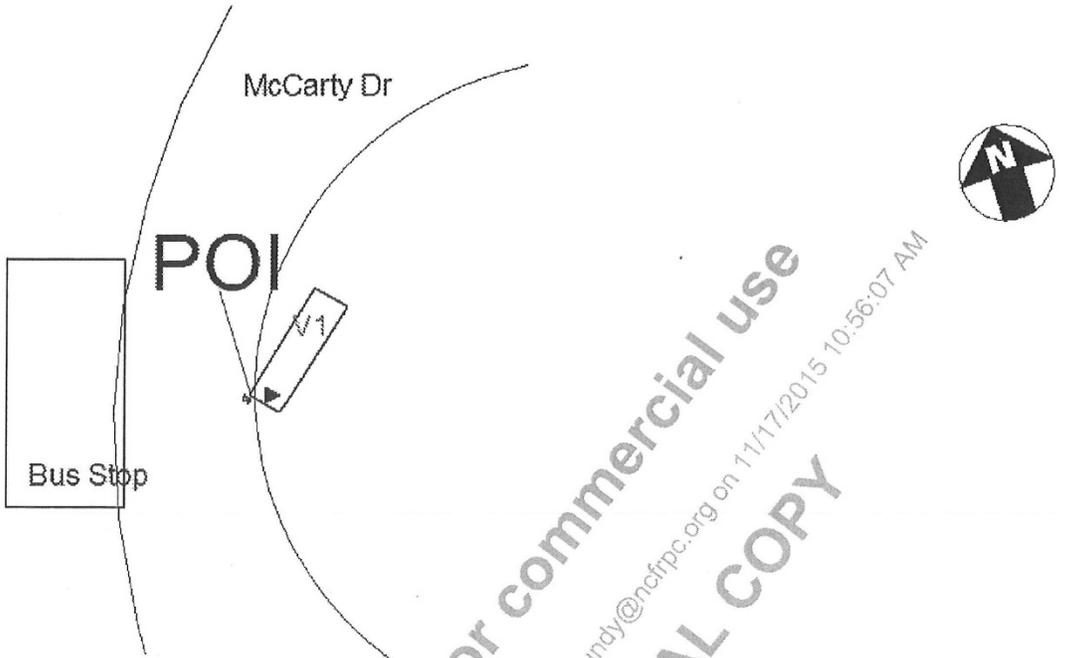


G. Sample Crash Report Excerpt #7

Date of Crash 01/Oct/2012 10:18 AM		Date of Report 01/Oct/2012 10:18 AM		Invest. Agency Report Number UFPD12OFF002033		HSMV Crash Report Number 82283790	
Restraint System 5 Lap Belt Only Used		Air Bag Deployed 1 Not Applicable		Helmet Use		Eye Protection 3 Not Applicable	
Seating Location Seat 1 Left		Seating Location Row 1 Front		Seating Location Other 1 Not Applicable			
Drivers Actions at Time of Crash (first) 1 No 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)		Vision Obstruction 1 Vision Not Obscured	
Drivers Condition at Time of Crash 1 Apparently Normal							
Suspected Alcohol Use 1 No		Alcohol Tested 1 Test Not Given		Alcohol Test Type		Alcohol Test Result	
BAC		Suspected Drug Use 1 No		Drug Tested 1 Test Not Given		Drug Test Type	
Drug Test Result		Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number	
Medical Facility Transported To							
PERSON RECORD							
Person# 3		Description 2 Non-Motorist		Name XXXXXXXXXX		Date of Birth XXXXXXXXXX	
Sex M		Injury Severity 2 P. Visible		Phone Number			
Address UNK		City GAINESVILLE		State FL		Zip Code 32611	
Non-Motorist Description Detail 1 Pedestrian		Non-Motorist Action Prior to Crash 10 None		Non-Motorist Location at Time of Crash 8 Sidewalk			
Non-Motorist Actions/Circumstance (First) 1 No Improper Action		Non-Motorist Actions/Circumstance (Second)		Non-Motorist Safety Equipment (One) 1 None		Non-Motorist Safety Equipment (Two)	
Suspected Alcohol Use 1 No		Alcohol Tested 1 Test Not Given		Alcohol Test Type		Alcohol Test Result	
BAC		Suspected Drug Use 1 No		Drug Tested 1 Test Not Given		Drug Test Type	
Drug Test Result		Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID GFR/ACFR		EMS Run Number RESCUE 11	
Medical Facility Transported To SHANDS							
WITNESSES							
Name XXXXXXXXXX		Address XXXXXXXXXX		City GAINESVILLE		State FL	
Zip Code 32611							
WITNESSES							
Name XXXXXXXXXX		Address XXXXXXXXXX		City GAINESVILLE		State FL	
Zip Code 32611							
WITNESSES							
Name XXXXXXXXXX		Address XXXXXXXXXX		City LA FROSSE		State FL	
Zip Code 32656							
NARRATIVE							
<p>ID Number Rank Name Troop / Post Officer / Agency Phone Number Date Created OFFICER BRINSON, MARCUS L UFPD/PATROL UNIVERSITY OF FLORIDA PD 352-392-5445 Oct 01, 2012</p> <p>V1 (a City of Gainesville RTS bus) attempted to pull to the bus stop at McCarty Dr. Just as the bus was coming to stop, the front right side of the bus struck a pedestrian. Jaime Rincon-Ospina was walking on the sidewalk with two other pedestrians when the bus struck him on his right arm and side. Because of a language barrier, Det. B. Boland #77, a Spanish speaking officer, responded to the scene and helped with interviewing Rincon-Ospina and the two men accompanying him. Boland convinced Rincon-Ospina to be checked out by EMS as he was transported to Shands hospital. There were no obvious injuries but EMS wanted to have him evaluated for internal injuries. At times the location is heavily congested with pedestrians and bicyclist traffic.</p> <p>Martine Davis (Driver of V1) stated her focus was on the outside mirror, since she knows it extends over to the sidewalk at the bus stop.</p> <p>There was no damage to the bus.</p>							
REPORTING OFFICER							
ID/Badge #		Rank and Name OFFICER BRINSON, MARCUS L		Department UNIVERSITY OF FLORIDA PD		Type of Department PD	

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Pedestrian Safety Assessment in Proximity to Transit Stops and Facilities

Date of Crash 01/Oct/2012 10:18 AM	Date of Report 01/Oct/2012 10:18 AM	Invest. Agency Report Number UFPD12OFF002033	HSMV Crash Report Number 82283790
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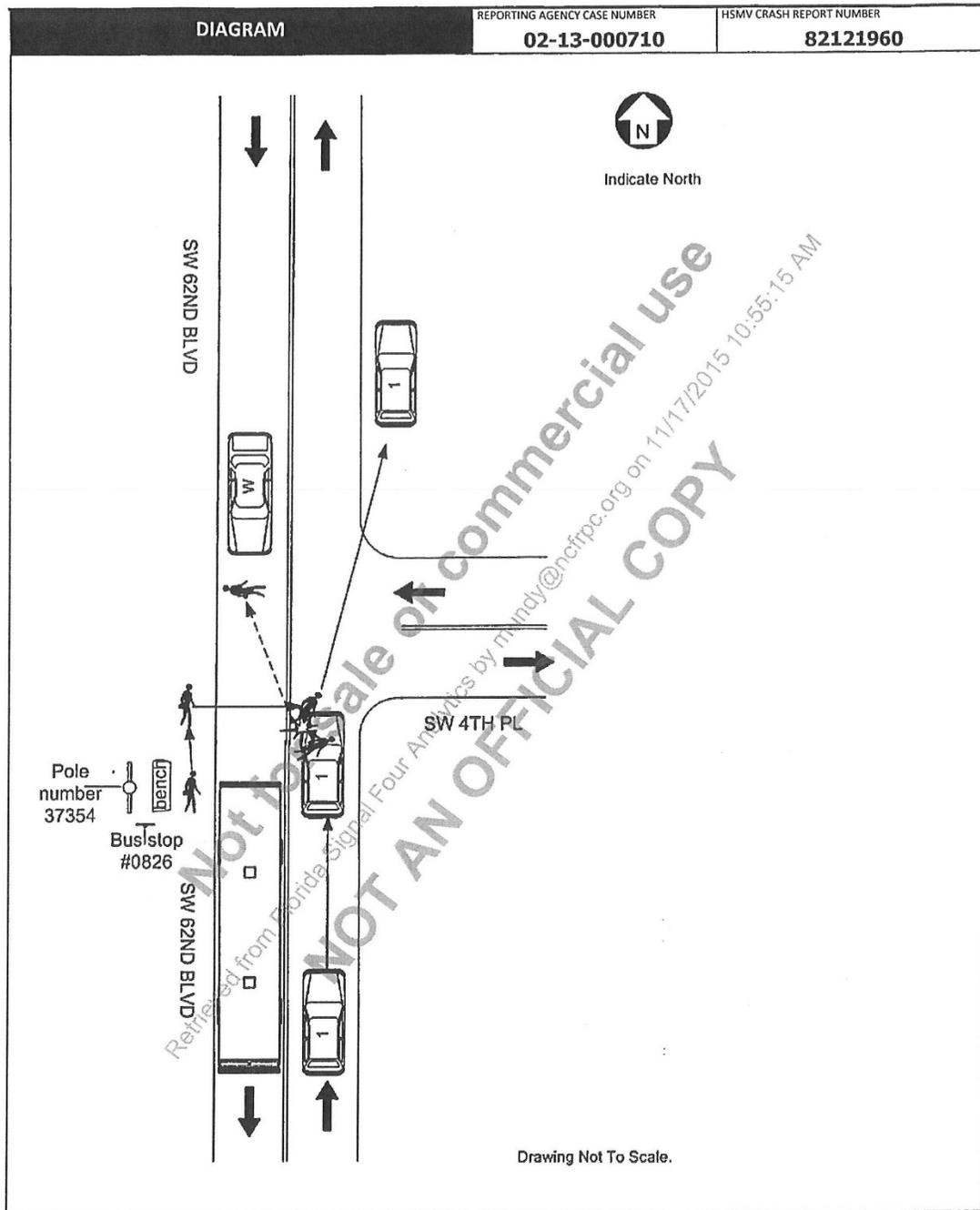
Not for sale or commercial use
Retrieved from Florida Signal Four Analytics by mundy@ncfpc.org on 11/17/2015 10:56:07 AM
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Not to Scale

H. Sample Crash Report Excerpt #8

NARRATIVE		REPORTING AGENCY CASE NUMBER	HSMV CRASH REPORT NUMBER
		02-13-000710	82121960
<p>Driver of Veh 1 stated he was northbound on SW 62nd Blvd approaching SW 4th Pl when Ped 1 ran in front of his vehicle. After the impact Veh 1 immediately pulled over and called the police.</p> <p>Witness 1 and 2 stated they were southbound on SW 62nd Blvd (same vehicle) and observed Ped 1 exit a RTS bus at the bus stop. Once the bus continued southbound they observed Ped 1 start to run eastbound across the roadway. Witness 1 and 2 observed Ped 1 run into the path of Veh 1 and get struck. Witness 1 stated Ped 1 flew into the air and landed on her head. Witness 2 stopped the vehicle as Ped 1 landed in front of their vehicle.</p> <p>Ped 1 was transported to Shands ER by EMS with possible life-threatening injuries. THI investigators were notified and responded.</p>			
** END **			
ADDITIONAL PASSENGERS			
PERSON #	VEHICLE #	NAME	DATE OF BIRTH
			INJ SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)		CITY & STATE	ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY		EMS AGENCY NAME OR ID	MEDICAL FACILITY TRANSPORTED TO
<input type="checkbox"/> 1 Not Transported <input type="checkbox"/> 2 EMS 3 Law Enforcement <input type="checkbox"/> 77 Other, Explain in Narrative 88 Unknown		EMS RUN NUMBER	
PERSON #	VEHICLE #	NAME	DATE OF BIRTH
			INJ SEX LOC: S R O EJECT HU EP ABD RS
CURRENT ADDRESS (Number and Street)		CITY & STATE	ZIP CODE
SOURCE OF TRANSPORT TO MEDICAL FACILITY		EMS AGENCY NAME OR ID	MEDICAL FACILITY TRANSPORTED TO
<input type="checkbox"/> 1 Not Transported <input type="checkbox"/> 2 EMS 3 Law Enforcement <input type="checkbox"/> 77 Other, Explain in Narrative 88 Unknown		EMS RUN NUMBER	
ADDITIONAL VIOLATIONS			
PERSON #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE
			CITATION NUMBER
PERSON #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE
			CITATION NUMBER
REPORTING OFFICER			
ID/BADGE NUMBER	RANK & NAME	DEPARTMENT	FHP SO PD OTHER
0371	OFC KEITH CARLISLE	GAINESVILLE POLICE DEPARTMENT	<input type="checkbox"/> FHP <input type="checkbox"/> SO <input checked="" type="checkbox"/> PD <input type="checkbox"/> OTHER

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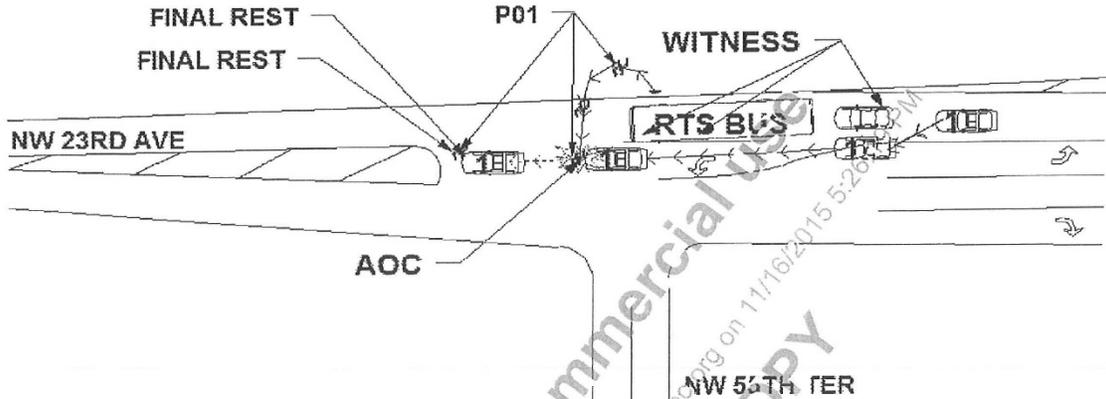
I. Sample Crash Report Excerpt #9

Date of Crash 10/Nov/2014 05:30 PM		Date of Report 10/Nov/2014 05:30 PM		Invest. Agency Report Number FHPB14OFF034700		HSMV Crash Report Number 83828650	
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 2 Not Deployed		Helmet Use		Eye Protection 3 Not Applicable	
Seating Location Seat 1 Left		Seating Location Row 1 Front		Seating Location Other 1 Not Applicable			
Drivers Actions at Time of Crash (first) 12 Drove too Fast for Conditions				Drivers Actions at Time of Crash (second)			
Drivers Actions at Time of Crash (third)				Drivers Actions at Time of Crash (fourth)			
Driver Distracted By 1 Not Distracted		Vision Obstruction 1 Vision Not Obscured		Drivers Condition at Time of Crash 1 Apparently Normal			
Suspected Alcohol Use 1 No		Alcohol Tested 1 Test Not Given		Alcohol Test Type		Alcohol Test Result	
BAC		Suspected Drug Use 1 No		Drug Tested 1 Test Not Given		Drug Test Type	
Drug Test Result		Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number	
						Medical Facility Transported To	
PERSON RECORD							
Person# 2		Description 2 Non-Motorist		Name XXXXXXXXXX		Date of Birth XXXX/XX/XX	
Sex 2 Male		Injury Severity 4 Incapacitating		Phone Number			
Address XXXXXXXXXX		City GAINESVILLE		State FL		Zip Code 32605	
Non-Motorist Description Detail 1 Pedestrian		Non-Motorist Action Prior to Crash 77 Other, Explain in Narrative		Non-Motorist Location at Time of Crash 2 In Section - Unmarked Crosswalk			
Non-Motorist Actions/Circumstance (First) 3 Failure to Yield Right-of-Way		Non-Motorist Actions/Circumstance (Second)		Non-Motorist Safety Equipment (One) 1 None		Non-Motorist Safety Equipment (Two)	
Suspected Alcohol Use 1 No		Alcohol Tested 1 Test Not Given		Alcohol Test Type		Alcohol Test Result	
BAC		Suspected Drug Use 1 No		Drug Tested 1 Test Not Given		Drug Test Type	
Drug Test Result		Source of Transport to Medical Facility 2 EMS		EMS Agency Name or ID ACFR		EMS Run Number	
						Medical Facility Transported To SHANDS HOSPITAL	
WITNESSES							
Name XXXXXXXXXX		Address XXXXXXXXXX		City ATLANTA		State FL	
						Zip Code 32615	
WITNESSES							
Name XXXXXXXXXX		Address XXXXXXXXXX		City GAINESVILLE		State FL	
						Zip Code 32641	
WITNESSES							
Name XXXXXXXXXX		Address XXXXXXXXXX		City GAINESVILLE		State FL	
						Zip Code 32607	
VIOLATIONS							
Person# 1		Name XXXXXXXXXX		Florida Statute Number 316.089(1)		Citation A3FC3WE	
				Charge FAIL TO DRIVE IN SINGLE LANE			
NARRATIVE							
<p>ID Number Rank Name Troop / Post Officer Agency Phone Number Date Created 2781 TROOPER J.W. SMITH B FLORIDA HIGHWAY PATROL 352-3181 Nov 15, 2014</p> <p>Upon my arrival to this traffic crash, I observed a black Pontiac with damage to the hood and windshield. V01 was at final rest facing west on NW 23rd AVE. The pedestrian had been transported to Shands Hospital prior to my arrival.</p> <p>V01 was traveling west on NW 23rd AVE behind a city of Gainesville Florida RTS bus. (Pedestrian 1) P01 was a passenger on the RTS bus. The RTS bus stopped at a RTS marked bus stop at the intersection of NW 23rd AVE and NW 55th Ter. V01 exited on the north side and crossed in front of the bus to cross the street to the south shoulder of NW 23rd AVE. V01 crossed a white yellow line and attempted to cross the bus in a marked left turn lane. P01 crossed into the path of V01 and was struck on the left side with the front of V01. V01 remained at final rest facing west. P01 was transported prior to my arrival.</p>							
REPORTING OFFICER							
ID/Badge # 2781		Rank and Name TROOPER J.W. SMITH		Department FLORIDA HIGHWAY PATROL		Type of Department FHP	

Date of Crash 10/Nov/2014 05:30 PM	Date of Report 10/Nov/2014 05:30 PM	Invest. Agency Report Number FHPB14OFF034700	HSMV Crash Report Number 83828650
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NOT TO SCALE

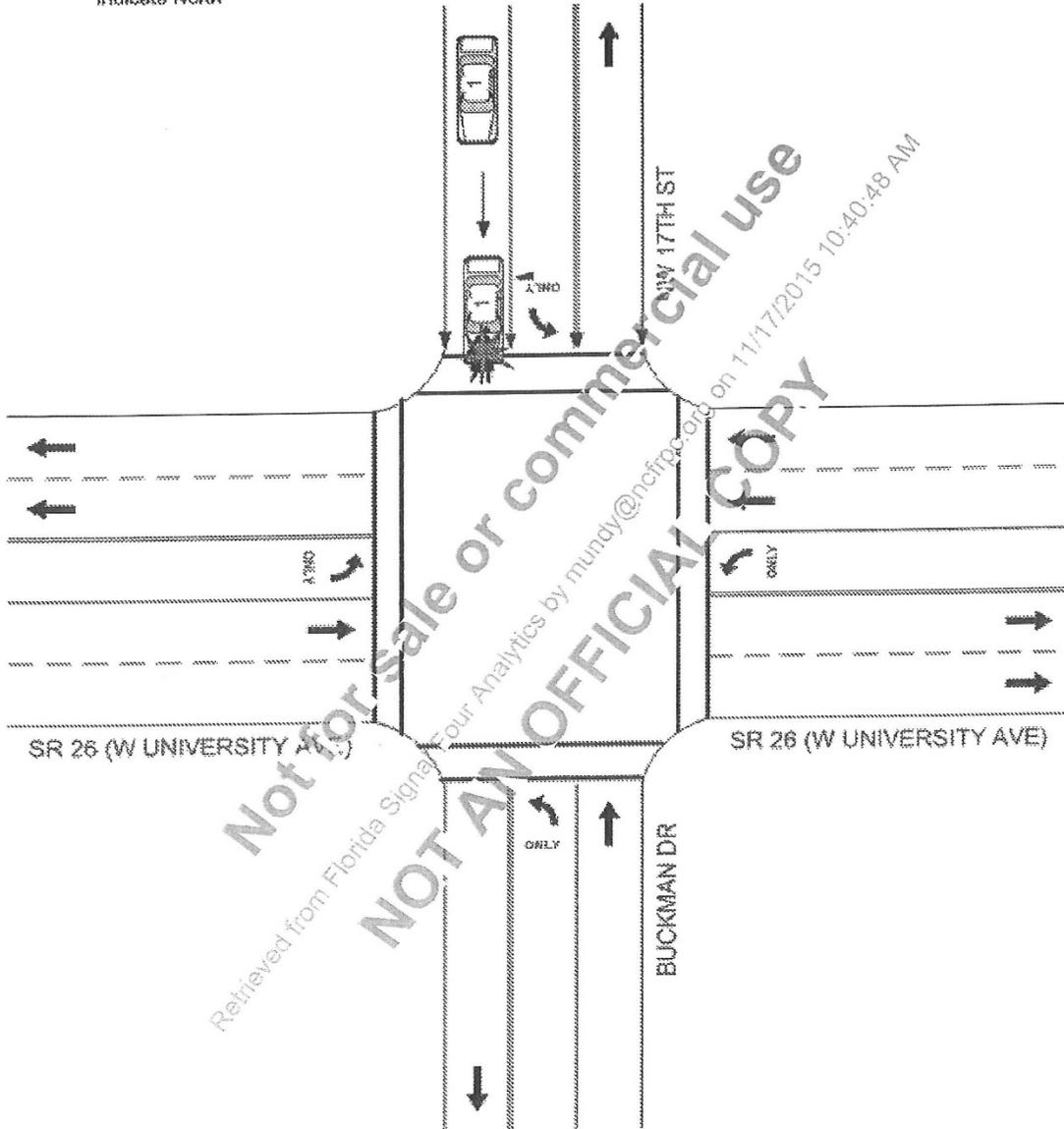


J. Sample Crash Report Excerpt #10

Date of Crash 18/Jul/2015 11:25 PM		Date of Report 18/Jul/2015 11:25 PM		Invest. Agency Report Number 0215013562		HSMV Crash Report Number 65943606	
Non-Motorist Actions/Circumstance (First) 1 No Improper Action		Non-Motorist Actions/Circumstance (Second)		Non-Motorist Safety Equipment (One) 1 None		Non-Motorist Safety Equipment (Two)	
Suspected Alcohol Use 1 No	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested	Drug Test Type
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To	
WITNESSES							
Name [REDACTED]		Address [REDACTED]		City GAINESVILLE		State FL	Zip Code 32609
WITNESSES							
Name [REDACTED]		Address [REDACTED]		City GAINESVILLE		State FL	Zip Code 32603
NARRATIVE							
<p>1. AO: ON SATURDAY, JULY 18, 2015 AT APPROXIMATELY 2320 HOURS, I WAS DRIVING SOUTH ON NW 17TH ST APPROACHING THE INTERSECTION OF W UNIVERSITY AVE. I WAS IN UNIFORM DRIVING A MARKED POLICE CAR.</p> <p>2. INV: WHILE STOPPED AT THE LIGHT, I WAS FLAGGED DOWN BY THE WITNESS, JESSE LARSEN. JESSE STATED THAT A FEMALE (LATER IDENTIFIED AS BAILEY HAMNER) WAS HIT BY A VEHICLE.</p> <p>JESSE SAID HE WAS STANDING ON THE NW CORNER OF THE INTERSECTION WITH CHRISTINE LARSEN. JESSE SAID HE LOOKED UP AND SAW HAMNER "SCOOT BACK". JESSE SAID HE OBSERVED THE VEHICLE CONTINUE TO ROLL FORWARD AND STRIKE HAMNER. JESSE SAID THAT THE VEHICLE LEFT THE SCENE TRAVELING WEST ON WUA. JESSE SAID HE WROTE DOWN THE VEHICLE'S TAG NUMBER WHICH WAS AWMJ66. JESSE DESCRIBED THE VEHICLE AS A NEWER MODEL SILVER SEDAN.</p> <p>I MADE CONTACT WITH THE VICTIM, BAILEY HAMNER, WHO WAS VISIBLY SHAKEN UP. HAMNER DECLINED TREATMENT BY EMS AND SAID SHE DID NOT HAVE ANY PHYSICAL INJURIES (NOR DID I OBSERVE ANY).</p> <p>HAMNER SAID SHE WAS CROSSING THE INTERSECTION OF WUA AND NW 17TH ST (NORTH SIDE OF RODE). HAMNER SAID SHE HAD THE RIGHT OF WAY AS INDICATED AS THE PEDESTRIAN CROSSING SYMBOL. HAMNER SAID AS SHE WALKED ACROSS, A SILVER VEHICLE (SOUTH ON NW 17TH ST) THAT WAS STOPPED STARTED TO DRIVE. HAMNER SAID SHE JUMPED BACK, AND THE VEHICLE CONTINUED TO DRIVE FORWARD. HAMNER SAID SHE WAS IN THE FRONT CENTER OF THE VEHICLE STRUCK HER KNEE, SHIN AREA. HAMNER SAID SHE WALKED OUT OF THE INTERSECTION, AND THE DRIVER SAID "I AM SORRY" AND DROVE OFF WEST ON WUA. HAMNER DESCRIBED THE DRIVER AS A WM WITH SHORT BROWN HAIR, HEAVY BUILD, 20S, AND NO FACIAL HAIR.</p> <p>HAMNER SAID SHE CURRENTLY DID NOT FEEL ANY PAIN HOWEVER SHE PLANNED ON GOING TO THE DOCTOR THE NEXT DAY. HAMNER SAID SHE WOULD CONTACT LEO IF PAIN OR INJURY OCCURS.</p> <p>A FCIC/NCIC SEARCH WAS CONDUCTED ON FL TAG AWMJ66. A SEARCH VIA DMV WAS DONE WITH THE REGISTERED OWNER'S ADDRESS WHICH YIELDED A POSSIBLE SUSPECT WHO MATCHED THE DESCRIPTION, DIEGO ROJAS. TELEPHONICALLY CONTACTED UNIVERSITY OF FL POLICE DEPT WHO PROVIDED A LOCAL ADDRESS OF 2617 W UNIVERSITY AVE.</p> <p>CPL HARRISON AND I RESPONDED TO 2617 W UNIVERSITY AVE. I KNOCKED ON THE DOOR AND MADE CONTACT WITH ROJAS (I'D BY FL DL PHOTO) AND EXPLAINED THE REASON FOR MY PRESENCE. I READ ROJAS MIRANDA VIA LPD ISSUED PICTED CARD. ROJAS SAID HE WAS TRAVELING SOUTH ON NW 17TH ST AND STOPPED AT THE RED LIGHT AT W UNIVERSITY AVE. ROJAS SAID THERE WAS A BUS STOPPED TO HIS LEFT (NE CORNER OF INTERSECTION). ROJAS SAID HE TURNED RIGHT WITHOUT LOOKING TO HIS RIGHT AND STRUCK A FEMALE. ROJAS SAID HE SAW THE FEMALE WAS OK AND SHE WALKED AWAY. ROJAS SAID SHE WAS NOT INJURED AND DUE TO HIM BEING TIPPED HE LEFT. ROJAS SAID HE WAS UNAWARE THAT HE WAS SUPPOSED TO STAY IN THE AREA. I ASKED ROJAS IF SOMEONE HIT HIM WITH A VEHICLE WHAT HE WOULD LIKE THEM TO DO AND HE RESPONDED "THAT'S A GOOD QUESTION."</p> <p>I ASKED ROJAS IF HIS VEHICLE SUSTAINED ANY DAMAGE AND HE SAID HE WAS NOT SURE. I ASKED ROJAS IF HE WOULD ESCORT ME TO HIS VEHICLE AND HE AGREED. IN THE BACK OF HIS RESIDENCE I OBSERVED HIS VEHICLE, SILVER ALTIMA. ROJAS SAID HIS CAR HIT THE FEMALE IN THE CENTER AREA, AND SAID THERE WAS NO DAMAGE TO THE CENTER, HOWEVER THE DRIVER SIDE PANEL OF ROJAS' VEHICLE WAS KNOCKED OUT OF PLACE. ROJAS SAID THAT WAS NOT THERE BEFORE. I ESTIMATED THE DAMAGE TO THE BUMPER TO COST \$200.00.</p> <p>DUE TO THE UNKNOWN INJURIES OF HAMNER I DID NOT EFFECT AN ON SCENE ARREST. I WILL FILE CHARGES VIA A SWORN COMPLAINT.</p> <p>ON SUNDAY, 07/19/15 AT APPROXIMATELY 1828HRS I RECEIVED AN EMAIL FROM OFFICER L. ALLEN. OFFICER ALLEN STATED HAMNER CONTACTED GPD TO LET ME KNOW THAT SHE DID NOT GO TO THE DOCTOR. SHE HAS NOT HAD ANY PAIN FROM THE HIT AND RUN.</p> <p>3. EV: I TOOK PHOTOGRAPHS OF ROJAS' VEHICLE.</p> <p>4. SCA: I COMPLETED A SWORN COMPLAINT OF HITTING ROJAS VEHICLE LEAVING THE SCENE (INVOLVING INJURY) - CITATION: NO.: A2PTYEE. IN ADDITION I ISSUED A UTC FOR FAILURE TO YIELD TO PEDESTRIAN ON CROSSWALK. CITATION NO.: 17Z6E.</p> <p>5. VEH: ROJAS VEHICLE WAS A 2012 SILVER NISSAN ALTIMA BEARING FL TAG AWMJ66.</p> <p>6. ADD: ROJAS SAID HE IS MOVING IN TWO WEEKS AND PROVIDED HIS NEW ADDRESS OF 113 NW 3RD AVE APT 212.</p>							
REPORTING OFFICER							
ID/Badge # 0690	Rank and Name OFFICER L. ALLEN			Department GAINESVILLE POLICE DEPARTMENT		Type of Department PD	

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Pedestrian Safety Assessment in Proximity to Transit Stops and Facilities**

Date of Crash 18/Jul/2015 11:25 PM	Date of Report 18/Jul/2015 11:25 PM	Invest. Agency Report Number 0215013562	HSMV Crash Report Number 85943606
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Drawing Not To Scale.

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Metropolitan Transportation Planning Organization For the Gainesville Metropolitan Area

Pedestrian Safety Action Plan Team

Scott R. Koons, AICP, Executive Director

Marlie Sanderson, AICP, Director of Transportation Planning

* Dwayne Mundy, Public Safety and Regulatory Compliance Program Director

* Michael Escalante, AICP, Senior Planner

** Luke Tia, Planning Intern

** Chao Liu, Planning Intern

Kevin Parrish, Information Technology and Property Management Director

Jean Strong, Executive Assistant to the Executive Director

- * Primary Responsibility
- ** Secondary Responsibility



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