



AVREK LAW
Personal Injury Attorneys

We Are Here to Help

9180 Irvine Center Drive
Irvine, CA 92618

949.313.3577 Phone
949.313.1432 Fax

www.avrek.com

April 6, 2018

Santa Ana Police Dept.
Attn: Records
Po Box 1981
Santa Ana, CA 92702

APR 12 10:48

Sent Via Mail ONLY:

RE: Our Client: [REDACTED]
Date of Accident: 11/30/2017
Case #: 17-32423

To Whom It May Concern:

On the following page, you will find a signed authorization from [REDACTED], who is represented by our firm in this case. Please provide us with a copy of the traffic collision report at your earliest convenience.

We have included a self stamped envelope for your convenience and payment in the amount of \$20.

Thank you for your cooperation regarding this matter. If you have any questions, please do not hesitate to contact me.

Best Regards,

Chris Laullon
Case Manager
P: 949-999-4666
F: 949-999-4149

Batch#: 43373 - 4/19/2018 ID: P2643
Office: PDREC Trans#: 9 1 of 1
Acct#: Ref#: 17-32423
Rcpt#: 02235022 - 4/19/2018 11:29 AM
Transaction Total \$20.00

ALVAREK LAW
Traffic Accident Rpt \$20.00
0114002-53417000-
Check 71997 \$20.00

Enclosure(s): Authorization for Release of Information; marriage certificate for proof of relationship, and \$20 check made out to City of Santa Ana.

RECEIVED
APR 26 2018
By

STATE OF CALIFORNIA
TRAFFIC COLLISION REPORT

N/R

SPECIAL CONDITIONS FATAL UNLICENSED DRIVER		NUMBER INJURED 1	HIT & RUN FELONY <input type="checkbox"/>	CITY Santa Ana	JUDICIAL DISTRICT Central Orange Co	LOCAL REPORT NUMBER 17-32423			
NUMBER KILLED 1		HIT & RUN MISD. <input type="checkbox"/>	COUNTY Orange	REPORTING DISTRICT WE	BEAT 01	DAY OF WEEK Thursday	TOW AWAY <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
LOCATION	COLLISION OCCURRED ON BRISTOL STREET			MO. DAY YEAR 11/30/2017	TIME (2400) 1730	NCIC # 3019	OFFICER I.D. 2647		
	MILEPOST INFORMATION Feet OF			GPS COORDINATES LATITUDE 33.766842 LONGITUDE -117.884855		PHOTOGRAPHS BY: <input type="checkbox"/> NONE Cpl Nelson, B #2648			
	<input checked="" type="checkbox"/> AT INTERSECTION WITH <input type="checkbox"/> OR FEET OF SANTA CLARA AVENUE			STATE HWY REL. <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					
PARTY 1	DRIVER'S LICENSE NUMBER A8863854	STATE CA	CLASS C	AIR BAG M	SAFETY EQUIP. G	VEH. YR. 2011	MAKE / MODEL / COLOR DODGE CARAVAN YELLOW	LICENSE NUMBER 84850M1	STATE CA
DRIVER <input checked="" type="checkbox"/>	NAME (FIRST, MIDDLE, LAST)			OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER					
PEDESTRIAN <input type="checkbox"/>	STREET ADDRESS			OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER					
PARKED VEHICLE <input type="checkbox"/>	CITY / STATE / ZIP TUSTIN CA 92780			DISPOSITION OF VEHICLE ON ORDERS OF: <input checked="" type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER			B & D Towing		
BICYCLIST <input type="checkbox"/>	SEX M	HAIR BLK	EYES BRO	HEIGHT 5'09"	WEIGHT 165	BIRTHDATE 2/27/1970	RACE O	PRIOR MECHANICAL DEFECTS: NONE APPARENT <input checked="" type="checkbox"/> REFER TO NARRATIVE <input type="checkbox"/>	
OTHER <input type="checkbox"/>	HOME PHONE (714) 227-9406			BUSINESS PHONE			VEHICLE IDENTIFICATION NUMBER:		
INSURANCE CARRIER			POLICY NUMBER			VEHICLE TYPE 08	DESCRIBE VEHICLE DAMAGE <input type="checkbox"/> UNK <input type="checkbox"/> NONE <input type="checkbox"/> MINOR <input checked="" type="checkbox"/> MOD <input type="checkbox"/> MAJOR <input type="checkbox"/> ROLL-OVER		
DIR. OF TRAVEL N		ON STREET OR HIGHWAY BRISTOL STREET			SPEED LIMIT 45		CA _____ DOT _____ CAL-T _____ TCP/PSG _____ MCMX _____		
PARTY 2	DRIVER'S LICENSE NUMBER F8035219	STATE CA	CLASS U	AIR BAG P	SAFETY EQUIP. W	VEH. YR. 2016	MAKE / MODEL / COLOR YAMAHA ZR6 BLACK	LICENSE NUMBER 23D1523	STATE CA
DRIVER <input checked="" type="checkbox"/>	NAME (FIRST, MIDDLE, LAST)			OWNER'S NAME <input checked="" type="checkbox"/> SAME AS DRIVER					
PEDESTRIAN <input type="checkbox"/>	STREET ADDRESS			OWNER'S ADDRESS <input checked="" type="checkbox"/> SAME AS DRIVER					
PARKED VEHICLE <input type="checkbox"/>	CITY / STATE / ZIP SANTA ANA CA 92703			DISPOSITION OF VEHICLE ON ORDERS OF: <input checked="" type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER			B & D Towing		
BICYCLIST <input type="checkbox"/>	SEX M	HAIR BLK	EYES GRN	HEIGHT 5'09"	WEIGHT 220	BIRTHDATE 9/21/1991	RACE W	PRIOR MECHANICAL DEFECTS: NONE APPARENT <input checked="" type="checkbox"/> REFER TO NARRATIVE <input type="checkbox"/>	
OTHER <input type="checkbox"/>	HOME PHONE			BUSINESS PHONE			VEHICLE IDENTIFICATION NUMBER:		
INSURANCE CARRIER			POLICY NUMBER			VEHICLE TYPE 02	DESCRIBE VEHICLE DAMAGE <input type="checkbox"/> UNK <input type="checkbox"/> NONE <input type="checkbox"/> MINOR <input type="checkbox"/> MOD <input checked="" type="checkbox"/> MAJOR <input type="checkbox"/> ROLL-OVER		
DIR. OF TRAVEL S		ON STREET OR HIGHWAY BRISTOL STREET			SPEED LIMIT 45		CA _____ DOT _____ CAL-T _____ TCP/PSG _____ MCMX _____		
PARTY 3	DRIVER'S LICENSE NUMBER	STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YR.	MAKE / MODEL / COLOR	LICENSE NUMBER	STATE
DRIVER <input type="checkbox"/>	NAME (FIRST, MIDDLE, LAST)			OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER					
PEDESTRIAN <input type="checkbox"/>	STREET ADDRESS			OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER					
PARKED VEHICLE <input type="checkbox"/>	CITY / STATE / ZIP			DISPOSITION OF VEHICLE ON ORDERS OF: <input type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER					
BICYCLIST <input type="checkbox"/>	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE	RACE	PRIOR MECHANICAL DEFECTS: NONE APPARENT <input type="checkbox"/> REFER TO NARRATIVE <input type="checkbox"/>	
OTHER <input type="checkbox"/>	HOME PHONE			BUSINESS PHONE			VEHICLE IDENTIFICATION NUMBER:		
INSURANCE CARRIER			POLICY NUMBER			VEHICLE TYPE	DESCRIBE VEHICLE DAMAGE <input type="checkbox"/> UNK <input type="checkbox"/> NONE <input type="checkbox"/> MINOR <input type="checkbox"/> MOD <input type="checkbox"/> MAJOR <input type="checkbox"/> ROLL-OVER		
DIR. OF TRAVEL		ON STREET OR HIGHWAY			SPEED LIMIT		CA _____ DOT _____ CAL-T _____ TCP/PSG _____ MCMX _____		

PREPARER'S NAME
Hadley, Weston 2647

DISPATCH NOTIFIED
 YES NO N/A

REVIEWER'S NAME
CPL. B. NELSON #2648

DATE REVIEWED
MAR 23 2018

2801

OWP

2490

TRAFFIC COLLISION CODING

DATE OF COLLISION (MO. DAY YEAR) 11/30/2017		TIME 1730	NOIC# 3019	OFFICER ID: 2647	NUMBER 17-32423				
OWNER'S NAME			OWNER'S ADDRESS						
PROPERTY DAMAGE			NOTIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO						
DESCRIPTION OF DAMAGE									
SEATING POSITION 		OCCUPANTS A - NONE IN VEHICLE B - UNKNOWN C - LAP BELT USED D - LAP BELT NOT USED E - SHOULDER HARNESS USED F - SHOULDER HARNESS NOT USED G - LAP / SHOULDER HARNESS USED H - LAP / SHOULDER HARNESS NOT USED J - PASSIVE RESTRAINT USED K - PASSIVE RESTRAINT NOT USED		SAFETY EQUIPMENT L - AIR BAG DEPLOYED M - AIR BAG NOT DEPLOYED N - OTHER P - NOT REQUIRED CHILD RESTRAINT Q - IN VEHICLE USED R - IN VEHICLE NOT USED S - IN VEHICLE USE UNKNOWN T - IN VEHICLE IMPROPER USE U - NONE IN VEHICLE					
		M / C BICYCLE - HELMET DRIVER PASSENGER V. NO. X. NO. W. YES Y. YES		EJECTED FROM VEHICLE 0 - NOT EJECTED 1 - FULLY EJECTED 2 - PARTIALLY EJECTED 3 - UNKNOWN					
				INATTENTION CODES A - CELL PHONE HANDHELD B - CELL PHONE HANDSFREE C - ELECTRONIC EQUIPMENT D - RADIO / CD E - SMOKING F - EATING G - CHILDREN H - ANIMALS I - PERSONAL HYGIENE J - READING K - OTHER					
ITEMS MARKED BELOW WHICH ARE FOLLOWED BY AN ASTERISK (*) SHOULD BE EXPLAINED IN THE NARRATIVE									
PRIMARY COLLISION FACTOR LIST NUMBER OF PARTY AT FAULT	TRAFFIC CONTROL DEVICES	1	2	3	SPECIAL INFORMATION	1	2	3	MOVEMENT PRECEDING COLLISION
A VC SECTION VIOLATED Cited No	A CONTROLS FUNCTIONING				A HAZARDOUS MATERIAL				A STOPPED
B OTHER IMPROPER DRIVING:	B CONTROLS NOT FUNCTIONING				B CELL PHONE HANDHELD IN USE				B PROCEEDING STRAIGHT
C OTHER THAN DRIVER	C CONTROLS OBSCURED				C CELL PHONE HANDSFREE IN USE				C RAN OFF ROAD
X D UNKNOWN	D NO CONTROLS PRESENT/FACTOR				D CELL PHONE NOT IN USE				D MAKING RIGHT TURN
	TYPE OF COLLISION				E SCHOOL BUS RELATED				E MAKING LEFT TURN
WEATHER (MARK 1 TO 2 ITEMS)	A HEAD-ON				F 75 FT MOTORTRUCK COMBO				F MAKING U TURN
A CLEAR	B SIDESWIPE				G 32 FT TRAILER COMBO				G BACKING
B CLOUDY	C REAR END				H				H SLOWING / STOPPING
C RAINING	D BROADSIDE				I				I PASSING OTHER VEHICLE
D SNOWING	E HIT OBJECT				J				J CHANGING LANES
E FOG / VISIBILITY FT.	F OVERTURNED				K				K PARKING MANEUVER
F OTHER:	G VEHICLE PEDESTRIAN				L				L ENTERING TRAFFIC
G WIND	H OTHER:				M				M OTHER UNSAFE TURNING
LIGHTING	MOTOR VEHICLE INVOLVED WITH				N				N XING INTO OPPOSING LANE
A DAYLIGHT	A NON-COLLISION				O				O PARKED
B DUSK - DAWN	B PEDESTRIAN		1	2	3	OTHER ASSOCIATED FACTOR (MARK 1 TO 2 ITEMS)			P MERGING
C DARK - STREET LIGHTS	C OTHER MOTOR VEHICLE					A VC SECTION VIOLATION: Cited			Q TRAVELING WRONG WAY
D DARK - NO STREET LIGHTS	D MOTOR VEH ON OTHER ROADWAY					B VC SECTION VIOLATION: Cited			R OTHER:
E DARK - STREET LIGHTS NOT FUNCTIONING	E PARKED MOTOR VEHICLE					C VC SECTION VIOLATION: Cited	1	2	3
ROADWAY SURFACE	F TRAIN					D			SOBRIETY - DRUG PHYSICAL (MARK 1 TO 2 ITEMS)
A DRY	G BICYCLE					E VISION OBSCUREMENT			A HAD NOT BEEN DRINKING
B WET	H ANIMAL:					F INATTENTION:			B HBD - UNDER INFLUENCE
C SNOWY - ICY	I FIXED OBJECT:					G STOP & GO TRAFFIC			C HBD - NOT UNDER INFLU.*
D SLIPPERY (MUDDY, OILY, ETC.)	J OTHER OBJECT:					H ENTERING / LEAVING RAMP			D HBD - IMPAIRMENT UNK.*
ROADWAY CONDITIONS (MARK 1 TO 2 ITEMS)	PEDESTRIAN'S ACTION					I PREVIOUS COLLISION			E UNDER DRUG INFLU.*
A HOLES, DEEP RUTS	A NO PEDESTRIAN INVOLVED					J UNFAMILIAR WITH ROAD			F IMPAIRMENT - PHYSICAL*
B LOOSE MATERIAL ON RDWY	B CROSSING IN CROSSWALK AT INTERSECTION					K DEFECTIVE VEH. EQUIP.: Cited			G IMPAIRMENT NOT KNOWN
C OBSTRUCTION ON ROADWAY	C CROSSING IN CROSSWALK NOT AT INTERSECTION					L UNINVOLVED VEHICLE			H NOT APPLICABLE
D CONSTRUCTION-REPAIR ZONE	D CROSSING - NOT IN CROSSWALK					M OTHER:			I SLEEPY / FATIGUED
E REDUCED ROADWAY WIDTH	E IN ROAD - INCLUDES SHOULDER					N NONE APPARENT			
F FLOODED	F NOT IN ROAD					O RUNAWAY VEHICLE			
G OTHER	G APPROACH/LEAVING SCHOOL BUS								
H NO UNUSUAL CONDITIONS									

See Attached Factual Diagram

C.I.U. USE ONLY:	ID# 2648
<input type="checkbox"/> ODA	<input type="checkbox"/> RELEASABLE
<input checked="" type="checkbox"/> NFPA	<input type="checkbox"/> YES
<input type="checkbox"/> PENDING	<input checked="" type="checkbox"/> NO

INJURED / WITNESSES / PASSENGERS

DATE OF COLLISION 11/30/2017		TIME 1730		NCIC NUMBER 3019	OFFICER ID 2647	NUMBER 17-32423											
WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ("X" ONE)				INJURED WAS ("X" ONE)				PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED	
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJ	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
<input type="checkbox"/> #	<input type="checkbox"/>	26	M	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2	1	P	W	1

NAME / D.O.B. / ADDRESS _____ TELEPHONE _____

(INJURED ONLY) TRANSPORTED BY: **OC CORONER** TAKEN TO: _____

DESCRIBE INJURIES
Injuries to head & neck. Fractured left arm. (Cause of Death: Multiple Vehicular Blunt Force Injuries) VICTIM OF VIOLENT CRIME NOTIFIED

<input type="checkbox"/> #	<input type="checkbox"/>	48	F	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	6	L	G	0
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NAME / D.O.B. / ADDRESS
NORMA MAGALLANES 3/11/1969, 2312 N BRISTOL STREET, SANTA ANA, CA, 92706 (714) 984-7925 TELEPHONE _____

(INJURED ONLY) TRANSPORTED BY: _____ TAKEN TO: _____

DESCRIBE INJURIES _____ VICTIM OF VIOLENT CRIME NOTIFIED

<input type="checkbox"/> #	<input checked="" type="checkbox"/>	18	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	5	M	G	0
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NAME / D.O.B. / ADDRESS
GIOVANNI VALENTIN 8/5/1999, 2312 N BRISTOL STREET, SANTA ANA, CA, 92706 (714) 984-7925 TELEPHONE _____

(INJURED ONLY) TRANSPORTED BY: _____ TAKEN TO: _____

DESCRIBE INJURIES _____ VICTIM OF VIOLENT CRIME NOTIFIED

<input checked="" type="checkbox"/> #	1	<input type="checkbox"/>	50	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
---------------------------------------	----------	--------------------------	-----------	----------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------

NAME / D.O.B. / ADDRESS
JOHN LEWIS 10/18/1967, 2619 N OLIVE ST, SANTA ANA, CA, 92706 (714) 654-4159 TELEPHONE _____

(INJURED ONLY) TRANSPORTED BY: _____ TAKEN TO: _____

DESCRIBE INJURIES _____ VICTIM OF VIOLENT CRIME NOTIFIED

<input checked="" type="checkbox"/> #	2	<input type="checkbox"/>	22	F	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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NAME / D.O.B. / ADDRESS
GENISIS ALVIZURES 1/3/1995, 2938 FERNWOOD DRIVE, SANTA ANA, CA, 92706 (949) 872-8309 TELEPHONE _____

(INJURED ONLY) TRANSPORTED BY: _____ TAKEN TO: _____

DESCRIBE INJURIES _____ VICTIM OF VIOLENT CRIME NOTIFIED

<input type="checkbox"/> #	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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NAME / D.O.B. / ADDRESS _____ TELEPHONE _____

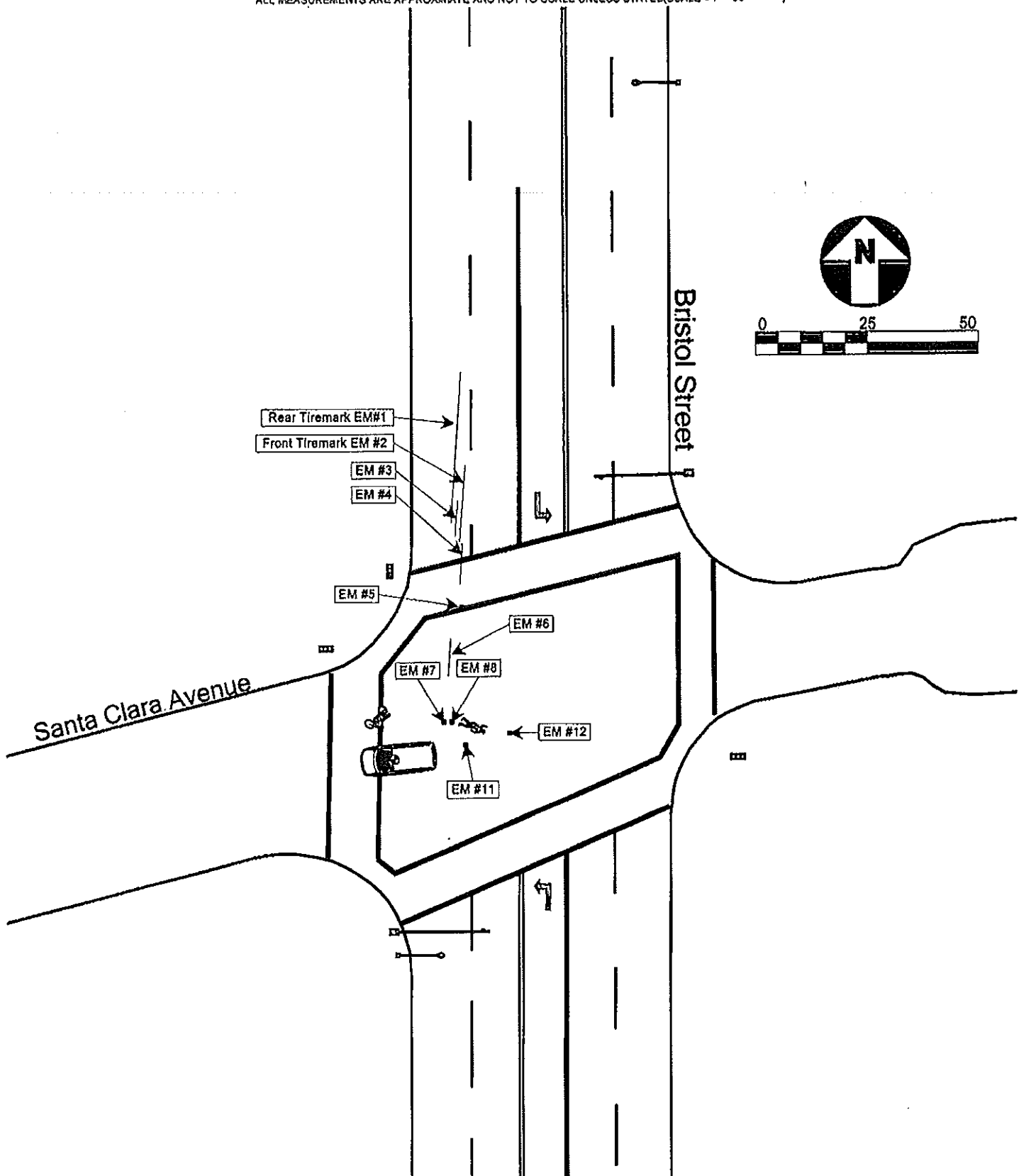
(INJURED ONLY) TRANSPORTED BY: _____ TAKEN TO: _____

DESCRIBE INJURIES _____ VICTIM OF VIOLENT CRIME NOTIFIED

PREPARER'S NAME Hadley, Weston	ID: NUMBER 2647	MO: 11 DAY: 30 YEAR: 2017	REVIEWER'S NAME CPL. B. NELSON #2648	MO: MAR DAY: 23 YEAR: 2018
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DATE OF COLLISION (MO. DAY YEAR) 11/30/2017	TIME (2400) 1730	NCIC # 3019	OFFICER I.D. 2647	NUMBER 17-32423
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE = 1" = 30')



PREPARED BY Hadley, W	I.D. NUMBER 2647	MO. DAY YEAR	REVIEWER'S NAME CPL. B. NELSON #2648	MO. DAY YEAR MAR 23 2018
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STATE OF CALIFORNIA
NARRATIVE/SUPPLEMENTAL
 CHP 556 (Rev 7-90) OPI 042

Date of Incident/Occurrence 11/30/2017	Time(2400) 1730	NCIC NUMBER 3019	OFFICER ID # 2647	NUMBER 17-32423
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Evidence Log

Evidence Marker #	Description
1	Tire Mark
2	Tire Mark
3	Gouge Mark
4	Gouge Mark
5	Tire Mark
6	Gouge Mark
7	Gouge Mark
8	Motorcycle Handlebar
9	POR Party #1 Feet (EM Not Shown on Factual)
10	POR Party #1 Head (EM Not Shown on Factual)
11	Helmet Visor (Tinted)
12	Helmet

PREPARER'S NAME AND I.D. NUMBER
 HADLEY, WESTON 2647

DATE
 03/08/2018

REVIEWER'S NAME
 CPL. B. NELSON #2648

DATE
 MAR 23 2018

STATE OF CALIFORNIA
NARRATIVE/SUPPLEMENTAL
 CHP 556 (Rev 7-90) OPI 042

Date of Incident/Occurrence 11/30/2017	Time(2400) 1730	NCIC NUMBER 3019	OFFICER ID # 2647	NUMBER 17-32423
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Facts:

Notification:

On 11/30/2017, at approximately 1731 hours, officers responded to a report of an injury traffic collision at the intersection of Bristol Street/ Santa Clara Avenue involving a vehicle and motorcycle. Cpl Salo, T (2896) was dispatched Code -3 (Emergency Lights & Siren). He arrived on scene at 1734 hours and located the collision scene. Due to the serious nature of the injuries, officers began to close down the roadway and secure the collision scene. All northbound & southbound lanes of Bristol Street were closed in the vicinity of Santa Clara Avenue and the collision scene was secured.

At about 1740 hours, I was contacted via police radio by Sgt Padilla (2769). He requested that I respond to assist with the traffic collision investigation. I responded from the Santa Ana Police Station. I arrived on scene at about 1815 hours.

At 1820 hours, I was briefed by Sgt Padilla about the ongoing collision investigation.

All times are approximate. All measurements referred to in this report were obtained using the department's Sokkia SRX5 theodolite, and Google Maps unless otherwise noted.

Scene:

The collision occurred on Bristol Street at the intersection of Santa Clara Avenue. This is located in the City of Santa Ana, County of Orange.

Bristol Street is a two-way, north/south roadway paved with an asphaltic concrete composition. It is bordered by raised concrete curbs and sidewalks. There are two northbound and two southbound lanes. The roadway is divided by a two way turn lane. Bristol Street is classified as a principal arterial roadway with a posted speed limit of 45 MPH.

Santa Clara Avenue is a two-way, east/west roadway paved with an asphaltic concrete composition. It is bordered by raised concrete curbs and sidewalks. There is one eastbound and one westbound lane. The roadway is a residential roadway and is governed by a Prima Facia speed limit of 25 MPH.

The intersection of Bristol Street/ Santa Clara Avenue is controlled by overhead trilight signals. The signals are three phase circular type lights. At all approaches there are dedicated left turn lanes. The left turn lanes are controlled by circular lights.

Refer to the Factual Diagram.

There were no roadway defects or sightline obstructions observed. All signage, signals and overhead street lamps were in good working order.

According to City of Santa Ana Traffic Engineer Phat Vu, the yellow phase for north/south traffic at the intersection on the night of the collision was set at 5 seconds with 1 second for red clearance.

Weather conditions as reported from John Wayne Airport weather station @ 1653 hours 11/30/2017.

PREPARER'S NAME AND I.D. NUMBER HADLEY, WESTON 2647	DATE 03/08/2018	REVIEWER'S NAME CPL. B. NELSON #2648	DATE MAR 23 2018
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STATE OF CALIFORNIA
NARRATIVE/SUPPLEMENTAL
 CHP 556 (Rev 7-90) OPI 042

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43 **Temp:** 64.0° **Dew Point:** 57.0° **Humidity:** 78% **Barometric Pressure:** 29.99 in Hg
 44 **Visibility:** 10.0 Miles **Wind Direction:** Calm **Wind Gusts:** Calm
 45 **Precipitation:** None **Conditions:** Mostly Cloudy

47 **Sunset**

48 1643

49 **End Civil Twilight**

50 1710

51 *(U.S. Naval Observatory Astronomical Applications Department)*

52
 53 **Parties:**

54 Party #1 was identified as [REDACTED]. Officer Moreno, D (3196) arrived on scene
 55 at 1741 hours. He contacted [REDACTED]. [REDACTED] identified himself to Officer Moreno as the driver of Vehicle
 56 #1. Dhani also identified himself to me as the driver of Vehicle #1. He had a valid California Drivers
 57 License in his possession.

58
 59 Vehicle #1, a 2011 Dodge Caravan Yellow in color with a California License plate of 84850M1,
 60 was found at its point of rest in the intersection.

61
 62 Passenger [REDACTED] was contacted by Officer Moreno prior to being
 63 transported to UCI Medical Center. She identified herself as a passenger in Vehicle #1.

64
 65 Passenger [REDACTED] was contacted by Officer Moreno prior to being transported
 66 to UCI Medical Center with his mother [REDACTED]. He identified himself as a passenger in Vehicle #1.

67
 68 Driver #2 was identified as [REDACTED]. [REDACTED] was identified by
 69 Deputy Coroner investigator Hoag. He was located at his point of rest.

70
 71 Vehicle #2, a 2016 Yamaha ZR6 Motorcycle black in color with a California License plate of
 72 23D1523, was found at its point of rest in the intersection.

73
 74 **Injuries:**

75 Driver #1 [REDACTED] was not injured in the collision.

76
 77 Driver #2, [REDACTED] sustained fatal injuries and was declared deceased by OCFA Paramedics at
 78 the scene of the collision. Deputy Coroner Investigator Hoag was assigned the case. The Orange County
 79 Coroner case number is 17-05293HO. During a preliminary examination at the collision scene, Investigator
 80 Hoag noted that [REDACTED] had a fracture to his right humerus. I observed abrasions to his left leg.

81
 82 Passenger [REDACTED] was transported to UCI Medical Center for injuries sustained in the
 83 collision. [REDACTED] stated that she suffered an injury to her neck and back which has caused her pain.

PREPARER'S NAME AND I.D. NUMBER HADLEY, WESTON 2647	DATE 03/08/2018	REVIEWER'S NAME CPL. B. NELSON #2648	DATE MAR 23 2018
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STATE OF CALIFORNIA
NARRATIVE/SUPPLEMENTAL
 CHP 556 (Rev 7-90) OPI 042

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84
 85 Passenger [REDACTED] was not injured in the collision.
 86

87 **Scene Photos:**

88 Corporal Nelson, B (2648) took 115 photos of the involved vehicles, the collision scene and
 89 roadway evidence. I submitted the photos into the DIMS system on 12/03/2017.
 90

91 **Evidence:**

92 I observed roadway evidence related to this collision. It included tire scuffs & marks, gouges in the
 93 roadway, and debris. The location of these items were marked using fluorescent paint, photographed and
 94 their location mapped by Sgt Padilla.
 95

96 **Other Factual Details:**

97 I examined Driver #2's [REDACTED] DMV record. I found that he has a valid Class C, Non-
 98 Commercial License. He did not possess a Motorcycle Endorsement. [REDACTED] has a restriction on his
 99 license stating he must wear corrective lenses when driving.

100 His license stated there is an automated application pending. This is an indication that [REDACTED]
 101 may have a motorcycle instruction permit. However, the permit prohibits riding on the freeway or during
 102 hours of darkness.
 103

104 **Statements:**

106 **Statement of Driver #1 Inderjit Singh Dhami**

107 I interviewed Driver # [REDACTED] at the scene of the traffic collision. The interview was recorded using
 108 my department issued Body Worn Camera.
 109

110 **Medical Screening:**

111 [REDACTED] stated that he is not currently under the care of a doctor or dentist. He is neither diabetic nor
 112 epileptic. He is not taking any prescription or over the counter medication. He does not wear glasses nor is
 113 he color blind. He said he has not consumed any drugs or alcohol.
 114

115 **24 Hour History:**

116 [REDACTED] said that he was working yesterday (11/29/2017) at 1700 hours. He finished his shift around
 117 2015 hours. He arrived at his house at about 2030/2040 hours. He ate dinner which consisted of rice and
 118 vegetables. He did not consume any alcohol. He remained home and went to sleep around 2110/2215 hours.

119 [REDACTED] awoke this morning at about 0430 hours. He ate breakfast at his home which consisted of
 120 bread and eggs (0530). He had his 1st fare at 0510 hours. He took a break around 1030/1100. He went to his
 121 home where he rested and ate lunch. He was off for two hours. He ate vegetables, and rice. He did not drink
 122 any alcohol. At 1130 hours he resumed his shift. He had three calls in the afternoon.

123 At about 1705 hours, he picked up two customers (Passenger Norma Magallanes and Giovanni
 124 Valentin) in the area of 200 W Santa Ana Blvd and was enroute to the area of Bristol Street/Santa Clara

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125 Avenue. He drove westbound on Santa Ana Boulevard to Flower Street where he turned right on Flower
 126 Street. He drove northbound on Flower Street to 17th Street. He made a left turn to westbound 17th Street
 127 then turned right on Bristol Street and proceeded northbound toward Santa Clara Avenue.
 128

129 **Collision Sequence:**

130 [REDACTED] said he approached the area of the collision northbound. It was nearly dark out and he was
 131 using his headlights. He described the northbound traffic conditions as having a "little traffic". The speed of
 132 traffic was 20 to 25 MPH. When he approached the intersection the light was green. He pulled into the left
 133 turn lane. He stopped past the limit line. The front of his vehicle was in the crosswalk. As he was waiting, a
 134 car passed by in the #1 lane through the intersection. He did not see any vehicles approaching so he initiated
 135 his turn. As he was turning, he heard the sound of brakes and something sliding then he felt the impact on
 136 the right side of his vehicle. The force of the collision caused the front of his vehicle to turn to the left
 137 causing the front of his vehicle to face the stopped traffic in the eastbound lanes of Santa Clara Avenue.
 138 [REDACTED] said that the light was "turning yellow" when he started to turn. He also said it was green when he
 139 started to turn then turned yellow while turning. However, the overall discussion led me to believe that the
 140 light turned yellow then he began his turn.
 141

142 **Statement of Passenger Norma Magallanes:**

143 On 12/13/2017 at about 1030 hours, I spoke with [REDACTED] via telephone. She had been
 144 previously identified as a passenger in vehicle #1 when the collision occurred.

145 [REDACTED] stated that she was picked up by Driver #1 (Dhami) in the area of Santa Ana Blvd in the
 146 downtown area. She described that [REDACTED] was talking on his cell phone, looking at paperwork, and typing
 147 on his computer prior to the collision.

148 She described the drive northbound on Bristol Street as being normal busy for that time of afternoon.
 149 She said they were driving much slower than the speed limit of 45 MPH. When they approached the
 150 intersection of Santa Clara Avenue they pulled into the turn lane. They entered the intersection when the
 151 light was yellow and started to turn without stopping. [REDACTED] said that she observed the motorcycle
 152 prior to the turn. She believed the motorcycle was in the lane near the curb (the #2 lane) driving at a normal
 153 speed. She observed other vehicles approaching the intersection behind the motorcycle. When the
 154 motorcycle entered the intersection the light was green. It was upright when it collided into Vehicle #1.
 155 According to [REDACTED], [REDACTED] had his cellphone in his right hand and it was being held up to his ear at
 156 the time of the collision.

157 [REDACTED] was very distraught during the interview. She further stated that Vehicle #1 should have
 158 stopped.
 159

160 **Statement of Witness John Lewis:**

161 On 12/12/2017 at about 1445 hours, I spoke with John Lewis via telephone. He had previously
 162 called me to report that he was a witness to the traffic collision and left a message with his callback
 163 information.

164 Lewis said that on the night of 11/30/2017, he was driving southbound on Bristol Street. He had
 165 turned south on Bristol Street from Memory Lane. He described to me that he was in the #2 lane

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166 approaching the intersection of Santa Clara Avenue. He said he was near the water treatment plant when he
 167 was passed by a motorcycle (the water treatment plant is located on the east side of Bristol and is between
 168 400-800 feet north of the intersection). He was only traveling 25 to 30 MPH because he could see the light
 169 ahead had turned yellow and would be red prior to him arriving at the intersection.

170 He observed a motorcycle pass him in the #1 lane. He said the speed of the motorcycle was "a lot
 171 faster" and "he was bolting trying to beat that light". What caught his attention in particular was the sound
 172 of the exhaust of the motor due to high RPMs of the motor. There were two vehicles ahead of Lewis nearer
 173 to the intersection. One of the vehicles may have already been at the intersection. He was unsure which lane
 174 the vehicles were traveling in but he recalled that the motorcycle passed the cars to the left. However, he
 175 arrived at the intersection after the collision had occurred. He recalled cars stopped in both lanes. Lewis
 176 said that it appeared the motorcycle was speeding toward the intersection to enter before the signal turned
 177 red. However, Lewis said it was clear to him that the light had turned red prior to the motorcycle entering
 178 the intersection.

179 The interview was recorded using a digital recording device. The recording was booked into the
 180 DIMS system on 12/13/2017.

181
 182 **Statement of Witness Genesis Alvizures:**

183 On 1/19/2018, at about 0955 hours, Cpl Nelson contacted witness Genesis Alvizures via telephone.
 184 She provided a statement in regards to this collision. Cpl Nelson completed a supplemental report with the
 185 details of her statement. Below is a summary of her statement.

186 Alvizures stated on the night of the collision she was driving to work. She was southbound on
 187 Bristol Street from memory Lane in lane #1. She noticed a motorcycle (Vehicle #2) behind her vehicle. She
 188 was traveling about 40 MPH when the motorcycle passed between her and the vehicle to her right in the #2
 189 lane. There were no cars between her and the intersection of Santa Clara Street. After passing her vehicle,
 190 the motorcycle was riding near the lane lines separating the southbound lanes. The taxi (Vehicle #1) made a
 191 left turn in the intersection from northbound Bristol Street to Santa Clara Avenue. The motorcycle swerved
 192 toward the right and prior to colliding with the taxi. Alvizures believes the signal for Bristol was green at
 193 the time of the collision.

194
 195 **Opinion and Conclusions:**

196
 197 **Vehicle #1: 2011 Dodge Caravan Inspection:**

198 2011 Dodge Caravan
 199 VIN: 2D4RN4DG1BR601193
 200 Registration Expiration 12/31/2017

201
 202 **Registered Owner**

203 Yellow Cab of Greater OC
 204 13591 Harbor Blvd
 205 Garden Grove, Ca 92843
 206

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207 **Legal Owner**
 208 None Listed
 209 *The Vehicle has a salvaged Title (Salvaged 12/31/2013) *
 210

211 **Tire Information:**

212		
213	<u>Left Front</u>	<u>Left Front</u>
214	Grenlander L Comfort.68	Westlake Radial RP 18
215	225/65 R16	225/65 R16
216	Inflated	Inflated
217		
218	<u>Left Rear</u>	<u>Left Rear</u>
219	Westlake Radial RP 18	Grenlander L Comfort 68
220	225/65 R16	225/65 R16
221	Inflated	Inflated
222		

223 **Vehicle Body:**

224 There was damage to the right front fender and bumper. There was also damage to the right front axle and
 225 the transmission was damaged.
 226

227 There was damage to right front door and rear passenger sliding door. The damage was concentrated low
 228 specifically the vehicle's rocker panel.
 229

230 The right side curtain airbag was deployed.
 231

232 **Vehicle Event Data Recorder:**

233 Vehicle #1 is equipped with an Airbag Control Module (ACM). ACM's are capable of recording data
 234 related to traffic collisions. Based upon my training and experience, I believe the ACM does contain data
 235 related to the traffic collision. The imaging of this data can completed with commercially available software
 236 and hardware. The Santa Ana Police Department has the necessary equipment and trained personnel to
 237 image and interpret the data. This data would further assist in this investigation. Due to nature of the
 238 investigation we lack the legal authority to access the system absent the consent of the vehicle owner and
 239 driver.
 240

241 **Vehicle #2 2016 Yamaha ZR6 Inspection:**

242
 243 2016 Yamaha ZR6
 244 VIN: JYARJ18Y4GA003262
 245 Engine # J518E0019999
 246 Registration Expired 7/24/2017
 247 (Registration Suspended Effective 10/14/2016)

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Registered Owner

██████████
 ██████████
 Santa Ca 92707

Legal Owner

Capital One Na
 PO Box 660070
 Sacramento Ca 95866

Tires:

Rear Tire

Bridgestone Battlax Sport Touring
 160/60 ZR17
 DOT: EN3YDKB1916
 Inflated

Front Tire

Bridgestone Battlax Sport Touring
 120/70 ZR17
 DOT: Unable to locate
 Inflated

Vehicle Body:

The headlamp assembly, instrument cluster, and handlebar controls were destroyed rendering any observations of their settings, or pre-conditions impossible.

The left side of the motorcycle had heavy gouging and scrapes on plastic fairing, engine crankcase cover and rear swing arm.

The right side of the motorcycle was devoid of such gouging and scrapes. The faring was broken and dislodged.

The front forks were both fractured. The right front fork assembly was detached from the front axle. Both forks were forced rearward and toward the right into the motorcycle's radiator during the collision causing noticeable contact damage to the radiator.

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289 The tank was significantly damaged. The direction of force appeared to be downward and to the right.

290
 291 The transmission was found to be in 6th Gear.

292
 293 **Drivetrain Information:**

294
 295 **Drivetrain Specifications (Final Drive Ratios: Primary Drive*Secondary Drive*Gear Ratio)**

- 296 • 5th Gear ratio: 7.50
- 297 • 6th Gear ratio: 6.70

298
 299 **Speed Analysis of Vehicle #2 from Gear Ratio**

300
 301 To calculate the possible vehicle speeds while in 4th gear, I used the following equation.

302
 303
$$\text{Speed (MPH)} = \frac{\text{Engine RPM} * (\text{Radius of Rear Wheel})}{\text{Final Gear Ratio} * 168}$$

304
 305 Radius of the Rear Wheel = 12.2 (Calculated From Wheel Size)

306
 307 Because it is unknown what RPM of the engine was at the time of the collision, I have estimated a speed
 308 range based upon typical cruising RPMs for riders on sport bikes and typical shift RPMs. After reading
 309 several forums for Yamaha R6 riders I found a range of RPMs (r6-forum.com & r6owners.com).

310

311 Cruising RPM	Shifting RPM
312 Low 4000	Low 4250
313 High 7000	High 8000

314 This corresponds to the following MPH

315

316 Cruising RPM 6 th Gear	Shifting RPM 5 th to 6 th
317 Low 4000 = 43 MPH	Low 4250 = 41
318 High 7000 = 75.8 MPH	High 8000 = 77

319
 320 Based upon this analysis, the motorcycle was likely traveling within the speed range of 43 MPH to 77
 321 MPH.

322
 323 **Minimum Speed Analysis of Vehicle #2 from Tire Friction Marks and Roadway Gouging:**

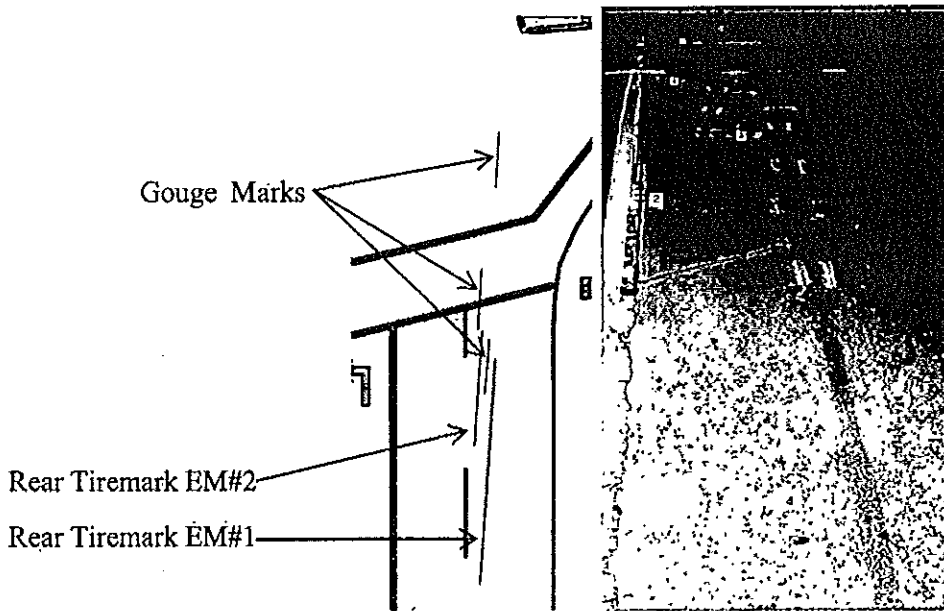
324
 325 As Vehicle #2 approached the limit line of the intersection, Driver #2 applied his rear brake with
 326 sufficient force to stop the rotation of the tire. The tire began leaving marks on the asphalt. The input from

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327 the rider caused the vehicle to become unstable and fall onto its left side. This is referred to as a low-side
 328 motorcycle crash. The rider and motorcycle continued sliding on its side southbound and collided with
 329 Vehicle #1 in the intersection.
 330
 331



332
 333
 334
 335 Locked Rear Tiremark = 28.2 feet
 336 Begin Side Slide to AOI = 47.4

337
 338 Minimum Speed from Rear Tiremark

339
 340 Speed (MPH) = $\sqrt{30 * d * f}$
 341 Where: d = slide distance = 28.2 feet
 342 f = coefficient of friction = .37¹
 343 = $\sqrt{30 * 28.2 * .37} = 17.7$

344
 345 Minimum Speed from Side Sliding Motorcycle

346 Speed (MPH) = $\sqrt{30 * d * f}$

¹ Accident Reconstruction Journal Volume 1, No.4 July/August 2007 "Motorcycle Braking Tests: I.P.T.M. Data Through 2006"
 By Wade Bartlett, Al Baxter, and Neil Robar.

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347 Where: d = slide distance = 47.4 feet
 348 f = coefficient of friction = 0.50²
 349 $= \sqrt{30 * 47.7 * .50} = 26.7$

350
 351 **Combined Minimum Speed (Slide + Skid):**
 352

353 To determine the minimum combined speed, I used the following equation.

354 Speed (MPH) = $\sqrt{S_1^2 + S_2^2}$
 355 Where: s_1 = Speed from slide = 26.6
 356 s_2 = Speed from skid = 17.7
 357 $= \sqrt{26.7^2 + 17.7^2} = 32.0 \approx 32$ MPH
 358

359 The combined speed shown above is a minimum speed only and does not account for any speed lost
 360 when Vehicle #2 collided with Vehicle #1.
 361

362 **Calculated Impact Speed Range**

363 Using the Minimum Speed calculated above and the speed range calculated from the Gear Ratio the
 364 impact speed can be calculated using the following formula.
 365

366 Speed (Gear Ratio) = $\sqrt{(\text{Minimum Speed})^2 + (\text{Impact Speed})^2}$
 367 Impact Speed = $\sqrt{(\text{Gear Ratio Speed})^2 - (\text{Minimum Speed})^2}$
 368

369 Speed (Gear Ratio) Low = 43
 370 Speed (Gear Ratio) Low = 77
 371

372 Impact Speed (Using low Gear Ratio Speed) = $\sqrt{43^2 - 32^2} = 28.7$ MPH ≈ 29 MPH
 373 Impact Speed (Using low Gear Ratio Speed) $\sqrt{77^2 - 32^2} = 70.0$ MPH ≈ 70 MPH
 374

375 Based upon my training and experience, which includes firsthand investigations of motorcycle
 376 collisions, I believe the impact speed of the motorcycle was far less than 70 MPH. However, without further
 377 information I am unable to quantify the impact speed which would further narrow the estimated speed range
 378 of Vehicle #2 prior to the collision.
 379

380 **Speed Range Based Upon Time Distance:**

381 Witness John Lewis indicated in his statement that he was adjacent to the water treatment plant
 382 when Vehicle #2 passed him. The water treatment plant referred to by Lewis is on the east side of Bristol

² I.P.T.M. Recommended Coefficient of friction of a sliding motorcycle on a hard surface of .45 to .55

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383 Street. The south limit of the property is about 385 feet north of the limit line. The north limit of the
 384 property is about 795 feet. Lewis said that the signal was yellow. From the start of the yellow phase,
 385 Vehicle #2 would have 5 seconds to reach the limit line to enter the intersection prior to the red phase.
 386

387 To travel 795 feet in 5 seconds, Vehicle #2 would have to travel at a speed of $\frac{795 \text{ feet}}{5 \text{ seconds}} = 159\text{fps}$ or 108
 388 MPH.
 389

390 To travel 385 feet in 5 seconds, Vehicle #2 would have to travel at a speed of $\frac{385 \text{ feet}}{5 \text{ seconds}} = 77\text{fps}$ or 52 MPH.
 391

392 Based upon Lewis' observations, Vehicle #2 would have to been traveling at between 52 MPH and
 393 108 MPH to reach the limit line and enter the intersection prior to the red light.

394 **Intoxication Narrative:**

395 **Party #1 (██████████)**

396 During my contact with ██████████ there were no signs of impairment by alcohol or drugs. ██████████
 397 agreed to submit a sample of his blood for drug and alcohol testing. Officer Moreno (3196) was present as
 398 Blood Tech Perez obtained a sample of his blood. The sample was placed into vial #663787 and submitted
 399 for testing by the Orange County Crime Lab (OCCL).

400 On 12/11/2017 a Forensic Volatile Examination Report was completed by the Orange County Crime
 401 Lab which indicated there were no volatile compounds or alcohol detected in ██████████'s blood sample.

402 On 01/26/2018 a Toxicological Examination Report was completed by the Orange County Crime
 403 Lab which indicated there were no drugs detected in ██████████'s blood sample.
 404

405 **Driver #2 (██████████)**

406 Due to the significant injuries sustained, Officers were unable to make observations regarding
 407 ██████████ sobriety. A post mortem blood sample was obtained by the Orange County Coroner and sent to
 408 the Orange County Crime Lab for analysis.

409 On 01/02/2018 a toxicological examination report was completed by the Orange County Crime Lab
 410 which indicated no alcohol, volatile compounds or drugs were detected in ██████████'s blood sample.
 411

412 **Summary:**

413 *The summary is based upon the statements of the involved parties, the physical evidence and the*
 414 *opinion of this officer. All speeds, measurements, and times are estimations only.*

415 Vehicle #2 was driving southbound on Bristol Street approaching the intersection of Santa Clara
 416 Avenue. Prior to entering the intersection it was in the #2 lane. Vehicle #1 was traveling northbound on
 417 Bristol Street approaching the intersection of Santa Clara Avenue. Vehicle #1 entered the intersection from
 418 the left turn lane. The Signal at the intersection had phased to yellow. Vehicle #1 negotiated a left turn from
 419 northbound Bristol Street to westbound Santa Clara Avenue. Driver #2 apparently reacting to Vehicle #1
 420 applied the rear brake with sufficient force causing the tire to lock. The rear tire of Vehicle #2 began to
 421 track to the left and the vehicle struck the roadway in a "Low Side" type of collision with the roadway.

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Vehicle #2, and Driver #2 slid into the intersection and collided with Vehicle #1.

Areas of Impact

AOI #1 (Vehicle #2 Vs Roadway)

10 feet east of the west curblines of Bristol Street

30 feet north of the north curblines of Santa Clara Avenue (As measured from the extension of the north curblines of Santa Clara Avenue west of the intersection)

AOI #1 (Vehicle #2 Vs Vehicle #1)

9 feet east of the west curblines of Bristol Street

19 feet south of the north curblines of Santa Clara Avenue (As measured from the extension of the north curblines of Santa Clara Avenue west of the intersection)

Cause:

Based upon my investigation, I have concluded there are three plausible causes for this traffic collision.

21801 (a) CVC Left-Turn or U-Turn

(a) *The driver of a vehicle intending to turn to the left or to complete a U-turn upon a highway, or to turn left into public or private property, or an alley, shall yield the right-of-way to all vehicles approaching from the opposite direction which are close enough to constitute a hazard at any time during the turning movement, and shall continue to yield the right-of-way to the approaching vehicles until the left turn or U-turn can be made with reasonable safety.*

According to Driver #1, Passenger Norma Magallanes, and Witness John Lewis, just prior to the collision the signal was in the yellow phase for north/south traffic on Bristol Street. Vehicle #1 making the left turn would need to yield to Vehicle #2 as it is approaching from the opposite direction. However, what is unclear is the phase of the signal when Vehicle #2 entered the intersection. According to Lewis the light was red prior to Vehicle #2 entering the intersection which would nullify the right of way issue.

Furthermore, Lewis described another set of southbound vehicles north of the intersection. He described that Vehicle #2 passed these vehicles. Witness Genesis Alvizures said she was in the #1 lane southbound and there was a car adjacent to her vehicle. She described that Vehicle #2 passed between them. This is often referred to as lane sharing or lane splitting. There were no vehicles between her and the intersection. It appears that Lewis was describing Vehicle #2 passing Witness Alvizures' vehicle. The fact that Vehicle #2 is passing vehicles in a manner such as lane sharing or lane splitting is a mitigating factor in regard to Driver #1 failing to yield the right of way. It is possible that Driver #1 was making observations of approaching traffic which may have been Alvizures' vehicle and the vehicle adjacent to her. He may have judged their distance and speed and determined it was safe to turn. He could not have reasonably assumed that a motorcycle was going to overtake the two vehicles as he began his turn.

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21453 (a) CVC Circular Red

(a) A driver facing a steady circular red signal alone shall stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and shall remain stopped until an indication to proceed is shown.

Witness John Lewis stated that he was slowing for a yellow light when Vehicle #2 passed him southbound. Vehicle #2 continued southbound, passing another set of vehicles (prior to entering the intersection). Lewis was explicit in his opinion that the light had phased to red prior to Vehicle #2 entering the intersection. Witness Genesis Alvizures said she was southbound in the #1 lane and there was a car adjacent to her in the #2 lane. Vehicle #2 passed between the vehicles and proceeded toward the intersection. She observed the collision and stated that she believed the signal was green.

22350 CVC Basic Speed Law

No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Witness John Lewis stated that he was southbound on Bristol Street in the #2 lane. Lewis said he was slowing and described the motorcycle as passing him at a much faster speed. Based upon Lewis' observations, Vehicle #2 would have to been traveling at between 52 MPH and 108 MPH to reach the limit line and enter the intersection prior to the red light.

The minimum calculated speed was approximately 42 MPH based upon the tiremarks & gouge marks.

The motorcycle was found to be in 6th gear. Using a range of RPM's this corresponds to a speed of 43 to 75 MPH.

The posted speed limit is 45 MPH.

Both John Lewis and Genesis Alvizures indicated the Vehicle #2 passed their vehicles. Traffic on this roadway at the time of the collision is normally congested and vehicle speeds are far below the posted speed limit. The fact that Driver #2 was traveling at a minimum speed of 42 MPH, in heavy traffic conditions while passing vehicles was likely unsafe and not reasonable or prudent.

I am unable to reconcile which of these three moving violations was the primary cause of the collision.

Recommendations:

I recommend no further action in this case.

Officer Hadley #2647
Traffic Investigator
A.C.T.A.R. #2332 (www.actar.org)
Santa Ana Police Department

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Witness:

Genesis Alvizures
DOB: 01/03/95
2938 Fernwood Drive
Santa Ana, CA 92706
(949) 872-8309 : Cell

Summary:

On Thursday, January 18, 2018 at approximately 1300 hrs, Collision Investigator W. Hadley #2647 asked me to attempt to contact a witness to a fatal traffic collision and obtain her statement. The collision occurred on November 30, 2017 at 1730 hrs. at the intersection of Bristol Street and Santa Clara Avenue. The witness was tentatively identified as "Jennifer Alvizuren."

All times, speeds and measurements are approximate.

Statement:

On Friday, January 19, 2018 at 0955 hrs. I called the witness with the phone number provided to me by Investigator Hadley. A female answered the phone and I immediately identified myself and the reason for the call. I further informed the female that the call was being recorded for purposes of detailing her statement. I then asked the female for her full name and to spell it, her date of birth (DOB) and address. The female, identified as Alvizures, provided me with the information above. The following is a summary of Witness Alvizures' statement

Alvizures related to me that she was on her way to work around 5:30 PM. She turned left onto Bristol from Memory and always drives in the middle lane while checking her rearview mirror. While she was checking her rearview mirror she saw the motorcycle behind her. She told me she was going 40 MPH when the motorcycle passed by her and another car. When asked, she explained the motorcycle passed her on the right between her car and the other car. There were no other cars in front of her as she headed toward Santa Clara where there was a green light. After the motorcycle passed by her, Alvizures told me it continued in the "middle" near the white (broken) line that separates to the two lanes. The motorcycle went to the right just before it hit the taxi. She told me the taxi was going to make a left turn onto Santa Clara.

When she came to a stop and called 911, the light was still green. After telling the 911 Operator what she had observed, Alvizures asked if she could go to work. She could not give me an estimate of how far she was from the intersection when the collision occurred. The interview was concluded when Alvizures told me that was all she saw.

Recommendation:

I respectfully request this supplemental report be attached to the original investigation and report.

PREPARER'S NAME AND I.D. NUMBER Nelson, Brett 2648	DATE 01/19/2018	REVIEWER'S NAME -Y W. HADLEY #2647	DATE ~Z MAR 15 2018
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2801

CHP

2490

N/R

P. 1/1

STATE OF CALIFORNIA
NARRATIVE/SUPPLEMENTAL
CHP 556 (Rev 7-90) OPI 042

Date of Incident/Occurrence 11/30/2017	Time(2400) 1730	NCIC NUMBER 3019	OFFICER ID # 2647	NUMBER 17-32423
"X" ONE	"X" ONE	TYPE SUPPLEMENTAL ("X" APPLICABLE)		
<input type="checkbox"/> Narrative	<input checked="" type="checkbox"/> Collision Report	<input type="checkbox"/> BA Update	<input checked="" type="checkbox"/> Fatal	<input type="checkbox"/> Hit and run update
<input checked="" type="checkbox"/> Supplemental	<input type="checkbox"/> Other:	<input type="checkbox"/> Hazardous materials	<input type="checkbox"/> School bus	<input type="checkbox"/> Other:
CITY/COUNTY/JUDICIAL DISTRICT Santa Ana / Orange / Central		REPORTING DIST/BEAT NE	CITATION NUMBER NA	
LOCATION/SUBJECT Bristol St./Santa Clara Ave.			STATE HIGHWAY RELATED	
			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Witness Information:

Melissa Saavedra, 2-24-77, (Decedent's aunt)
1710 S. Woodland Pl.
Santa Ana, CA 92707
(714) 486-7811

Marlen Cervantes, 25 years, (Decedent's wife)
1230 W. 19th St.
Santa Ana, CA 92706
(949) 903-4008

Jennison Alvizuren
(949) 872-8309

Narrative:

On 11-30-17, at 1730 hours, I responded to the intersection of Bristol St. and Santa Clara Ave. to assist officers with this vehicle versus motorcyclist, fatal collision investigation and arrived at 1740 hours. All times, speeds, and measurements are approximate.

After I arrived on scene, I assisted by locating and identifying the decedent's family on Santa Clara Ave. and Louise St., which was one block east of the scene of the collision. I also called Dispatch and inquired as to the number of persons who called in to report the collision. I was advised their records only showed two callers. One was only identified as Jennifer with telephone number (949) 872-8309, and the other only showed telephone number (714) 310-7922 without the caller's name.

Towards the end of the investigation at the scene, Deputy Coroner Investigator P. Hoag took custody of the decedent's property and handed me a property inventory receipt. I attached the receipt to this report.

I contacted Jennison Alvizuren on 12-1-17, and she agreed to meet me the following week to obtain her statement in person. However, I was unable to get in contact with her. I continued to call her several times in the following weeks and was unable to contact her in person. I left several messages on her voicemail and did not get a return call from her.

Recommendations:

This supplemental report is to be included with the original report under this CI Number.

PREPARER'S NAME AND I.D. NUMBER J. Valenzuela #2776	DATE 12/29/2017	REVIEWER'S NAME W. HADLEY #2647	DATE FEB 14 2018
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3542

CHP 3274

N/R

DATE OF INCIDENT/OCCURRENCE 11-30-17	TIME (2400) 1730	NCIC NUMBER 3019	OFFICER I.D. NUMBER	NUMBER 17-32423
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<input type="checkbox"/> Narrative	<input checked="" type="checkbox"/> Collision Report	<input type="checkbox"/> BA Update	<input checked="" type="checkbox"/> Fatal	<input type="checkbox"/> Hit and Run Update
<input checked="" type="checkbox"/> Supplemental	<input type="checkbox"/> Other: _____	<input type="checkbox"/> Hazardous Materials	<input type="checkbox"/> School Bus	<input type="checkbox"/> Other: _____

CITY/COUNTY/JUDICIAL DISTRICT SANTA ANA / ORANGE / CENTRAL	REPORTING DISTRICT/BEAT WESTEND	CITATION NUMBER
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LOCATION/SUBJECT BRISTOL STREET AND SANTA CLARA AVENUE	STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input type="checkbox"/> No
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1. REFER TO ATTACHED NARRATIVE.
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Continued

PREPARER'S NAME and I.D. NUMBER T. SALO # 2896	DATE 11/30/17	REVIEWER'S NAME W. HADLEY #2647	DATE FEB 14 2018
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Use previous editions until depleted.

3274

CHP

On Thursday, November 30, 2017, at 1731 hours, I responded to a radio call of a traffic collision involving a taxi cab and a motorcycle in the intersection of Bristol Street and Santa Clara Avenue. At the time I received the call, I was in the parking lot of the Walgreens store at 1715 N. Bristol Street. I activated my overhead lights and siren and responded code 3. I arrived at the scene at approximately 1733 hours and positioned my Police car in the North West portion of the intersection blocking southbound traffic.

I saw the taxi facing westbound in western portion of the intersection just south of my vehicle with collision damage to the front and passenger side. I saw a heavily damaged motorcycle on the ground just north of the taxi. I saw a male laying in the street just east of both vehicles. The male was lying on the left side of his body and was not moving. An unknown female told me he had no pulse. The male was wearing a motorcycle helmet with the strap secured under his chin. I removed his helmet and saw his skin was pale and that he was not breathing. I confirmed that he had no pulse and I began CPR. I elevated his chin to open his airway and began giving chest compressions.

I was approached by an unknown male who stated he was a nursing student and here to help. We took turns giving the male chest compressions for approximately five minutes. Santa Ana Fire Authority arrived at the scene and continued giving him CPR. He was later pronounced dead at the scene. There was a male wearing a white shirt standing on the sidewalk at the southwest corner of the intersection and someone stated he was the driver of the taxi. I maintained a visual of him as best I could to ensure he would not leave the scene.

I contacted a female inside the taxi who was crying and stating she was diabetic and injured from the traffic collision. She complained of pain to her right arm and thought she might be going into shock. She was treated at the scene by Santa Ana Fire Authority. I put up crime scene tape around the intersection to preserve evidence and keep people and vehicles out of the crime scene. I then canvassed the area for witnesses and spoke to many people at each corner of the intersection. I contacted a female named Elizabeth Rumsey who stated she witnessed the collision. She was visibly upset, shaking and said she had anxiety and wanted to go home. I obtained her identifying information and told her she could go home and would later be contacted by an investigator. I later gave her identifying information to Investigator J. Valenzuela who went and interviewed her. I did not locate any other witnesses to the collision.

I then assisted with traffic control on Santa Clara Avenue both west and east of the intersection. I set up crime scene tape, cones, flares and repositioned vehicles. I continued assisting in this capacity until the crime scene was broken down. The above information is a synopsis of the incident. The incident was recorded on my body worn camera; refer to the footage for additional details.

Corporal T. Salo #2896

N/R

1/2

STATE OF CALIFORNIA
NARRATIVE/SUPPLEMENTAL
CHP 556 (Rev 7-90) OPI 042

Date of Incident/Occurrence 11/30/2017	Time(2400) 1730	NCIC NUMBER 3019	OFFICER ID # 2647	NUMBER 17-32423
"X" ONE	"X" ONE	TYPE SUPPLEMENTAL ("X" APPLICABLE)		
<input type="checkbox"/> Narrative	<input checked="" type="checkbox"/> Collision Report	<input type="checkbox"/> BA Update	<input checked="" type="checkbox"/> Fatal	<input type="checkbox"/> Hit and run update
<input checked="" type="checkbox"/> Supplemental	<input type="checkbox"/> Other:	<input type="checkbox"/> Hazardous materials	<input type="checkbox"/> School bus	<input type="checkbox"/> Other:
CITY/COUNTY/JUDICIAL DISTRICT SANTA ANA / ORANGE / CENTRAL		REPORTING DIST/BEAT WESTEND / 1	CITATION NUMBER N/A	
LOCATION/SUBJECT BRISTOL STREET/SANTA CLARA AVENUE			STATE HIGHWAY RELATED	
			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

On Thursday, November 30, 2017, at approximately 1731 hours, I was dispatched to the area of Bristol Street /Santa Clara Avenue reference a vehicle versus motorcycle fatal collision. I responded from 17th Street/Grand Avenue and arrived at approximately 1741 hours. Any times, speeds and measurements are approximate.

Upon arrival I canvassed the area for any possible witnesses. I was unable to locate any potential witnesses; however, I located the driver [REDACTED] of (V-1/Yellow Cab) involved in the collision standing on the southwest corner of Bristol Street/Santa Clara Avenue.

I spoke with D-1 Inderjit Singh Dhama and he provided the following contact information:

D-1
[REDACTED], (Date of Birth: 2/27/70)
1491 Newport Avenue, Apt 62
Tustin, CA 92780
(714) 227-9406
CDL: A8863854

D-1 [REDACTED] said he drove north bound Bristol Street in the (dedicated) left turn lane, on a green (traffic) light and waited in the intersection due to the heavy amount of traffic traveling south bound on Bristol Street. D-1 [REDACTED] said the (traffic) light turned yellow and he made a left (west) turn onto Santa Clara Avenue. D-1 [REDACTED] said as he made the left (west) turn, a motorcycle traveled south bound on Bristol Street hit (broad-sided) the passenger side of his vehicle.

D-1 [REDACTED] said he had two passengers in his cab at the time of the collision. D-1 [REDACTED] identified one of the passengers by the name of Norma, later identified as Norma Magallanes by her California Identification card, and explained she was seated in rear passenger seat, directly behind the right front passenger seat (Seating Position #6). D-1 [REDACTED] said Norma's son, later identified as Giovanni Valentin, was seated in the rear middle passenger seat (Seating Position #5) next to his mother, Norma.

Passenger #1 of V-1
[REDACTED]
[REDACTED]
Santa Ana, CA 92706
(714) 984-7925
California Identification Card: A1770952

I was unable to obtain a statement from [REDACTED] as she was transported to UCI Medical Center by CARE Ambulance due to a complaint of abdominal pain.

PREPARER'S NAME AND I.D. NUMBER D. Moreno #3196	DATE 11/30/17	REVIEWER'S NAME W. HADLEY #2647	DATE FEB 14 2018
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3274

3274

STATE OF CALIFORNIA
NARRATIVE/SUPPLEMENTAL
 CHP 556 (Rev 7-90) OPI 042

2/2

Date of Incident/Occurrence 11 / 30 / 2017	Time(2400) 1730	NCIC NUMBER 3019	OFFICER ID # 2647	NUMBER 17-32423
"X" ONE	"X" ONE	TYPE SUPPLEMENTAL ("X" APPLICABLE)		
<input type="checkbox"/> Narrative	<input checked="" type="checkbox"/> Collision Report	<input type="checkbox"/> BA Update	<input checked="" type="checkbox"/> Fatal	<input type="checkbox"/> Hit and run update
<input checked="" type="checkbox"/> Supplemental	<input type="checkbox"/> Other:	<input type="checkbox"/> Hazardous materials	<input type="checkbox"/> School bus	<input type="checkbox"/> Other:
CITY/COUNTY/JUDICIAL DISTRICT SANTA ANA / ORANGE / CENTRAL		REPORTING DIST/BEAT WESTEND / 1	CITATION NUMBER N/A	
LOCATION/SUBJECT BRISTOL STREET/SANTA CLARA AVENUE			STATE HIGHWAY RELATED	
			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

I spoke with Passenger Giovanni and he provided the following contact information:

Passenger # 2 of V-1

Giovanni Valentin, (Date of Birth: 8/5/99)
 2312 N. Bristol Street
 Santa Ana, CA 92706

Passenger Valentin said the (cab) driver made a left turn from (north bound) Bristol Street to (west bound) Santa Clara Avenue on a yellow (traffic) light. Valentin said he was not injured during the collision. Valentin did not provide any further details regarding the collision.

D-1 Dhami's supervisor from Yellow Cab arrived on scene at approximately 1810 hours and he provided the following contact information:

Yellow Cab Field Supervisor/Accident Investigator

Abdehelghany Abdelfatiah, (Date of Birth: 8/1/68)
 2950 W. Lynrose Drive, Apt #E4
 Anaheim, CA 92804
 (714) 728-1968
 CDL: E4049546

OFC. D. Moreno #3196
 Santa Ana Police Department
 Traffic Division

PREPARER'S NAME AND I.D. NUMBER D. Moreno #3196	DATE 11 / 30 / 17	REVIEWER'S NAME W. HADLEY #2647	DATE FEB 14 2018
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STATE OF CALIFORNIA
NARRATIVE/SUPPLEMENTAL
 CHP 556 (Rev 7-90) OPI 042

N/R

Date of Incident/Occurrence 11 / 30 / 2017		Time(2400) 1730		NCIC NUMBER 3019		OFFICER ID # 2647		NUMBER 17-32423	
"X" ONE		"X" ONE		TYPE SUPPLEMENTAL ("X" APPLICABLE)					
Narrative		Collision Report		BA Update		X Fatal		Hit and run update	
X Supplemental		Other:		Hazardous materials		School bus		Other:	
CITY/COUNTY/JUDICIAL DISTRICT SANTA ANA / ORANGE / CENTRAL OC						REPORTING DIST/BEAT WE / 1		CITATION NUMBER N/A	
LOCATION/SUBJECT 17 th STREET W/O BRISTOL STREET						STATE HIGHWAY RELATED			
						Yes		X No	

CONTACT #1
 Name: Elizabeth Bennet RAMSEY DOB: 04-06-74
 Address: 1913 N. Victoria Drive (Santa Ana, CA)
 Phone: 949-632-8407

CONTACT #2
 Name: Inderjit Singh DHAMI DOB: 02-27-70
 Address: 14901 Newport Boulevard #62 (Tustin, CA) Height: 5'9" Weight: 180
 CDL #: A8863854 Hair: Black Eyes: Brown
 Phone: 714-227-9406

Notification

On Thursday, November 30, 2017, at approximately 1730 hours, I heard Santa Ana Police Department (SAPD) Communications broadcast a vehicle v. motorcycle traffic collision in the area of Bristol Street and Santa Clara Avenue. I responded from 1700 W. McFadden Avenue and arrived at 1745 hours. All times, speeds and measurements in this report are approximate.

When I arrived, I contacted Sergeant D. PADILLA #2769 at the scene of the collision. Sergeant PADILLA requested I place crime scene tape across Santa Clara Avenue, west of the intersection of Bristol Street. After closing Santa Clara Avenue, west of the intersection of Bristol Street, I was directed to contact a potential witness, later identified as Elizabeth RAMSEY.

Officer J. VALENZUELA #2776 and I responded to RAMSEY's residence (1913 N. Victoria Drive) and arrived at 1830 hours. The interview was conducted in the dining room of RAMSEY's residence. I started the interview at 1834 hours and RAMSEY related the following statement:

RAMSEY said she was driving her vehicle south on Bristol Street towards the intersection of Santa Clara Avenue. RAMSEY said she entered the left turn pocket to turn east onto Santa Clara Avenue. RAMSEY stated the traffic signal for north and southbound traffic of Bristol Street was green. RAMSEY stated there was a black Cadillac Escalade in front of her vehicle. When the Cadillac finally turned east onto Santa Clara Avenue, RAMSEY stated she moved her vehicle into the middle of the intersection to prepare for her turn.

RAMSEY said she was looking at northbound traffic of Bristol Street. RAMSEY said she was waiting for a break in the traffic so she could make her turn. RAMSEY said she suddenly observed a yellow taxi off to her right. RAMSEY said she then observed a motorcycle collide with the passenger side of the taxi. RAMSEY stated the motorcyclist was ejected from the motorcycle. RAMSEY noted that the motorcyclist was wearing a red and black jacket and a black helmet.

PREPARER'S NAME AND I.D. NUMBER Quinones, Nicholas J317	DATE 12 / 11 / 2017	REVIEWER'S NAME W. HADLEY #2647	DATE FEB 14 2018
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3542

CHP 3274

Date of Incident/Occurrence 11 / 30 / 2017	Time(2400) 1730	NCIC NUMBER 3019	OFFICER ID # 2647	NUMBER 17-32423
"X" ONE	"X" ONE	TYPE SUPPLEMENTAL ("X" APPLICABLE)		
<input type="checkbox"/> Narrative	<input type="checkbox"/> Collision Report	<input type="checkbox"/> BA Update	<input checked="" type="checkbox"/> Fatal	<input type="checkbox"/> Hit and run update
<input checked="" type="checkbox"/> Supplemental	<input type="checkbox"/> Other:	<input type="checkbox"/> Hazardous materials	<input type="checkbox"/> School bus	<input type="checkbox"/> Other:
CITY/COUNTY/JUDICIAL DISTRICT SANTA ANA / ORANGE / CENTRAL OC		REPORTING DIST/BEAT WE / I	CITATION NUMBER N/A	
LOCATION/SUBJECT 17 th STREET W/O BRISTOL STREET			STATE HIGHWAY RELATED	
			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

40 RAMSEY stated she was not sure where the taxi was prior to the collision. RAMSEY stated she did not recall
 41 seeing the taxi in front of her prior to the collision, but added that she was focused on the northbound traffic of
 42 Bristol Street. RAMSEY stated if the taxi was in front of her, she was not paying attention.

43
 44 I asked RAMSEY if she observed the actual collision or if she heard the collision and looked over. RAMSEY
 45 stated that she observed the collision "out of the corner of [her] eye." Officer VALENZUELA asked RAMSEY
 46 what color the traffic signal was when she observed and heard the collision. RAMSEY stated she was certain the
 47 traffic signal was green for north and southbound traffic of Bristol Street when the collision occurred. RAMSEY
 48 added that she was able to turn east onto Santa Clara Avenue after the collision and the traffic signal was still
 49 green.

50
 51 I asked RAMSEY if she could estimate how fast the motorcycle was travelling at the time of the collision.
 52 RAMSEY said she normally travels 45 MPH on Bristol Street. RAMSEY said she believes the motorcycle was
 53 travelling about that speed. RAMSEY said she did not hear the motorcycle accelerate or decelerate prior to the
 54 collision.

55
 56 I asked RAMSEY if she knew what lane the motorcycle was travelling in prior to the collision. RAMSEY said
 57 she believed the motorcycle was travelling within the #1 lane, but she was not certain. I asked RAMSEY if there
 58 was any traffic in front of the motorcycle prior to the collision, but RAMSEY said she did not know.

59
 60 I concluded the interview at 1858 hours.

61
 62 I responded back to the scene of the collision and briefed Corporal NELSON #2648 and Investigator HADLEY
 63 #2647.

64
 65 Investigator HADLEY directed me to contact an involved party, later identified as [REDACTED], and
 66 request he submit a voluntary blood sample. [REDACTED] was seated on the west sidewalk of Bristol Street, north of
 67 Santa Clara Avenue.

68
 69 While speaking with [REDACTED], I did not note any objective symptoms of intoxication. I asked [REDACTED] if he
 70 consumed any alcohol or drugs prior to the collision and he said no. Due to the collision resulting in a fatality, I
 71 asked [REDACTED] if he would voluntarily submit a blood sample and he stated he would. [REDACTED] was advised he
 72 could refuse to provide a blood sample or withdraw his consent at any time. [REDACTED] stated he wanted to assist
 73 with the investigation in any way he could.

74
 75 CPT-2 Martha PEREZ responded to our location to collect the blood sample. [REDACTED] sat on a short wall on the
 76 west sidewalk of Bristol Street, north of Santa Clara Avenue. CPT-2 PEREZ obtained the blood sample at 1937
 77 hours, in my presence, and without incident. CPT-2 retained the sample for submittal to the Orange County
 78 Crime Lab (OCCL) for analysis.

PREPARER'S NAME AND I.D. NUMBER Quinones, Nicholas 3317	DATE 12 / 11 / 2017	REVIEWER'S NAME W. HADLEY #2647	DATE FEB 14 2018
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Date of Incident/Occurrence 11 / 30 / 2017	Time(2400) 1730	NCIC NUMBER 3019	OFFICER ID # 2647	NUMBER 17-32423
"X" ONE	"X" ONE	TYPE SUPPLEMENTAL ("X" APPLICABLE)		
<input type="checkbox"/> Narrative	<input type="checkbox"/> Collision Report	<input type="checkbox"/> BA Update	<input checked="" type="checkbox"/> Fatal	<input type="checkbox"/> Hit and run update
<input checked="" type="checkbox"/> Supplemental	<input type="checkbox"/> Other:	<input type="checkbox"/> Hazardous materials.	<input type="checkbox"/> School bus.	<input type="checkbox"/> Other:
CITY/COUNTY/JUDICIAL DISTRICT SANTA ANA / ORANGE / CENTRAL OC		REPORTING DIST/BEAT WE / I	CITATION NUMBER N/A	
LOCATION/SUBJECT 17 th STREET W/O BRISTOL STREET			STATE HIGHWAY RELATED	
			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

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█ left the scene shortly after providing the voluntary blood sample.

I remained at the collision scene to assist investigators with the remainder of their investigation. I cleared the scene at 2343 hours.

Recommendation

I request this report be forwarded to the Collision Investigation Unit (CIU) for review.

NICHOLAS QUINONES, Officer
 Santa Ana Police Department
 Traffic Division

PREPARER'S NAME AND I.D. NUMBER Quinones, Nicholas 3317	DATE 12 / 11 / 2017	REVIEWER'S NAME W. HADLEY #2647	DATE FEB 14 2018
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