

INCIDENT RECALL

Incident	Time	Type	Pri	Disps	Address Location	Disp Rpt	Callers Name Callers Address Callers Phone	P-unit	Close Date/ Time	Operator
					BEAT	TERMINAL	AREA			
LPD120513067271	07:49	1180	1	RPT	INDISON/GENERALD			PD/140	12/05/13 20:24	DC1677
					R0B1	R0B1	CTR			
Date	Time									Operator
12/05/13	07:49	Incident Initiated By: DC/HOGAN,BRIAN								HOGAN,BRIAN
12/05/13	07:49	Initial Traffic Stop by PD/8239 at 07:49:09 on 05/13/12								HOGAN,BRIAN
12/05/13	07:49	PO/8239	OS		location is		INDI/ENER			HOGAN,BRIAN
12/05/13	07:49	Officer 1 Name:		BOULERICE,NICHOL	Officer 2 Name:					HOGAN,BRIAN
12/05/13	07:49	Unit		PO/8239	location:		INDI/ENER			HOGAN,BRIAN
12/05/13	07:49	Officer 1 Name:		BOULERICE,NICHOL	Officer 2 Name:					HOGAN,BRIAN
12/05/13	07:49	Primary unit			CHANGED From:		INDI/ENER	To:PO/8239		HOGAN,BRIAN
12/05/13	07:49	Address			CHANGED From:		INDI/ENER	To:INDISON/GENERALD		HOGAN,BRIAN
12/05/13	07:49	PO/8237	OS		location is		INDISON/GENERALD			HOGAN,BRIAN
12/05/13	07:49	Officer 1 Name:		SANTOS,NEELY	Officer 2 Name:					HOGAN,BRIAN
12/05/13	07:49	PO/8215	OS		location is		INDISON/GENERALD			HOGAN,BRIAN
12/05/13	07:49	Officer 1 Name:		CARMANN,CHRISTOPHER	Officer 2 Name:					HOGAN,BRIAN
12/05/13	07:49	Unit		PO/8215	location:		INDISON/GENERALD			HOGAN,BRIAN
12/05/13	07:49	Officer 1 Name:		CARMANN,CHRISTOPHER	Officer 2 Name:					HOGAN,BRIAN
12/05/13	07:49	PO/8237	OS		location is		INDISON/GENERALD			HOGAN,BRIAN
12/05/13	07:49	Officer 1 Name:		SANTOS,NEELY	Officer 2 Name:					HOGAN,BRIAN
12/05/13	07:50	PO/546	OS		location is		INDISON/GENERALD			HOGAN,BRIAN
12/05/13	07:50	Officer 1 Name:		WATSON,ZACHARY	Officer 2 Name:					HOGAN,BRIAN
12/05/13	07:50	PO/8313	OS		location is		INDISON/GENERALD			HOGAN,BRIAN
12/05/13	07:50	Officer 1 Name:		WILCOX,CHRISTIAN	Officer 2 Name:					HOGAN,BRIAN
12/05/13	07:50	Unit		PO/8313	location:		OSBERG			HOGAN,BRIAN
12/05/13	07:50	Officer 1 Name:		WILCOX,CHRISTIAN	Officer 2 Name:					HOGAN,BRIAN
12/05/13	07:51	PO/8411	OS		location is		INDISON/GENERALD			HOGAN,BRIAN
12/05/13	07:51	Officer 1 Name:		NOVAKO,LUIS	Officer 2 Name:					HOGAN,BRIAN
12/05/13	07:52	NO INDISON/FERN			location is		INDISON/GENERALD			HOGAN,BRIAN
12/05/13	07:52	PO/8225	OS		location is		INDISON/GENERALD			PILLER, JEREMY
12/05/13	07:52	Officer 1 Name:		PILLER, JEREMY	Officer 2 Name:					PILLER, JEREMY
12/05/13	07:52	NO INDISON/YSMEL RILLEHRS			location is		INDISON/GENERALD			HOGAN,BRIAN
12/05/13	07:53	PO/8323	OS		location is		INDISON/GENERALD			HOGAN,BRIAN
12/05/13	07:53	Officer 1 Name:		HUNT,SHADEE	Officer 2 Name:					HOGAN,BRIAN
12/05/13	07:53	PO/8325	OS		location is		INDISON/GENERALD			HOGAN,BRIAN
12/05/13	07:53	Officer 1 Name:		LIN,DAVID	Officer 2 Name:					HOGAN,BRIAN
12/05/13	07:53	Unit		PO/8411	location:		INDISON/YSMEL U1			HOGAN,BRIAN
12/05/13	07:53	Officer 1 Name:		NOVAKO,LUIS	Officer 2 Name:					HOGAN,BRIAN
12/05/13	07:53	Unit		PO/8225	location:		INDISON/FERN			HOGAN,BRIAN
12/05/13	07:53	Officer 1 Name:		PILLER, JEREMY	Officer 2 Name:					HOGAN,BRIAN
12/05/13	07:55	Incident Associated to:		FFD120513010086				FO03		HOGAN,BRIAN
12/05/13	07:55	Incident Associated to:		LPD120513067266				FO03		HOGAN,BRIAN
12/05/13	07:55	PO/8323	ER		location is		INDISON/GENERALD			HUNT,SHADEE
12/05/13	07:55	Officer 1 Name:		HUNT,SHADEE	Officer 2 Name:					HUNT,SHADEE
12/05/13	07:55	CALL #067266 ASSOCIATED IN ERROR								HOGAN,BRIAN
12/05/13	07:55	PO/8339	OS		location is		INDISON/GENERALD			CLEARY,JOSEPH

ANGIE 10/19/12 AT 10:51 AM
 This document contains Confidential Information
 Act Requested
 Unauthorized Release

INCIDENT RECALL

Incident	Time	Type	Pri	Disps	Address Location	Disp Rpt	Callers Name	Callers Address	Callers Phone	P-unit	Close Date/Time	Operator
12/05/13	07:55	Officer	1	Name: CLEARY, JOSEPH	BEAT TERV/DIST AREA	Officer 2 Name:				CLEARY, JOSEPH		
12/05/13	07:56	PO/B411		OS	location is	INDISON/VSINEL VI				HOVANO, LUIS		
12/05/13	07:56	Officer	1	Name: HOVANO, LUIS		Officer 2 Name:				HOVANO, LUIS		
12/05/13	07:56	Unit	PO/B411		location:	INDISON/FERN				HOGAN, BRIAN		
12/05/13	07:56	Officer	1	Name: HOVANO, LUIS		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	07:56	PO/B225		OS	location is	INDISON/FERN				HILLER, JEREMY		
12/05/13	07:56	Officer	1	Name: HILLER, JEREMY		Officer 2 Name:				HILLER, JEREMY		
12/05/13	07:57	PO/B313		OS	location is	CAMERA				HOGAN, BRIAN		
12/05/13	07:57	Officer	1	Name: WILCOX, CHRISTON		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	07:58	Unit	PO/B225		location:	IND/VSINEL WILL				HOGAN, BRIAN		
12/05/13	07:58	Officer	1	Name: HILLER, JEREMY		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	07:58	PO/546		OS	location is	INDISON/GERBERLD				HOGAN, BRIAN		
12/05/13	07:58	Officer	1	Name: WATSON, ZACHARY		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	07:59	PO/B215		OS	location is	INDISON/GERBERLD				HOGAN, BRIAN		
12/05/13	07:59	Officer	1	Name: CRAMMAN, CHRISTOPHER		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	07:59	B323 B325		ETA 2 IIN						HOGAN, BRIAN		
12/05/13	07:59	PO/534		OS	location is	INDISON/GERBERLD				HOGAN, BRIAN		
12/05/13	07:59	Officer	1	Name:		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	07:59	PO/B325		OS	location is	INDISON/GERBERLD				HOGAN, BRIAN		
12/05/13	07:59	Officer	1	Name: LEE, DAVID		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	07:59	PO/B323		OS	location is	INDISON/GERBERLD				HOGAN, BRIAN		
12/05/13	07:59	Officer	1	Name: HUNT, SHARDEE		Officer 2 Name:				HUNT, SHARDEE		
12/05/13	07:59	PO/B219		OS	location is	INDISON/GERBERLD				LOTTI, ANGEL		
12/05/13	07:59	Officer	1	Name: ARNOLD, CHRISTI		Officer 2 Name:				LOTTI, ANGEL		
12/05/13	08:01	PO/B215		OK	location is	INDISON/GERBERLD				HOGAN, BRIAN		
12/05/13	08:01	Officer	1	Name: CRAMMAN, CHRISTOPHER		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	08:01	PO/B225		OK	location is	IND/VSINEL WILL				HOGAN, BRIAN		
12/05/13	08:01	Officer	1	Name: HILLER, JEREMY		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	08:01	PO/B237		OK	location is	INDISON/GERBERLD				HOGAN, BRIAN		
12/05/13	08:01	Officer	1	Name: SANTOS, NEELY		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	08:01	PO/B239		OK	location is	IND/PETER				HOGAN, BRIAN		
12/05/13	08:01	Officer	1	Name: BOULERICE, MICHAEL		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	08:01	PO/B313		OK	location is	CAMERA				HOGAN, BRIAN		
12/05/13	08:01	Officer	1	Name: WILCOX, CHRISTON		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	08:03	PO/B323		OK	location is	INDISON/GERBERLD				HOGAN, BRIAN		
12/05/13	08:03	Officer	1	Name: HUNT, SHARDEE		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	08:03	PO/B325		OK	location is	INDISON/GERBERLD				HOGAN, BRIAN		
12/05/13	08:03	Officer	1	Name: LEE, DAVID		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	08:03	PO/B339		OK	location is	INDISON/GERBERLD				HOGAN, BRIAN		
12/05/13	08:03	Officer	1	Name: CLEARY, JOSEPH		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	08:03	PO/B411		OK	location is	INDISON/FERN				HOGAN, BRIAN		
12/05/13	08:03	Officer	1	Name: HOVANO, LUIS		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	08:03	PO/534		OK	location is	INDISON/GERBERLD				HOGAN, BRIAN		
12/05/13	08:03	Officer	1	Name:		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	08:03	PO/546		OK	location is	INDISON/GERBERLD				HOGAN, BRIAN		
12/05/13	08:03	Officer	1	Name: WATSON, ZACHARY		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	08:06	Unit	PO/B239		location:	IND W/8239				LOTTI, ANGEL		
12/05/13	08:06	Officer	1	Name: BOULERICE, MICHAEL		Officer 2 Name:				LOTTI, ANGEL		
12/05/13	08:06	PO/B239		ER	location is	IND W/8239				LOTTI, ANGEL		

ANGIE 10/18/16 12:29 PM Restricted Information Act Requested Unauthorized Release

INCIDENT RECALL

Incident	Time	Type	Pri	Dispo	Address Location	Disp Rpt	Callers Name	Callers Address	Callers Phone	P-unit	Close Date/Time	Operator
12/05/13 00:06	Officer 1	Name: BOULERICE, MICHAEL			BEAT TERV/1st AREA							
12/05/13 00:06	Unit PD/8225	location: 190 W/8239										
12/05/13 00:06	Officer 1	Name: MILLER, JEREMY										
12/05/13 00:06	Unit PD/8225	ER location is 190 W/8239										
12/05/13 00:06	Officer 1	Name: MILLER, JEREMY										
12/05/13 00:06	Unit PD/8239	OK location is 190 W/8239										
12/05/13 00:06	Officer 1	Name: BOULERICE, MICHAEL										
12/05/13 00:07	Unit PD/8239	ER location is 190 W/8239										
12/05/13 00:07	Officer 1	Name: BOULERICE, MICHAEL										
12/05/13 00:09	Unit PD/8219	location: RCH										
12/05/13 00:09	Officer 1	Name: ARNOLD, CHRISTI										
12/05/13 00:13	Unit PD/8225	OS location is 190 W/8239										
12/05/13 00:13	Officer 1	Name: MILLER, JEREMY										
12/05/13 00:14	Unit PD/8225	OK location is 190 W/8239										
12/05/13 00:14	Officer 1	Name: MILLER, JEREMY										
12/05/13 00:24	Unit PD/8219	OK location is RCH										
12/05/13 00:24	Officer 1	Name: ARNOLD, CHRISTI										
12/05/13 00:25	DRAssocInc	LPD120513067266 UPDATE Pr										
12/05/13 00:27	Unit PD/8237	comments CLR TO 2										
12/05/13 00:27	Officer 1	Name: SANTOS, NEELY										
12/05/13 00:27	Console: 80	Operator: DC/1677										
12/05/13 00:27	Officer 1	Name: BOULERICE, MICHAEL										
12/05/13 00:35	DRAssocInc	LPD120513067266 UPDATE Dispo										
12/05/13 00:43	Unit PD/829	OS location is 1901504826940										
12/05/13 00:43	Officer 1	Name: CISNEROS, DANIEL										
12/05/13 00:49	Unit PD/8239	OK location is 190 W/8239										
12/05/13 00:49	Officer 1	Name: BOULERICE, MICHAEL										
12/05/13 00:51	Unit PD/8215	C location is										
12/05/13 00:51	Officer 1	Name: CARANHAN, CHRISTOPHER										
12/05/13 00:51	Unit PD/8215	NR										
12/05/13 00:51	TRAFFIC SUPP/ ONE WIT STATEMENT											
12/05/13 00:52	Unit PD/534	location: 190										
12/05/13 00:52	Officer 1	Name: OFFI,										
12/05/13 00:56	Unit PD/546	OFFI, PD/0614										
12/05/13 00:56	Officer 1	Name: STIHN, BRIAN										
12/05/13 00:57	Unit PD/821	OS location is 1901504826940										
12/05/13 00:57	Officer 1	Name: CUPIDO, MICHAEL										
12/05/13 00:58	Unit PD/8233	C location is										
12/05/13 00:58	Officer 1	Name: HUNT, SHREE										
12/05/13 00:58	Unit PD/8233	C location is										
12/05/13 00:59	Unit PD/8233	C location is										
12/05/13 00:59	Officer 1	Name: LIT, DAVID										
12/05/13 00:59	DRAssocInc	FFD120513010096 UPDATE Dispo										
12/05/13 00:59	Unit PD/829	OS location is 1901504826940										
12/05/13 00:00	Officer 1	Name: CISNEROS, DANIEL										
12/05/13 00:00	Unit PD/829	comments 97 AT 0905										
12/05/13 00:00	Officer 1	Name: CISNEROS, DANIEL										
12/05/13 00:10	Unit PD/821	OS location is 1901504826940										
12/05/13 00:10	Officer 1	Name: CUPIDO, MICHAEL										

ANGIE 10/16/2016 10:00 AM Restricted Information Act Requested Unauthorized Release

8:14

INCIDENT RECALL

Incident	Time	Type	Pri	Disps	Address Location	Disps Rpt	Callers Name Callers Address Callers Phone	P-unit	Close Date/ Time	Operator
					BEAT TERV/DIST AREA					
12/05/13 09:10	PD/021			OK	location is		INDIS000GENERALD			HOBAN,BRIAN
12/05/13 09:10	Officer 1	Name:	CUPIDO,MICHAEL		location is		Officer 2 Name:			HOBAN,BRIAN
12/05/13 09:10	PD/039			OK	location is		INDIS000GENERALD			HOBAN,BRIAN
12/05/13 09:10	Officer 1	Name:	CISNEROS,DANIEL		location is		Officer 2 Name:			HOBAN,BRIAN
12/05/13 09:16	PD/522			OS	location is		INDIS000GENERALD			HOBAN,BRIAN
12/05/13 09:16	Officer 1	Name:	REEVES,DANIEL		location is		Officer 2 Name:			HOBAN,BRIAN
12/05/13 09:16	PD/522			OK	location is		INDIS000GENERALD			HOBAN,BRIAN
12/05/13 09:16	Officer 1	Name:	REEVES,DANIEL		location is		Officer 2 Name:			HOBAN,BRIAN
12/05/13 09:17	PD/014			OS	location is		INDIS000GENERALD			HOBAN,BRIAN
12/05/13 09:17	Officer 1	Name:			location is		Officer 2 Name:			HOBAN,BRIAN
12/05/13 09:17	PD/014			OK	location is		INDIS000GENERALD			HOBAN,BRIAN
12/05/13 09:17	Officer 1	Name:			location is		Officer 2 Name:			HOBAN,BRIAN
12/05/13 09:21	SOT REEVES CALLED FOR ROZ VINCENT TO CALL HIS CELL, SHE'S BEEN ABU			OS	location is		INDIS000GENERALD			BRISKILL,VALERIE
12/05/13 09:21	Officer 1	Name:			location is		Officer 2 Name:			HOBAN,BRIAN
12/05/13 09:31	PD/L30			OK	location is		INDIS000GENERALD			HOBAN,BRIAN
12/05/13 09:31	Officer 1	Name:			location is		Officer 2 Name:			HOBAN,BRIAN
12/05/13 10:24	Unit PD/546			reassigned to LPD120513067290						HOBAN,BRIAN
12/05/13 10:24	Officer 1	Name:	SOUTH,BRIAN				Officer 2 Name:			HOBAN,BRIAN
12/05/13 11:09	PD/L30			C	location is					LOTTI, ANGEL
12/05/13 11:09	Officer 1	Name:			location is		Officer 2 Name:			LOTTI, ANGEL
12/05/13 11:09	SUP			I	PD/L30					LOTTI, ANGEL
12/05/13 11:14	PD/534			C	location is					LOTTI, ANGEL
12/05/13 11:14	Officer 1	Name:			location is		Officer 2 Name:			LOTTI, ANGEL
12/05/13 11:39	None	Mail Attach Dt:	12/05/13	Tr:	11:39	Case:	PD04	Spec:		PAGE, GENT
12/05/13 11:39	Subject:	BID WILL CB W/ ETR TO H06								PAGE, GENT
12/05/13 11:40	Unit	PD/522			location:	199				PAGE, GENT
12/05/13 11:40	Officer 1	Name:	REEVES,DANIEL				Officer 2 Name:			PAGE, GENT
12/05/13 11:42	None	Mail Attach Dt:	12/05/13	Tr:	11:42	Case:	9995	Oper:		DELOSS, ERILY
12/05/13 11:42	Subject:	WHEN AFN CALLS WITH THEIR ETR FOR H00 STATION								DELOSS, ERILY
12/05/13 11:42	adv her to call us when she is 97 so we call 9711 the units at neg to let her									DELOSS, ERILY
12/05/13 11:42	in									DELOSS, ERILY
12/05/13 11:43	AFN ETR 30 H0N									KELSEY,CHRISTINE
12/05/13 11:45	PD/C126			OS	location is		INDIS000GENERALD			CISNEROS, PEDRO
12/05/13 11:45	Officer 1	Name:	CISNEROS, PEDRO		location is		Officer 2 Name:			CISNEROS, PEDRO
12/05/13 11:50	PD/C126			OS	location is		INDIS000GENERALD			HOBAN,BRIAN
12/05/13 11:50	Officer 1	Name:	CISNEROS, PEDRO		location is		Officer 2 Name:			HOBAN,BRIAN
12/05/13 11:50	PD/C126			OK	location is		INDIS000GENERALD			HOBAN,BRIAN
12/05/13 11:50	Officer 1	Name:	CISNEROS, PEDRO		location is		Officer 2 Name:			HOBAN,BRIAN
12/05/13 12:13	PD/3279			OS	location is		INDIS000GENERALD			KERR, RICHARD
12/05/13 12:13	Officer 1	Name:	KERR, RICHARD		location is		Officer 2 Name:			KERR, RICHARD
12/05/13 12:19	PD/3907			OK	location is		INDIS000GENERALD			HOBAN,BRIAN
12/05/13 12:19	Officer 1	Name:	SCHNITZ, VICTOR		location is		Officer 2 Name:			HOBAN,BRIAN
12/05/13 12:20	PD/0411			C	location is					HOBAN,BRIAN
12/05/13 12:20	Officer 1	Name:	HOWARD, LUIS				Officer 2 Name:			HOBAN,BRIAN
12/05/13 12:20	SUPP									HOBAN,BRIAN
12/05/13 12:20	Officer 1	Name:	HOWARD, LUIS				Officer 2 Name:			HOBAN,BRIAN
12/05/13 12:25	PD/8313			C	location is					UJLCOX, CHRISTINA
12/05/13 12:25	Officer 1	Name:	UJLCOX, CHRISTINA				Officer 2 Name:			UJLCOX, CHRISTINA

ANGIE 10/16/2016 10:21 AM
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INCIDENT RECALL

Incident	Time	Type	Pri	Disps	Address Location	Disp Rpt	Callers Name	Callers Address	Callers Phone	P-unit	Close Date/Time	Operator
12/05/13 12:26	PER 522	CORNER	ADU'D	TO RESPOND TO THE SCENE AND CONT CUPID BY CELL	BEAT	TERV/DIST	AREA					PAGE, GENT
12/05/13 12:29	PD/8339	C			location is							RICHARDSON, TAMAR
12/05/13 12:29	Officer 1 Name:	CLEARY, JOSEPH					Officer 2 Name:					RICHARDSON, TAMAR
12/05/13 12:29	SUP	I					PD/8339					RICHARDSON, TAMAR
12/05/13 12:30	PER 522	CORNER	THE CORNER THEY ARE GOING TO WAIT FOR NEXT OF KIN TO									DELOSS, EITLY
12/05/13 12:30	ARRIVE.....	CORNER	ADU'D									DELOSS, EITLY
12/05/13 12:30	Nonr	Hall	Attach	DC: 12/05/13 Th: 12:30	Cons:	FD02	Oper:	RICHARDSON, TAMAR				RICHARDSON, TAMAR
12/05/13 12:30	Subject:	PH2	1105	FOR PD UNIT FB NEEDED								RICHARDSON, TAMAR
12/05/13 12:36	LLL	TOW	ER	FOR (1) FB								DICKENS, THARSITH
12/05/13 12:38	PD/8237	C			location is							SANTOS, NEELY
12/05/13 12:38	Officer 1 Name:	SANTOS, NEELY					Officer 2 Name:					SANTOS, NEELY
12/05/13 12:42	PD/3773	OK			location is		INDISON, GERALD					RICHARDSON, TAMAR
12/05/13 12:42	Officer 1 Name:	MERR, RICHARD					Officer 2 Name:					RICHARDSON, TAMAR
12/05/13 12:46	PD/8237	OK			location is		INDISON, GERALD					HOGAN, BRIAN
12/05/13 12:46	Officer 1 Name:	SANTOS, NEELY					Officer 2 Name:					HOGAN, BRIAN
12/05/13 12:51	PD/T40	OS			location is		INDISON, GERALD					JENSEN, TID
12/05/13 12:51	Officer 1 Name:	JENSEN, TID					Officer 2 Name:					JENSEN, TID
12/05/13 12:52	PD/T40	OS			location is		INDISON, GERALD					HOGAN, BRIAN
12/05/13 12:52	Officer 1 Name:	JENSEN, TID					Officer 2 Name:					HOGAN, BRIAN
12/05/13 12:52	T40	WILL	MEET	TOW AT IND/FERN								HOGAN, BRIAN
12/05/13 12:52	Officer 1 Name:	JENSEN, TID					Officer 2 Name:					HOGAN, BRIAN
12/05/13 12:52	Unit	PD/T40			location:		IND/FERN					HOGAN, BRIAN
12/05/13 12:52	Officer 1 Name:	JENSEN, TID					Officer 2 Name:					HOGAN, BRIAN
12/05/13 12:52	Officer 1 Name:	JENSEN, TID			location is		IND/FERN					HOGAN, BRIAN
12/05/13 12:52	Officer 1 Name:	JENSEN, TID					Officer 2 Name:					HOGAN, BRIAN
12/05/13 12:57	Unit	PD/3907			location:		IND W/ TOW					HOGAN, BRIAN
12/05/13 12:57	Officer 1 Name:	SCHNITZ, UICTOR					Officer 2 Name:					HOGAN, BRIAN
12/05/13 12:57	PD/3907	ER			location is		IND W/ TOW					HOGAN, BRIAN
12/05/13 12:57	Officer 1 Name:	SCHNITZ, UICTOR					Officer 2 Name:					HOGAN, BRIAN
12/05/13 12:59	Incident	type	CHANGED	Front			Te: 1088					RICHARDSON, TAMAR
12/05/13 12:59	Response	Type	CHANGED	Front			Te: 107					RICHARDSON, TAMAR
12/05/13 12:59	Priority	CHANGED	Front				Tel:					RICHARDSON, TAMAR
12/05/13 13:02	PD/C330	OS			location is		INDISON, GERALD					HOGAN, BRIAN
12/05/13 13:02	Officer 1 Name:	ROBERTS, NIXE					Officer 2 Name:					HOGAN, BRIAN
12/05/13 13:02	PD/C330	OS			location is		INDISON, GERALD					HOGAN, BRIAN
12/05/13 13:02	Officer 1 Name:	ROBERTS, NIXE					Officer 2 Name:					HOGAN, BRIAN
12/05/13 13:02	PD/C330	OK			location is		INDISON, GERALD					HOGAN, BRIAN
12/05/13 13:02	Officer 1 Name:	ROBERTS, NIXE					Officer 2 Name:					HOGAN, BRIAN
12/05/13 13:09	PD/C330	C			location is							ROBERTS, NIXE
12/05/13 13:09	Officer 1 Name:	ROBERTS, NIXE					Officer 2 Name:					ROBERTS, NIXE
12/05/13 13:11	PD/3907	OS			location is		IND W/ TOW					SCHNITZ, UICTOR
12/05/13 13:11	Officer 1 Name:	SCHNITZ, UICTOR					Officer 2 Name:					SCHNITZ, UICTOR
12/05/13 13:12	PD/3907	OK			location is		IND W/ TOW					HOGAN, BRIAN
12/05/13 13:12	Officer 1 Name:	SCHNITZ, UICTOR					Officer 2 Name:					HOGAN, BRIAN
12/05/13 13:15	PD/T41	OS			location is		INDISON, GERALD					PAGE, GENT
12/05/13 13:15	Officer 1 Name:	HUNOZ, JOHN					Officer 2 Name:					PAGE, GENT
12/05/13 13:15	Unit	PD/T41			location:		LDC					PAGE, GENT
12/05/13 13:15	Officer 1 Name:	HUNOZ, JOHN					Officer 2 Name:					PAGE, GENT
12/05/13 13:15	PD/T41	OS			location is		LDC					PAGE, GENT

ANGIE 10/16/16
 Restricted Information
 Act Request
 Authorized Release

INCIDENT RECALL

Incident	Time	Type	Pri	Dispo	Address Location	Disp Rpt	Callers Name	Callers Address	Callers Phone	P-unit	Close Date/Time	Operator
12/05/13	13:15	Officer	1	Name: TUNOZ, JURN	BEAT TERV/DIST AREA	Officer 2 Name:				PAGE, GENT		
12/05/13	13:15	PD/T41		OK	location is LDC	Officer 2 Name:				PAGE, GENT		
12/05/13	13:15	Officer	1	Name: TUNOZ, JURN		Officer 2 Name:				PAGE, GENT		
12/05/13	13:16	Unit PD/8237		location: LDC						HOGAN, BRIAN		
12/05/13	13:16	Officer	1	Name: SAKTOS, NEELY		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	13:16	PD/8237		ER	location is LDC					HOGAN, BRIAN		
12/05/13	13:16	Officer	1	Name: SAKTOS, NEELY		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	13:21	PD/8237		OS	location is LDC					SAKTOS, NEELY		
12/05/13	13:21	Officer	1	Name: SAKTOS, NEELY		Officer 2 Name:				SAKTOS, NEELY		
12/05/13	13:22	PD/8237		OK	location is LDC					HOGAN, BRIAN		
12/05/13	13:22	Officer	1	Name: SAKTOS, NEELY		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	13:31	TOW LDC		GOING TO ADV LL TO RE-RESPOND TO M40 TO MOVE THE VEH TO P-DRY						PAGE, GENT		
12/05/13	13:32	PER R219		SUBJ IS IN RM #412,, ENTER THROUGH THE FRONT AND WILL HAVE TO						PAGE, GENT		
12/05/13	13:32	SHOW BRIDGE TO GET TO THE 4TH FLOOR								PAGE, GENT		
12/05/13	13:35	PD/R219		C	location is					PAGE, GENT		
12/05/13	13:35	Officer	1	Name: ARNOLD, CHRISTI		Officer 2 Name:				PAGE, GENT		
12/05/13	13:35	SUP		I	PD/R219					PAGE, GENT		
12/05/13	13:40	PD/C330		OK	location is INDISON/GENERAL					HOGAN, BRIAN		
12/05/13	13:40	Officer	1	Name: ROBERTS, NDE		Officer 2 Name:				HOGAN, BRIAN		
12/05/13	14:01	Incident		Associated to: LPO120513067336						FD02		
12/05/13	14:14	PD/8237		C	location is					SAKTOS, NEELY		
12/05/13	14:14	Officer	1	Name: SAKTOS, NEELY		Officer 2 Name:				SAKTOS, NEELY		
12/05/13	14:40	Unit PD/3907		reassigned to LPO120513067355						DELOSS, ETDLY		
12/05/13	14:40	Officer	1	Name: SCHNITZ, VICTOR		Officer 2 Name:				DELOSS, ETDLY		
12/05/13	15:01	PD/3907		OS	location is INDISON/GENERAL					DELOSS, ETDLY		
12/05/13	15:01	Officer	1	Name: SCHNITZ, VICTOR		Officer 2 Name:				DELOSS, ETDLY		
12/05/13	15:01	PD/3907		OS	location is INDISON/GENERAL					DELOSS, ETDLY		
12/05/13	15:01	Officer	1	Name: SCHNITZ, VICTOR		Officer 2 Name:				DELOSS, ETDLY		
12/05/13	15:01	Officer	1	Name: SCHNITZ, VICTOR		Officer 2 Name:				DELOSS, ETDLY		
12/05/13	15:04	PD/T41		C	location is					PAGE, GENT		
12/05/13	15:04	Officer	1	Name: TUNOZ, JURN		Officer 2 Name:				PAGE, GENT		
12/05/13	15:04	SUP			PD/T41					PAGE, GENT		
12/05/13	15:33	PD/3907		C	location is					DELOSS, ETDLY		
12/05/13	15:33	Officer	1	Name: SCHNITZ, VICTOR		Officer 2 Name:				DELOSS, ETDLY		
12/05/13	15:39	DRAssoc Inc		LPO120513067336 UPDRIS (dispo to NR)						PAGE, GENT		
12/05/13	16:01	PD/3773		C	location is					PAGE, GENT		
12/05/13	16:01	Officer	1	Name: KERR, RICHARD		Officer 2 Name:				KERR, RICHARD		
12/05/13	16:03	PD/8229		C	location is					KERR, RICHARD		
12/05/13	16:03	Officer	1	Name: MILLER, JEREMY		Officer 2 Name:				MILLER, JEREMY		
12/05/13	16:28	PD/T41		OS	location is INDISON/GENERAL					CLINTON, SHANNON		
12/05/13	16:28	Officer	1	Name: TUNOZ, JURN		Officer 2 Name:				CLINTON, SHANNON		
12/05/13	16:28	PD/T41		OK	location is INDISON/GENERAL					CLINTON, SHANNON		
12/05/13	16:28	Officer	1	Name: TUNOZ, JURN		Officer 2 Name:				CLINTON, SHANNON		
12/05/13	16:36	PD/T41		C	location is					TUNOZ, JURN		
12/05/13	16:36	Officer	1	Name: TUNOZ, JURN		Officer 2 Name:				TUNOZ, JURN		
12/05/13	18:06	PD/C4		C	location is					RICHARDSON, THAMM		
12/05/13	18:06	Officer	1	Name:		Officer 2 Name:				RICHARDSON, THAMM		
12/05/13	18:31	INDISON		BACK OPEN						CLINTON, SHANNON		

ANGIE 10/19/2017 2:15 AM Unauthorized Release of Restricted Information Act Requested

INCIDENT RECALL

Incident	Time	Type	Pri	Dispo	Address Location	Disp Rpt	Callers Name	Callers Address	Callers Phone	P-unit	Close Date/Time	Operator
12/05/13	18:31	Officer	1	Name: CUPIDO, MICHAEL	BERT TERVOLD	Officer 2 Name:					CLINTON, SHANNON	
12/05/13	18:31	Unit PD/821			location: LDC						CLINTON, SHANNON	
12/05/13	18:31	Officer	1	Name: CUPIDO, MICHAEL		Officer 2 Name:					CLINTON, SHANNON	
12/05/13	18:31	PD/821			location is LDC						CLINTON, SHANNON	
12/05/13	18:31	Officer	1	Name: CUPIDO, MICHAEL		Officer 2 Name:					CLINTON, SHANNON	
12/05/13	18:45	PD/522			location is						DELOSS, ETDLY	
12/05/13	18:45	Officer	1	Name: REEVES, DANIEL		Officer 2 Name:					DELOSS, ETDLY	
12/05/13	18:53	PD/821			location is LDC						CLINTON, SHANNON	
12/05/13	18:53	Officer	1	Name: CUPIDO, MICHAEL		Officer 2 Name:					CLINTON, SHANNON	
12/05/13	19:02	PD/C330			location is						ROBERTS, JIMIE	
12/05/13	19:02	Officer	1	Name: ROBERTS, JIMIE		Officer 2 Name:					ROBERTS, JIMIE	
12/05/13	19:07	Primary unit			CHANGED From: PD/B239					To: PD/T40	DELOSS, ETDLY	
12/05/13	19:07	PD/T40			location is						DELOSS, ETDLY	
12/05/13	19:07	Officer	1	Name: JENSEN, TID		Officer 2 Name:					DELOSS, ETDLY	
12/05/13	19:07	Disposition			CHANGED From:	To: RPT				Unit: PD/T40	DELOSS, ETDLY	
12/05/13	19:13	PD/821			location is						DELOSS, ETDLY	
12/05/13	19:13	Officer	1	Name: CUPIDO, MICHAEL		Officer 2 Name:					DELOSS, ETDLY	
12/05/13	19:13	SUP			PD/T21						DELOSS, ETDLY	
12/05/13	19:14	PD/809			location is						DELOSS, ETDLY	
12/05/13	19:14	Officer	1	Name: CISNEROS, DANIEL		Officer 2 Name:					DELOSS, ETDLY	
12/05/13	19:22	PD/C126			location is						CISNEROS, PEDRO	
12/05/13	19:22	Officer	1	Name: CISNEROS, PEDRO		Officer 2 Name:					CISNEROS, PEDRO	
12/05/13	20:24	PD/B239			location is						SORDA, ANGELA	
12/05/13	20:24	Officer	1	Name: BOULERICE, MICHAEL		Officer 2 Name:					SORDA, ANGELA	
12/05/16	12:14	Incident			Associated to: LPD120516068724					PO82	SCHULTE, KDI	
12/05/16	12:14	Disassoc Inc			LPD120516068724	UPDATE					SCHULTE, KDI	
12/05/16	12:14	Disassoc Inc			LPD120516068724	UPDATE					SCHULTE, KDI	
12/05/16	12:28	Disassoc Inc			LPD120516068724	UPDATE					SCHULTE, KDI	

==== Vehicle / Subject Information =====

NO VEHICLE OR SUBJECT RECORDS FOR EVENT LPD120516067271.

INCIDENT RECALL

SELECTION CRITERIA:

VEH PLATE :
 DATE :
 TIME :
 AGENCY :
 AREA :
 TYPE :
 OFFICER :
 ADDRESS :
 INCIDENT :
 FILTER :
 EXCL. HQT :
 SOURCE CD :
 AGENCY ID :

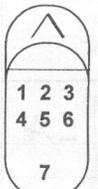
RESP IN :

RIVERSIDE POLICE DEPARTMENT - Restricted Information - Act Requested - UNKN018
 ANGIE 10/18/2012 8:11:58 AM Unauthorized Release

SPECIAL CONDITIONS PRELIMINARY REPORT ON DUTY EMERGENCY VEHICLE		NUMBER INJURED 1	HIT & RUN FELONY <input type="checkbox"/>	CITY RIVERSIDE	JUDICIAL DISTRICT RIVERSIDE	LOCAL REPORT NUMBER Pa2067271				
NUMBER KILLED 1		HIT & RUN MISDEMEANOR <input type="checkbox"/>	COUNTY RIVERSIDE	REPORTING DISTRICT C	BEAT 140					
LOCATION	COLLISION OCCURRED ON MADISON ST.			MO. DAY YEAR 05-13-12	TIME (2400) 6749	NCIC # 3313	OFFICER I.D. 1475			
	MILEPOST INFORMATION FEET/MILES OF			DAY OF WEEK S M T W T F S	TOW AWAY <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	PHOTOGRAPHS BY: <input type="checkbox"/> NONE				
	<input type="checkbox"/> AT INTERSECTION WITH <input checked="" type="checkbox"/> OR: 13 FEET/MILES S OF EMERALD ST.			STATE HWY REL <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		G. MATTHEWS #648				
PARTY 1	DRIVER'S LICENSE NUMBER [REDACTED]	STATE CA	CLASS C	AIR BAG M	SAFETY EQUIP.	VEH. YEAR 2009	MAKE/MODEL/COLOR FORD / CROWN VICTORIA BLK / WHT	LICENSE NUMBER 1333762	STATE CA	
DRIVER	NAME (FIRST, MIDDLE, LAST) MICHAEL JOHN BOURICE JR.			OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER			CITY OF RIVERSIDE			
PEDESTRIAN	STREET ADDRESS 8181 LINCOLN AVE.			OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER			8181 LINCOLN AVE. RUSD 92504			
PARKED VEHICLE	CITY/STATE/ZIP RIVERSIDE, CA 92504			DISPOSITION OF VEHICLE ON ORDERS OF: <input checked="" type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER			TRIPLE L TOWING - MALNOLIA STATION			
BICYCLIST	SEX M	HAIR BLN	EYES BLU	HEIGHT 5'09"	WEIGHT 184	BIRTHDATE Mo Day Year [REDACTED]	RACE W	PRIOR MECHANICAL DEFECTS: <input checked="" type="checkbox"/> NONE APPARENT <input type="checkbox"/> REFER TO NARRATIVE		
OTHER	HOME PHONE (951) 787-7911		BUSINESS PHONE		VEHICLE IDENTIFICATION NUMBER:					
INSURANCE CARRIER CITY OF RIVERSIDE SELF INSURED				POLICY NUMBER		VEHICLE TYPE 48		DESCRIBE VEHICLE DAMAGE <input type="checkbox"/> UNK. <input type="checkbox"/> NONE <input checked="" type="checkbox"/> MINOR <input type="checkbox"/> MOD. <input type="checkbox"/> MAJOR <input type="checkbox"/> ROLL-OVER		SHADE IN DAMAGED AREA
DIR OF TRAVEL N		ON STREET OR HIGHWAY MADISON ST.		SPEED LIMIT 35		CA _____ DOT _____		CAL-T _____ TCP/PSC _____ MC/MX _____		
PARTY 2	DRIVER'S LICENSE NUMBER	STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE/MODEL/COLOR	LICENSE NUMBER	STATE	
DRIVER	NAME (FIRST, MIDDLE, LAST) ISABEL PABLO			OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER			CITY OF RIVERSIDE			
PEDESTRIAN	STREET ADDRESS TRANSIENT			OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER			8181 LINCOLN AVE. RUSD 92504			
PARKED VEHICLE	CITY/STATE/ZIP RIVERSIDE, CA 92504			DISPOSITION OF VEHICLE ON ORDERS OF: <input type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER			TRIPLE L TOWING - MALNOLIA STATION			
BICYCLIST	SEX F	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE Mo Day Year [REDACTED]	RACE H	PRIOR MECHANICAL DEFECTS: <input type="checkbox"/> NONE APPARENT <input type="checkbox"/> REFER TO NARRATIVE		
OTHER	HOME PHONE		BUSINESS PHONE		VEHICLE IDENTIFICATION NUMBER:					
INSURANCE CARRIER				POLICY NUMBER		VEHICLE TYPE 60		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		SHADE IN DAMAGED AREA
DIR OF TRAVEL W		ON STREET OR HIGHWAY MADISON ST.		SPEED LIMIT 35		CA _____ DOT _____		CAL-T _____ TCP/PSC _____ MC/MX _____		
PARTY 3	DRIVER'S LICENSE NUMBER	STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE/MODEL/COLOR	LICENSE NUMBER	STATE	
DRIVER	NAME (FIRST, MIDDLE, LAST)			OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER			CITY OF RIVERSIDE			
PEDESTRIAN	STREET ADDRESS			OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER			8181 LINCOLN AVE. RUSD 92504			
PARKED VEHICLE	CITY/STATE/ZIP			DISPOSITION OF VEHICLE ON ORDERS OF: <input type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER			TRIPLE L TOWING - MALNOLIA STATION			
BICYCLIST	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE Mo Day Year	RACE	PRIOR MECHANICAL DEFECTS: <input type="checkbox"/> NONE APPARENT <input type="checkbox"/> REFER TO NARRATIVE		
OTHER	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		SHADE IN DAMAGED AREA
DIR OF TRAVEL		ON STREET OR HIGHWAY		SPEED LIMIT		CA _____ DOT _____		CAL-T _____ TCP/PSC _____ MC/MX _____		
PREPARER'S NAME T. JENSEN			DISPATCH NOTIFIED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A			REVIEWER'S NAME R. RINCE #558 POND			DATE REVIEWED 5/30/12	

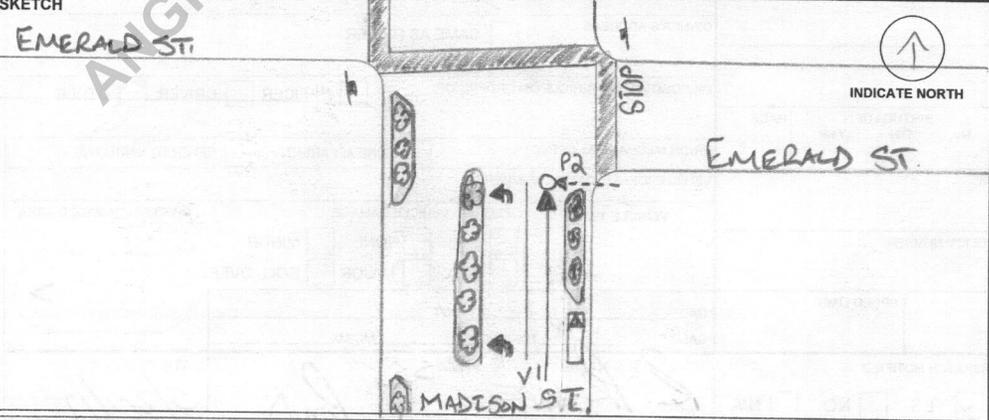
@ 6.14.12

DATE OF COLLISION (MO. DAY YEAR) 05-13-12	TIME (2400) 0749	NCIC # 3313	OFFICER I.D. 1475	NUMBER P12067271
OWNER'S NAME		OWNER'S ADDRESS		NOTIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO
PROPERTY DAMAGE		DESCRIPTION OF DAMAGE		

SEATING POSITION  <p>1 - DRIVER 2 TO 6 - PASSENGERS 7 - STATION WAGON REAR 8 - REAR OCC. TRK. OR VAN 9 - POSITION UNKNOWN 0 - OTHER</p>	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 - CELLPHONE HANDHELD B - CELLPHONE 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 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	
X A VC SECTION VIOLATED: CITED <input type="checkbox"/> YES <input type="checkbox"/> NO 21950 B OTHER IMPROPER DRIVING*	A CONTROLS FUNCTIONING				A HAZARDOUS MATERIAL				A STOPPED	
	B CONTROLS NOT FUNCTIONING*				B CELL PHONE HANDHELD IN USE			X	B PROCEEDING STRAIGHT	
	C CONTROLS OBSCURED				C CELL PHONE HANDSFREE IN USE				C RAN OFF ROAD	
	D NO CONTROLS PRESENT / FACTOR*	X	X		D CELL PHONE NOT IN USE				D MAKING RIGHT TURN	
C OTHER THAN DRIVER*	TYPE OF COLLISION				E SCHOOL BUS RELATED				E MAKING LEFT TURN	
D UNKNOWN*	A HEAD - ON				F 75 FT MOTORTRUCK COMBO				F MAKING U TURN	
	B SIDE SWIPE				G 32 FT TRAILER COMBO				G BACKING	
	C REAR END				H				H SLOWING / STOPPING	
	D BROADSIDE				I				I PASSING OTHER VEHICLE	
	E HIT OBJECT				J				J CHANGING LANES	
	F OVERTURNED				K				K PARKING MANEUVER	
	X G VEHICLE / PEDESTRIAN				L			X	L ENTERING TRAFFIC	
	H OTHER*				M				M OTHER UNSAFE TURNING	
	MOTOR VEHICLE INVOLVED WITH				N				N XING INTO OPPOSING LANE	
	A NON - COLLISION				O				O PARKED	
	X B PEDESTRIAN				OTHER ASSOCIATED FACTOR(S) (MARK 1 TO 2 ITEMS)					P MERGING
	C OTHER MOTOR VEHICLE	1	2	3						
	D MOTOR VEHICLE ON OTHER ROADWAY				A VC SECTION VIOLATED: CITED <input type="checkbox"/> YES <input type="checkbox"/> NO				R OTHER *	
	E PARKED MOTOR VEHICLE				B VC SECTION VIOLATED: CITED <input type="checkbox"/> YES <input type="checkbox"/> NO					
	F TRAIN				C VC SECTION VIOLATED: CITED <input type="checkbox"/> YES <input type="checkbox"/> NO					
	G BICYCLE				D					
	H ANIMAL:				E VISION OBSCUREMENT:					
	I FIXED OBJECT:				F INATTENTION*:					
	J OTHER OBJECT:				G STOP & GO TRAFFIC					
	PEDESTRIAN'S ACTIONS				H ENTERING / LEAVING RAMP					
	A NO PEDESTRIANS INVOLVED				I PREVIOUS COLLISION					
	B CROSSING IN CROSSWALK - AT INTERSECTION				J UNFAMILIAR WITH ROAD			X		
	C CROSSING IN CROSSWALK - NOT AT INTERSECTION				K DEFECTIVE VEH. EQUIP.: CITED <input type="checkbox"/> YES <input type="checkbox"/> NO					
	X D CROSSING - NOT IN CROSSWALK				L UNINVOLVED VEHICLE					
	E IN ROAD - INCLUDES SHOULDER				M OTHER*:					
	F NOT IN ROAD	X	X		N NONE APPARENT					
	G APPROACHING / LEAVING SCHOOL BUS				O RUNAWAY VEHICLE					



MISCELLANEOUS

AGI:
 16' WIE CLP - MADISON
 13' SIS CLP - EMERALD
 EMERALD ST. E. OF
 MADISON ST.

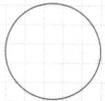
DATE OF COLLISION (MO. DAY YEAR) 05-13-12				TIME (2400) 0749		NCIC # 3313		OFFICER I.D. 1475				NUMBER P12067271							
WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ("X" ONE)				INJURED WAS ("X" ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED		
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER							
<input type="checkbox"/> #	<input type="checkbox"/>	51	F	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2					
NAME / D. O. B. / ADDRESS ISABEL PABLO [REDACTED] / TRANSIENT - RIVERSIDE													TELEPHONE						
(INJURED ONLY) TRANSPORTED BY: AMR AMBULANCE													TAKEN TO: RIVERSIDE COMMUNITY HOSPITAL						
DESCRIBE INJURIES SEVERE INJURIES																			
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DESCRIBE INJURIES																			
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DESCRIBE INJURIES																			
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																			
PREPARER'S NAME T. JENSEN				I.D. NUMBER 1475				MO. DAY YEAR 05-13-12				REVIEWER'S NAME				MO. DAY YEAR			

RIVERSIDE POLICE DEPT - Restricted Information - Act Request

ANGIE 10/18/2012 8:12:06 AM Unauthorized Release PROHIBITED

DATE OF COLLISION (MO. DAY YEAR)	TIME (2400)	NCIC #	OFFICER I.D.	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)



INDICATE
NORTH

RIVERSIDE POLICE DEPT - Restricted Information
Public Records Act Request
ANGIE 10/18/2012 8:12:08 AM Unauthorized Release PROHIBITED

PREPARED BY	I.D. NUMBER	MO. DAY YEAR	REVIEWER'S NAME	MO. DAY YEAR
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NARRATIVE/SUPPLEMENTAL

CHP 556 (REV 7-90) OPI 042

Page 4 of 5

DATE OF INCIDENT/OCCURRENCE 05-13-12		TIME (2400) 0749	NCIC NUMBER 3313	OFFICER I.D. NUMBER 1475	NUMBER P12-067271
"X" ONE <input checked="" type="checkbox"/> Narrative <input type="checkbox"/> Supplemental	"X" ONE <input checked="" type="checkbox"/> Collision report <input type="checkbox"/> Other	TYPE SUPPLEMENTAL ("X" APPLICABLE) <input type="checkbox"/> BA update <input type="checkbox"/> Hazardous materials <input type="checkbox"/> Fatal <input type="checkbox"/> School Bus <input type="checkbox"/> Hit and run update <input type="checkbox"/> Other:			
CITY/COUNTY/JUDICIAL DISTRICT Riverside / Riverside / Riverside			REPORTING DISTRICT/BEAT C/T40	CITATION NUMBER	
LOCATION/SUBJECT Madison St. south of Emerald St.			STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
1. Notification:					
2. On 05-13-12 at about 1200 hrs., I responded to Magnolia Police Station at the request of Sgt. Reeves to assist regarding an					
3. Officer involved traffic collision. I responded from Lincoln Station and arrived on scene at about 1215 hrs. All times, speeds					
4. and measurements are approximate.					
5.					
6. Facts:					
7. I initially responded to Magnolia Station to witness and handle the voluntary blood sample from D1. I witnessed the sample,					
8. obtained by AFN technician P. Vasquez #851 at 1224 hrs. I took possession of the blood sample and placed it into the					
9. blood evidence box at Magnolia Station. Sgt. Reeves requested that I respond to the collision scene and handle the initial					
10. collision report. I arrived at the collision scene at about 1300 hrs.					
11.					
12. I did not obtain any statements from involved parties or witnesses. I reviewed the video recorded by V1's in car Coban video					
13. recording system. Sgt. Reeves accessed and we reviewed the video at the Lincoln Station Watch Commander's office at					
14. about 1400 hrs. The video showed V1 traveling north on Madison St., and P2 entering the northbound lane of Madison St.					
15. from the south east corner of Madison St. and Emerald St. P2 appeared to be crossing Madison St., walking west in the					
16. northbound lane. I did not see P2 look to her left to check for vehicles traveling north on Madison St. at any time during the					
17. video.					
18.					
19. The area of Madison St. where this collision occurred is a straight, level, well traveled roadway consisting of one lane in					
20. each direction. The north and southbound lanes of Madison St. are divided by a raised center median for portions of the					
21. roadway, and painted lines for other portions of the roadway. The raised center medians contain trees and shrubs. There					
22. are raised planters along portions of both the east and west roadway edges. The raised planters also contain trees and					
23. shrubs. Visibility is limited by the trees, shrubs and bushes in the planter areas along both roadway edges and the center					
24. median. Madison St. has dedicated left turn lanes for both directions of travel at intersection with Emerald St. The					
25. intersection of Madison St. and Emerald St. is an offset intersection. Emerald St. west of Madison St. is located farther north					
26. of Emerald St. east of Madison St. There is a south facing, pedestrian crossing sign with an arrow on the northeast corner					
27. of Madison St. and Emerald St. There is a crosswalk marked by pavers, which contrast in color and texture, from the rest of					
28. the roadway. The arrow on the pedestrian crossing sign points to the crosswalk. Due to the offset intersection, the					
29. crosswalk crosses Madison St. from the northeast corner of Madison St. and Emerald St., to the southwest corner of					
30. Madison St. and Emerald. The same crosswalks made from pavers also cross Emerald St. on both sides of Madison St. P2					
31. was not crossing Madison St. in the crosswalk.					
PREPARER'S NAME AND I.D. NUMBER Tim Jensen 1475		DATE 05-13-12	REVIEWER'S NAME		DATE

NARRATIVE/SUPPLEMENTAL

CHP 556 (REV 7-90) OPI 042

Page 5 of 5

DATE OF INCIDENT/OCCURRENCE 05-13-12		TIME (2400) 0749	NCIC NUMBER 3313	OFFICER I.D. NUMBER 1475	NUMBER P12-067271
"X" ONE <input checked="" type="checkbox"/> Narrative <input type="checkbox"/> Supplemental	"X" ONE <input checked="" type="checkbox"/> Collision report <input type="checkbox"/> Other	TYPE SUPPLEMENTAL ("X" APPLICABLE) <input type="checkbox"/> BA update <input type="checkbox"/> Hazardous materials <input type="checkbox"/> Fatal <input type="checkbox"/> School Bus <input type="checkbox"/> Hit and run update <input type="checkbox"/> Other:			
CITY/COUNTY/JUDICIAL DISTRICT Riverside / Riverside / Riverside				REPORTING DISTRICT/BEAT C/T40	CITATION NUMBER
LOCATION/SUBJECT Madison St. south of Emerald St.				STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
1. Summary:					
2. D1 was driving V1 northbound on Madison St. P2 was walking westbound from the east side of Madison St., crossing the					
3. northbound lane of Madison St. Either D1 or P2 failed to yield to the other party. The front of V1 collided with P2 in the					
4. northbound lane of Madison St.					
5.					
6. Area of Impact (AOI):					
7. The area where the front of V1 collided with P2 was located in the northbound lane of Madison St., 14 feet west of the east					
8. curblin prolongation of Madison St., and 17 feet south of the south curblin prolongation of Emerald St., east of Madison					
9. St. The AOI was determined by video of the collision.					
10.					
11. Cause:					
12. I was unable to determine who caused this collision. It appears, based on information available at the time of this report,					
13. that D1 and/or P2 may have been in violation of 21950(a),(b) VC. The cause will be determined after further investigation.					
14.					
15. Recommendation:					
16. Follow up.					
17.					
18.					
19.					
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31.					
PREPARER'S NAME AND I.D. NUMBER Tim Jensen 1475		DATE 05-13-12	REVIEWER'S NAME		DATE

**Riverside Police Department
PROPERTY REPORT**

File No.
P12067271

Date/Time
05/13/12 -07:32

Type of Complaint 1180 - FATAL TRAFFIC COLLISION			Address Madison / Emerald			
Victim	DOB	Sex	Race	Address		
Arrestee / Suspect	DOB	Sex	Race	Address		
Arrestee / Suspect	DOB	Sex	Race	Address		
Arrestee / Suspect	DOB	Sex	Race	Address		
Finder	DOB	Sex	Race	Address	Phone No.	
By Officer(s) <i>JENSEN</i>	ID No. 1475	Supvr. Approving	RMC/RSC Case No.		Property Clerk	
Item	Owner	Itemize, Describe, List Serial Numbers... Only 1 Article per line			Prop. Loc.	Rel. Dispo
TLJ001		Property collected from the scene belonging to pedestrian.			LIN	
TLJ002		blood sample			MAG	

* Last Item *

RIVERSIDE POLICE DEPT - Restricted Information
Public Records Act Request
ANGIE 10/18/2012 8:12:14 AM Unauthorized Release Prohibited

AMERICAN FORENSIC NURSES

255 N. El Cielo Road, #140-195
Palm Springs, CA 92262
Office: (760) 323-6990 Fax: (760) 323-7555

No. — **595902**

REQUEST FOR SERVICE

Time Nurse/Tech Called: 1143 / Date: 5-13-12

ETA of Subject: on site / Location: Mag Station

Arrival time of Nurse/Tech at Location: 1200 / Case #: P12067271

Name of Subject: Boulterice Jr., Michael J / Puncture Site: (L) Arm

Witnessing Officer's Name: TIM JENSEN / I.D. No: 1475

Witnessing Officer's Signature: [Signature] / Agency: BPD

Nurse/Tech Signature: P. Vasquez # 851 / Time Work Completed: 1223 / 1224

BLOOD ALCOHOL	<input checked="" type="checkbox"/>	URINE ALCOHOL	<input type="checkbox"/>	CAL DNA	<input type="checkbox"/>
BLOOD DRUG	<input checked="" type="checkbox"/>	URINE DRUG	<input type="checkbox"/>	SIT DOWN	<input type="checkbox"/>
DNA	<input type="checkbox"/>	TASER REMOVAL	<input type="checkbox"/>	INTOXILIZER	<input type="checkbox"/>
DRY RUN	<input type="checkbox"/>	SUSPECT KIT	<input type="checkbox"/>	OTHER	<input type="checkbox"/>

COMMENTS: TC investigation

White & Yellow copy to AFN / Pink copy to Employee / Gold copy to Officer

Y07CS000171M 07/11

RIVERSIDE POLICE DEPT
Public Records
ANGIE 10/18/2012 8:12:16 AM Unauthorized Release

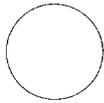
DATE OF COLLISION (MO. DAY YEAR) 05-13-12				TIME (2400) 0749				NCIC # 3313				OFFICER I.D. 1475				NUMBER P12 067271																																	
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PREPARER'S NAME J. MUÑOZ						I.D. NUMBER 1082						MO. DAY YEAR 05-13-12						REVIEWER'S NAME R PRINCE #538						MO. DAY YEAR 5/29/12																									

RIVERSIDE POLICE DEPT - Restricted Information - Public Records Act Request - Release Prohibited
 ANGIE 10/18/2012 8:12:18 AM Unauthorized Release Prohibited

@ 6-14-12

DATE OF COLLISION (MO. DAY YEAR) 05-13-12	TIME (2400) 0749	NCIC # 3313	OFFICER I.D. 1475	NUMBER P12 067 271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)



INDICATE
NORTH

RIVERSIDE POLICE DEPT - Restricted Information
Public Records Act Request
ANGIE 10/18/2012 8:12:20 AM Unauthorized Release PROHIBITED

PREPARED BY J. MUÑOZ	I.D. NUMBER 1082	MO. DAY YEAR 05-13-12	REVIEWER'S NAME	MO. DAY YEAR
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NARRATIVE/SUPPLEMENTAL

CHP 556 (REV 7-90) OPI 042

Page 3

DATE OF INCIDENT/OCCURRENCE 05-13-12		TIME (2400) 0749	NCIC NUMBER 3313	OFFICER I.D. NUMBER 1475	NUMBER P12-067271
"X" ONE <input type="checkbox"/> Narrative <input checked="" type="checkbox"/> Supplemental	"X" ONE <input checked="" type="checkbox"/> Collision report <input type="checkbox"/> Other	TYPE SUPPLEMENTAL ("X" APPLICABLE) <input type="checkbox"/> BA update <input type="checkbox"/> Hazardous materials <input checked="" type="checkbox"/> Fatal <input type="checkbox"/> School Bus <input type="checkbox"/> Hit and run update <input type="checkbox"/> Other:			
CITY/COUNTY/JUDICIAL DISTRICT Riverside/Riverside/Riverside				REPORTING DISTRICT/BEAT Central/T40	CITATION NUMBER
LOCATION/SUBJECT Madison St./Emerald St.				STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
1. Notification:					
2. On 05-13-12, at approximately 1300 hours, I was dispatched to assist officers near the intersections of Madison and					
3. Emerald. Ofc. T. Jensen had been dispatched to a vehicle versus pedestrian traffic collision. I contacted W-1 Neely					
4. Nakamura Riverside Police Identification Number#1490 who had been a witness to the above listed traffic collision earlier					
5. during the day. The following interview was conducted at the Riverside Police Lincoln Station located at 8181 Lincoln.All					
6. dates, times and speeds are approximate. The interview was recorded on my department issued PUMA digital recorder.					
7.					
8. Statements:					
9. W-1 Nakamura was identified by her valid CDL. She said she was traveling north on Madison from east-bound Lincoln just					
10. behind V-1. She said V-1 was being operated by D-1 Mike Boulerice. W-1 said she was traveling behind V-1, but did not					
11. speculate as to how far behind. She said she was operating her patrol vehicle at approximately 30-35 miles per hour. I					
12. asked W-1 if she had noticed any pedestrians in the crosswalk or anywhere in the street. W-1 informed me that she did not					
13. see anything. She specifically said she did not see any pedestrians in the street. She said she noticed V-1 swerve suddenly					
14. to the left and she heard something hit V-1's hood or the ground. I asked W-1 if she had noticed V-1 braking or slowing prior					
15. to the collision and she said she did not. I also asked W-1 if she had seen the actual collision and she said she had not.					
16.					
17. W-1 Nakamura said she then positioned her vehicle to prevent any traffic from approaching from the south. She said then					
18. began to assess P-1's condition and need for medical attention. I asked W-1 if she spoke with any witnesses at the scene					
19. of the collision and she said she had not. W-1 said she attempted to locate a family member in the crowd but was unable to					
20. find one. This was the conclusion of the interview. Prior to beginning the recording, W-1 told me that D-1 appeared					
21. distraught as he placed his hands over his face following the collision.					
22.					
23.					
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25.					
26.					
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30.					
31.					
PREPARER'S NAME AND I.D. NUMBER J. Munoz 1082		DATE 05-13-12	REVIEWER'S NAME		DATE

NARRATIVE/SUPPLEMENTAL

CHP 556 (REV 7-90) OPI 042

DATE OF INCIDENT/OCCURRENCE 05-13-12		TIME (2400) 0749	NCIC NUMBER 3313	OFFICER I.D. NUMBER 1475	NUMBER P12-067271
"X" ONE <input type="checkbox"/> Narrative <input checked="" type="checkbox"/> Supplemental	"X" ONE <input checked="" type="checkbox"/> Collision report <input type="checkbox"/> Other	TYPE SUPPLEMENTAL ("X" APPLICABLE) <input type="checkbox"/> BA update <input checked="" type="checkbox"/> Fatal <input type="checkbox"/> Hit and run update <input type="checkbox"/> Hazardous materials <input type="checkbox"/> School Bus <input type="checkbox"/> Other:			
CITY/COUNTY/JUDICIAL DISTRICT Riverside/Riverside/Riverside Superior				REPORTING DISTRICT/BEAT B/323	CITATION NUMBER
LOCATION/SUBJECT Madison St. /Emerald St., Riverside, CA 92504				STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
1. On 05/13/12, at approximately 0753 hours, I was dispatched to the area of Madison/Emerald to assist in obtaining witness					
2. statements. Upon arrival I contacted a Hispanic female (Ma De Los Angeles, DOB: [REDACTED] who said she witnessed the					
3. collision, but only spoke Spanish. I requested Officer Moyano take her statement.					
4.					
5. Next, I secured the area with yellow police tape, and waited on the perimeter until I was released by Sgt. Smith.					
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31. PREPARER'S NAME AND I.D. NUMBER S. Hunt 1680		DATE 05-13-12	REVIEWER'S NAME R. Prince #538		DATE 6/4/12

6.14.12

NARRATIVE/SUPPLEMENTAL

CHP 556 (REV 7-90) OPI 042

Page 1 of 2

DATE OF INCIDENT/OCCURRENCE 05-13-12		TIME (2400) 0749	NCIC NUMBER 3313	OFFICER I.D. NUMBER 1475	NUMBER P12-067271
"X" ONE <input type="checkbox"/> Narrative <input checked="" type="checkbox"/> Supplemental	"X" ONE <input type="checkbox"/> Collision report <input type="checkbox"/> Other	TYPE SUPPLEMENTAL ("X" APPLICABLE) <input type="checkbox"/> BA update <input checked="" type="checkbox"/> Fatal <input type="checkbox"/> Hazardous materials <input type="checkbox"/> School Bus <input type="checkbox"/> Hit and run update <input type="checkbox"/> Other:			
CITY/COUNTY/JUDICIAL DISTRICT Riverside/Riverside/Riverside				REPORTING DISTRICT/BEAT C/431	CITATION NUMBER
LOCATION/SUBJECT Madison St./Emerald St. Riverside CA 92504				STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
1. On 05-13-12 at about 0750 hours I responded to Madison St. cross of Emerald St. reference traffic control for a traffic					
2. accident. I arrived at about 0753 hours and blocked north bound traffic on Madison St. While on scene Ofcr. Hunt					
3. contacted me and asked me to obtain a statement from a witness who spoke Spanish only.					
4.					
5. W1/DE LOS ANGELES STATEMENT:					
6. I contacted W1/De Los Angeles , who was wearing a red top, in front of St. Anthony Church, 3074 Madison Ave. which is					
7. located west of were the incident occurred. While audio recording W1/De Los Angeles told me in Spanish that she was					
8. leaving the church at approximately 0745 hours when she noticed P1 walking west bound across Madison St. approximately					
9. 40 yards east of where she was standing. W1/De Los Angeles told me P1 continued to walk without stopping when she was					
10. hit by a police car. W1/De Los Angeles told me she did not notice if the Police car applied its brakes because all her					
11. attention was focused on P1 the entire time. The Police Officer then exited his vehicle and attempted to help P1.					
12.					
13. I stood where W1/De Los Angeles told me she was standing when she witnessed the incident. The view from the stairs					
14. which lead to the east entrance of St. Anthony Church, where she stood, was slightly obstructed by a tree. W1/De Los					
15. Angeles seemed disturbed from witnessing the incident and stated to an on looker that she was still shaking.					
16.					
17. W2/GAYTON STATEMENT:					
18. I contacted W2/Gayton who was identified by his California driver's license. While audio recording he told me he was					
19. working on his car in the driveway of 7458 Emerald, which is about 60 yards east of the AOI. W2/Gayton stated he saw a					
20. speeding police car hit P1. I pointed out W2/Gaytons location to him and asked him how he saw the car if his view would					
21. be blocked by a building. He then admitted he did not see the collision and only heard tires make a "Wusssss" sound.					
22. W2/Gayton looked at the direction of the sound and saw P1 lying in the street in front of a Police car.					
23.					
24.					
25.					
26.					
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29.					
30.					
31.					
PREPARER'S NAME AND I.D. NUMBER L. MOYANO 1694		DATE 05-13-12	REVIEWER'S NAME R. Rivas #558		DATE 6/4/12

Use previous editions until depleted.

90 57541GM

6.14.12

DATE OF COLLISION (MO. DAY YEAR) 05-13-12				TIME (2400) 0749	NCIC # 3313	OFFICER I.D. 1475	NUMBER P12-067271												
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 INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER							
<input checked="" type="checkbox"/> #1	<input type="checkbox"/>	37	F	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>							
NAME / D. O. B. / ADDRESS MA DE LOS ANGELES / [REDACTED]																			
(INJURED ONLY) TRANSPORTED BY: [REDACTED] TAKEN TO: [REDACTED]																			
DESCRIBE INJURIES																			
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																			
<input checked="" type="checkbox"/> #2	<input type="checkbox"/>	30	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"/>							
NAME / D. O. B. / ADDRESS ANGEL GAYTON / [REDACTED]																			
(INJURED ONLY) TRANSPORTED BY: [REDACTED] TAKEN TO: [REDACTED]																			
DESCRIBE INJURIES																			
<input type="checkbox"/> 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"/>							
NAME / D. O. B. / ADDRESS																			
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NAME / D. O. B. / ADDRESS																			
(INJURED ONLY) TRANSPORTED BY: [REDACTED] TAKEN TO: [REDACTED]																			
DESCRIBE INJURIES																			
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																			
PREPARER'S NAME L. MOYANO				I.D. NUMBER 1698				MO. DAY YEAR 05-13-12				REVIEWER'S NAME				MO. DAY YEAR			

RIVERSIDE POLICE DEPT - Restricted Information
 Public Records Act Request
 ANGIE 10/18/2012 8:12:27 AM Unauthorized Release - PROHIBITED

NARRATIVE/SUPPLEMENTAL

CHP 556 (REV 7-90) OPI 042

DATE OF INCIDENT/OCCURRENCE 05-13-12		TIME (2400) 0749	NCIC NUMBER 3313	OFFICER I.D. NUMBER 1475	NUMBER P12-067271
"X" ONE <input type="checkbox"/> Narrative <input checked="" type="checkbox"/> Supplemental	"X" ONE <input checked="" type="checkbox"/> Collision report <input type="checkbox"/> Other	TYPE SUPPLEMENTAL ("X" APPLICABLE) <input type="checkbox"/> BA update <input checked="" type="checkbox"/> Fatal <input type="checkbox"/> Hit and run update <input type="checkbox"/> Hazardous materials <input type="checkbox"/> School Bus <input type="checkbox"/> Other:			
CITY/COUNTY/JUDICIAL DISTRICT Riverside/Riverside/Riverside Superior				REPORTING DISTRICT/BEAT Central / B325	CITATION NUMBER
LOCATION/SUBJECT Madison St. & Emerald St. Riverside, CA 92504				STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
1. NARRATIVE: On 05-13-12 at about 0749 hours, I responded to the intersection of Madison St. & Emerald St. reference an					
2. injury collision. Upon arrival, I blocked Emerald St. E/B traffic which led into Madison St. using yellow Police tape. I					
3. remained at the perimeter until I was released from the scene by Sgt. Smith. No further information.					
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PREPARER'S NAME AND I.D. NUMBER D. Lim #1605		DATE 05-13-12	REVIEWER'S NAME R. Prince #538		DATE 6/4/12

EW 6.14.12

NARRATIVE/SUPPLEMENTAL

CHP 556 (REV 7-90) OPI 042

DATE OF INCIDENT/OCCURRENCE 05-13-12		TIME (2400) 0749	NCIC NUMBER 3313	OFFICER I.D. NUMBER 1475	NUMBER P12-067271
"X" ONE <input type="checkbox"/> Narrative <input checked="" type="checkbox"/> Supplemental	"X" ONE <input type="checkbox"/> Collision report <input type="checkbox"/> Other	TYPE SUPPLEMENTAL ("X" APPLICABLE) <input type="checkbox"/> BA update <input checked="" type="checkbox"/> Fatal <input type="checkbox"/> Hit and run update <input type="checkbox"/> Hazardous materials <input type="checkbox"/> School Bus <input type="checkbox"/> Other:			
CITY/COUNTY/JUDICIAL DISTRICT Riverside/Riverside/Riverside				REPORTING DISTRICT/BEAT C / B235	CITATION NUMBER
LOCATION/SUBJECT Emerald St and Madison St				STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
1. Witness Statement: Valdez, Christina Marie					
2.					
3. On the above date and time, I responded to intersection of Emerald St and Madison St.					
4. I spoke to Wit/Valdez who made the following statement: Wit/Valdez said she was standing on the south west corner of					
5. Emerald St and Madison St when she observed her "friend" walk from the opposite side (Pointing her right hand towards					
6. the east side of the street) of the street towards her location. She further stated that as her friend was "crossing in the					
7. crosswalk", a police car "hit her" (referring to her "friend"). Wit/Valdez was unable to tell me what her "friend" was doing prior					
8. to the collision and she was unable to point to the crosswalk at the time of my interview. I asked what her "friend's" name					
9. was, and she stated, "I don't know."					
10.					
11. After the brief statement, Wit/Valdez said she had nothing further to add and refused to answer any more of my questions.					
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31.					
PREPARER'S NAME AND I.D. NUMBER C. Carnahan 1378		DATE 05-13-12	REVIEWER'S NAME R PRINCE #538		DATE 6/11/12

REC 6.14.12

DATE OF COLLISION (MO. DAY YEAR) 05-13-12				TIME (2400) 0749				NCIC # 3313				OFFICER I.D. 1475				NUMBER P12-067271						
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 INJURY		COMPLAINT OF PAIN		DRIVER	PASS.	PED.	BICYCLIST	OTHER				
<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"/>
NAME / D. O. B. / ADDRESS CHRISTINA MARIE DIAMOND [REDACTED] TELEPHONE 951																						
(INJURED ONLY) TRANSPORTED BY: _____ TAKEN TO: _____																						
DESCRIBE INJURIES																						
<input type="checkbox"/> 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"/>
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(INJURED ONLY) TRANSPORTED BY: _____ TAKEN TO: _____																						
DESCRIBE INJURIES																						
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NAME / D. O. B. / ADDRESS _____ TELEPHONE _____																						
(INJURED ONLY) TRANSPORTED BY: _____ TAKEN TO: _____																						
DESCRIBE INJURIES																						
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																						
PREPARER'S NAME C. CARNAHAN																						
I.D. NUMBER 1378				MO. DAY YEAR 5-13-12				REVIEWER'S NAME				MO. DAY YEAR										

RIVERSIDE POLICE DEPT - Restricted Information
 Public Records Act Request
 ANGIE 10/18/2012 8:12:33 AM Unauthorized Release Prohibited

NARRATIVE/SUPPLEMENTAL

CHP 556 (REV 7-90) OPI 042

DATE OF INCIDENT/OCCURRENCE 05-13-12		TIME (2400) 0727	NCIC NUMBER 3313	OFFICER I.D. NUMBER 1475	NUMBER P12-067271
"X" ONE <input type="checkbox"/> Narrative <input checked="" type="checkbox"/> Supplemental	"X" ONE <input checked="" type="checkbox"/> Collision report <input type="checkbox"/> Other	TYPE SUPPLEMENTAL ("X" APPLICABLE) <input type="checkbox"/> BA update <input checked="" type="checkbox"/> Fatal <input type="checkbox"/> Hit and run update <input type="checkbox"/> Hazardous materials <input type="checkbox"/> School Bus <input type="checkbox"/> Other:			
CITY/COUNTY/JUDICIAL DISTRICT Riverside Riverside Riverside				REPORTING DISTRICT/BEAT Central B313	CITATION NUMBER
LOCATION/SUBJECT Madison St / Emerald St				STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
1. On the above listed date and time I was dispatched to assist with a traffic collision involving an on-duty emergency vehicle.					
2. Upon my arrival I saw P1 lying in the intersection with emergency medical personnel attending to her. I blocked SB traffic					
3. on Madison St at Peters street. I then proceeded to photograph the scene, including P1 and V1.					
4.					
5. After photographing, I collected some personal items (including an empty bottle of Vodka) of P1 that were left behind after					
6. she was transported. All of the property was located on the street in a pile approximately 10-15 feet south of P1's location					
7. where she received the initial medical aid. The property appeared to have been moved there by medical personnel in order					
8. to clear the area around P1. I later booked the items at Lincoln Station.					
9.					
10. I also remained on scene to assist with the perimeter until about 1230 hours.					
11.					
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29.					
30.					
PREPARER'S NAME AND I.D. NUMBER C. Wilcox 1608		DATE 05-13-12	REVIEWER'S NAME R. Ruess #538	DATE 6/14/12	DATE 6/14/12

6-14-12

**Riverside Police Department
PROPERTY REPORT**

File No.
P12067271

Date/Time
05/13/12 07:32

Type of Complaint 1180 - FATAL TRAFFIC COLLISION			Address Madison / Emerald		
Victim	DOB	Sex	Race	Address	
Arrestee / Suspect	DOB	Sex	Race	Address	
Arrestee / Suspect	DOB	Sex	Race	Address	
Arrestee / Suspect	DOB	Sex	Race	Address	
Finder	DOB	Sex	Race	Address	Phone No.

By Officer(s) <i>[Signature]</i>	ID No. <i>1605</i>	Supvr. Approving	RMC/RSC Case No.	Property Clerk
-------------------------------------	-----------------------	------------------	------------------	----------------

Item	Owner	Itemize, Describe, List Serial Numbers... Only 1 Article per line	Prop. Loc.	Rel. Dispo
CW0001		1 bottle potters vodka-mostly empty	LIN	
CW0002		black and white clothes which were cut from P1	LIN	
CW0003		small denim purse containing various personal items	LIN	

* Last Item *

RIVERSIDE POLICE DEPT - Restricted Information
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NARRATIVE/SUPPLEMENTAL

CHP 556 (REV 7-90) OPI 042

DATE OF INCIDENT/OCCURRENCE 05-13-12		TIME (2400) 0749	NCIC NUMBER 3313	OFFICER I.D. NUMBER 1475	NUMBER P12-067271
"X" ONE <input type="checkbox"/> Narrative <input checked="" type="checkbox"/> Supplemental		"X" ONE <input checked="" type="checkbox"/> Collision report <input type="checkbox"/> Other		TYPE SUPPLEMENTAL ("X" APPLICABLE) <input type="checkbox"/> BA update <input type="checkbox"/> Hazardous materials <input checked="" type="checkbox"/> Fatal <input type="checkbox"/> School Bus <input type="checkbox"/> Hit and run update <input type="checkbox"/> Other:	
CITY/COUNTY/JUDICIAL DISTRICT Riverside/ Riverside/ Riverside superior.				REPORTING DISTRICT/BEAT C/T41	CITATION NUMBER
LOCATION/SUBJECT Madison St. / Emerald St.				STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
1. Statements: 2. W-1 said he was driving his vehicle SB on Madison St. approaching the intersection with Emerald St. As W-1 was 3. approaching the intersection he saw P-1 standing on the south east corner of Madison St. and Emerald St. beginning to 4. cross the street, about forty feet south of the marked crosswalk. W-1 stopped his vehicle to allow P-1 to cross the street. As 5. his vehicle came to a stop W-1 made eye contact with P-1 who began to step off the curb. W-1 said he could not remember 6. if he actuly wavier her across or not. P-1 had paused and looked in W-1 direction. W-1 did not remember if P-1 looked the 7. other direction before she entered the road way. As P-1 stepped off the curb, W-1 saw V-1 driving N/B on Madison at 8. approximately 40 M.P.H. V-1 continued N/B on Madison and tried to avoid contact with P-1 by swerving to the left. V-1 9. struck P-1 about ten feet west of the east curb line. When V-1 came to a stop D-1 exited the vehicle and went to the 10. medical aid of P-1. 11. 12. W-1 did not believe D-1 saw P-1 standing on the curb attempting to cross the road beacuse P-1 was not in the marked 13. cross walk area. 14. 15. W-1 said he left the scene of the collision to take his kids who were inside the vehicle home. W-1 returned to the scene 16. about five minutes after the collision occurred to give his statement. 17. 18. After taking the above statement I remained on scene and held a perimeter spot until I was released by Sgt. Smith at 19. approximately 1215 hours. 20. 21. No further information. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.					
PREPARER'S NAME AND I.D. NUMBER J. Cleary 1683		DATE 05-13-12	REVIEWER'S NAME R. Rince #538		DATE 5/21/12

6-14-12

DATE OF COLLISION (MO. DAY YEAR) 05-13-12				TIME (2400) 0749				NCIC # 3313				OFFICER I.D. 1475				NUMBER P12-067271			
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 INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER							
<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 GOLDSTEIN, ROSS [REDACTED]																TELEPHONE			
(INJURED ONLY) TRANSPORTED BY:																TAKEN TO:			
DESCRIBE INJURIES																			
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																			
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NAME / D. O. B. / ADDRESS																TELEPHONE			
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DESCRIBE INJURIES																			
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(INJURED ONLY) TRANSPORTED BY:																TAKEN TO:			
DESCRIBE INJURIES																			
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																			
PREPARER'S NAME S. CLEARY				I.D. NUMBER 1683				MO. DAY YEAR				REVIEWER'S NAME				MO. DAY YEAR			

RIVERSIDE POLICE DEPT - Restricted Information
 Public Records Act Request
 ANGIE 10/18/2012 8:12:40 AM Unauthorized Release Prohibited

NARRATIVE/SUPPLEMENTAL

Page 1

DATE OF INCIDENT/OCCURRENCE 05/13/12	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. NUMBER 1475	NUMBER P12067271
Narrative Supplemental	Collision report <input type="checkbox"/> Other:	<input type="checkbox"/> BA update	<input type="checkbox"/> Fatal	<input type="checkbox"/> H&R update
CITY/COUNTY/JUDICIAL DISTRICT Riverside / Riverside / Riverside			REPORTING DISTRICT/BEAT C/A219	
LOCATION/SUBJECT Madison & Emerald				

1 On 5/13/12 at about 0809 hours I responded to Madison St and Emerald St reference an injury traffic
2 collision involving a police unit and a pedestrian. I was assigned by Sgt. Smith to respond to RCH where the
3 pedestrian was being transported.

4
5 While at the hospital I spoke with O2/Tomas, who told me he was O1/Pablo's son. O2/Tomas said his
6 brother, O3/Pedro, called him and told him that someone (not known to O2/Tomas) told O3/Pedro that
7 O1/Pablo was involved in a traffic collision. O2/Tomas did know where O1/Pablo lived, her age or date of
8 birth. O2/Tomas did not remember the last time he saw or talked to his mother. O2/Tomas was with his little
9 brother (O4/Lopez) who lives with him. Later O2/Tomas was able to get a birthdate from O3/Pedro however
10 he did not have any additional information on O1/Pablo.

11
12 Dr. Ybanez told me O1/Pablo had a broken neck, broken pelvis, head injury, and internal abdominal
13 bleeding. Dr. Ybanez said because of O1/Pablo's poor liver condition, her blood wasn't clotting and she
14 would not survive. I advised Sgt. Greenstein of O1/Pablo's condition. I waited at the hospital until Officer
15 Ouk relieved me at approximately 1300 hours.

16
17 Contact Information:

18 O1: Pablo, Isabela [REDACTED] address unknown

19 O2: Pablo, Tomas Pedro Gaspar [REDACTED]

20 O3: Pablo, Pedro [REDACTED]

21 O4: [REDACTED]

22

NARRATIVE/SUPPLEMENTAL

DATE OF INCIDENT/OCCURRENCE 05/13/12	TIME 0749 hours	NCIC NUMBER 3313	OFFICER I.D. NUMBER 1475 (T41)	NUMBER P12-067271
<input type="checkbox"/> Narrative	<input type="checkbox"/> Collision report	<input type="checkbox"/> BA update	<input checked="" type="checkbox"/> Fatal	<input type="checkbox"/> H&R update
<input checked="" type="checkbox"/> Supplemental <input type="checkbox"/> Other:				
CITY/COUNTY/JUDICIAL DISTRICT RIVERSIDE / RIVERSIDE / RIVERSIDE			REPORTING DISTRICT/BEAT Central NPC /T41	
LOCATION/SUBJECT Madison St. @ Emerald St.				

Facts:

On 05/13/12 at approximately 0749 hours, I received notification via radio that Officer Boulерice called for a supervisor to assist him at Madison and Emerald. I responded from the Lincoln Station and arrived on scene at approximately 0752 hours.

When I arrived on scene I saw the marked police car driven by Officer Boulерice (3934) in the N/b lane of Madison in the intersection of Emerald. Unit 3934 was facing in a N/W direction. Directly next to 3934 was another marked unit, 3930, in the N/B lane blocking access onto Madison at Emerald. This car was being driven by Officer Nakamura.

I saw a pedestrian lying in the roadway on the north side of the intersection of Madison and Emerald. The pedestrian's head was in an N/E direction and the feet were facing the S/W direction. Officer Boulерice approached me and told me he had struck a pedestrian. (See statement section for further information) I notified the Watch Commander, Sergeant Greenstein, and a MAIT response was requested.

Medical Aid was summoned prior to my arrival and had arrived a short time after me. I instructed Officers Carnahan, Nakamura, Lim, Wilcox, Cleary and Moyano to contact several people that were standing nearby in an effort to identify potential witnesses. Officers Carnahan, Cleary, Wilcox and Moyano were able to locate witnesses and they each conducted audio recorded interviews.

The pedestrian was stabilized at the scene and transported via Ambulance to Riverside Community Hospital. I had Officer C. Arnold go to the hospital to provide updates on the condition of the pedestrian.

I surveyed the scene and located several items of possible evidence. These items included a hair band, lighter, the pedestrian's shoe, POR of unit 3934 and the POR of the pedestrian. I had Officer Wilcox photograph the scene with the evidence markers in place.

I looked in both 3934 and 3930 and saw the COBAN recording devices were on. I saw the MDC in Unit 3934 (V/1) was powered on and the display screen was down and facing towards the driver seat at approximately 45 degrees. Officer Nakamura had placed her overhead lights on when she arrived on scene and her COBAN was recording. At my direction Officer Nakamura shut off the COBAN to preserve the recording and file number was entered to ensure it could be located at a later time. The COBAN in 3934 was left in the "on" position. Lieutenant Loftus responded to the scene later in the morning and was able to view and recover the video from Unit 3934.

Officer Boulерice was sent to the Magnolia Station with Officer Miller and they were told to stand by there for further direction. Prior to leaving the scene I asked Officer Boulерice if he had any of his personal effects on the police car. He said his backpack was in the car which contained his keys, personal items and his cell phone charger. I had Officer Miller go to the car and retrieve the backpack and then had them leave the scene.

Sergeant Reeves, Officer Cupido and Officer Cisneros arrived on scene to conduct the MAIT investigation. They were briefed on the incident and the scene was turned over to the MAIT team at 1030 hours.

PREPARER-S NAME AND I.D. NUMBER

Brian C. Smith #614

DATE

6/9/12

REVIEWER'S NAME

R. PRINCE #538 fowd 6/11/12

6.14.12

NARRATIVE/SUPPLEMENTAL

DATE OF INCIDENT/OCCURRENCE 05/13/12	TIME 0749 hours	NCIC NUMBER 3313	OFFICER I.D. NUMBER 1475 (T41)	NUMBER P12-067271
<input type="checkbox"/> Narrative	<input type="checkbox"/> Collision report	<input type="checkbox"/> BA update	<input checked="" type="checkbox"/> Fatal	<input type="checkbox"/> H&R update
<input checked="" type="checkbox"/> Supplemental		<input type="checkbox"/> Other:		
CITY/COUNTY/JUDICIAL DISTRICT RIVERSIDE / RIVERSIDE / RIVERSIDE			REPORTING DISTRICT/BEAT Central NPC /T41	
LOCATION/SUBJECT Madison St. @ Emerald St.				

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Statements:

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It was my belief that Officer Boulerice was going to interviewed in depth regarding the collision. As such, I limited my questioning of him in an effort to obtain the basic information needed to establish the need for additional resources and preserve the scene for the investigation.

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Officer Boulerice walked towards me when I arrived on scene. When I met him I could see his skin was ashen and his hands were trembling. He was, in my opinion, clearly shaken by the incident. He said, "Fuck Sarge, I can't believe I fucked up." I told him it was an accident and they are called accidents for a reason. He spontaneously stated, "I didn't even see her. I was looking down at my MDC."

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I took a brief statement from Officer Boulerice, commonly referred to as a "public safety statement." Officer Boulerice told me he was N/B on Madison from Lincoln approaching Emerald when his MDC "went off" indicating he had a message. He was looking down at his MDC and typing a response to the message he received as he continued driving N/B. Something caught his attention and he looked up to see a pedestrian crossing in front of him from his right to left (W/B). He "hit" his brakes and swerved to the left in an attempt to avoid the collision but was unsuccessful. He immediately exited his car and attempted to render aid to the pedestrian. He called for medical aid and supervision. I asked Officer Boulerice if he could help identify anyone that may have witnessed the collision or if the pedestrian had been with anyone else that may have seen the collision. He said he didn't see anyone else on the street or in the area that he remembered.

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As Officer Boulerice was telling me what happened he was making gestures with his hands. He had his right hand away from his body, bent at the elbow at close to 90 degrees. His fingers were fluttering up and down simulating a typing motion as he told me he had been typing a message on his MDC, his left hand was out in front of him in a position consistent with a 12 O'clock hold on a steering wheel. As he was simulating the typing motion his head was moving from up to down and right to left similar to a scanning motion with his head and eyes. He told me he had "logged in" on his COBAN prior to leaving the station and that it had been on but had not been purposefully activated to record. (The COBAN, once powered on, is constantly recording buffered video and that video can be recovered by trained personnel)

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Prior to sending Officer Boulerice to the Magnolia Station to wait for further direction I could see he was upset by the incident and still shaken. I told him again that it was an accident, it happened. He said, "Not to me. Fuck, I can't believe I may have killed her." I had him leave the scene but prior to him leaving I told him not to talk to anyone else about the accident until an Attorney or Representative was present with him.

Opinions and Conclusions:

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I have been a sworn police officer in the state of California since 1994. I have attended the 40 hours Basic Collision Investigations Course, the 40 hour Intermediate Collision Investigations Course (Skid Analysis) and the 80 hour Advance Collision Investigations Course. I was an Accident Investigator assigned to the Traffic Division for 4 ½ years. I have personally investigated or assisted with investigations of over 1000 collisions during my career. I have

NARRATIVE/SUPPLEMENTAL

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	NUMBER
05/13/12	J 0749 hours	3313	1475 (T41)	P12-067271

Narrative Collision report BA update Fatal H&R update
 Supplemental Other:

CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
RIVERSIDE / RIVERSIDE / RIVERSIDE	Central NPC /T41

LOCATION/SUBJECT
 Madison St. @ Emerald St.

1 investigated or assisted with investigations involving vehicular/pedestrian collisions in excess of 50 times. Those
 2 investigations have involved both low speed and high speed impacts. Part of the Advanced Collision Investigations
 3 curriculum includes information about the mechanics of vehicular/pedestrian collisions with respect to the physical
 4 response a pedestrian has during impact.

5
 6 Based on the aforementioned training and my experience with vehicular/pedestrian collisions I know that in
 7 order for a pedestrian to "vault" over a vehicle on impact the speed of the vehicle generally needs to exceed 40 M.P.H.
 8 In this particular case I believed the position of the pedestrian's POR was consistent with a collision under 40 M.P.H. I
 9 saw there were no pre or post impact skids, no indication of impending skids and no damage to the roof of V/1 which
 0 reinforced my opinion that the speed of V/1 was not in excess of 40 M.P.H.

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 4 NFI.

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 Public Records Act Request Prohibited
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NARRATIVE/SUPPLEMENTAL

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/2012	0749	3313	1475	P12067271
<input type="checkbox"/> Narrative	<input type="checkbox"/> Collision Report	<input type="checkbox"/> BA Update	<input checked="" type="checkbox"/> Fatal	<input type="checkbox"/> H&R update
<input checked="" type="checkbox"/> Supplemental				
CITY / COUNTY / JUDICIAL DISTRICT			REPORTING DISTRICT/BEAT	
Riverside / Riverside / Riverside				
LOCATION/SUBJECT				
Madison/Emerald, Riverside				

DETAILS:

On 05/13/2012, I was the assigned Traffic Supervisor for the officer involved collision at Madison and Emerald. As is routine in traffic collisions involving a fatality, I contacted D-1/Boulerice at the RPD Magnolia Station Conference Room. I asked him if he wished to voluntarily provide a blood sample. He said that he would provide the sample.

Officer Tim Jensen witnessed the blood draw and placed the sample into RPD Property as evidence. See his initial report for further details.

PREPARER'S NAME AND I.D. NUMBER
Sgt. D. Reeves #179

DATE
06/11/12

REVIEWER'S NAME
D. Reeves #538

DATE
6/14/12

6-14-12

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
05-13-2012	0749	3313	455	P12-067271

1 On Sunday May 13, 2012 at about 0905 hours I was called by Lt. Charrette reference an accident involving
2 an on duty Riverside Police Department car. Lt. Charrette asked me to respond to Madison and Emerald
3 so I could review the Coban Video and see if the accident was recorded.
4
5 Upon arrival I spoke to Sgt. Dan Reeves and asked him which vehicle was involved. Sgt. Reeves pointed
6 to Unit 3934 which was parked in the intersection and told me that was the primary vehicle. I got into the
7 vehicle and noticed the viewing screen was down and the unit was not recording. I then determined what
8 time the accident occurred and went back 125 minutes in the pre-event to see if the accident was captured.
9 I located the accident and then hit "record" so I could get a video recording of the accident. When a video
10 of an incident is made using the pre-event function there is no audio associated with the video. I then
11 obtained the file number from Officer Cupido and stopped the video and added the file number. I then
12 called out IT technician Reuel Hinojales and asked him to respond to the scene. While I was working on
13 the Coban I noticed what appeared to be a partial message typed on the MDC. I advised Officer Cupido of
14 the message and directed him to have photographs taken of the message. I did not request photos of the
15 Coban viewing screen.
16
17 Once Reuel Hinojales responded and I directed him to remove the hard drive from the unit and take it to
18 the Lincoln Station to be uploaded manually into the Coban Back Office Client. I also told him to do the
19 same for Officer Nakamura's unit's hard drive.
20
21 Once the hard drives were uploaded the videos are automatically wiped from the hard drives and saved on
22 the Coban server. New hard drives were then placed into both units.
23
24 I never spoke to Officer Boulerville out at the scene. I did speak to Officer Nakamura and advised her once
25 the Coban hard drive was replace in her unit she could start recording as necessary.
26

PREPARED BY
Lt. B. Loftus

I.D. NUMBER
0455

DATE
05-22-2012

REVIEWER'S NAME
K. RINCE #538

DATE
5/22/12

@ 6.14.12

NARRATIVE/SUPPLEMENTAL

Page /

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	NUMBER
05-13-2012	I 0749	3313	1475	P12-067271
Narrative	Collision report	<input type="checkbox"/> BA update	x Fatal	<input type="checkbox"/> H&R update
x Supplemental		<input type="checkbox"/> Other:		
CITY/COUNTY/JUDICIAL DISTRICT			REPORTING DISTRICT/BEAT	
Riverside / Riverside / Riverside			Central / M21	
LOCATION/SUBJECT				
Madison St / Emerald St				

1 **Notification:**

2 On 05-13-2012, around 0826 hours, I received a call from Sgt. Reeves due to being on call for the Major
3 Accident Investigation Team (MAIT). Sergeant Reeves advised of a collision involving a City of Riverside
4 Police vehicle at Madison St/Emerald St. Sergeant Reeves requested I respond to the scene. I arrived on
5 scene around 0910 hours and contacted Sergeant Brian Smith who briefed me on the collision.

7 **Assisting Officers:**

8 Sergeant Brian Smith (Patrol Supervisor)
9 Sergeant Reeves (MAIT / Traffic Supervisor)
10 Officer D. Cisneros (Measurement Rod man)
11 Officer Jensen (Scribe / Initial Fatal Collision Report)
12 Officer G. Matthews (Assisted on scene / Photographs of the Scene)

14 **Evidence and Measurements:**

15 Unless otherwise noted, all measurements are approximate and were obtained with a Nikon NPL-332
16 Total Station.

18 I was assigned the task of operating the Nikon Total Station instrument. Officer D. Cisneros and Officer
19 G. Matthews operated the measuring rod as required.

21 A Reference Point (R.P.) was established and marked with a monument marker in the south bound lanes
22 of Madison St (see factual diagram).

24 The Back Sight (B.S.) was measured with a steel tape measure and marked with a monument marker
25 26 ft. south of the Reference Point (R.P.). The Total Station was positioned over the Reference Point (R.P.)
26 and prepared for scene data collection by me.

27 X= 0'
28 Y= 0'
29 Elevation= 0'

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PREPARER'S NAME AND I.D. NUMBER
Michael Cupido #1021

DATE
5/22/12

REVIEWER'S NAME #538 DATE
R/PRINCE #538 5/22/12

6.14.12 @

NARRATIVE/SUPPLEMENTAL

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	NUMBER
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Narrative	Collision report	<input type="checkbox"/> BA update	X Fatal	<input type="checkbox"/> H&R update
X Supplemental	<input type="checkbox"/> Other:			
CITY/COUNTY/JUDICIAL DISTRICT				REPORTING DISTRICT/BEAT
Riverside / Riverside / Riverside				Central / M21
LOCATION/SUBJECT				
Madison St / Emerald St				

1 **Measurements:**

2 During the scene data collection process the evidence and other measurements points are assigned
3 specific point numbers by the instrument and descriptor codes by the operator. These point numbers and
4 descriptor codes are interpreted by the Total Station and "CRASH ZONE 9" CAD software and used to
5 process the raw data and convert it into coordinate data, evidence locations and line work. For specific
6 measurements refer to the attachments titled RAW DATA created with the "CRASH ZONE 9" CAD
7 software.

9 **Disposition:**

10 Refer to Traffic Division Detectives for follow-up.

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MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE/DIAGRAM

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IL-020-12

Riverside Police Department

MAIT SUPPLEMENTAL

This investigation was conducted by the California Highway Patrol (CHP) Inland Division Multidisciplinary Accident Investigation Team (MAIT).



MAIT PERSONNEL:

Sergeant L. Berns, ID 15244, Inland Division MAIT Team Leader
Officer P. Wester, ID 12500, Inland Division MAIT Investigator
Officer M. Seruga, ID 13311, Inland Division MAIT Investigator
Officer D. Finn, ID 13602, Inland Division MAIT Investigator
Officer P. Gray, ID 16186, Inland Division MAIT Investigator

SUBPOENAS FOR MAIT PERSONNEL SHOULD BE DIRECTED TO:

California Highway Patrol
Inland Division MAIT
847 East Brier Drive
San Bernardino, CA 92408-2820

Attention: Sergeant L. Berns

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE/DIAGRAM

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ANNEX A		
ANNEX B		

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INTRODUCTION

Notification

On Thursday, May 17, 2012, Riverside Police Detective R. Prince, ID 538, contacted the California Highway Patrol Inland Division MAIT, and requested assistance in the investigation of an automobile versus pedestrian collision that occurred on May 13, 2012. This collision involved a Riverside Police Department patrol vehicle and occurred within the jurisdictional boundary of the Riverside Police Department. Due to the nature of the incident, MAIT's assistance with the downloading and analysis of the patrol vehicle's Airbag and Powertrain Control Modules was requested.

On May 22, 2012, the following MAIT investigators responded to the Riverside Police Department's Field Operations Traffic Bureau:

Sergeant L. Berns
Officer P. Wester
Officer M. Seruga
Officer D. Finn

The following MAIT investigator assisted in this investigation at a later date:

Officer P. Gray

Issues

A limited investigation was requested, which included the following:

- Airbag and Powertrain Control Module Download and Analysis

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE/DIAGRAM

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CONTROL MODULE DOWNLOAD

Vehicle #1 (Ford Crown Victoria)

On Tuesday, May 22, 2012, MAIT Investigator Seruga responded to the Riverside Police Department to conduct the download of Vehicle #1. The ignition key for Vehicle #1 was retrieved and Investigator Seruga utilized a Vetronix Crash Data Retrieval (CDR) System to access both the Airbag and Powertrain Control Modules.

Airbag Control Module

Vehicle #1 was equipped with an Airbag Control Module (ACM), which is also known as a Restraint Control Module (RCM). The ACM is responsible for analyzing real-time driving conditions and other related variables to perform necessary safety measures in protecting occupants of the vehicle. These safety measures include decisions on whether or not to activate the vehicle's supplemental inflatable restraints (e.g., the front driver's and/or passenger airbags). In addition, the ACM communicates with, and records data from, internal and external sensors that provide data related to the collision, which may include engine RPM, throttle position, brake switch status and vehicle speed. The information is accessed and downloaded through proprietary hardware and software.

The ACM was queried via the Data Link Connector (DLC). Once power was supplied, the CDR System communicated with Vehicle #1's ACM and its data was imaged. From the data retrieved, it was determined that one side event was captured by the vehicle's ACM. The complete report is contained within Annex A.

Powertrain Control Module

The Powertrain Control Module (PCM) is designed to store vehicle speed, brake switch status, ABS status, accelerator pedal position, and other parameters for 20 seconds before the crash and 5 seconds after the crash at 0.2 second intervals. The module is designed to trigger a data "locking" signal when the airbags or seatbelt pretensioners deploy. Under some circumstances, such as electrical short circuits caused by crash damage, or complete power loss in the vehicle, the locking signal might not be triggered. In the absence of a locking signal, the recorder within the module is designed to continuously overwrite itself, and after 25 seconds of continuous power without a lock signal, the data relevant to the event is overwritten and lost.¹

The DLC cable, F-00K-108-287, in conjunction with the Ford PCM Adapter, F-00K-108-221, was attached to the DLC located under the dash of Vehicle #1. The DLC end was attached to the PCM adapter, which was then connected to the CDR unit.

¹ Police Car Accidents; Evidence Spoilation Risk Alert (CDR PCM); October 2007; Richard Ruth, Ruth Consulting; www.ruthconsulting.com

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE/DIAGRAM

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CONTROL MODULE DOWNLOAD

Vehicle #1 (Ford Crown Victoria)

Powertrain Control Module

The ignition key was moved to the ON position and the CDR System communicated with Vehicle #1 through the DLC to the PCM, and its data was imaged. The data contained in the PCM report indicated a restraint deployment control signal was not received. All efforts were employed to make certain that no spoliation of the data contained in the PCM occurred during the download process. The complete report is contained within Annex B.

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MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE/DIAGRAM

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CONTROL MODULE ANALYSIS

Vehicle #1 (Ford Crown Victoria)

Airbag Control Module

Vehicle #1's ACM was queried prior to the PCM and the data was imaged. The ACM recorded a side trigger event and did not send a Restraint Deployment Signal (RDS) flag to the PCM. No longitudinal crash pulse data was recorded by the ACM and indicated "No Data" in each Cumulative Delta V field.

The system status at the side trigger event indicated that the ignition cycle "Key On Time" at the start of the event was eight seconds. This recorded time is inconsistent with the circumstances of the collision and it was determined that the recorded data contained within the ACM was not associated with this collision event.

Powertrain Control Module

The PCM from Vehicle #1 was queried and the data downloaded. In this collision event, the PCM did not receive an RDS flag from the RCM via the vehicle data bus. As such, the data was not "locked" within the PCM.

Since the RDS flag was not received and the data was not "locked" within the PCM, the relative time of any potential initiating event was not set. It was also determined from the data that the "Key On Time" for all the recorded data was greater than 63.75 seconds. The time of 63.75 seconds is a maximum time determined by the module and indicated that the recorded data was not associated with this collision event.

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE/DIAGRAM

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CONCLUSIONS

Based on the analysis of the data contained with Vehicle #1's Airbag and Powertrain Control Modules, it was determined that the recorded data within each module was not associated with this collision event.

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IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

CDR File Information

User Entered VIN	2FAHP71V99X145964
User	M. Seruga
Case Number	IL-020-12
EDR Data Imaging Date	05/22/2012
Crash Date	05/13/2012
Filename	2FAHP71V99X145964_ACM.CDRX
Saved on	Tuesday, May 22 2012 at 14:22:57
Collected with CDR version	Crash Data Retrieval Tool 4.3
Reported with CDR version	Crash Data Retrieval Tool 4.3
EDR Device Type	Airbag Control Module
Event(s) recovered	Side trigger event

Comments

Riverside PD unit, at Riverside PD on Lincoln/Adams - imaged through DLC

Data Limitations

Limitations that are important for users of the Bosch Crash Data Retrieval (CDR) tool on this Ford product to know

Disclaimer: Ford Motor Company Restraint Control Modules (RCM's) were designed to record deceleration data for the purpose of understanding the approximate input data the Restraint Control Module used to determine whether or not to deploy restraint devices. Ford Motor Company RCM's were not designed for the purpose of assisting accident reconstructionists. Ford RCM modules do not record vehicle speed, throttle position, brake on-off, and other data desired by accident reconstructionists, which may be recorded in some 1999 model year and later General Motors modules. There is a second module in the vehicle, the Powertrain Control Module (PCM) which may record vehicle speed, brake, and throttle information. Proper precautions must be taken when reading the RCM not to spoliage the data in the PCM. Those precautions are discussed later in this document.

The time series deceleration data recorded by Ford's module during a crash is mathematically integrated into a partial Delta V by the Bosch tool. Delta_V is the change in velocity during the recording time and is NOT the speed the vehicle was traveling before the accident.

Accident reconstructionists must be aware of the limitations of the data recorded in Ford's control modules and should compare the recorded data with the physical evidence at the accident scene using professional accident reconstruction techniques (i.e. vehicle crush characteristics, momentum analysis, etc.) before making any assumptions about the import and validity of the data recorded in the module with respect to the crash event being analyzed. The following describes specific limitations that must be considered when analyzing recorded data.

1. There may be no deceleration data recorded in the module.
Loss of power (cut wires, damaged battery, crushed fuse box) to the module during or immediately after the crash may prevent the crash data from being written to NVM (non-volatile memory). A backup power supply within the module has sufficient power to continue to analyze the deceleration data and deploy restraint devices if needed, but there is limited backup power for recording.
2. If there are no deployment times recorded, but airbags or other restraint devices are observed to have deployed, the recorded data that you read after that event are most likely from a prior event. This module family does utilize backup power left over after any deployment to attempt to record information from the crash, and is much more likely to get a recording than prior modules, but it is still theoretically possible that there may not be any recording from a new event in which power is lost.
3. The recorded Longitudinal Delta V may understate or overstate the total Delta_V under certain circumstances.
 - 3.1. This module has two different displays with Delta V information. The cumulative longitudinal Delta V shown in the

system status section of the report reflects the change in forward velocity that the sensing system experienced from the point of algorithm entry to algorithm exit. The cumulative longitudinal Delta V may understate the Delta V slightly because the algorithm does not begin until the deceleration reaches a pre-specified level of approximately 2 G's, so the first one or two milliseconds of actual Delta V may not be included in the total.

3.2. If the acceleration levels measured exceed the sensor range of +/- 40G's, the data may be clipped and the area under the curve beyond +/-40G's will not be integrated in to the cumulative Delta V.

3.3. In addition to the cumulative Delta V, this module records and displays a time series up to 192 data points of longitudinal vehicle acceleration at 0.8 millisecond intervals from which a partial Delta V is calculated and displayed. The 192 data points consist of 64 data points post deployment, 1 at deployment, and 127 prior to deployment. Depending upon the time from algorithm wake up to deployment, the duration of the data in the graph may not be sufficient to reach the maximum or final Delta V of the collision.

3.4. The cumulative longitudinal Delta V is more likely than the graph to represent the Delta V of the complete crash because it will typically be over a longer duration. One purpose of looking at the graph is to determine if the G level exceeded the sensor range of +/- 40G's which would lead to under or over reporting Delta V.

3.5. The cumulative longitudinal Delta V is not the total resultant Delta V in anything other than a pure frontal collision. If the collision is angular, you must determine the Principal Direction of Force and divide by the cosine of the PDOF angle from frontal to get the total resultant Delta V.

3.6. The "Cumulative Delta V during the algorithm run time accurately reports observed delta-V for the period the RCM's decision making algorithm runs which may, in some cases, be longer than the actual crash pulse for a given event. For that reason, the reported Delta V may be different than a reconstruction based calculated Delta V for a given event. For example, during heavy slowing, such as braking or wheels locked from damage after the initial contact phase in a crash, the vehicle is capable of slowing as much as 2 mph per 100 milliseconds. If the algorithm runs for another 100 milliseconds beyond the end of the normally observed crash pulse, the data recorded may reflect an over reported event Delta V inasmuch as it includes the 2 mph from post contact braking observed while the system was still active. Similarly, after contact a vehicle may continue through the contact area to rest and may experience some level of positive X axis acceleration during that period. Even over a short period, some of that positive X axis acceleration may be observed by the RCM while the algorithm is still running and that may cause an under reporting of the delta-V relative to what may be calculated by a reconstructionist. Users should compare the reported algorithm run time to a normal crash duration of approximately 100-150 ms. If the algorithm run time is significantly longer than the reconstruction estimated crash duration, you may want to consider accounting for after contact acceleration - whether X positive or negative - where appropriate. End users using the crash pulse graph to estimate the event Delta V, should not include any speed loss accumulated as a function of braking prior to algorithm wake up in the event Delta V."

4. Event Recording Complete will indicate if data from the recorded event has been fully written to the RCM memory or if it has been interrupted and not fully written. Even if the event Recording Complete is "no", the data may still be valid. In general, fields with nonzero data written in them have been written successfully. The exception is passenger airbag occupant classification, which when unwritten displays "empty".

5. The module is not intended to record longitudinal acceleration/deceleration in a side-impact event. If the side impact generates a longitudinal deceleration component sufficient to wake up the frontal deployment algorithm, there may be a recording of longitudinal deceleration.

6. If there is any question that the restraint system did not perform as it was designed to perform, please read the system only through the diagnostic link connector. The Bosch CDR kit provides a connector to plug directly into the restraint control module. The Bosch CDR RCM Interface Cable connects only power, ground, and memory readout pins to the relevant vehicle restraint control module. The other pins normally connected to inputs, like sensors, and outputs, such as airbags, are not connected to anything when you use the RCM Interface Cable connector to plug directly into the module. Since the vehicle restraint control module is constantly monitoring airbag system readiness, it will detect that the connection to the input sensors and output airbags has been lost. The restraint control module will write a new diagnostic trouble code into memory for each device that is not connected. These new diagnostic trouble codes could potentially overwrite previously written diagnostic trouble codes present prior to the accident and spoil evidence necessary to determine if the restraint system performed in the accident as it was designed to perform. Not only could this prevent Ford from being able to determine if the system performed as it was designed to perform, but, regardless of innocent inadvertence, you could be charged with evidence spoliation in any litigation that may arise out of the accident. If you cannot read the module out through the diagnostic link connector, and if you suspect improper system performance, contact Ford Motor Company and request their assistance to read the module out with a proper vehicle simulator attached. If you choose to read out through the module small connector, Ford recommends that you do so in the vehicle and that you leave the second large connector plugged into the vehicle wiring harness to minimize the number of new diagnostic trouble codes created.

POWERTRAIN CONTROL MODULE DATA SPOILIATION CAUTIONS:

When reading the RCM users must use caution to not spoil data in the PCM. This Restraint Control Module does not record vehicle speed, braking, or throttle inputs prior to or during a collision event. There is a Powertrain Control Module (PCM) in this vehicle which records vehicle speed, brake, throttle angle and other parameters in a Data Recording Device (DRD), an EEPROM chip, whenever the key is in the run position. The PCM is intended to lock the recording if an airbag or safety belt pretensioner has deployed, and the vehicle data bus stays up long enough for the deploy signal from the RCM to reach the PCM. If the deploy signal has not reached the PCM and the PCM is powered, the DRD data can be overwritten by new data. If there is any doubt as to the PCM deployment lock status, the user must proceed with the understanding that the data may not be locked and could be overwritten if key power is turned on. It is recommended that the PCM not be key powered until it the EEPROM memory can be properly read out by a special procedure that prevents data from being overwritten. To read PCM data, follow the instructions in the CDR help file to determine which cable and adapter to use and how to connect to Ford PCMs for the purpose of downloading DRD data. The Bosch PCM readout cables and adapter are not included in the CDR kit and can be purchased directly from Bosch or through an authorized CDR tool distributor.

The PCM also has a diagnostic trouble code history kept in Keep Alive Memory (KAM). KAM is a form of RAM memory powered directly from the battery and is preserved as long as there is battery power to the PCM (the ignition key does not have to be on). If all power is removed from the PCM or the PCM exits flash mode after reading the Data Recording Device, KAM is cleared. The reader must make a judgment as to which data, DRD or KAM, is more likely to provide useful data for the situation at hand.

It has been Ford's experience that the DRD data is more useful than the KAM data when:

1. The airbag has deployed and it is likely that the DRD is locked and has data
2. Power was lost in the crash and KAM is already cleared due to power loss
3. Power has been depleted subsequent to the crash and KAM is already lost.
4. Crash damage makes it likely there are multiple codes in KAM due to accident damage which were not likely to be present before the crash, where it is difficult to isolate codes present before the crash that may have contributed to the cause of the crash.

The KAM data may be more valuable when there has been no airbag deployment and it is likely the key has been left on after the event such that no useful data is likely to remain in the DRD.

If there is insufficient information to make a judgment per the above, Ford's experience is that the DRD data is more likely to have significance, and that it is better to prioritize reading the DRD data first. To preserve the DRD data, unplug the PCM connectors while the RCM is being read.

AIRBAG MODULE DATA SOURCES:

All RCM recorded data is measured, calculated, and stored internally, sensors external to the RCM include the following:

1. The Driver and Passenger Belt Switch Circuits are wired directly to the RCM.
2. The Driver's Seat Track Position Switch Circuit is wired directly to the RCM.
3. The Side Impact Sensors (if equipped) are located at the base of the B-pillars and are wired directly to the RCM.
4. The Occupant Classification Sensor is located in the front passenger seat and transmits data directly to the RCM on a dedicated high-speed CAN bus.
5. Front Impact Sensors (right and left) are located on top of radiator support bracket.

02004_RCM-Takata2_r001

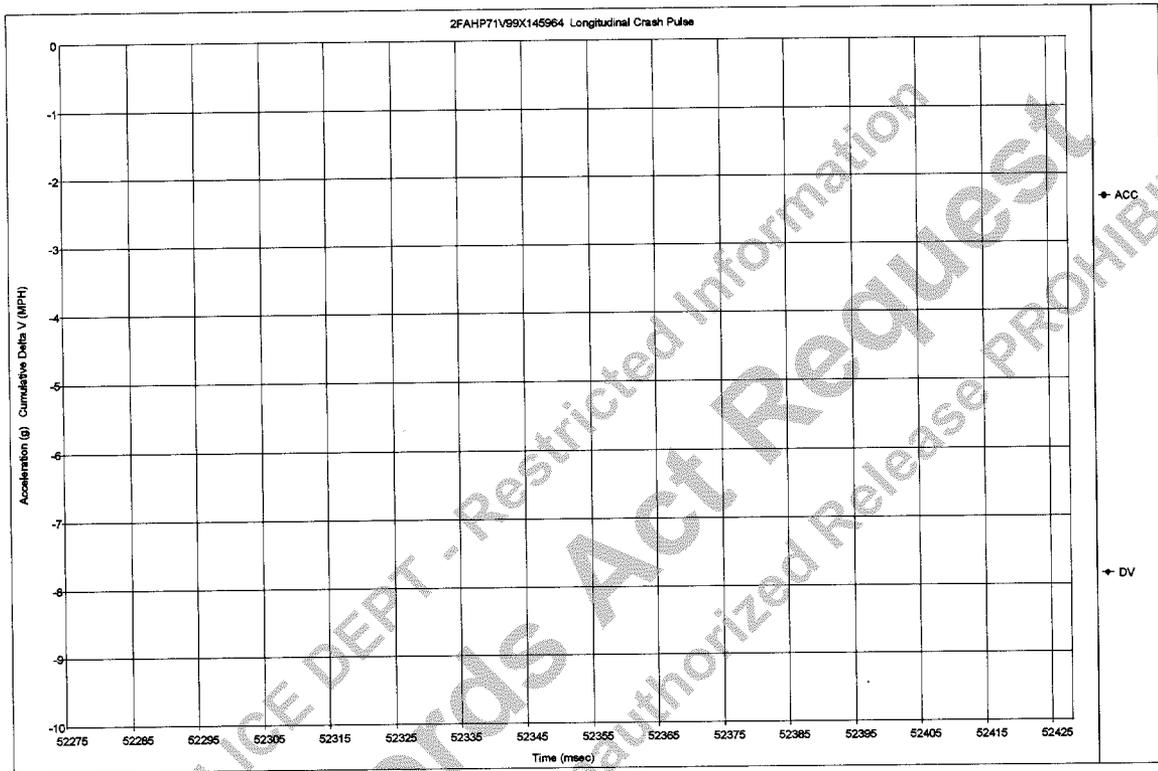
System Status at Time of Data Retrieval

Vehicle Identification Number	2FAHP71V99X145964
Module Serial Number	090690NB
Restraints Control Module Part Number	9W73-14B321-AA
Restraints Control Module Software Version Number	0
Restraints Control Module Software Date	September 7, 2005
Longitudinal velocity change during algorithm run time (MPH)	N/A
Algorithm run time (msec)	N/A
Deployment Counter	0
Restraints System Faults Present at time of read out.	No

System Status At Side Trigger Event

Ignition Cycle Key On Timer at Start of Side Event (sec)	8
Driver's Belt Switch Circuit Status	Unbuckled
Passenger's Belt Switch Circuit Status	Unbuckled
Driver seat forward of switch point	Rearward
Passenger occupant classification status	Indeterminate
Side Event Record Locked	No
Side Event Recording Complete	Yes

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Crash Pulse Data

Milliseconds	Long. Acceleration (Gs)	Long. Cumulative Delta V (MPH)
52275.2	No Data	No Data
52276.0	No Data	No Data
52276.8	No Data	No Data
52277.6	No Data	No Data
52278.4	No Data	No Data
52279.2	No Data	No Data
52280.0	No Data	No Data
52280.8	No Data	No Data
52281.6	No Data	No Data
52282.4	No Data	No Data
52283.2	No Data	No Data
52284.0	No Data	No Data
52284.8	No Data	No Data
52285.6	No Data	No Data
52286.4	No Data	No Data
52287.2	No Data	No Data
52288.0	No Data	No Data
52288.8	No Data	No Data
52289.6	No Data	No Data
52290.4	No Data	No Data
52291.2	No Data	No Data
52292.0	No Data	No Data
52292.8	No Data	No Data
52293.6	No Data	No Data
52294.4	No Data	No Data
52295.2	No Data	No Data
52296.0	No Data	No Data
52296.8	No Data	No Data
52297.6	No Data	No Data
52298.4	No Data	No Data
52299.2	No Data	No Data
52300.0	No Data	No Data
52300.8	No Data	No Data
52301.6	No Data	No Data
52302.4	No Data	No Data
52303.2	No Data	No Data
52304.0	No Data	No Data
52304.8	No Data	No Data
52305.6	No Data	No Data
52306.4	No Data	No Data
52307.2	No Data	No Data
52308.0	No Data	No Data
52308.8	No Data	No Data
52309.6	No Data	No Data
52310.4	No Data	No Data
52311.2	No Data	No Data
52312.0	No Data	No Data
52312.8	No Data	No Data

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Milliseconds	Long. Acceleration (Gs)	Long. Cumulative Delta V (MPH)
52313.6	No Data	No Data
52314.4	No Data	No Data
52315.2	No Data	No Data
52316.0	No Data	No Data
52316.8	No Data	No Data
52317.6	No Data	No Data
52318.4	No Data	No Data
52319.2	No Data	No Data
52320.0	No Data	No Data
52320.8	No Data	No Data
52321.6	No Data	No Data
52322.4	No Data	No Data
52323.2	No Data	No Data
52324.0	No Data	No Data
52324.8	No Data	No Data
52325.6	No Data	No Data
52326.4	No Data	No Data
52327.2	No Data	No Data
52328.1	No Data	No Data
52328.9	No Data	No Data
52329.7	No Data	No Data
52330.5	No Data	No Data
52331.3	No Data	No Data
52332.1	No Data	No Data
52332.9	No Data	No Data
52333.7	No Data	No Data
52334.5	No Data	No Data
52335.3	No Data	No Data
52336.1	No Data	No Data
52336.9	No Data	No Data
52337.7	No Data	No Data
52338.5	No Data	No Data
52339.3	No Data	No Data
52340.1	No Data	No Data
52340.9	No Data	No Data
52341.7	No Data	No Data
52342.5	No Data	No Data
52343.3	No Data	No Data
52344.1	No Data	No Data
52344.9	No Data	No Data
52345.7	No Data	No Data
52346.5	No Data	No Data
52347.3	No Data	No Data
52348.1	No Data	No Data
52348.9	No Data	No Data
52349.7	No Data	No Data
52350.5	No Data	No Data
52351.3	No Data	No Data
52352.1	No Data	No Data
52352.9	No Data	No Data

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Milliseconds	Long. Acceleration (Gs)	Long. Cumulative Delta V (MPH)
52353.7	No Data	No Data
52354.5	No Data	No Data
52355.3	No Data	No Data
52356.1	No Data	No Data
52356.9	No Data	No Data
52357.7	No Data	No Data
52358.5	No Data	No Data
52359.3	No Data	No Data
52360.1	No Data	No Data
52360.9	No Data	No Data
52361.7	No Data	No Data
52362.5	No Data	No Data
52363.3	No Data	No Data
52364.1	No Data	No Data
52364.9	No Data	No Data
52365.7	No Data	No Data
52366.5	No Data	No Data
52367.3	No Data	No Data
52368.1	No Data	No Data
52368.9	No Data	No Data
52369.7	No Data	No Data
52370.5	No Data	No Data
52371.3	No Data	No Data
52372.1	No Data	No Data
52372.9	No Data	No Data
52373.7	No Data	No Data
52374.5	No Data	No Data
52375.3	No Data	No Data
52376.1	No Data	No Data
52376.9	No Data	No Data
52377.7	No Data	No Data
52378.5	No Data	No Data
52379.3	No Data	No Data
52380.1	No Data	No Data
52380.9	No Data	No Data
52381.7	No Data	No Data
52382.5	No Data	No Data
52383.3	No Data	No Data
52384.1	No Data	No Data
52384.9	No Data	No Data
52385.7	No Data	No Data
52386.5	No Data	No Data
52387.3	No Data	No Data
52388.1	No Data	No Data
52388.9	No Data	No Data
52389.7	No Data	No Data
52390.5	No Data	No Data
52391.3	No Data	No Data
52392.1	No Data	No Data
52392.9	No Data	No Data

RIVERSIDE POLICE Request for Information Case PROHIBITED
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Milliseconds	Long. Acceleration (Gs)	Long. Cumulative Delta V (MPH)
52393.7	No Data	No Data
52394.5	No Data	No Data
52395.3	No Data	No Data
52396.1	No Data	No Data
52396.9	No Data	No Data
52397.7	No Data	No Data
52398.5	No Data	No Data
52399.3	No Data	No Data
52400.1	No Data	No Data
52400.9	No Data	No Data
52401.7	No Data	No Data
52402.5	No Data	No Data
52403.3	No Data	No Data
52404.1	No Data	No Data
52404.9	No Data	No Data
52405.7	No Data	No Data
52406.5	No Data	No Data
52407.3	No Data	No Data
52408.1	No Data	No Data
52408.9	No Data	No Data
52409.7	No Data	No Data
52410.5	No Data	No Data
52411.3	No Data	No Data
52412.1	No Data	No Data
52412.9	No Data	No Data
52413.7	No Data	No Data
52414.5	No Data	No Data
52415.3	No Data	No Data
52416.1	No Data	No Data
52416.9	No Data	No Data
52417.7	No Data	No Data
52418.5	No Data	No Data
52419.3	No Data	No Data
52420.1	No Data	No Data
52420.9	No Data	No Data
52421.7	No Data	No Data
52422.5	No Data	No Data
52423.3	No Data	No Data
52424.1	No Data	No Data
52424.9	No Data	No Data
52425.7	No Data	No Data
52426.5	No Data	No Data
52427.3	No Data	No Data
52428.1	No Data	No Data

Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

0000: 30 30 30 32 46 41 48 50 37 31 56 39 39 58 31 34
0010: 35 39 36 34 00 BB FF 00 00 D9 00 00 F8 29 05 A1
0020: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0030: 0E 22 0E 2B 39 56 0A 12 03 CC 30 30 07 0D 26 BC
0040: BC BC BC 0D 20 20 BC BC BC BC BC BC BC BC 00
0050: 00 00 BC BC BC 05 80 39 57 37 33 00 00 B5 1C C4
0060: 09 32 00 BB FF DB FD 7C 01 EF 61 56 1D EF 61 56
0070: 1D 32 34 32 37 37 33 37 2D 41 41 20 20 AD A8 94
0080: 8F 55 50 42 3E 62 41 00 00 00 E8 FF 87 ED 4F FC
0090: 0F C0 02 20 10 08 04 00 00 00 00 00 C0 FF 0F C0
00A0: 00 00 00 0C 00 00 00 00 30 01 88 8B 73 29 19 02
00B0: 30 01 88 8B 73 29 19 02 20 01 88 8B 73 29 19 02
00C0: 20 01 88 8B 73 29 19 02 BC 1E 00 00 00 00 00 00
00D0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00E0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00F0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0100: 00 00 30 39 30 36 39 30 4E 42 30 30 38 33 34 38
0110: 45 46 30 30 38 32 43 39 36 32 30 30 38 42 41 43
0120: 44 36 30 30 38 38 36 41 35 37 68 70 83 55 07 62
0130: 91 48 A9 E2 13 02 21 00 00 00 84 69 03 00 00 00
0140: 03 00 03 00 00 00 03 00 05 00 00 00 05 00 01 81
0150: 7C 00 04 1E 00 00 02 00 D2 1F 00 00 02 00 42 20
0160: 00 00 00 00 0A 80 A7 40 05 1E 00 00 03 00 D3 1F
0170: 00 00 03 00 42 20 00 00 00 00 0A 80 9C 6B 05 1E
0180: 00 00 03 00 D3 1F 00 00 03 00 42 20 00 00 00 00
0190: 09 80 00 00 00 00 00 00 00 00 00 00 00 00 00 00
01A0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
01B0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
01C0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
01D0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
01E0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
01F0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0200: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0210: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0220: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0230: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0240: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0250: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0260: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0270: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0280: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0290: 00 00 00 10 00 00 00 10 80 00 00 00 00 00 00 00
02A0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 10
02B0: 00 00 00 00 00 00 00 00 00 00 00 00 CC CC 00 00
02C0: AA F0 3F 03 33 41 42 39 38 39 38 44 20 00 00 00
02D0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
02E0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
02F0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0300: 00 01 0A 02 02 01 00 01 00 02 00 06 00 14 01 00
0310: 00 00 00 05 06 04 01 02 05 05 04 06 23 00 00 00
0320: CC 01 00 00 00 00 00 00 55 00 00 00 E8 03 00 05
0330: 25 02 08 02 C2 33 C4 00 C0 01 44 00 A0 00 84 03



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0340: 86 01 99 02 7F 03 19 00 9A 01 FE FF C3 00 77 01
0350: 08 02 20 03 8F 01 84 03 D0 07 20 03 FE FF E8 03
0360: F4 01 85 00 64 00 14 00 BD 00 BD 00 00 00 07 07
0370: 08 00 00 04 03 03 00 00 A5 00 79 00 00 07 00 05
0380: DF 00 8F 01 17 02 F9 00 BB 02 B4 00 8F 01 96 00
0390: 54 01 E8 03 62 0E 26 07 00 00 00 00 00 00 00 00
03A0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
03B0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
03C0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
03D0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
03E0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
03F0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0400: 00 01 07 08 02 00 00 00 00 00 00 04 04 05 05 05
0410: 05 06 03 05 06 01 01 01 70 01 02 02 6D 00 00 01
0420: 00 01 00 02 00 01 00 01 00 01 00 01 64 00 31 00
0430: 64 00 00 00 64 00 00 00 00 00 00 31 00 00 00 64 00
0440: C8 00 FA 00 3F 01 82 00 82 00 C7 00 4A 01 64 00
0450: A5 00 93 00 93 00 64 00 2C 01 2C 01 5E 01 20 03
0460: 90 01 C8 00 DC 00 9D 03 C3 00 2C 01 0E 01 96 00
0470: 00 00 AF 00 8A 02 90 01 54 01 2C 01 58 02 4F 01
0480: B0 04 BC 02 58 02 90 01 04 01 2C 01 4B 00 6E 00
0490: A0 00 90 01 F4 01 72 01 90 01 E0 15 00 00 84 03
04A0: 8A 02 14 05 02 61 00 00 00 00 00 00 00 00 00 00
04B0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
04C0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
04D0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
04E0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
04F0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0500: 00 01 08 01 01 01 05 04 04 07 06 04 05 01 1D 00
0510: 00 01 00 18 00 01 00 00 00 00 00 00 00 00 03 00
0520: 34 03 ED 01 20 03 A4 01 57 01 4A 04 02 02 BC 02
0530: F4 01 DB 00 F0 00 82 00 F4 01 FA 00 44 00 FA 00
0540: FA 00 17 C8 03 70 86 00 00 00 00 00 00 00 00 00
0550: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0560: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0570: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0580: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0590: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
05A0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
05B0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
05C0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
05D0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
05E0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
05F0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0600: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0610: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0620: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0630: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0640: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0650: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0660: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0670: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0680: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0690: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
06A0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
06B0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
06C0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
06D0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
06E0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
06F0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0700: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0710: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

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RIVERVIEW INFORMATION REQUEST Release PROHIBITED

0B00: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0B10: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0B20: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0B30: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0B40: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0B50: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0B60: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0B70: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0B80: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0B90: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0BA0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0BB0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0BC0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0BD0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0BE0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0BF0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0C00: D4 0E 82 89 84 77 83 8D 82 6D 78 90 90 7F 7B 87
0C10: 8A 79 6F 84 98 91 77 6A 77 89 8A 7F 7E 8C 99 7A
0C20: 5B 68 7A 82 88 89 8B 83 70 6D 83 96 87 73 7D 8F
0C30: 8B 83 84 86 7D 70 6F 7E 82 77 78 82 89 88 89 8B
0C40: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0C50: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0C60: 00 00 00 00 00 00 00 00 00 00 82 81 80 7F 7E 7E
0C70: 7E 7F 80 81 82 82 81 7F 80 80 7F 80 80 80 80 7F
0C80: 7F 7F 80 80 80 7F 7F 7F 7E 7F 80 80 80 80 80 7F
0C90: 7F 80 80 80 7F 7F 80 80 80 81 81 80 7F 7F 7E 7E
0CA0: 81 80 80 81 80 7F 7F 7F 7D 7E 80 80 80 81 82 80
0CB0: 7E 7E 7E 7E 7F 80 81 80 81 81 82 81 81 82 7F 7A
0CC0: 7B 7D 80 82 85 86 82 7C 7B 7C 7E 80 82 83 86 85
0CD0: 82 80 7C 7C 7E 82 81 7F 7D 7E 7F 80 82 82 80 7F
0CE0: 7F 7F 7F 7F 80 80 80 80 7F 80 7F 7F 80 80 80 7F
0CF0: 7F 7F 7F 80 80 80 80 7F 7F 80 80 80 80 7F 7F 7F
0D00: 7F 80 80 80 7E 7E 81 7D 7F 83 85 7F 7F 80 7E 7A
0D10: 7F 82 81 80 83 80 7D 7B 7E 7E 7E 81 82 7F 7E 7E
0D20: 82 81 82 85 81 79 77 78 7E 83 86 88 83 7B 79 76
0D30: 7B 84 01 00 0D 60 E9 01 08 00 20 00 20 00 3E 00
0D40: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 1F 00
0D50: 1F 00 0B 00 00 00 B3 B3 00 00 00 00 00 B3 B3 00
0D60: 00 00 00 00 00 00 00 00 00 00 00 00 00 3E 00 00
0D70: 80 7F 00 3D 11 10 11 10 80 97 00 AA 7D BD 00 00
0D80: FC 1A 00 00 01 00 00 00 00 00 00 00 00 30 00 0A
0D90: 05 00 00 30 00 00 0A 05 00 00 30 00 00 0A 05 00
0DA0: 00 30 01 00 0A 05 00 00 30 00 00 0A 05 00 00 03
0DB0: 00 01 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0DC0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0DD0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0DE0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0DF0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0E00: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0E10: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0E20: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0E30: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0E40: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0E50: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0E60: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0E70: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0E80: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0E90: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0EA0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0EB0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0EC0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
0ED0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

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OEE0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OEF0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OF00: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OF10: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OF20: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OF30: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OF40: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OF50: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OF60: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OF70: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OF80: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OF90: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OFA0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OFB0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OFC0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OFD0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OFE0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
OFF0: 00 00 00 00 00 00 00 00 00 00 00 00 00 00 A5
C943 00 06 01 09
E200 09 07 69
E217 14 0B 03 21
E219 00 00
E21A 39 57 37 33
E221 30 39 30 36
E222 39 30 4E 42
E300 30 30 30 32
E301 46 41 48 50
E302 37 31 56 39
E303 39 58 31 34
E304 35 39 36 34
```

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The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.



IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

CDR File Information

User Entered VIN	2FAHP71V99X145964
User	M. Seruga
Case Number	IL-020-12
EDR Data Imaging Date	05/22/2012
Crash Date	05/13/2012
Filename	2FAHP71V99X145964_PCM.CDRX
Saved on	Tuesday, May 22 2012 at 14:34:19
Collected with CDR version	Crash Data Retrieval Tool 4.3
Reported with CDR version	Crash Data Retrieval Tool 4.3
EDR Device Type	Powertrain Control Module
Restraint Deployment Signal Received	No. Analyst evaluation of PCM EDR data is needed. Refer to CSV export of PCM EDR data to perform further analysis.

Comments

Riverside PD unit, at Riverside PD on Lincoln/Adams - imaged through DLC

Data Limitations

The retrieval of this data has been authorized by the vehicle's owner, or other legal authority such as a subpoena or search warrant, as indicated by the CDR tool user on Tuesday, May 22 2012 at 14:22:57.

FORD POWERTRAIN CONTROL MODULE EVENT DATA INTERPRETATION GUIDE

1. This document is intended to assist you in reading the data that has been retrieved from a Powertrain Control Module ("PCM") contained in a Ford vehicle. This document is further intended to provide general guidelines and is not intended to provide information regarding the interpretation of a specific read-out.
2. The data points in the "PCM EDR Data" tables shown in this report occur every 0.2 seconds of time. It should be pointed out that "Relative Time (calc.)" in these tables is calculated based on the 0.2 second time interval and is displayed relative to the receipt of a Restraint Deployment Signal from the RCM. The "Relative Time (calc.)" information is not data which is retrieved from the PCM but is calculated based on the above information.
3. In the event that one of the vehicle's restraint devices (e.g., the vehicle's airbag or pretensioner) have deployed as a result of a collision, the Restraint Control Module or RCM will send a Restraints Deployment Signal (RDS) to the PCM via the vehicle data bus or through a direct wired connection. If the PCM receives an RDS, it will lock the data. It should be pointed out that the RCM and Vehicle Data Bus both require power for tenths of a second after the collision in order to send a signal or flag to the PCM.
4. If no RDS flag has been received from the RCM and there is still power to the PCM, the PCM data will not lock and the circular buffer will continuously overwrite itself when the vehicle's ignition is in the run position. In this event, data contained in the PCM that was relevant to the collision may be lost. However, if power was lost as a result of the collision, or the ignition key was turned off shortly after the event, there may still be data relating to the collision in the PCM.
5. Finding the data relating to the moment of impact:
 - a.) With regard to the PCM EDR Data tables where a Restraint Deployment Signal is received, the data is displayed in ordered of the "Relative Time (calc.)" parameter beginning with the oldest recorded frame of data.

The moment of impact can be found by reviewing the data contained in the RDS column. Specifically, the data samples recorded with an RDS flag equal to "Received" in the PCM EDR Data tables signify points recorded after the PCM received the RDS signal from the RCM. If the PCM has received an RDS flag, the moment of impact is typically set at the RDS = "Not Received" in the PCM EDR Data tables reading that immediately precedes a reading of RDS = "Received". The last RDS = "Received" data point signifies the last data point recorded in the event.
 - b.) With regard to the PCM EDR Data tables where a Restraint Deployment Signal is not received, the data is displayed in order of the "Buffer Address" parameter data beginning with the lowest address value. The PCM buffer is circular and the data point of first address listed in the PCM EDR Data tables does not necessarily signify the beginning of the PCM recording. The start and stop time of the PCM recording could be in the middle of the Table.

The moment of impact usually correlates with a discontinuity of the data listed in the table. If a single, significant discontinuity in the data is found, the data point immediately preceding the discontinuity is likely to be the last data point recorded. This point usually signifies impact time zero. If there is no single significant discontinuity, the data must be examined in detail to determine the largest discontinuity in the



largest number of data elements. If no single largest discontinuity can be determined, it may not be possible to determine the moment of impact.

6. The PCM Data Tables further show a column labeled as the "Key on Timer - 63.75 Max (sec)" or PUTMR. The PUTMR shows the length of time that the PCM was functioning for the most recent key cycle. The timer ascends to a maximum value of 63.75 seconds. If the data was not locked by an RDS flag and the ignition key was turned off and on again, the PCM will begin to write new data starting at the beginning of the data table. While it is not common, there are instances where the first portion of the data table has subsequent-key-on, post-crash data; while the latter portion of the data table has data from the key cycle in which the crash occurred. In other rare cases, an event has occurred in less than 25 seconds after key on and older data from prior key cycles has been left in the latter part of the buffer. Review the Key on Timer - 63.75 Max (sec) (PUTMR) data for discontinuities to determine if this has occurred.

7. Data displayed in the Key on Timer - 63.75 Max (sec) column has a resolution of 0.25 seconds and rounds actual data to the nearest 0.25 seconds. The data points occur every 0.2 seconds.

Actual time	Key on Timer display
0.0	0.0
0.2	0.25
0.4	0.50
0.6	0.50
0.8	0.75
1.0	1.00

8. Recorded Vehicle Speed is proportional to transmission output shaft speed and accuracy can be affected if the vehicle has had the tire size or inflation pressure or the final drive axle ratio changed from the factory build specifications.

PCM Data Source:

• All PCM recorded data is fed directly from sensors to the PCM where raw signals are processed, and stored internally, except for the following parameters which are transmitted via the vehicle's communication network:

- Stability Control
- Traction Control
- ABS
- Restraint Deployment Signal

02005_PCM-1-2_r001

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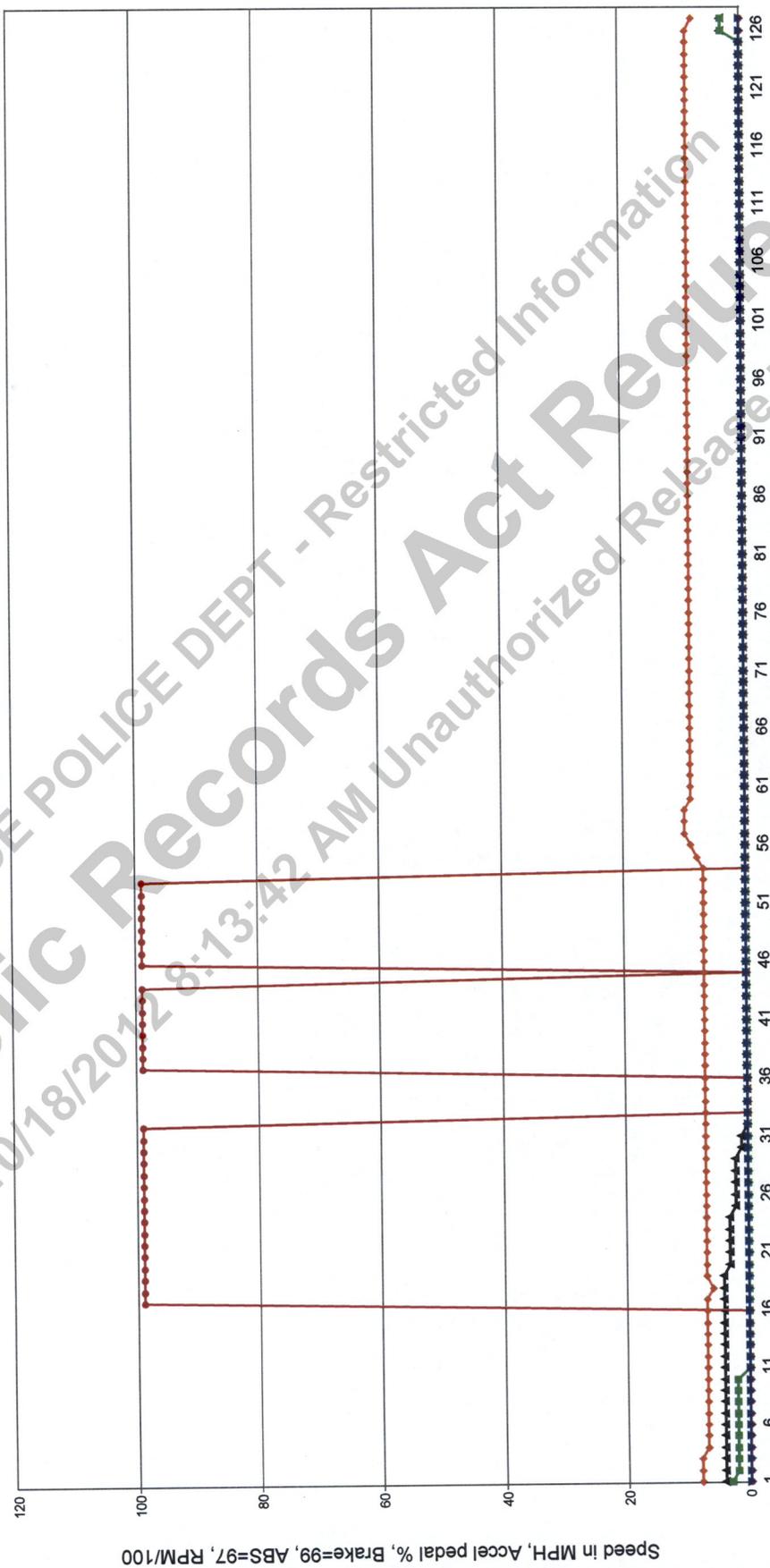
PCM Module Information

Vehicle Identification Number (from PCM)	2FAHP71V99X145964
PCM File Name (calibration level)	FCJC8PA.HEX*
PCM Part Number	9W7A-12A650-LF

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2FAHP71V99X145964 PCM EDR Crash Data - RDS Not Received



PCM EDR samples in order of the buffer address

- ▲ Vehicle Speed (MPH)
- Accelerator Pedal (%)
- Brake Switch (0=Off/99=On)
- ▲ ABS (0=Inactive/97=Active)
- ◆ RPM/100

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PCM EDR Data (1)

Buffer Address (Hex)	Relative Time (calc.) (Seconds)	Restraint Deployment Signal (Received / Not Received)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal % Full (%)	Engine Throttle % Full (%)	Brake Switch (On / Off)	Brake SC De-ac (On / Off)	ABS (Active / Inactive)	Transmission - Neutral (Neutral / Not Neutral)
EA000010	N/A	Not Received	4 [6]	3	7	OFF	OFF	Not Active	Not Neutral
EA000020	N/A	Not Received	4 [6]	2	6.5	OFF	OFF	Not Active	Not Neutral
EA000030	N/A	Not Received	4 [6]	2	6.5	OFF	OFF	Not Active	Not Neutral
EA000040	N/A	Not Received	4 [6]	2	6.5	OFF	OFF	Not Active	Not Neutral
EA000050	N/A	Not Received	4 [6]	2	6.5	OFF	OFF	Not Active	Not Neutral
EA000060	N/A	Not Received	4 [6]	2	6.5	OFF	OFF	Not Active	Not Neutral
EA000070	N/A	Not Received	4 [6]	2	6.5	OFF	OFF	Not Active	Not Neutral
EA000080	N/A	Not Received	4 [6]	2	6.5	OFF	OFF	Not Active	Not Neutral
EA000090	N/A	Not Received	4 [6]	1.5	6.5	OFF	OFF	Not Active	Not Neutral
EA0000A0	N/A	Not Received	4 [6]	1.5	6.5	OFF	OFF	Not Active	Not Neutral
EA0000B0	N/A	Not Received	4 [6]	0	6.5	OFF	OFF	Not Active	Not Neutral
EA0000C0	N/A	Not Received	4 [6]	0	6.5	OFF	OFF	Not Active	Not Neutral
EA0000D0	N/A	Not Received	4 [6]	0	6.5	OFF	OFF	Not Active	Not Neutral
EA0000E0	N/A	Not Received	4 [6]	0	6.5	OFF	OFF	Not Active	Not Neutral
EA0000F0	N/A	Not Received	4 [6]	0	6.5	OFF	OFF	Not Active	Not Neutral
EA000100	N/A	Not Received	4 [6]	0	6.5	OFF	OFF	Not Active	Not Neutral
EA000110	N/A	Not Received	4 [6]	0	6.5	ON	OFF	Not Active	Not Neutral
EA000120	N/A	Not Received	4 [6]	0	6.5	ON	OFF	Not Active	Not Neutral
EA000130	N/A	Not Received	4 [6]	0	6.5	ON	OFF	Not Active	Not Neutral
EA000140	N/A	Not Received	3 [5]	0	6.5	ON	OFF	Not Active	Not Neutral
EA000150	N/A	Not Received	3 [5]	0	6.5	ON	ON	Not Active	Not Neutral
EA000160	N/A	Not Received	3 [5]	0	6.5	ON	ON	Not Active	Not Neutral
EA000170	N/A	Not Received	3 [5]	0	6.5	ON	ON	Not Active	Not Neutral
EA000180	N/A	Not Received	3 [5]	0	6.5	ON	ON	Not Active	Not Neutral
EA000190	N/A	Not Received	2 [3]	0	6.5	ON	ON	Not Active	Not Neutral
EA0001A0	N/A	Not Received	2 [3]	0	6.5	ON	ON	Not Active	Not Neutral
EA0001B0	N/A	Not Received	2 [3]	0	6.5	ON	ON	Not Active	Not Neutral
EA0001C0	N/A	Not Received	2 [3]	0	6.5	ON	ON	Not Active	Not Neutral
EA0001D0	N/A	Not Received	2 [3]	0	6.5	ON	ON	Not Active	Not Neutral
EA0001E0	N/A	Not Received	1 [2]	0	6.5	ON	ON	Not Active	Not Neutral
EA0001F0	N/A	Not Received	1 [2]	0	6.5	ON	ON	Not Active	Not Neutral
EA000200	N/A	Not Received	0 [0]	0	6.5	ON	ON	Not Active	Not Neutral
EA000210	N/A	Not Received	0 [0]	0	6.5	OFF	ON	Not Active	Not Neutral
EA000220	N/A	Not Received	0 [0]	0	6.5	OFF	ON	Not Active	Not Neutral
EA000230	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Not Neutral
EA000240	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Not Neutral
EA000250	N/A	Not Received	0 [0]	0	6.5	ON	OFF	Not Active	Not Neutral
EA000260	N/A	Not Received	0 [0]	0	6.5	ON	OFF	Not Active	Not Neutral
EA000270	N/A	Not Received	0 [0]	0	6.5	ON	ON	Not Active	Not Neutral
EA000280	N/A	Not Received	0 [0]	0	6.5	ON	ON	Not Active	Not Neutral
EA000290	N/A	Not Received	0 [0]	0	6.5	ON	ON	Not Active	Not Neutral
EA0002A0	N/A	Not Received	0 [0]	0	6.5	ON	ON	Not Active	Not Neutral
EA0002B0	N/A	Not Received	0 [0]	0	6.5	ON	ON	Not Active	Not Neutral
EA0002C0	N/A	Not Received	0 [0]	0	6.5	ON	ON	Not Active	Not Neutral
EA0002D0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Not Neutral
EA0002E0	N/A	Not Received	0 [0]	0	6.5	ON	OFF	Not Active	Not Neutral
EA0002F0	N/A	Not Received	0 [0]	0	6.5	ON	OFF	Not Active	Not Neutral
EA000300	N/A	Not Received	0 [0]	0	6.5	ON	ON	Not Active	Not Neutral
EA000310	N/A	Not Received	0 [0]	0	6.5	ON	ON	Not Active	Not Neutral
EA000320	N/A	Not Received	0 [0]	0	6.5	ON	ON	Not Active	Not Neutral
EA000330	N/A	Not Received	0 [0]	0	6.5	ON	ON	Not Active	Not Neutral
EA000340	N/A	Not Received	0 [0]	0	6.5	ON	ON	Not Active	Neutral
EA000350	N/A	Not Received	0 [0]	0	6.5	ON	ON	Not Active	Neutral
EA000360	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000370	N/A	Not Received	0 [0]	0	7	OFF	OFF	Not Active	Neutral
EA000380	N/A	Not Received	0 [0]	0	7	OFF	OFF	Not Active	Neutral
EA000390	N/A	Not Received	0 [0]	0	7	OFF	OFF	Not Active	Neutral
EA0003A0	N/A	Not Received	0 [0]	0	7	OFF	OFF	Not Active	Neutral
EA0003B0	N/A	Not Received	0 [0]	0	7	OFF	OFF	Not Active	Neutral
EA0003C0	N/A	Not Received	0 [0]	0	7	OFF	OFF	Not Active	Neutral
EA0003D0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral

Buffer Address (Hex)	Relative Time (calc.) (Seconds)	Restraint Deployment Signal (Received / Not Received)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal % Full (%)	Engine Throttle % Full (%)	Brake Switch (On / Off)	Brake SC De-ac (On / Off)	ABS (Active / Inactive)	Transmission - Neutral (Neutral / Not Neutral)
EA0003E0	N/A	Not Received	0 [0]	0	7	OFF	OFF	Not Active	Neutral
EA0003F0	N/A	Not Received	0 [0]	0	7	OFF	OFF	Not Active	Neutral
EA000400	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000410	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000420	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000430	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000440	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000450	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000460	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000470	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000480	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000490	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0004A0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0004B0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0004C0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0004D0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0004E0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0004F0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000500	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000510	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000520	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000530	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000540	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000550	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000560	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000570	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000580	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000590	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0005A0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0005B0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0005C0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0005D0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0005E0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0005F0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000600	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000610	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000620	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000630	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000640	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000650	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000660	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000670	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000680	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000690	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0006A0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0006B0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0006C0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0006D0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0006E0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0006F0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000700	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000710	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000720	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000730	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000740	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000750	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000760	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000770	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000780	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA000790	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0007A0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0007B0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral



Buffer Address (Hex)	Relative Time (calc.) (Seconds)	Restraint Deployment Signal (Received / Not Received)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal % Full (%)	Engine Throttle % Full (%)	Brake Switch (On / Off)	Brake SC De-ac (On / Off)	ABS (Active / Inactive)	Transmission - Neutral (Neutral / Not Neutral)
EA0007C0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0007D0	N/A	Not Received	0 [0]	0	6.5	OFF	OFF	Not Active	Neutral
EA0007E0	N/A	Not Received	3 [5]	3	7.5	OFF	OFF	Not Active	Not Neutral
EA0007F0	N/A	Not Received	3 [5]	3	7.5	OFF	OFF	Not Active	Not Neutral

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PCM EDR Data (2)

Buffer Address (Hex)	Relative Time (calc.) (Seconds)	Transmission - Reverse (Reverse / Not Reverse)	Speed Control (On / Off)	Engine RPM (RPM)	Driveline Torque Commanded (N-m)	Driveline Torque Actual (N-m)	Traction Control (Active / Inactive)	Stability Control (Active / Inactive)	Key On Timer 63.75 Max (sec) (Seconds)
EA000010	N/A	Not Reverse	OFF	818	20	32	Not Active	Not Active	63.75
EA000020	N/A	Not Reverse	OFF	794	15	15	Not Active	Not Active	63.75
EA000030	N/A	Not Reverse	OFF	756	7	-21	Not Active	Not Active	63.75
EA000040	N/A	Not Reverse	OFF	704	2	-44	Not Active	Not Active	63.75
EA000050	N/A	Not Reverse	OFF	670	1	-42	Not Active	Not Active	63.75
EA000060	N/A	Not Reverse	OFF	658	2	-34	Not Active	Not Active	63.75
EA000070	N/A	Not Reverse	OFF	661	1	-32	Not Active	Not Active	63.75
EA000080	N/A	Not Reverse	OFF	672	1	-31	Not Active	Not Active	63.75
EA000090	N/A	Not Reverse	OFF	685	0	-31	Not Active	Not Active	63.75
EA0000A0	N/A	Not Reverse	OFF	690	-1	-40	Not Active	Not Active	63.75
EA0000B0	N/A	Not Reverse	OFF	686	-1	-43	Not Active	Not Active	63.75
EA0000C0	N/A	Not Reverse	OFF	680	0	-41	Not Active	Not Active	63.75
EA0000D0	N/A	Not Reverse	OFF	672	0	-39	Not Active	Not Active	63.75
EA0000E0	N/A	Not Reverse	OFF	676	1	-33	Not Active	Not Active	63.75
EA0000F0	N/A	Not Reverse	OFF	681	0	-33	Not Active	Not Active	63.75
EA000100	N/A	Not Reverse	OFF	680	1	-34	Not Active	Not Active	63.75
EA000110	N/A	Not Reverse	OFF	670	2	-33	Not Active	Not Active	63.75
EA000120	N/A	Not Reverse	OFF	647	4	-28	Not Active	Not Active	63.75
EA000130	N/A	Not Reverse	OFF	651	6	-15	Not Active	Not Active	63.75
EA000140	N/A	Not Reverse	OFF	668	4	-17	Not Active	Not Active	63.75
EA000150	N/A	Not Reverse	OFF	688	0	-29	Not Active	Not Active	63.75
EA000160	N/A	Not Reverse	OFF	687	0	-37	Not Active	Not Active	63.75
EA000170	N/A	Not Reverse	OFF	680	1	-37	Not Active	Not Active	63.75
EA000180	N/A	Not Reverse	OFF	663	3	-31	Not Active	Not Active	63.75
EA000190	N/A	Not Reverse	OFF	660	4	-22	Not Active	Not Active	63.75
EA0001A0	N/A	Not Reverse	OFF	668	4	-19	Not Active	Not Active	63.75
EA0001B0	N/A	Not Reverse	OFF	675	1	-28	Not Active	Not Active	63.75
EA0001C0	N/A	Not Reverse	OFF	680	0	-35	Not Active	Not Active	63.75
EA0001D0	N/A	Not Reverse	OFF	676	1	-37	Not Active	Not Active	63.75
EA0001E0	N/A	Not Reverse	OFF	664	3	-30	Not Active	Not Active	63.75
EA0001F0	N/A	Not Reverse	OFF	662	5	-18	Not Active	Not Active	63.75
EA000200	N/A	Not Reverse	OFF	674	2	-25	Not Active	Not Active	63.75
EA000210	N/A	Not Reverse	OFF	674	2	-29	Not Active	Not Active	63.75
EA000220	N/A	Not Reverse	OFF	680	2	-27	Not Active	Not Active	63.75
EA000230	N/A	Not Reverse	OFF	685	2	-27	Not Active	Not Active	63.75
EA000240	N/A	Not Reverse	OFF	696	1	-30	Not Active	Not Active	63.75
EA000250	N/A	Not Reverse	OFF	692	0	-45	Not Active	Not Active	63.75
EA000260	N/A	Not Reverse	OFF	674	1	-47	Not Active	Not Active	63.75
EA000270	N/A	Not Reverse	OFF	676	1	-41	Not Active	Not Active	63.75
EA000280	N/A	Not Reverse	OFF	677	1	-39	Not Active	Not Active	63.75
EA000290	N/A	Not Reverse	OFF	684	0	-38	Not Active	Not Active	63.75
EA0002A0	N/A	Not Reverse	OFF	684	-1	-51	Not Active	Not Active	63.75
EA0002B0	N/A	Not Reverse	OFF	672	0	-49	Not Active	Not Active	63.75
EA0002C0	N/A	Not Reverse	OFF	670	0	-43	Not Active	Not Active	63.75
EA0002D0	N/A	Not Reverse	OFF	674	1	-33	Not Active	Not Active	63.75
EA0002E0	N/A	Not Reverse	OFF	680	0	-40	Not Active	Not Active	63.75
EA0002F0	N/A	Not Reverse	OFF	680	0	-46	Not Active	Not Active	63.75
EA000300	N/A	Not Reverse	OFF	675	1	-43	Not Active	Not Active	63.75
EA000310	N/A	Not Reverse	OFF	669	1	-38	Not Active	Not Active	63.75
EA000320	N/A	Not Reverse	OFF	674	0	-37	Not Active	Not Active	63.75
EA000330	N/A	Not Reverse	OFF	670	0	-42	Not Active	Not Active	63.75
EA000340	N/A	Not Reverse	OFF	669	1	-32	Not Active	Not Active	63.75
EA000350	N/A	Not Reverse	OFF	672	1	-25	Not Active	Not Active	63.75
EA000360	N/A	Not Reverse	OFF	722	1	-21	Not Active	Not Active	63.75
EA000370	N/A	Not Reverse	OFF	822	7	6	Not Active	Not Active	63.75
EA000380	N/A	Not Reverse	OFF	904	2	-5	Not Active	Not Active	63.75
EA000390	N/A	Not Reverse	OFF	962	0	-23	Not Active	Not Active	63.75
EA0003A0	N/A	Not Reverse	OFF	965	-4	-40	Not Active	Not Active	63.75
EA0003B0	N/A	Not Reverse	OFF	950	-2	-41	Not Active	Not Active	63.75
EA0003C0	N/A	Not Reverse	OFF	945	-3	-41	Not Active	Not Active	63.75
EA0003D0	N/A	Not Reverse	OFF	934	-4	-43	Not Active	Not Active	63.75

Buffer Address (Hex)	Relative Time (calc.) (Seconds)	Transmission - Reverse (Reverse / Not Reverse)	Speed Control (On / Off)	Engine RPM (RPM)	Driveline Torque Commanded (N-m)	Driveline Torque Actual (N-m)	Traction Control (Active / Inactive)	Stability Control (Active / Inactive)	Key On Timer 63.75 Max (sec) (Seconds)
EA0003E0	N/A	Not Reverse	OFF	932	-4	-44	Not Active	Not Active	63.75
EA0003F0	N/A	Not Reverse	OFF	915	-1	-40	Not Active	Not Active	63.75
EA000400	N/A	Not Reverse	OFF	917	-2	-40	Not Active	Not Active	63.75
EA000410	N/A	Not Reverse	OFF	911	-4	-43	Not Active	Not Active	63.75
EA000420	N/A	Not Reverse	OFF	900	-2	-42	Not Active	Not Active	63.75
EA000430	N/A	Not Reverse	OFF	904	-4	-42	Not Active	Not Active	63.75
EA000440	N/A	Not Reverse	OFF	912	-4	-43	Not Active	Not Active	63.75
EA000450	N/A	Not Reverse	OFF	908	-5	-45	Not Active	Not Active	63.75
EA000460	N/A	Not Reverse	OFF	906	-3	-42	Not Active	Not Active	63.75
EA000470	N/A	Not Reverse	OFF	894	-2	-40	Not Active	Not Active	63.75
EA000480	N/A	Not Reverse	OFF	898	-2	-38	Not Active	Not Active	63.75
EA000490	N/A	Not Reverse	OFF	886	-2	-39	Not Active	Not Active	63.75
EA0004A0	N/A	Not Reverse	OFF	881	-3	-42	Not Active	Not Active	63.75
EA0004B0	N/A	Not Reverse	OFF	874	-3	-41	Not Active	Not Active	63.75
EA0004C0	N/A	Not Reverse	OFF	877	-3	-40	Not Active	Not Active	63.75
EA0004D0	N/A	Not Reverse	OFF	870	-2	-38	Not Active	Not Active	63.75
EA0004E0	N/A	Not Reverse	OFF	877	-3	-39	Not Active	Not Active	63.75
EA0004F0	N/A	Not Reverse	OFF	863	-2	-38	Not Active	Not Active	63.75
EA000500	N/A	Not Reverse	OFF	865	-1	-38	Not Active	Not Active	63.75
EA000510	N/A	Not Reverse	OFF	868	-2	-37	Not Active	Not Active	63.75
EA000520	N/A	Not Reverse	OFF	865	-1	-35	Not Active	Not Active	63.75
EA000530	N/A	Not Reverse	OFF	871	-2	-37	Not Active	Not Active	63.75
EA000540	N/A	Not Reverse	OFF	870	-1	-37	Not Active	Not Active	63.75
EA000550	N/A	Not Reverse	OFF	862	-1	-38	Not Active	Not Active	63.75
EA000560	N/A	Not Reverse	OFF	861	0	-34	Not Active	Not Active	63.75
EA000570	N/A	Not Reverse	OFF	868	-2	-38	Not Active	Not Active	63.75
EA000580	N/A	Not Reverse	OFF	869	-1	-36	Not Active	Not Active	63.75
EA000590	N/A	Not Reverse	OFF	873	-1	-36	Not Active	Not Active	63.75
EA0005A0	N/A	Not Reverse	OFF	869	-2	-37	Not Active	Not Active	63.75
EA0005B0	N/A	Not Reverse	OFF	866	-2	-39	Not Active	Not Active	63.75
EA0005C0	N/A	Not Reverse	OFF	870	-1	-38	Not Active	Not Active	63.75
EA0005D0	N/A	Not Reverse	OFF	862	-1	-38	Not Active	Not Active	63.75
EA0005E0	N/A	Not Reverse	OFF	873	-2	-37	Not Active	Not Active	63.75
EA0005F0	N/A	Not Reverse	OFF	871	-3	-39	Not Active	Not Active	63.75
EA000600	N/A	Not Reverse	OFF	874	-2	-38	Not Active	Not Active	63.75
EA000610	N/A	Not Reverse	OFF	873	-3	-40	Not Active	Not Active	63.75
EA000620	N/A	Not Reverse	OFF	867	0	-36	Not Active	Not Active	63.75
EA000630	N/A	Not Reverse	OFF	867	-2	-37	Not Active	Not Active	63.75
EA000640	N/A	Not Reverse	OFF	873	-2	-39	Not Active	Not Active	63.75
EA000650	N/A	Not Reverse	OFF	869	-2	-38	Not Active	Not Active	63.75
EA000660	N/A	Not Reverse	OFF	868	-2	-37	Not Active	Not Active	63.75
EA000670	N/A	Not Reverse	OFF	876	-2	-38	Not Active	Not Active	63.75
EA000680	N/A	Not Reverse	OFF	874	-2	-37	Not Active	Not Active	63.75
EA000690	N/A	Not Reverse	OFF	868	-3	-41	Not Active	Not Active	63.75
EA0006A0	N/A	Not Reverse	OFF	863	-3	-41	Not Active	Not Active	63.75
EA0006B0	N/A	Not Reverse	OFF	863	-2	-40	Not Active	Not Active	63.75
EA0006C0	N/A	Not Reverse	OFF	860	-3	-41	Not Active	Not Active	63.75
EA0006D0	N/A	Not Reverse	OFF	868	-3	-39	Not Active	Not Active	63.75
EA0006E0	N/A	Not Reverse	OFF	861	-3	-39	Not Active	Not Active	63.75
EA0006F0	N/A	Not Reverse	OFF	865	-1	-38	Not Active	Not Active	63.75
EA000700	N/A	Not Reverse	OFF	873	-3	-39	Not Active	Not Active	63.75
EA000710	N/A	Not Reverse	OFF	861	-1	-38	Not Active	Not Active	63.75
EA000720	N/A	Not Reverse	OFF	866	-2	-40	Not Active	Not Active	63.75
EA000730	N/A	Not Reverse	OFF	857	-2	-40	Not Active	Not Active	63.75
EA000740	N/A	Not Reverse	OFF	858	-2	-39	Not Active	Not Active	63.75
EA000750	N/A	Not Reverse	OFF	859	-3	-39	Not Active	Not Active	63.75
EA000760	N/A	Not Reverse	OFF	861	-1	-36	Not Active	Not Active	63.75
EA000770	N/A	Not Reverse	OFF	869	-2	-37	Not Active	Not Active	63.75
EA000780	N/A	Not Reverse	OFF	872	-2	-37	Not Active	Not Active	63.75
EA000790	N/A	Not Reverse	OFF	880	-3	-39	Not Active	Not Active	63.75
EA0007A0	N/A	Not Reverse	OFF	872	-2	-38	Not Active	Not Active	63.75
EA0007B0	N/A	Not Reverse	OFF	874	-3	-42	Not Active	Not Active	63.75



Buffer Address (Hex)	Relative Time (calc.) (Seconds)	Transmission - Reverse (Reverse / Not Reverse)	Speed Control (On / Off)	Engine RPM (RPM)	Driveline Torque Commanded (N-m)	Driveline Torque Actual (N-m)	Traction Control (Active / Inactive)	Stability Control (Active / Inactive)	Key On Timer 63.75 Max (sec) (Seconds)
EA0007C0	N/A	Not Reverse	OFF	878	-4	-43	Not Active	Not Active	63.75
EA0007D0	N/A	Not Reverse	OFF	872	-3	-44	Not Active	Not Active	63.75
EA0007E0	N/A	Not Reverse	OFF	871	25	69	Not Active	Not Active	63.75
EA0007F0	N/A	Not Reverse	OFF	846	21	46	Not Active	Not Active	63.75

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Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

```
0000100C0: 32 46 41 48 50 37 31 56 39 39 58 31 34 35 39 36
0000100D0: 34 FF FF FF

000010046: 46 43 4A 43 38 50 41 2E 48 45 58 2A

000010054: 39 57 37 41 4C 46 20 2A

0EA000000: FF 00 00 01 00 00 00 00 00 00 00 00 00 00 00
0EA000010: 06 04 0E 0C C8 02 14 01 C4 02 20 00 F8 FF 00 20
0EA000020: 04 04 0D 0C 67 02 0F 01 D8 02 0F 00 F8 FF 00 86
0EA000030: 04 04 0D 0B CF 02 07 01 DF 01 EB 00 F8 FF 00 45
0EA000040: 04 04 0D 0A FE 02 02 01 E9 01 D4 00 F8 FF 00 29
0EA000050: 04 04 0D 0A 77 02 01 01 EA 01 D6 00 F8 FF 00 AE
0EA000060: 04 04 0D 0A 49 02 02 01 E8 01 DE 00 F8 FF 00 D5
0EA000070: 04 04 0D 0A 55 02 01 01 E5 01 E0 00 F8 FF 00 CB
0EA000080: 04 04 0D 0A 7E 02 01 01 E6 01 E1 00 F8 FF 00 A0
0EA000090: 03 04 0D 0A B3 02 00 01 E2 01 E1 00 F8 FF 00 71
0EA0000A0: 03 04 0D 0A C9 01 FF 01 E5 01 D8 00 F8 FF 00 63
0EA0000B0: 00 04 0D 0A B7 01 FF 01 E2 01 D5 00 F8 FF 00 7E
0EA0000C0: 00 04 0D 0A A0 02 00 01 E1 01 D7 00 F8 FF 00 92
0EA0000D0: 00 04 0D 0A 7E 02 00 01 DB 01 D9 00 F8 FF 00 B8
0EA0000E0: 00 04 0D 0A 8F 02 01 01 DD 01 DF 00 F8 FF 00 9E
0EA0000F0: 00 04 0D 0A A3 02 00 01 D6 01 DF 00 F8 FF 00 92
0EA000100: 00 04 0D 0A 9E 02 01 01 DA 01 DE 00 F8 FF 00 93
0EA000110: 00 05 0D 0A 78 02 02 01 D8 01 DF 00 F8 FF 00 B8
0EA000120: 00 05 0D 0A 1B 02 04 01 D2 01 E4 00 F8 FF 00 14
0EA000130: 00 05 0D 0A 2B 02 06 01 C9 01 F1 00 F8 FF 00 FE
0EA000140: 00 05 0D 0A 70 02 04 01 BC 01 EF 00 F8 FF 00 CA
0EA000150: 00 07 0D 0A BE 02 00 01 AE 01 E3 00 F8 FF 00 98
0EA000160: 00 07 0D 0A BC 02 00 01 93 01 DB 00 F8 FF 00 BD
0EA000170: 00 07 0D 0A 9F 02 01 01 76 01 DB 00 F8 FF 00 F6
0EA000180: 00 07 0D 0A 5D 02 03 01 5B 01 E1 00 F8 FF 00 4B
0EA000190: 00 07 0D 0A 52 02 04 01 3D 01 EA 00 F8 FF 00 6A
0EA0001A0: 00 07 0D 0A 71 02 04 01 24 01 ED 00 F8 FF 00 61
0EA0001B0: 00 07 0D 0A 8D 02 01 01 07 01 E4 00 F8 FF 00 6E
0EA0001C0: 00 07 0D 0A 9E 02 00 00 E8 01 DD 00 F8 FF 00 85
0EA0001D0: 00 07 0D 0A 8E 02 01 00 D2 01 DB 00 F8 FF 00 AC
0EA0001E0: 00 07 0D 0A 5F 02 03 00 AD 01 E2 00 F8 FF 00 F7
0EA0001F0: 00 07 0D 0A 5A 02 05 00 8A 01 EE 00 F8 FF 00 11
0EA000200: 00 07 0D 0A 86 02 02 00 00 01 E7 00 F8 FF 00 79
0EA000210: 00 06 0D 0A 88 02 02 00 00 01 E3 00 F8 FF 00 7C
0EA000220: 00 06 0D 0A A1 02 02 00 00 01 E5 00 F8 FF 00 61
0EA000230: 00 04 0D 0A B4 02 02 00 00 01 E5 00 F8 FF 00 50
0EA000240: 00 04 0D 0A E1 02 01 00 00 01 E2 00 F8 FF 00 27
0EA000250: 00 05 0D 0A D2 02 00 00 00 01 D3 00 F8 FF 00 45
0EA000260: 00 05 0D 0A 89 02 01 00 00 01 D1 00 F8 FF 00 8F
0EA000270: 00 07 0D 0A 8E 02 01 00 00 01 D7 00 F8 FF 00 82
0EA000280: 00 07 0D 0A 95 02 01 00 00 01 D9 00 F8 FF 00 79
0EA000290: 00 07 0D 0A AF 02 00 00 00 01 DA 00 F8 FF 00 5F
0EA0002A0: 00 07 0D 0A B1 01 FF 00 00 01 CD 00 F8 FF 00 6C
0EA0002B0: 00 07 0D 0A 7E 02 00 00 00 01 CF 00 F8 FF 00 9B
0EA0002C0: 00 07 0D 0A 7A 02 00 00 00 01 D5 00 F8 FF 00 99
0EA0002D0: 00 04 0D 0A 8A 02 01 00 00 01 DF 00 F8 FF 00 81
0EA0002E0: 00 05 0D 0A A2 02 00 00 00 01 D8 00 F8 FF 00 70
0EA0002F0: 00 05 0D 0A 9E 02 00 00 00 01 D2 00 F8 FF 00 7A
0EA000300: 00 07 0D 0A 8C 02 01 00 00 01 D5 00 F8 FF 00 86
0EA000310: 00 07 0D 0A 74 02 01 00 00 01 DA 00 F8 FF 00 99
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0EA000320: 00 07 0D 0A 8A 02 00 00 00 01 DB 00 F8 FF 00 83
0EA000330: 00 07 0D 0A 76 02 00 00 00 01 D6 00 F8 FF 00 9C
0EA000340: 00 03 0D 0A 73 02 01 00 00 01 E0 00 F8 FF 00 98
0EA000350: 00 03 0D 0A 80 02 01 00 00 01 E7 00 F8 FF 00 84
0EA000360: 00 00 0D 0B 47 02 01 00 00 01 EB 00 F8 FF 00 BB
0EA000370: 00 00 0E 0C D6 02 07 00 00 02 06 00 F8 FF 00 08
0EA000380: 00 00 0E 0E 1F 02 02 00 00 01 FB 00 F8 FF 00 CE
0EA000390: 00 00 0E 0F 09 02 00 00 00 01 E9 00 F8 FF 00 F7
0EA0003A0: 00 00 0E 0F 13 01 FC 00 00 01 D8 00 F8 FF 00 03
0EA0003B0: 00 00 0E 0E D8 01 FE 00 00 01 D7 00 F8 FF 00 3E
0EA0003C0: 00 00 0E 0E C5 01 FD 00 00 01 D7 00 F8 FF 00 52
0EA0003D0: 00 00 0D 0E 96 01 FC 00 00 01 D5 00 F8 FF 00 85
0EA0003E0: 00 00 0E 0E 92 01 FC 00 00 01 D4 00 F8 FF 00 89
0EA0003F0: 00 00 0E 0E 4B 01 FF 00 00 01 D8 00 F8 FF 00 C9
0EA000400: 00 00 0D 0E 53 01 FE 00 00 01 D8 00 F8 FF 00 C3
0EA000410: 00 00 0D 0E 3C 01 FC 00 00 01 D5 00 F8 FF 00 DF
0EA000420: 00 00 0D 0E 10 01 FE 00 00 01 D6 00 F8 FF 00 08
0EA000430: 00 00 0D 0E 22 01 FC 00 00 01 D6 00 F8 FF 00 F8
0EA000440: 00 00 0D 0E 3E 01 FC 00 00 01 D5 00 F8 FF 00 DD
0EA000450: 00 00 0D 0E 2F 01 FB 00 00 01 D3 00 F8 FF 00 EF
0EA000460: 00 00 0D 0E 26 01 FD 00 00 01 D6 00 F8 FF 00 F3
0EA000470: 00 00 0D 0E F7 01 FE 00 00 01 D8 00 F8 FF 00 20
0EA000480: 00 00 0D 0E 08 01 FE 00 00 01 DA 00 F8 FF 00 0C
0EA000490: 00 00 0D 0D DA 01 FE 00 00 01 D9 00 F8 FF 00 3C
0EA0004A0: 00 00 0D 0D C5 01 FD 00 00 01 D6 00 F8 FF 00 55
0EA0004B0: 00 00 0D 0D A8 01 FD 00 00 01 D7 00 F8 FF 00 71
0EA0004C0: 00 00 0D 0D B5 01 FD 00 00 01 D8 00 F8 FF 00 63
0EA0004D0: 00 00 0D 0D 99 01 FE 00 00 01 DA 00 F8 FF 00 7C
0EA0004E0: 00 00 0D 0D B4 01 FD 00 00 01 D9 00 F8 FF 00 63
0EA0004F0: 00 00 0D 0D 7C 01 FE 00 00 01 DA 00 F8 FF 00 99
0EA000500: 00 00 0D 0D 83 01 FF 00 00 01 DA 00 F8 FF 00 91
0EA000510: 00 00 0D 0D 8E 01 FE 00 00 01 DE 00 F8 FF 00 86
0EA000520: 00 00 0D 0D 84 01 FF 00 00 01 DD 00 F8 FF 00 8D
0EA000530: 00 00 0D 0D 9B 01 FE 00 00 01 DE 00 F8 FF 00 79
0EA000540: 00 00 0D 0D 9A 01 FF 00 00 01 DE 00 F8 FF 00 79
0EA000550: 00 00 0D 0D 7A 01 FF 00 00 01 DA 00 F8 FF 00 9A
0EA000560: 00 00 0D 0D 73 02 00 00 00 01 DE 00 F8 FF 00 9B
0EA000570: 00 00 0D 0D 8F 01 FE 00 00 01 DA 00 F8 FF 00 86
0EA000580: 00 00 0D 0D 93 01 FF 00 00 01 DC 00 F8 FF 00 7F
0EA000590: 00 00 0D 0D A5 01 FF 00 00 01 DC 00 F8 FF 00 6D
0EA0005A0: 00 00 0D 0D 95 01 FE 00 00 01 DB 00 F8 FF 00 7F
0EA0005B0: 00 00 0D 0D 87 01 FE 00 00 01 D9 00 F8 FF 00 8F
0EA0005C0: 00 00 0D 0D 9A 01 FF 00 00 01 DA 00 F8 FF 00 7A
0EA0005D0: 00 00 0D 0D 77 01 FF 00 00 01 DA 00 F8 FF 00 9D
0EA0005E0: 00 00 0D 0D A4 01 FE 00 00 01 DB 00 F8 FF 00 70
0EA0005F0: 00 00 0D 0D 9C 01 FD 00 00 01 D9 00 F8 FF 00 7B
0EA000600: 00 00 0D 0D A9 01 FE 00 00 01 DA 00 F8 FF 00 6C
0EA000610: 00 00 0D 0D A4 01 FD 00 00 01 D8 00 F8 FF 00 74
0EA000620: 00 00 0D 0D 8C 02 00 00 00 01 DC 00 F8 FF 00 84
0EA000630: 00 00 0D 0D 8D 01 FE 00 00 01 DB 00 F8 FF 00 87
0EA000640: 00 00 0D 0D A5 01 FE 00 00 01 D9 00 F8 FF 00 71
0EA000650: 00 00 0D 0D 95 01 FE 00 00 01 DA 00 F8 FF 00 80
0EA000660: 00 00 0D 0D 92 01 FE 00 00 01 DB 00 F8 FF 00 82
0EA000670: 00 00 0D 0D AF 01 FE 00 00 01 DA 00 F8 FF 00 66
0EA000680: 00 00 0D 0D AA 01 FE 00 00 01 DB 00 F8 FF 00 6A
0EA000690: 00 00 0D 0D 92 01 FD 00 00 01 D7 00 F8 FF 00 87
0EA0006A0: 00 00 0D 0D 7D 01 FD 00 00 01 D7 00 F8 FF 00 9C
0EA0006B0: 00 00 0D 0D 7B 01 FE 00 00 01 D8 00 F8 FF 00 9C
0EA0006C0: 00 00 0D 0D 70 01 FD 00 00 01 D7 00 F8 FF 00 A9
0EA0006D0: 00 00 0D 0D 8F 01 FD 00 00 01 D9 00 F8 FF 00 88
0EA0006E0: 00 00 0D 0D 74 01 FD 00 00 01 D9 00 F8 FF 00 A3
0EA0006F0: 00 00 0D 0D 84 01 FF 00 00 01 DA 00 F8 FF 00 90
0EA000700: 00 00 0D 0D A5 01 FD 00 00 01 D9 00 F8 FF 00 72
0EA000710: 00 00 0D 0D 75 01 FF 00 00 01 DA 00 F8 FF 00 9F
0EA000720: 00 00 0D 0D 87 01 FE 00 00 01 D8 00 F8 FF 00 90
0EA000730: 00 00 0D 0D 64 01 FE 00 00 01 D8 00 F8 FF 00 B3
0EA000740: 00 00 0D 0D 69 01 FE 00 00 01 D9 00 F8 FF 00 AD

Request for Information
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0EA000750: 00 00 0D 0D 6B 01 FD 00 00 01 D9 00 F8 FF 00 AC
0EA000760: 00 00 0D 0D 75 01 FF 00 00 01 DC 00 F8 FF 00 9D
0EA000770: 00 00 0D 0D 95 01 FE 00 00 01 DB 00 F8 FF 00 7F
0EA000780: 00 00 0D 0D A1 01 FE 00 00 01 DB 00 F8 FF 00 73
0EA000790: 00 00 0D 0D C1 01 FD 00 00 01 D9 00 F8 FF 00 56
0EA0007A0: 00 00 0D 0D A1 01 FE 00 00 01 DA 00 F8 FF 00 74
0EA0007B0: 00 00 0D 0D A6 01 FD 00 00 01 D6 00 F8 FF 00 74
0EA0007C0: 00 00 0D 0D B7 01 FC 00 00 01 D5 00 F8 FF 00 65
0EA0007D0: 00 00 0D 0D A2 01 FD 00 00 01 D4 00 F8 FF 00 7A
0EA0007E0: 06 04 0F 0D 9D 02 19 01 A1 02 45 00 F8 FF 00 42
0EA0007F0: 06 04 0F 0D 3A 02 15 01 B2 02 2E 00 F8 FF 00 AF

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LOCATION/SUBJECT

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/ Collision Reconstruction

NOTIFICATION

On 13 May 2012, at approximately 0900 hours, I was at home when I received a telephone call from Sergeant D. Reeves. He told me there had been a collision involving a Riverside Police Department police car and a pedestrian at the intersection of Madison Street and Emerald Street. He asked that I respond to the location to assist with the investigation. I responded to the scene, arriving approximately 1 hour later.

SCENE DOCUMENTATION

[Please note: Madison Street runs in a north-easterly/westerly direction. Emerald Street intersects Madison Street at a 90 degree angle. For purposes of simplification, Madison Street will hereafter be referred to as a North/South roadway, Emerald Street as an East/West roadway.]

On arrival I spoke with Sergeant Reeves and RPD Motor Officer M. Cupido. They told me that Officer Michael Boulerville had been driving north on Madison Street when a pedestrian walked into the roadway in front of his car. The officer had been unable to avoid colliding with the pedestrian. The pedestrian had been transported to Riverside Community Hospital where her condition was listed as critical. The incident had been captured on the police car's COBAN video system; however, the hard drive with the footage had been already removed from the car and was not available for viewing at that time. Officer Cupido walked me through the scene.

Vehicle-1, a 2009 Ford Crown Victoria, marked black and white Riverside Police Department patrol cruiser (Fleet ID 3934), was at its point of rest on northbound Madison Street, within the intersection of east Emerald Street, just south of the marked crosswalk. I saw what appeared to be skin transfer to the left of center on the top bar of the push bar assembly. There was a round dent offset to the left of the center of the hood, with a few smaller dents visible. There was no apparent damage to the windshield or the A-pillars or roof line. There was a strand of brown hair stuck in the driver's side windshield wiper assembly.

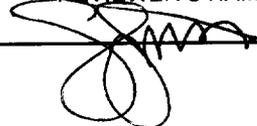
Witness-Vehicle-2, a 2009 Ford Crown Victoria, marked black and white Riverside Police Department patrol cruiser (Fleet ID 3930), was parked on Madison Street to the east of Vehicle-1. Witness-Vehicle-2 was not involved in the collision and had been driven by Witness-Officer Nakamura. The COBAN video from that unit had been secured and the hard drive already removed.

Both COBAN video drives were removed at the direction of Lt. Loftus. Please refer to his report for details.

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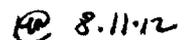
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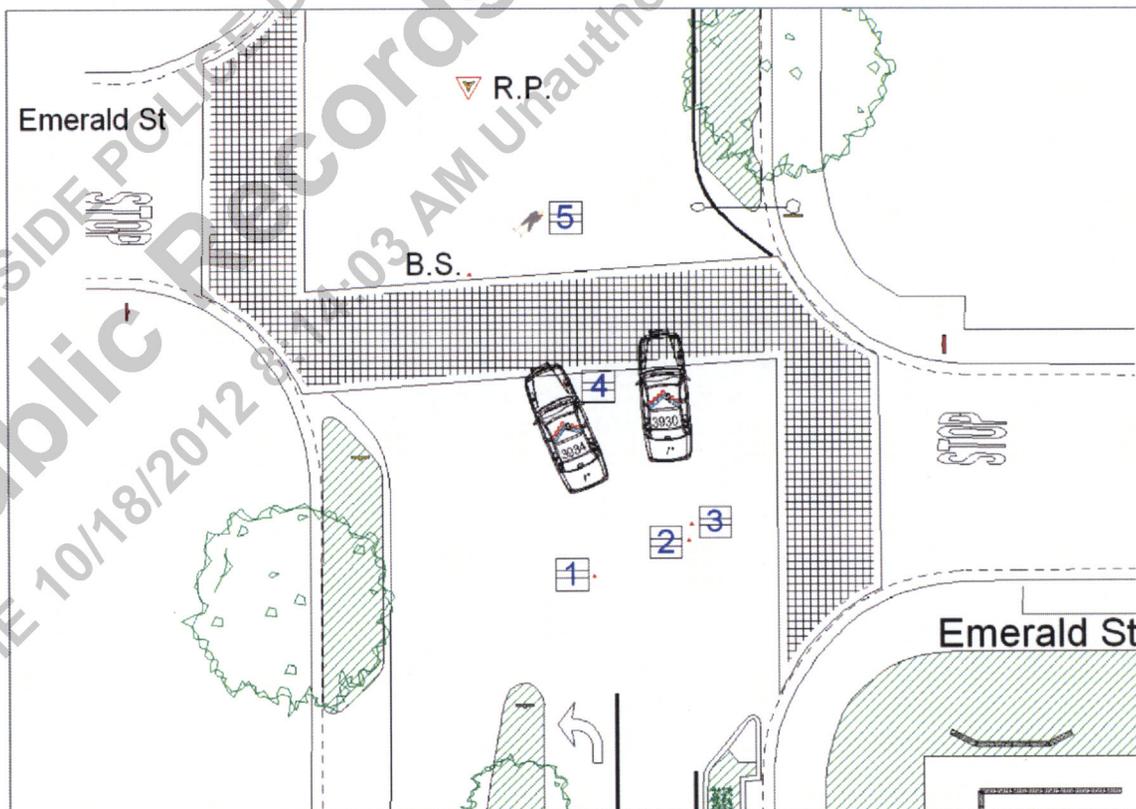
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Officer Cupido told me RPD Sergeant B. Smith had placed yellow evidence marker placards on the roadway prior to my arrival. I found five placards placed within the roadway on Madison Street. Items 1-4 were south of the north curb line prolongation of east Emerald Street. Item 5 was next to a small, dry pool of what appeared to be blood. Officer Cupido told me Item #5 represented Pedestrian-Pablo's point of rest (head). I identified the five evidence items as:

- Item #1 Black cloth hair "scrunchie"
- Item #2 Silver metal cigarette lighter top
- Item #3 Blue plastic "Bic" lighter (broken)
- Item #4 Right shoe, pink (located under Vehicle-1)
- Item #5 Dried blood pool



Officer Cupido established a Reference Point on southbound Madison Street, just east of west Emerald Street, and began mapping the collision scene (please refer to his report for details).

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I examined the roadway for indications of the area of impact or other evidence of the collision. I did not locate any scuff marks, body scuffs, tire friction marks, or other direct evidence on the roadway. Please note, examination of the photographs taken by Officer Wilcox showed that a body scuff had been originally present, but the trace evidence was destroyed by the presence of responding emergency personnel.

I began photographing the collision scene. I used my Department-issued Canon 7D digital camera. All photographs were taken with available light unless otherwise noted within the Exif data. I photographed the exteriors of both vehicles, the roadway and surrounding area, and the indicated evidence points. I also photographed the interior of Vehicle-1, including the Mobile Data Computer (MDC) display.

At the time, there were two messages displayed on the MDC. I screen captured the original display and saved the image. I photographed the top-most message before moving it to the side to photograph the covered message. I then screen captured the second message and saved the captured image. I later saved both screen captures to the Department's secure digital imaging system for storage. Please refer to Detective Prince's supplemental report.

After documenting the MDC display, I powered off the computer (hibernated), turned off the car, and disconnected the car battery. I directed the unit be towed to the Magnolia Station and stored within the Evidence Unit's secure vehicle storage area.

After completing the photographs, I assisted Officer Cupido with the mapping of the scene. While mapping the scene, I saw the plants in the islands bordering the east shoulder of Madison Street had grown quite tall and appeared to partially obscure the view of the east shoulder of the roadway to the view of northbound motorists. I measured the heights of the plants and the widths of the tree trunks on that side of the roadway. All plant heights are relative to the soil surface within the planters. For heights relative to the roadway surface, please add approximately 8-inches to each recorded height. Please refer to the attached LANDSCAPE DIAGRAM for measurements.

At approximately 1830 hours, we finished documenting the scene. I requested Officer T. Jensen collect Items 1-4 from the roadway, place them into a Bio-bag, and book them into evidence for safe keeping at the Lincoln Station. Refer to his report for details. I cleared the scene at approximately 1850 hours.

On 15 May 2012, I uploaded the 218 photographs from the scene into the Department's secure Digital Image Manage System (DIMS) for storage.

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SCENE DIAGRAMS

At the scene on the day of the collision, Officer Cupido used the Department's Nikon NPL-332 Total Station to record scene measurements. On 15 May 2012, I uploaded the scene measurements collected by Officer Cupido from the Total Station to my Department desktop computer using Cad Zone version 9.4.5 computer aided diagramming software. The software converted the measurements collected into a line drawing. I used the generated diagram to complete the attached scene diagrams.

All measurements within the diagrams are estimates only and were obtained using the Nikon NPL-332 Total Station or steel and fiberglass tape measurements. An indicator of scale is on each diagram in the lower-left corner.

The unprocessed data from the NPL-332 Total Station was retained and is attached to this report (please see TOTAL STATION DATA attachment).

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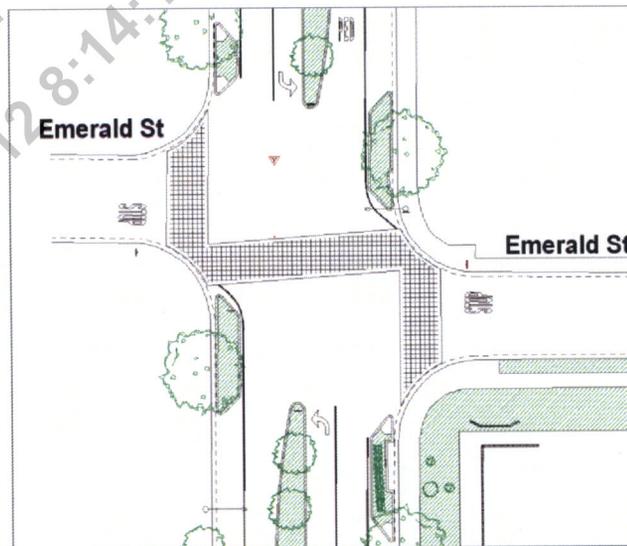
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INTERSECTION DESCRIPTION

Madison Street is a mixed use, residential and business area roadway. Both the east and west shoulders of the street are bordered with raised concrete island planters. The islands are landscaped and contain full growth trees and shrubbery. Many of the shrubs extend as high as 4 feet, 8 inches above the roadway surface.

The intersection of Madison Street and Emerald Street is an off-set intersection. Traffic is uncontrolled for north and south traffic. There are stop signs controlling traffic on Emerald Street. There are three marked crosswalks at the intersection; the crosswalks are constructed of white pavers bordered with brown and white, concrete stop borders. The first crosswalk crosses from the southeast corner of Emerald Street to the northeast corner of Emerald Street. The second crosswalk traverses from the northeast corner of Emerald Street across Madison Street to the southwest corner of Emerald Street. The third crosswalk extends from the southwest corner of Emerald Street to the northwest corner of Emerald Street. There are no crosswalks extending across Madison Street from the northwest corner of Emerald Street or across Madison Street from the southeast corner of Emerald Street. On the northeast corner of the intersection, there is a large, yellow pedestrian warning sign pointing to the north crosswalk crossing Madison Street, visible to northbound traffic.



The off-set intersection of Madison Street and Emerald Street

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VEHICLE INSPECTION

On 16 May 2012, I conducted a physical inspection of Vehicle-1 at the Magnolia Station Evidence Unit secure vehicle storage bay (#1). Present for the inspection were Detectives K. Madsen, R. Prince, and F. Soria of the Traffic Bureau. Also present were Senior Forensic Evidence Technicians S. Lane, S. McKay-Davis, Officer M. Cupido and Officer T. Roy.

Vehicle Information

Make: Ford
 Model: Crown Victoria, Police Package
 Year: 2009
 Unit: 3934
 License Plate: CA 1333762
 VIN: 2FAHP71V99X145964

After taking initial identification photographs, I established a center line measurement on the vehicle by extending a fiberglass tape measure from the ground in front of the car and extending it back and over the passenger compartment. All measurements taken are estimates only and are relative to this base location, unless otherwise noted.

Front Bumper Bottom	1.0'
Front Bumper Midline	1.6'
Front Bumper Top	2.0'
Front License Plate Bottom	1.2'
Front License Plate Top	1.75'
Push Bar Assembly	
Passenger-side Vertical Arm Bottom	1.05'
Passenger-side Vertical Arm Top	1.8'
Driver-side Vertical Arm Bottom	1.05'
Driver-side Vertical Arm Top	1.82'
Bottom crossbar (rectangular) (bottom)	1.95'
Bottom crossbar (top)	2.07'
Top crossbar (round) (bottom)	2.59'
Top crossbar (top)	2.74'

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CAMERA IDENTIFICATION AND VIDEO ANALYSIS

I identified not only the two in-car camera systems (COBAN Video) that show the collision, but additional footage from nearby City of Riverside buildings. In order to begin reconstructing the collision, I examined the video footage of the collision. The following is a brief synopsis of each video. Please note, the City of Riverside RPU Customer Service and Casa Blanca Library building cameras are motion activated and do not record continuously. As such, there may be gaps present within some of the recordings. In addition, the cameras are active 24-hours per day. After examining the videos, I extracted those periods which were relevant to the investigation.

#1 COBAN – Officer ID 1526, Unit 3934 (Vehicle-1)

Video #1 is the footage from Vehicle-1's on-board, windshield view COBAN camera. The video includes footage of the actual collision as well as the time before and after the event.

#2 COBAN – Officer ID 1490, Unit 3930

Video #2 contains footage from Officer Nakamura's on-board, windshield view COBAN camera. Officer Nakamura was approximately 100 yards behind Vehicle-1 at the time of the collision. The video does show the event but lacks detail of the actual collision because of the distance. The video continues after the collision and shows the arrival of several witnesses; it also includes audio from the microphone being worn by Officer Nakamura.

#3 RPU-Customer-Res-ParkingLotViewEast_2012-05-13_07h44min24s823ms.avi

Riverside Public Utilities Customer Service Building, East Parking Lot View

TIME STAMP: 07:44:24 – 07:44:50

Video #3 is from a camera mounted adjacent to the rear parking lot of the RPU Customer Service and Casa Blanca Library. The video is time stamped beginning at 07:44:24 and ending at 07:44:50. It shows Pedestrian-Pablo walking west across the north side of the parking lot, towards the Emerald Street driveway.

#4 RPU-customerResourceCntr-PwrRscLobby11_2012-05-13_07h45min31s647ms.avi

Riverside Public Utilities Customer Service Building, Lobby East View

TIME STAMP: 07:45:31 – 07:45:59

Video #4 is from a camera mounted in the lobby of the RPU Customer Service building, facing east. The video is time stamped beginning at 07:45:31 and ending at 07:45:59. It shows

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Pedestrian-Pablo walking north in the Emerald Street driveway, towards Emerald Street.

#5 RPU-CustomerResourceCtr-NightDrop18_2012-0513_07h45min50s398ms.avi
 Riverside Public Utilities Customer Service Building, East Night Drop View
 TIME STAMP: 07:45:50 – 07:46:09

Video #5 is from a camera mounted on the east exterior wall between cameras #4 and #6. It shows Pedestrian-Pablo walking north through the Emerald Street driveway.

#6 RPU-CustomerResPowerArea_2012-05-13_07h46min03ss603ms.avi
 Riverside Public Utilities Customer Service Building, Power Area Northeast View
 TIME STAMP: 07:46:03 – 07:46:48

Video #6 is from a camera mounted on the east exterior wall at the north end of the RPU Customer Service building. It shows Pedestrian-Pablo walking north through the Emerald Street driveway to the south sidewalk of Emerald Street. Pedestrian-Pablo then turns west (left) and walks towards Madison Street.

#7 RPU-CustomerRes-MadisonSt.View_2012-05-13_07h46min48s827ms.avi
 Riverside Public Utilities Customer Service Building, West Wall
 TIME STAMP: 07:46:48 – 07:47:46, 07:47:55 – 07:48:15, 07:48:27 – 07:48:48,
 07:49:10 – 07:49:29, 07:49:36 – 07:50:57

Video #7 is from a camera mounted on the west external wall of the RPU Customer Service building, adjacent to Madison Street. It shows the southeast corner of the intersection of Emerald Street and Madison Street. The video has several events of note:

- 07:46:48 An unknown male can be seen walking south in the east crosswalk at Emerald Street and Madison Street. He continues south onto the sidewalk where he is obscured by a tree.
- 07:46:50 Pedestrian-Pablo's dog runs into view on the south sidewalk of Emerald Street, traveling west.
- 07:46:54 Pedestrian-Pablo's dog appears to continue running west into the roadway. Further travel is obscured by a tree.
- 07:46:57 Pedestrian-Pablo walks into view on the south sidewalk of Emerald Street, walking west.

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07:47:07 Pedestrian-Pablo continues to walk west, stepping onto the street at the southeast corner of the intersection. Further travel is obscured by a tree.

07:47:08 The unknown male reappears from beneath the tree, still traveling south on the east sidewalk of Madison Street. He is holding a cell phone to his left ear.

07:47:13 [Collision moment – Visible on Video #1]

07:47:14 The unknown male walks out of camera view, apparently non-reactive to the collision.

07:47:24 The unknown male reappears from the south, now walking north on the east sidewalk, still with a cell phone held to his right ear.

07:47:27 A silver vehicle is driven into view on Emerald Street, traveling west. The unknown cell phone male comes to a stop and stands on the east sidewalk, facing north.

07:47:29 The silver vehicle comes to a stop, approximately 10 feet east of the east crosswalk edge. The unknown cell phone male begins walking north again.

07:47:34 Pedestrian-Pablo's dog appears on the east sidewalk, south of the large tree.

07:47:55 Witness-Gaytan walks into view along the passenger side of the silver vehicle on Emerald Street, traveling west. At approximately the same moment, the driver of the silver vehicle (Witness-Cooper) opens the driver's door and begins to step from the vehicle.

07:48:02 Witness-Cooper, having exited her vehicle, stops at the front bumper of her car. At about the same moment. Witness-Gaytan steps into Madison Street and stops near the eastern fog line.

[Synchronization Point: Video #2, same time stamp]

07:48:04 Witness-Cooper walks west towards Madison Street.

07:48:27 Witness-Cooper walks to the eastern fog line on Madison Street and stops.

07:49:44 Witness-Cooper begins walking back towards the silver vehicle on Emerald Street.

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07:49:57 Witness-Cooper re-enters her vehicle.

07:50:04 Witness-Cooper backs her vehicle away from Madison Street on Emerald.

Witness-Gaytan & Witness-Cooper Statement Analysis

In both Video #2 and Video #7, two persons (Witness-Gaytan and Witness-Cooper) are seen walking through the collision area. Witness-Cooper, a black female adult, left the collision scene before she could be identified by responding officers. Witness-Gaytan told Detective Prince that he was waiting for Witness-Cooper and her boyfriend, "Michael Jackson," to arrive at his house, but was unsure of either of their names. At approximately 07:48:22, the following exchange can be heard in Video #2:

07:48:20 Officer Boulерice: "She just crossed right in front of me."

07:48:22 Witness-Cooper: "No. No. You was goin' too fast! You was goin' too fast. Oh my God, you was goin' way too fast!"

A few moments later, the following exchange can be heard between Officer Boulерice and Witness-Gaytan:

07:48:42 Officer Boulерice: "She crossed the street..."

07:48:43 Witness-Gaytan: "Yeah, in the crosswalk."

Analysis of Video #7 clearly shows the arrivals at the collision scene of both Witness-Gaytan and Witness-Cooper. Witness-Cooper is shown arriving at the collision scene in a silver vehicle, on Emerald Street, from the east. Her vehicle drives into the video and stops at approximately 07:47:27, 14 seconds after the collision.

Witness-Gaytan walked into the collision scene from Emerald Street, east of Madison Street at approximately 07:47:55 (42 seconds after the collision), and then onto Madison Street at 07:48:02 (49 seconds after the collision).

Witness-Gaytan, when interviewed originally by Officer L. Moyano, said he was standing on the sidewalk in front of his house at 7458 Emerald Street, approximately 275 feet east of Madison Street. The 49 seconds elapsed from the time of the collision to the time of his arrival supports his statement regarding his pre-collision location.

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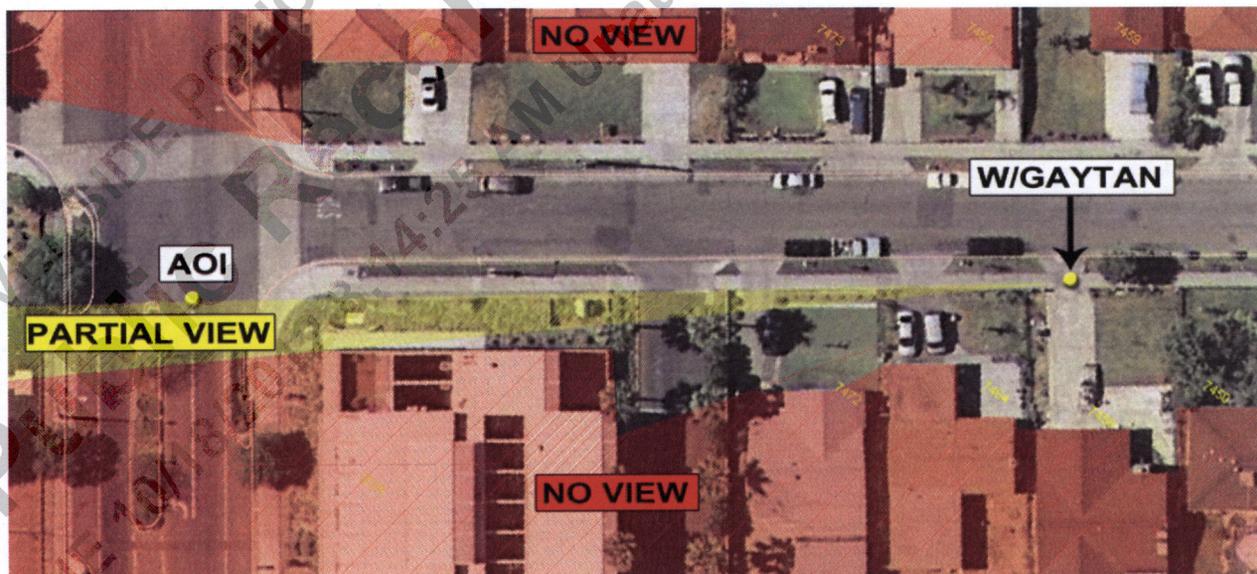
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He described having a clear view of the collision, including both units as they drove up towards the area of impact, and was able to describe pre-braking speeds for both vehicles. However, under questioning by Officer Moyano, he later admits that he did not "actually see" the collision, but had based his conclusions on what he had heard from his driveway.

Witness-Gaytan's original statement, recorded by Officer Nakamura's COBAN recording (Video #2), also helps prove he did not actually see the collision; he said Pedestrian-Pablo had crossed in the "crosswalk," when in fact, she had not (COBAN video; point of rest of Vehicle-1). In addition, if one stands on the sidewalk at Witness-Gaytan's driveway, it is only possible to see a few feet south of the area of impact. If he had actually been looking towards the collision at the time of impact, he would have only been able to see the last 35-40 feet of Vehicle-1's travel prior to coming to rest. Please see **Photographic Line of Sight Study** for further.



Witness-Gaytan's position in front of his residence would have resulted in a very limited possible view of the collision.

Witness-Cooper did not remain at the collision scene to provide an official statement or identify herself. When Detective Prince interviewed Witness-Gaytan on 24 May 2012, he said Witness-Cooper was driving to his house to meet with him.

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Witness-Cooper arrived in her vehicle approximately 14 seconds after the collision. If she was driving only 15 MPH, that would position her vehicle over 300 feet east of Madison Street at the time of impact. If she were driving 20 MPH, her vehicle would be over 400 feet away when the collision occurred:

Speed = 15 MPH or 22 fps

Speed = 20 MPH or 29.3 fps

22 fps * 14 seconds = 308 feet

29 fps * 14 seconds = 406 feet

If Witness-Cooper were only 1 house east of Witness-Gaytan's house, her vehicle would have been over 330 feet from the collision scene when the collision occurred. From that distance, she would not have been able to see Vehicle-1 at all, prior to impact with Pedestrian-1. Even if Witness-Cooper had been west of Witness-Gaytan's house at the time of the collision, she still would not have been able to see Vehicle-1 before it was sliding to a stop. As such, her statement that Driver-Boulerice was "goin' way too fast," was only an assumption on her part.

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Photographic Line of Sight Study

On 24 May 2012, Detectives Prince, Madsen, and Soria assisted me with conducting a photographic line of sight study of the area of the collision scene.

The first series of photographs were taken around the driveway to Witness-Gaytan's residence (7458 Emerald Street). I placed a measuring tape in his driveway and extended it approximately 28 feet from the southern roadway curb edge towards his house. I took photographs looking towards the area of the collision in two-foot increments.



View from center of driveway in front of Witness-Gaytan's house.



Zoomed image showing extent of Madison Ave visible from Witness-Gaytan's driveway.

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I next extended the measuring tape from the southern roadway curb edge, north into the street. I took photographs towards the collision scene every two feet, out to 20 feet.



View from center of street in front of Witness-Gaytan's house on Emerald Ave



Zoomed image showing extent of roadway view from center of Emerald Ave

I then walked to the intersection of Emerald Street and Bunker Street. I walked back to the area of the collision, taking photographs every five paces (approximately 15-20 feet), at approximately eye-height of a passenger-car driver. In addition, I took a reference photograph for each, at a 90 degree angle towards the north side of the roadway. As I approached within approximately the last 100 feet of the intersection, I began taking photographs towards the

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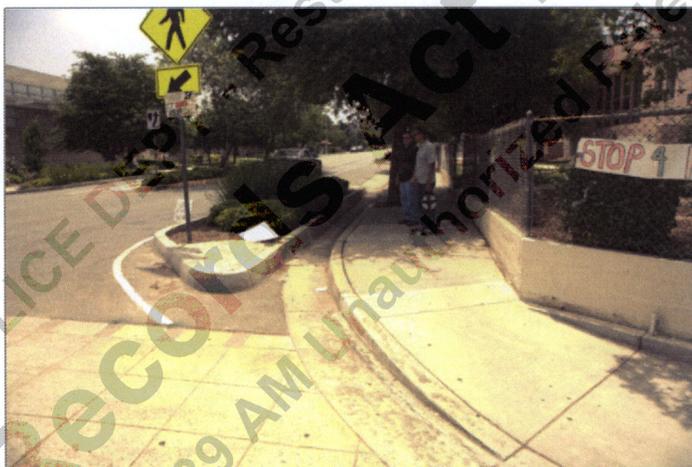
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south, showing the maximum view of northbound Madison Street.

Video #1 and #2 showed there were two potential witnesses standing on the southwest corner of Madison Street and Emerald Street. I had Detectives Prince and Soria stand at their approximate location and photographed them. I took several photographs from their location to demonstrate the extent of the view from that spot.



Detectives Prince and Soria, standing on the southwest corner of Madison Street and Emerald Street.



A portion of the available view, looking from the southwest corner of Madison Street and Emerald Street, towards the southeast corner of the intersection and the area of the collision.

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Madison Street at Emerald Street is divided by two concrete islands and a center median. If one extends the south sidewalk across the intersection at 90 degrees to Madison Street as indicated in *California Vehicle Code 275 Sidewalk Definition*, the path is interrupted by a landscaped concrete island on the west side of the street. I took photographs from the east side of the intersection, facing west, showing the interrupted path.



View from the southeast corner sidewalk edge of Emerald Ave and Madison St, showing the landscaped planter/island.

California Penal Code 275. "Crosswalk" is either:

- (a) That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street.
- (b) Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Notwithstanding the foregoing provisions of this section, there shall not be a crosswalk where local authorities have placed signs indicating no crossing.

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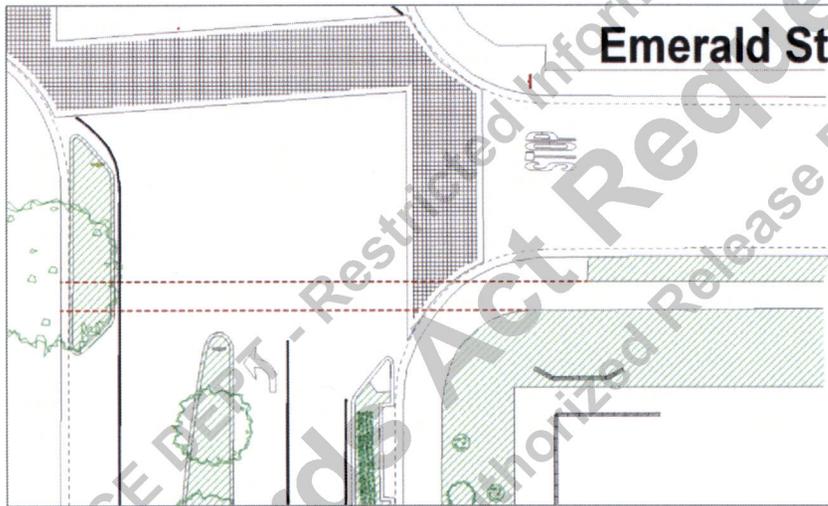
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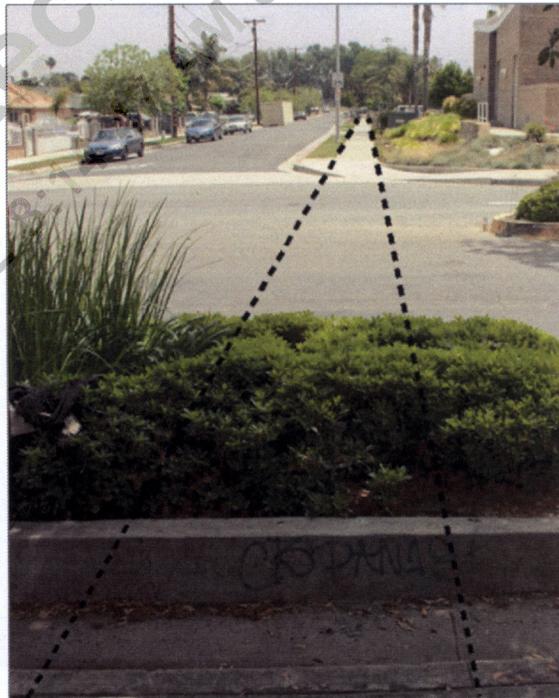
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Extension of the south sidewalk across Madison shows that it is interrupted by an island/planter, not allowing direct access to cross the street.



Extension of the sidewalk west from the southeast corner of Madison and Emerald shows that the path is interrupted by a concrete island planter.

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Videos #3 through #7 are from surveillance cameras mounted on and within the Riverside Public Utilities Customer Service building and the Casa Blanca Library. Both buildings are located adjacent to the east side of Madison Street, at and south of Emerald Street. I took photographs showing the location of both the external and internal cameras.

Video #3 shows Pedestrian-Pablo walking west through the rear parking lot of the RPU Customer Service Building. The eastern end of the parking lot is bordered by a large dirt field. The field has two well-worn paths leading to the only entry/exit points and is bordered on three sides by chain link fences. The first entry point is at the northeast corner where the fence has been cut to allow travel to/from Ysmael Villegas Park. The second entry point is at the southeast corner of the field where the fence has been broken away, providing access to Bunker Street, which leads south to Lincoln Avenue. I took photographs along both paths back to the collision scene, depicting both of Pedestrian-Pablo's possible paths of travel. As I approached the collision scene on Emerald Street, I took photographs at various points depicting the available view of Madison Street to the south.



Possible routes of travel taken by Pedestrian-Pablo to the collision scene

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When I viewed the COBAN video from Driver-Boulerice's vehicle, I could see there was a red Toyota Tacoma 4-door pickup truck (newer model year) parked along the eastern curb of Madison Street, south of the collision scene. On the day of the collision, the vehicle had been driven away before I arrived to document its location. However, viewing the videos from Officer Boulerice and Officer Nakamura's vehicles allowed me to estimate the truck's location.

On 19 June 2012, Detectives Prince, Madsen and I returned to the scene to take additional line of sight photographs. I obtained a white, 2010 Toyota Tacoma 4-door and parked it in approximately the same location as the red Toyota Tacoma. We extended a measuring tape north along the path of the fog line located on the east side of Madison Street. We then extended a second fiberglass measuring tape east 52 feet from that line back along the center path of the south sidewalk on Emerald Street.

I took photographs approximately every two feet as I approached the intersection. Each photograph set included a photograph directly in-line with the tape measure, and one or more photographs showing the available view to the south.



Standing at the sidewalk's end, at the edge of the pavement, Pedestrian-Pablo would not have had a clear view of Vehicle-1 as it approached (19 feet east of east fog line).



A zoomed view of the image to the left shows the landscaping, trees, and the parked vehicle serve to greatly reduce the available view of northbound traffic to a pedestrian at the end of the sidewalk.

As I approached the street, I saw that the Toyota truck, shrubbery and trees served to greatly reduce my view of approaching northbound traffic on Madison Street from the south. From my position at the southeast corner of the intersection, I was only able to see approximately 85 feet to the south.

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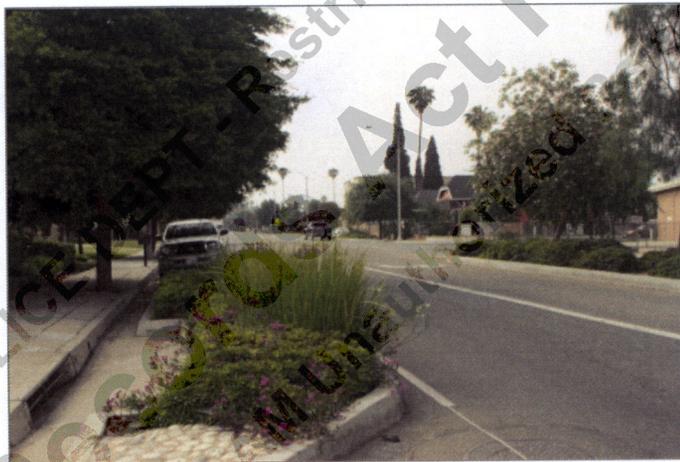
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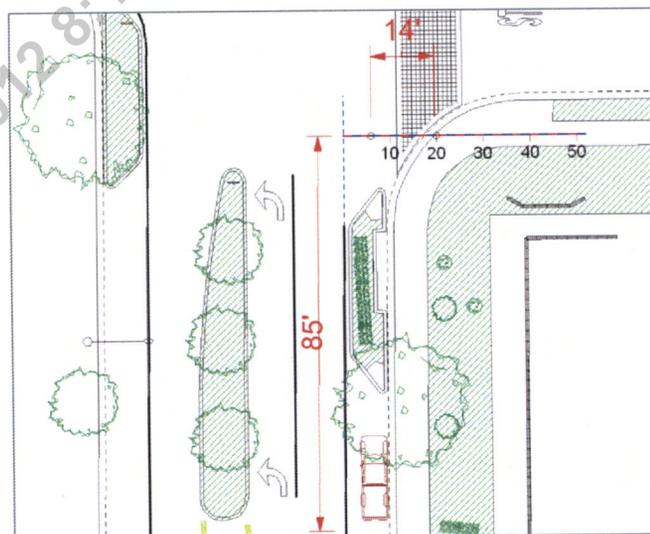
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I had to walk approximately 14 feet into the roadway from the edge of the sidewalk (6 feet east of the fog line and 13.4 feet east of the area of impact) before I had a clear view of approaching northbound traffic. Once at that position, however, I could see clearly to Lincoln Avenue, over 850 feet to the south.



The view looking south on Madison Street, 14 feet west of the end of the south sidewalk, approximately 6 feet east of the western fog line.



Detailed view of line of sight locations – 20 ft back from the fog line at the end of the sidewalk, and 14 feet into the street from the sidewalk's end

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SPEED ANALYSIS

On 17 May 2012, Detectives Prince, Madsen, Soria and I met with DDA Amy Barajas and DDA Jared Haringsma at the Magnolia Police facility. I showed them a copy of the on-board COBAN video footage from Officer Boulерice's car. I asked DDA Barajas if she thought the DA's Office might have a video expert who could overlay a time stamp on the video. She told me she believed she did; we gave her a copy of the DVD video.

On 07 June 2012, I met with Riverside County DA Forensic Audio Video Technician Daniel Shattuck at the DA's office. He had extracted and processed a 47 second clip of the video, adding two time stamps (for a total of 3 visible time stamps).

The first time stamp is located in the lower right third of the image and is intermittent. This time stamp is from the original video and was generated by the COBAN video system.

The second time stamp is located in the upper left corner and bordered in black. This time stamp was placed by Shattuck and runs the entire length of the video segment.

The third time stamp is located in the upper right corner and is bordered in black. It appears at 19.253 seconds. Established by the District Attorney's Office, this time stamp begins at the first moment when Pedestrian-Pablo becomes clearly visible in the video. The timer runs to the end of the video segment.

In order to determine Vehicle-1's speed from the video, I had to identify two fixed landmarks visible in the images. The specified area needed to be far enough away from Vehicle-1's turn onto Madison Street from Lincoln Avenue to allow the vehicle to reach cruising speed, but not so far as to have entered where Driver-Boulерice was steering and braking the vehicle to avoid the collision.

I examined the video and located a section of asphalt that had been removed and re-patched, approximately 16 seconds (16.083) from the beginning of the video. I captured a still frame from the video at the moment when the vehicle's front push bar aligns with the leading edge of the asphalt patch.

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Location1 :Video frame capture: Original image



Video frame capture: Reference area enhanced

Further examining the video I located a frame where the front push bar aligned with the bottom of the painted "PED" warning on the roadway surface, at approximately 18 seconds (18.218).



Location 2: Video frame capture with "PED" warning

On 8 June 2012, Detective Madsen and I returned to the area of Madison Street and Emerald Street. I used a fiberglass measuring tape to measure the distance separating the two identified reference locations. The distance is 125.3 feet.

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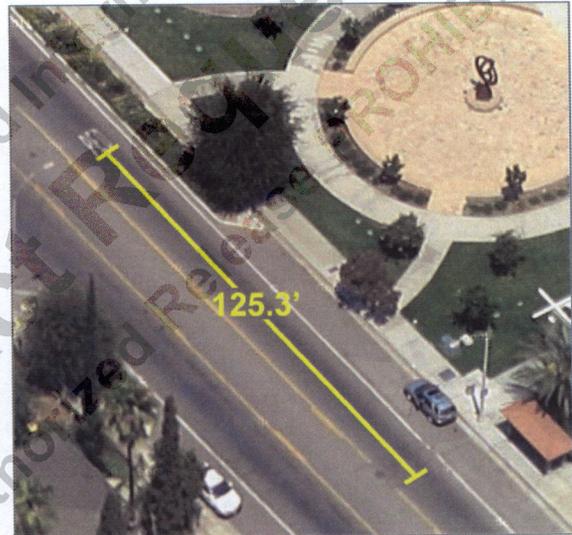
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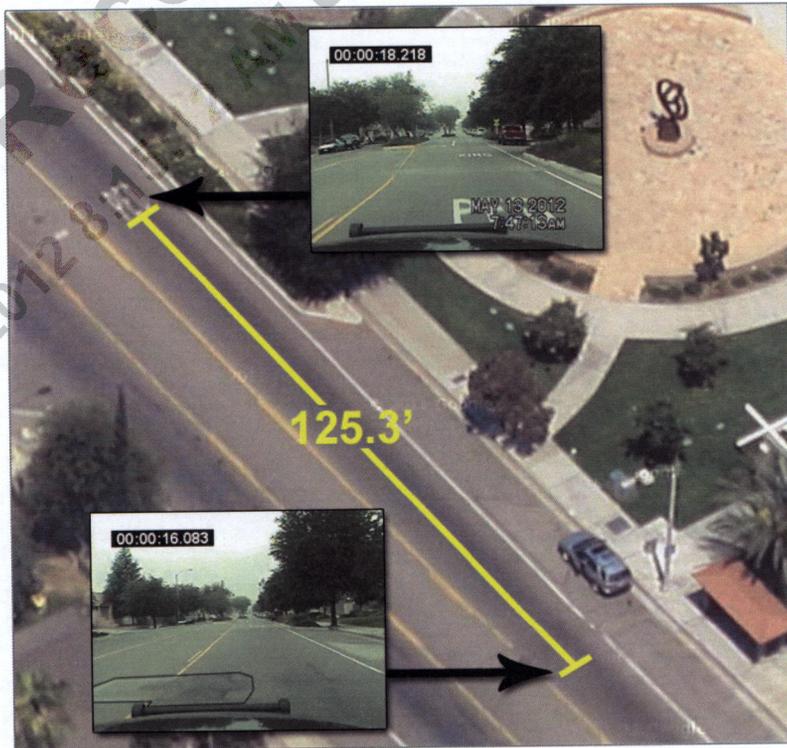
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Location of area identified for speed analysis measurement



Detail of speed analysis measurement area



Overview of area identified for speed analysis measurement

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With that measurement and the reference times from the video, I calculated the speed of Vehicle-1 as it traveled between the two reference locations on Madison Street:

Reference Location 1 Time = 16.083 seconds
 Reference Location 2 Time = 18.218 seconds
 Elapsed Time = 2.135 seconds

Formula to calculate the velocity of a vehicle over a given distance in a given time:

$$v = \frac{d}{t}$$

$v =$ velocity

$d =$ distance

$t =$ time

$v =$ velocity

$d = 125.3$ ft

$t = 2.135$ sec

$$v = \frac{125.3}{2.135}$$

$v = 58.6$ feet per second
speed = 40.0 miles per hour

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GPS SPEED VERIFICATION

Riverside Police Unit 3934 is equipped with a Placer GPS 450 mobile device. The GPS device monitors the location, speed, and heading of the police car and reports that information back to the Riverside Police Department's dispatch center computers approximately every 1/10th of a mile. According to the manufacturer, the device detects speed with an accuracy of plus/minus 1 meter per second, or plus/minus 2.27 miles per hour.

I spoke with Communications Supervisor S. Powell and requested any available GPS data for Vehicle-1 on the day of the collision. He provided me with a table containing the GPS information and a map showing the recorded data points.

According to the data recorded, Vehicle-1 recorded two location data points on Madison Street prior to the collision (there were numerous data points recorded after, but they all have indicated a speed of 0 miles per hour until the car was turned off).

The first data point was approximately 100 feet north of Lincoln Avenue. It recorded a speed of 27 miles per hour. The second data point was approximately 1/10th of a mile later, or approximately 108 feet south of the area of impact, and recorded a speed of 41 miles per hour.



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Watching the COBAN video from Vehicle-1, the vehicle appeared to accelerate smoothly and consistently from a stop in the left turn lane of Lincoln Avenue, to the northbound traffic lane on Madison Street. The GPS data showed 11 seconds elapsed between the two measurements recorded on Madison Street. Having used the GPS data to determine times and speed measurements on Madison Street, it is possible to calculate an acceleration rate for Vehicle-1 as it traveled between those two points.

V_o = Original Velocity V_f = Final Velocity a = Acceleration Rate t = time

Point #1 – V_o : 28 MPH / 41 fps
 Point #2 – V_f : 40 MPH / 58.6 fps
 Time – t : 11 seconds

$$a = \frac{V_f - V_o}{t} = \frac{58.6 - 41}{11} = 1.6 \text{ fps/s}$$

According to the Expert AutoStats 2012 vehicle information database, the 2009 Ford Crown Victoria has a maximum acceleration rate of 11.0 to 15.7 fps/s. As such, at 1.6 fps/s, Vehicle-1 was being accelerated at a rate significantly less than its maximum.

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PEDESTRIAN-PABLO WALKING SPEED

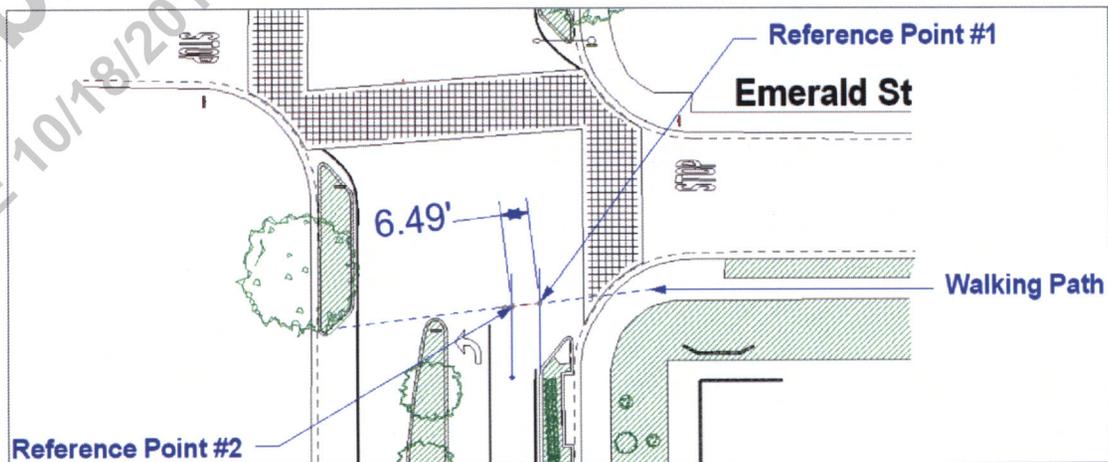
In order to determine the walking speed of Pedestrian-Pablo, I analyzed the COBAN video modified with the time stamp from the District Attorney's office. I identified two key frames within the video. The first frame shows Pedestrian-Pablo as she appears to walk even with the western concrete edge of the island planter on Madison Street, along the east side of the roadway. This frame is time stamped 00:00:19.119 seconds. The second frame shows Pedestrian-Pablo as she reaches the center of the northbound traffic lane. This frame is time stamped 00:00:20.754 seconds.



Pedestrian walking reference point #1



Pedestrian walking reference point #2



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I plotted Pedestrian-Pablo's positions on the scene diagram and measured the distance between the two reference points (6.49 feet). With that measurement and the reference times from the video, I calculated the walking speed of Pedestrian-Pablo as she walked between the two reference locations on Madison Street:

Reference Location 1 Time = 19.119 seconds
 Reference Location 2 Time = 20.754 seconds
 Elapsed Time = 1.635 seconds

Formula to calculate the velocity of a pedestrian over a given distance in a given time:

$$v = \frac{d}{t}$$

v = velocity *d* = distance *t* = time

v = velocity *d* = 6.49 ft *t* = 1.635 sec

$$v = \frac{6.49}{1.635}$$

***v* = 3.97 feet per second**
***speed* = 2.7 miles per hour**

According to Pedestrian Accident Investigation and Reconstruction by S. J. Ashton, Ph.D, Institute of Police Technology and Management, University of North Florida, it lists an average street-crossing speed for females older than 50 years as 2.9 miles per hour.

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ACCELEROMETER TESTING

On 24 May 2012, Detectives Madsen, Soria, Prince and I returned to Madison Street and Emerald Street in order to determine the braking co-efficient of friction for Vehicle-1 on Madison Street. I drove Vehicle-1 to the area of the collision. I installed a Vericom VC-3000 braking test computer onto the front windshield of Vehicle-1 as detailed in the device's owner's manual. Detective Soria accompanied me in the vehicle to function as scribe.

We conducted four braking tests on Madison Street. All negative acceleration events (braking) were conducted as close to the actual area of impact as practical. Full brake pedal application was made during each run and maintained until the vehicle came to a complete stop. Testing was completed between approximately 0850 and 0915 hours. The weather was warm and overcast, the roadway surface dry. The following results were obtained:

Run	Speed	Time to Stop	Average G
1	36.07 MPH	1.95 sec	-0.845
2	30.65 MPH	1.90 sec	-0.837
3	34.25 MPH	1.85 sec	-0.845
4	32.85 MPH	1.72 sec	-0.872

Based upon the four tests, I determined that there was an average **-0.85** (-0.849) percent braking co-efficient of friction for Vehicle-1 on northbound Madison Street, just south of Emerald Street.

After concluding the tests, I drove the vehicle to the Riverside Police Aviation Facility for storage. I removed Officer Boulerville's personal items from the vehicle (see previous inventory list) and later returned them to him.

Later that day, I downloaded the test runs to my desktop computer. Please refer to the attached accelerometer profiles for test details. I completed a calibration test of the VC-3000 device as per the manufacturer's instructions and found the device was operating well within design specifications (-0.002g indicated; allowed deviation: +/- 0.020g).

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TIME AND DISTANCE ANALYSIS

Having determined Vehicle-1's initial speed of 40 miles per hour, I am able to calculate the distance and amount of time required for Vehicle-1 to decelerate from 40 miles per hour to a stop:

Distance required to stop from 40 MPH:

$$d = \frac{v^2}{2gu}$$

d = distance v = velocity g = 32.2 (gravity) u = friction

d = distance v = 58.6 fps g = 32.2 u = 0.85

$$d = \frac{58.6^2}{(2)(32.2)(.85)} = \frac{3433.96}{54.74} = 62.73 \text{ feet}$$

Time required to stop from 40 MPH:

$$t = \frac{v}{gu}$$

t = time v = velocity g = gravity u = friction

t = time v = 58.6 fps g = 32.2 u = .85

$$t = \frac{58.6}{(32.2)(.85)} = \frac{58.6}{27.37} = 2.14 \text{ seconds}$$

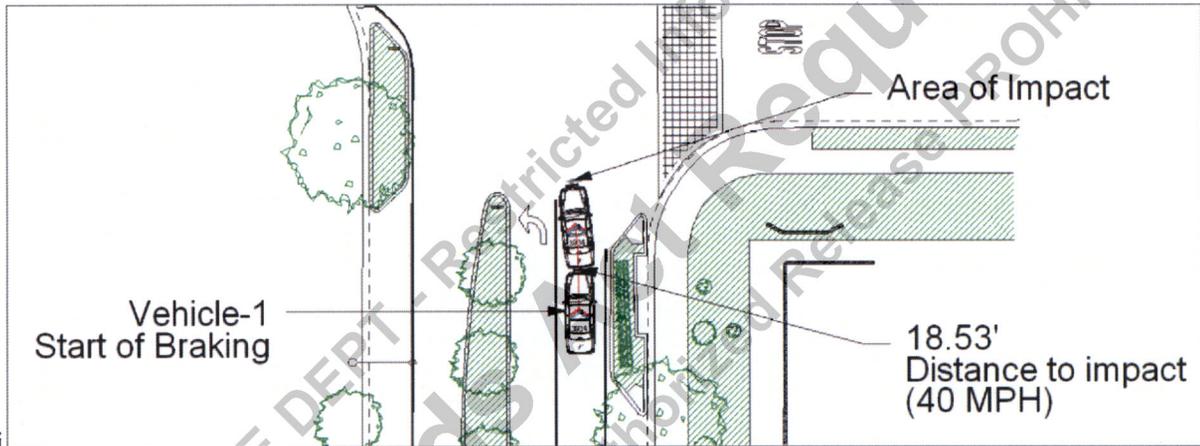
STATE OF CALIFORNIA
NARRATIVE/SUPPLEMENTAL

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Vehicle-1 collided with Pedestrian-Pablo approximately 18.5 feet into its slide to stop. Having calculated the pre-braking speed of Vehicle-1 as 40 miles per hour, the vehicle's speed at impact with Pedestrian-Pablo can be calculated:

a = acceleration rate f = friction g = gravity d = distance
 v_o = original velocity v_f = final velocity

f = 0.85 g = 32.2 fps² d = 18.53 v_o = 58.66

$$-a = fg = (.85)(32.2) = -27.37 \text{ fps}^2$$

$$v_f = \sqrt{v_o^2 + 2ad} = \sqrt{58.66^2 + (2)(-27.37)(18.53)} = \sqrt{3440.9956 + -1014.3322}$$

$$v_f = 49.26 \text{ fps or } 33.58 \text{ mph}$$

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Time required to decelerate from 40 miles per hour to 33.58 miles per hour:

a = acceleration rate v_o = original velocity v_f = final velocity

a = -27.37fps² v_o = 58.6 v_f = 49.26

$$t = \frac{v_f - v_o}{a} = \frac{49.26 - 58.6}{-27.37} = \frac{-9.34}{-27.37} = 0.34 \text{ sec}$$

As such, only 0.34 second elapsed from the time when Vehicle-1 began sliding to a stop and the vehicle collided with Pedestrian-Pablo.

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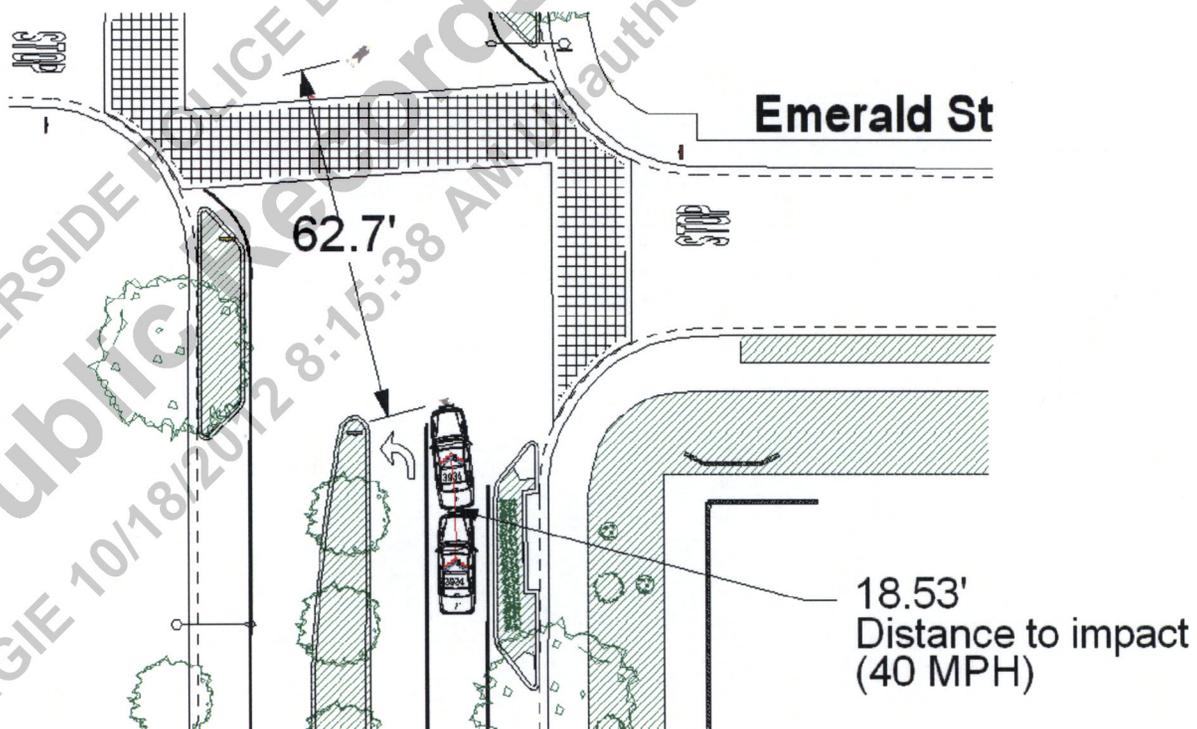
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PEDESTRIAN IMPACT CALCULATIONS

As previously stated, I was unable to locate any scuffs, friction marks, or other evidence to indicate the area of impact. However, analysis of the COBAN video from Vehicle-1 allowed me to estimate the area of impact and place it on a diagram. Pedestrian reconstruction formulas are mathematical formulas empirically derived from the study of numerous pedestrian versus vehicle collisions. An approximate speed of Vehicle-1 at the time of impact may be determined through use of these formulae. While not as exact as the initial speed derived from examination of the COBAN video from Vehicle-1, these speed estimates may be used to verify the previous calculations. While there are numerous pedestrian speed formula available, I determined the formulae by Searl and Collins were most appropriate for this collision.



I measured the distance from the area of impact to Pedestrian-Pablo's point of rest as approximately 62.7 feet. This distance is referred to as the "throw distance" and includes the periods when the pedestrian was on the hood of the car, in the air, and sliding to a stop on the ground. Having determined this throw distance, I am able to complete the following formulas in order to help verify the previously calculated impact speed.

PREPARER'S NAME AND I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
Officer Greg Matthews #0648	06-22-2012		

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SEARL

d_t = Throw Distance
 $d_t = 62.7$

f = coefficient of friction
 $f = 0.66$ (recommended by Searl)

v = velocity

Maximum Speed Equation:

$$v_{max} = \sqrt{2fgd}$$

$$v_{max} = \sqrt{(2)(.66)(32.2)(62.7)}$$

$$v_{max} = \sqrt{2665.0008}$$

$$v_{max} = 51.62 \text{ fps or } 35.19 \text{ mph}$$

Minimum Speed Equation:

$$v_{min} = \sqrt{\frac{2fgd}{1 + f^2}}$$

$$v_{min} = \sqrt{\frac{(2)(.66)(32.2)(62.7)}{1 + .66^2}}$$

$$v_{min} = \sqrt{\frac{2665.0008}{1 + f^2 1.4356}}$$

$$v_{min} = \sqrt{1856.3672}$$

$$v_{min} = 43.08 \text{ fps or } 29.37 \text{ mph}$$

Vehicle-1 speed at impact – Minimum = 29.37 miles per hour
Vehicle-1 speed at impact – Maximum = 35.19 miles per hour

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COLLINS

d_t = Throw Distance f = coefficient of friction s = speed h = fall height
 $d_t = 62.7$ $f = 0.8$ (recommended by Collins) $h = 2.8$

Preliminary Equations:

$$a = \frac{1}{30f} = \frac{1}{(30)(.8)} = \frac{1}{24} = .04166667$$

$$b = \frac{\sqrt{h}}{2.73} = \frac{\sqrt{2.8}}{2.73} = \frac{1.6733}{2.73} = .6129$$

$$c = -d_t = -62.7$$

Solve using Quadratic Equation:

$$\frac{-b \pm \sqrt{b^2 - 4ac}}{2a}$$

$$\frac{-.6129 \pm \sqrt{.6129^2 - (4)(.04166667)(-62.7)}}{(2)(.04166667)}$$

$$\frac{-.6129 \pm \sqrt{.37564 - -10.45}}{.08334}$$

$$\frac{-.6129 \pm \sqrt{10.82564}}{.08334}$$

$$\frac{-.6129 \pm 3.2902}{.08334}$$

$$(+) = 32.12 \text{ MPH}$$

Vehicle-1 speed at impact = 32.12 MPH

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ANALYSIS

Previously, I calculated the speed of Vehicle-1 at impact with Pedestrian-Pablo as 33.5 miles per hour (page 32). This speed determination was based on the position of Vehicle-1 when it struck Pedestrian-Pablo during its slide to stop.

The two Pedestrian speed calculations used above provide an estimate of Vehicle-1's speed based on their required criteria. Searl provides minimum and maximum speed estimates. According to Searl, Vehicle-1 had a minimum speed estimate of 29.4 miles per hour and a maximum speed estimate of 35.19 miles per hour.

Collins calculates a single minimum speed estimate. According to Collins, Vehicle-1 was traveling approximately 32.15 mile per hour at the time of impact with Pedestrian-Pablo.

The two pedestrian specific speed calculations provide verification of the originally calculated speed estimate: 33.5 miles per hour is well within range of both sets of formulas.

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Analysis of the time stamped video shows that Vehicle-1 came to a stop at **03.837** seconds after Pedestrian-Pablo first became distinctly visible:

The previous calculation shows it took Vehicle-1 at least 2.14 seconds to slide to a stop from 40 miles per hour. As such, Vehicle-1 began braking at least **1.697** seconds after Pedestrian-Pablo first became visible:

$$3.387 \text{ sec} - 2.14 \text{ sec} = \mathbf{1.697 \text{ seconds}}$$

Vehicle-1's impact with Pedestrian-Pablo was recorded at 2.236 seconds after Pedestrian-Pablo first became visible.

Based on the above, the following time line can be constructed:

Pedestrian-Pablo becomes visible:	0.000 seconds
<i>(Driver Perception and Reaction Time)</i>	
Vehicle-1 begins braking:	1.697 seconds
Impact:	2.236 seconds
Vehicle-1 comes to a stop:	3.837 seconds

0.000 Seconds

+ 1.697 Seconds

+3.837 Seconds



Pedestrian-Pablo first becomes visible to Driver-Boulerice.



Driver-Boulerice applies the brakes in an attempt to stop his vehicle.



Vehicle-1 comes to a complete stop.

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Prior to stepping into the street, Pedestrian-Pablo cannot be seen. The red pickup truck, parked along the east shoulder, the plants in the planter/islands, and the trees planted along the east shoulder all serve to block the view of an approaching motorist.

Perception and Reaction Time is that time during which a driver sees an object, identifies it as a hazard, decides on a reaction to that hazard, and begins to physically react to it. Perception and Reaction time can be broken down as follows:

Perception

- The hazard becomes visible
- The hazard is first seen
- The hazard is identified as such
- A "threat level" is assigned to the hazard

Reaction

- The driver decides WHAT to do
- The driver does something

Result

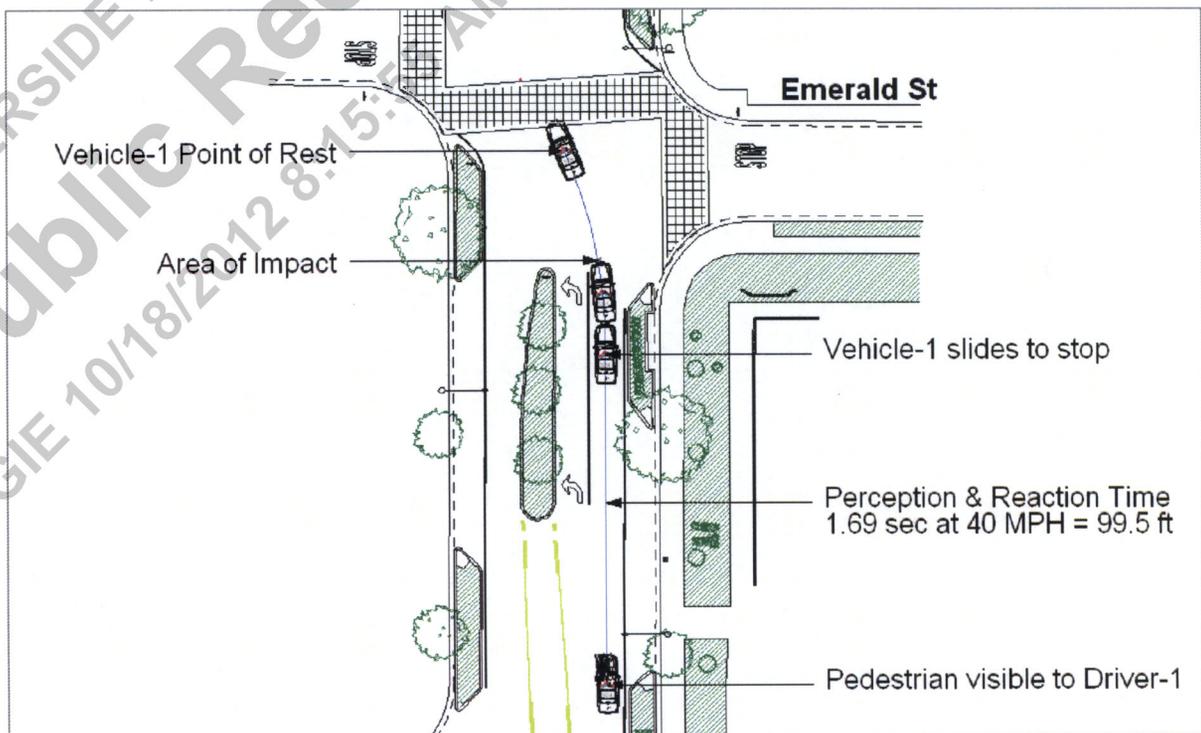
- Change of speed or direction (or both) occurs

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An event where the driver is not expecting a hazard is referred to as a "surprise intrusion" event. Early controlled studies originally suggested many motorists experienced a total perception and reaction time of 1.5 seconds (Methodological Analysis of Driver Perception-Brake Times, Mark Green, Lawrence Eribaum Associates). Tests were conducted in controlled settings, on closed courses, or in laboratory settings.

However, more recent studies have shown that a 1.5 second perception and reaction time is unreasonable in "real world" conditions. According to the Society of Automotive Engineers technical paper, "Perception/Reaction Time Values for Accident Reconstruction" (Sens, M., Cheng, P., Wiechel, J., and Guenther, D., SAE Technical Paper #890732), perception and reaction times in urban environments are significantly greater than those previously estimated. According to SAE 890732, perception and reaction times in "real-world urban driving" are 2.50 seconds or greater on urban streets in real-time.

Examination of the previous time table showed that Driver-Boulerice exhibited a perception and reaction time of no more than 1.697 seconds between the times Pedestrian-Pablo first became visible and when Vehicle-1 began braking.



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SPEED, PERCEPTION AND REACTION STUDY

As previously shown, analysis of the COBAN video showed that Vehicle-1 was traveling 40 miles per hour prior to braking. Driver-Boulerice applied the brakes and slid the vehicle to its stopping point in an attempt to avoid colliding with Pedestrian-Pablo.

Having previously determined the pre-braking speed and point of rest of Vehicle-1, its position can be determined at the time when Pedestrian-Pablo became visible on the roadway.

Driver-Boulerice took approximately 1.69 seconds to perceive and react to Pedestrian-Pablo. At a speed of 40 miles per hour (58.6 feet per second), Vehicle-1 was approximately 99.5 feet south of Pedestrian-Pablo when she stepped into the roadway in front of his vehicle:

$$v = 58.6 \text{ fps} \quad t = \text{time}$$

$$D = vt \quad D = (58.6)(1.697) \quad \mathbf{D = 99.55 \text{ feet}}$$

Perception and Reaction Distance at 40 MPH	99.55 feet
Stopping Distance from 40 MPH	<u>62.73 feet</u>
Total Stopping Distance	162.28 feet

The posted speed limit on Madison Street at the time of the collision was 35 miles per hour (51.33 feet per second). If Vehicle-1 had been traveling the posted speed limit when Pedestrian-Pablo walked out into the roadway, the vehicle would have traveled 87.11 feet while Driver-Boulerice perceived and reacted to Pedestrian-Pablo:

$$v = 51.33 \text{ fps} \quad t = 1.697 \text{ seconds}$$

$$D = vt \quad D = (51.33)(1.697) \quad \mathbf{D = 87.11 \text{ feet}}$$

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Sliding to a complete stop from 35 miles per hour would have taken Vehicle-1 approximately 48.13 feet:

$d = \text{distance}$ $v = \text{velocity}$ $g = 32.2$ (gravity) $u = \text{friction}$

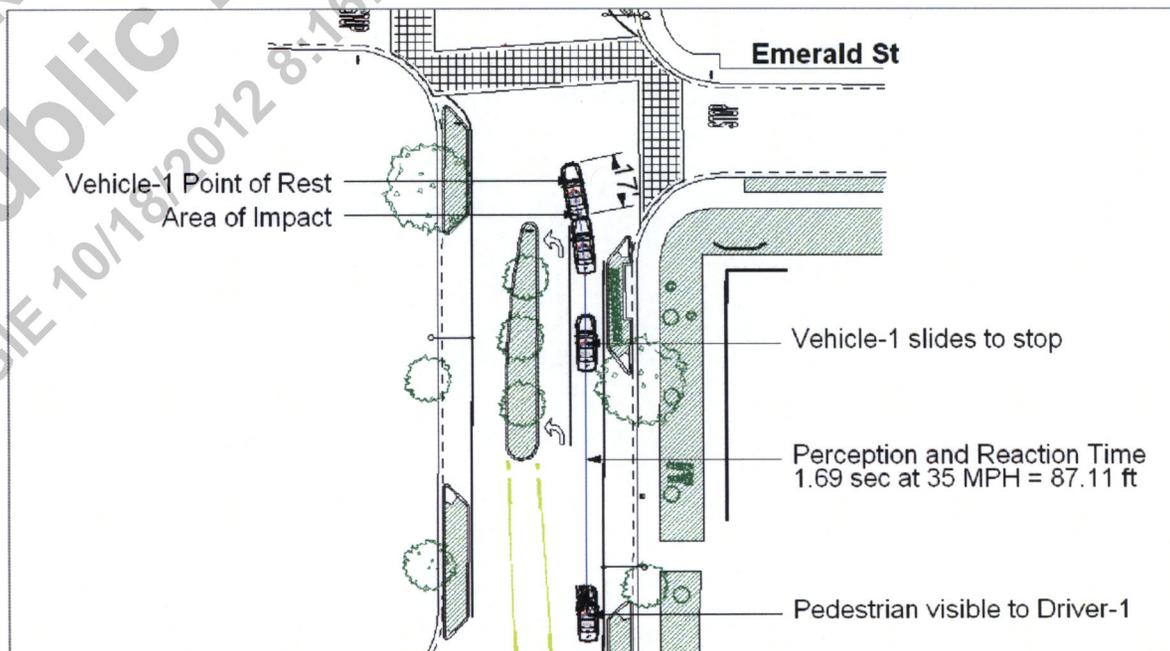
$d = \text{distance}$ $v = 51.33$ fps $g = 32.2$ $u = 0.85$

$$d = \frac{v^2}{2gu} \quad d = \frac{51.33^2}{(2)(32.2)(.85)} = \frac{2634.7689}{54.74} = 48.13 \text{ feet}$$

Perception and Reaction Distance at 35 MPH	87.11 feet
Stopping Distance from 35 MPH	48.13 feet
Total Distance	135.24 feet

As such, the total required stopping distance for Vehicle-1 would have been 135.24 feet, 27.0 feet less than the distance needed for Driver-Boulerice to stop his vehicle from 40 miles per hour ($162.28 - 135.24 = 27.04$ feet).

However, even at the reduced speed, the front of Vehicle-1 would have still come to a stop approximately 17 feet past the area of impact.



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Time required to stop from 35 MPH:

$$t = \frac{v}{gu}$$

t = time v = velocity g = gravity u = friction

t = time v = 51.33 fps g = 32.2 u = .85

$$t = \frac{51.33}{(32.2)(.85)} = \frac{51.33}{27.37} = 1.87 \text{ seconds}$$

With an initial speed of 35 miles per hour, Vehicle-1 would have collided with Pedestrian-Pablo approximately 30 feet (30.97') into its slide to stop. The vehicle's speed can be determined at the time of impact:

a = acceleration rate f = friction g = gravity d = distance
v_o = original velocity v_f = final velocity

f = 0.85 g = 32.2 fps² d = 30.97 v_o = 51.33

$$-a = fg = (.85)(32.2) = -27.37 \text{ fps}^2$$

$$v_f = \sqrt{v_o^2 + 2ad} = \sqrt{51.33^2 + (2)(-27.37)(30.97)} = \sqrt{2635.11 \pm 1695.2978}$$

$$v_f = 30.66 \text{ fps or } 20.89 \text{ miles per hour}$$

Time required to decelerate from 35 miles per hour to 20.89 miles per hour:

a = acceleration rate v_o = original velocity v_f = final velocity

a = -27.37fps² v_o = 51.33 v_f = 30.66

$$t = \frac{v_f - v_o}{a} = \frac{30.66 - 51.33}{-27.37} = \frac{-20.67}{-27.37} = 0.76 \text{ sec}$$

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Based on the above calculations (35 miles per hour), the following time line can be established:

Pedestrian-Pablo becomes visible:	0.000 seconds
(Driver Perception and Reaction Time)	
Vehicle-1 begins braking:	1.697 seconds
Impact:	2.457 seconds
Vehicle-1 comes to a stop:	3.567 seconds

According to the initial calculation (40 miles per hour), Vehicle-1 reached the area of impact at 2.236 seconds, 0.22 seconds sooner than if it had been traveling at 35 miles per hour. During the additional .22 second period available at a speed of 35 miles per hour, Pedestrian-Pablo would have continued walking (at 3.97 feet per second):

$d = \text{distance}$ $v = \text{velocity}$ $t = \text{time}$

$v = 3.97\text{fps}^2$ $t = 0.22 \text{ sec}$

$d = vt$

$d = (3.97)(0.22) = 0.87 \text{ feet}$

Pedestrian-Pablo was struck at the centerline of Vehicle-1. According to Expert AutoStats, the front of Vehicle-1 is 6.5 feet wide. Even had Pedestrian-Pablo walked an additional 0.87 feet, she still would have been struck by the vehicle.

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The following table describes the position of Pedestrian-Pablo as she crossed the street en route to the area of impact:

Ped Dist	Ped Time	Ped Vel		V1 Initial	
6.49	1.635	3.97		58.60	
Pedestrian Data					
Ped	Time to	Distance	Distance	Ped	
Velocity	Impact	from AOI	from curb	Walking	
				Time	
3.97	0	0.00	27.00	6.80	Impact
3.97	0.1	0.40	26.60	6.70	
3.97	0.2	0.79	26.21	6.60	
3.97	0.3	1.19	25.81	6.50	
3.97	0.34	1.35	25.65	6.46	Vehicle 1 starts braking
3.97	0.4	1.59	25.41	6.40	
3.97	0.5	1.98	25.02	6.30	
3.97	0.52	2.06	24.94	6.28	
3.97	0.6	2.38	24.62	6.20	
3.97	0.7	2.78	24.22	6.10	
3.97	0.8	3.18	23.82	6.00	
3.97	0.9	3.57	23.43	5.90	
3.97	1	3.97	23.03	5.80	
3.97	1.1	4.37	22.63	5.70	
3.97	1.2	4.76	22.24	5.60	
3.97	1.3	5.16	21.84	5.50	
3.97	1.4	5.56	21.44	5.40	
3.97	1.5	5.95	21.05	5.30	
3.97	1.6	6.35	20.65	5.20	
3.97	1.7	6.75	20.25	5.10	
3.97	1.8	7.14	19.86	5.00	
3.97	1.865	7.40	19.60	4.94	Ped at fog line
3.97	1.9	7.54	19.46	4.90	
3.97	2	7.94	19.06	4.80	
3.97	2.037	8.09	18.91	4.76	Ped first visible to Driver
3.97	2.1	8.34	18.66	4.70	

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3.97	2.2	8.73	18.27	4.60	
3.97	2.3	9.13	17.87	4.50	
3.97	2.4	9.53	17.47	4.40	
3.97	2.5	9.92	17.08	4.30	
3.97	2.6	10.32	16.68	4.20	
3.97	2.7	10.72	16.28	4.10	
3.97	2.8	11.11	15.89	4.00	
3.97	2.874	11.41	15.59	3.93	Visibility Photo - 4 feet from fog line
3.97	2.9	11.51	15.49	3.90	
3.97	3	11.91	15.09	3.80	
3.97	3.1	12.31	14.69	3.70	
3.97	3.2	12.70	14.30	3.60	
3.97	3.3	13.10	13.90	3.50	
3.97	3.4	13.50	13.50	3.40	
3.97	3.5	13.89	13.11	3.30	
3.97	3.6	14.29	12.71	3.20	
3.97	3.7	14.69	12.31	3.10	
3.97	3.8	15.08	11.92	3.00	
3.97	3.9	15.48	11.52	2.90	
3.97	4	15.88	11.12	2.80	
3.97	4.1	16.27	10.73	2.70	
3.97	4.2	16.67	10.33	2.60	
3.97	4.3	17.07	9.93	2.50	
3.97	4.384	17.40	9.60	2.42	Visibility Photo - 10 feet from fog line
3.97	4.4	17.47	9.53	2.40	
3.97	4.5	17.86	9.14	2.30	
3.97	4.6	18.26	8.74	2.20	
3.97	4.7	18.66	8.34	2.10	
3.97	4.8	19.05	7.95	2.00	
3.97	4.9	19.45	7.55	1.90	
3.97	5	19.85	7.15	1.80	
3.97	5.1	20.24	6.76	1.70	
3.97	5.2	20.64	6.36	1.60	
3.97	5.3	21.04	5.96	1.50	
3.97	5.4	21.43	5.57	1.40	
3.97	5.5	21.83	5.17	1.30	

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3.97	5.6	22.23	4.77	1.20	
3.97	5.7	22.63	4.37	1.10	
3.97	5.8	23.02	3.98	1.00	
3.97	5.896	23.40	3.60	0.91	Visibility Photo - 16 feet from fog line
3.97	5.9	23.42	3.58	0.90	
3.97	6	23.82	3.18	0.80	
3.97	6.5	25.80	1.20	0.30	
3.97	6.6	26.20	0.80	0.20	
3.97	6.7	26.60	0.40	0.10	
3.97	6.8	26.99	0.01	0.00	
3.97	6.801	27.00	0.00	0.00	Steps away from sidewalk into roadway

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The following table describes the position of Vehicle-1 from the time when Pedestrian Pablo entered the street, until the vehicle came to a complete stop.

Veh Initial	Time to Impact	Time in Slide	Time to Stop	P&R Time	Velocity	Distance to Impact	Distance to Stop	Distance in Skid	Accel	Comments
58.60		2.14	0.000		0.00		0.00	62.73	-27.37	
58.60		1.69	0.447		12.23		2.73	60.00	-27.37	
58.60		1.39	0.752		20.57		7.73	55.00	-27.37	
58.60		1.18	0.965		26.40		12.73	50.00	-27.37	
58.60		1.00	1.138		31.16		17.73	45.00	-27.37	
58.60		0.85	1.289		35.28		22.73	40.00	-27.37	
58.60		0.72	1.423		38.96		27.73	35.00	-27.37	
58.60		0.59	1.547		42.33		32.73	30.00	-27.37	
58.60		0.52	1.619		44.31		35.86	26.87	-27.37	
58.60		0.48	1.660		45.45		37.73	25.00	-27.37	
58.60		0.37	1.767		48.36		42.73	20.00	-27.37	
58.60	0.000	0.34	1.767		49.19	0.00	44.20	18.53	-27.37	Impact
58.60	0.067	0.28	1.865		51.04	3.38	47.58	15.15	-27.37	
58.60	0.070	0.27	1.868		51.12	3.53	47.73	15.00	-27.37	
58.60	0.166	0.18	1.963		53.73	8.53	52.73	10.00	-27.37	
58.60	0.257	0.09	2.054		56.22	13.53	57.73	5.00	-27.37	
58.60	0.344	0.00	2.141	1.70	58.60	18.53	62.73	0.00	-27.37	Vehicle 1 starts braking
58.60	0.350		2.490	1.69	58.60	39.04	83.24			
58.60	0.400		2.540	1.64	58.60	41.97	86.17			
58.60	0.500		2.640	1.54	58.60	47.83	92.03			
58.60	0.600		2.740	1.44	58.60	53.69	97.89			
58.60	0.700		2.840	1.34	58.60	59.55	103.75			
58.60	0.800		2.940	1.24	58.60	65.41	109.61			
58.60	0.900		3.040	1.14	58.60	71.27	115.47			
58.60	1.000		3.140	1.04	58.60	77.13	121.33			
58.60	1.100		3.240	0.94	58.60	82.99	127.19			
58.60	1.200		3.340	0.84	58.60	88.85	133.05			
58.60	1.300		3.440	0.74	58.60	94.71	138.91			
58.60	1.400		3.540	0.64	58.60	100.57	144.77			
58.60	1.500		3.640	0.54	58.60	106.43	150.63			

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58.60	1.600		3.740	0.44	58.60	112.29	156.49		
58.60	1.700		3.840	0.34	58.60	118.15	162.35		
58.60	1.800		3.940	0.24	58.60	124.01	168.21		
58.60	1.865		4.005	0.18	58.60	127.82	172.02		Ped at fogline
58.60	1.900		4.040	0.14	58.60	129.87	174.07		
58.60	2.000		4.140	0.04	58.60	135.73	179.93		
58.60	2.037		4.177	0.00	58.60	137.90	182.10		Ped first visible to Driver
58.60	2.100		4.240		58.60	141.59	185.79		
58.60	2.141		4.281		58.60	143.99	188.19		
58.60	2.200		4.340		58.60	147.45	191.65		
58.60	2.217		4.357		58.60	148.45	192.65		
58.60	2.500		4.640		58.60	165.03	209.23		
58.60	2.800		4.940		58.60	182.61	226.81		
58.60	2.874		5.014		58.60	186.95	231.15		Vis Photo: Ped 4' from fog line
58.60	2.900		5.040		58.60	188.47	232.67		
58.60	3.000		5.140		58.60	194.33	238.53		
58.60	3.500		5.640		58.60	223.63	267.83		
58.60	3.873		6.013		58.60	245.49	289.69		
58.60	4.000		6.140		58.60	252.93	297.13		
58.60	4.384		6.524		58.60	275.43	319.63		Vis Photo: Ped 10' from fog line
58.60	4.500		6.640		58.60	282.23	326.43		
58.60	5.000		7.140		58.60	311.53	355.73		
58.60	5.500		7.640		58.60	340.83	385.03		
58.60	5.896		8.036		58.60	364.04	408.24		Vis Photo: Ped 16' from fog line
58.60	6.000		8.140		58.60	370.13	414.33		
58.60	6.500		8.640		58.60	399.43	443.63		
58.60	6.801		8.941		58.60	417.07	461.27		Ped steps into roadway
58.60	7.000		9.140		58.60	428.73	472.93		

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16 Feet East of the Fog Line (23.4' East of AOI, 5.89 seconds prior to impact)

From 16 feet east of the fog line, the upper left corner of the "X" in the painted "XING" is visible on the roadway surface, approximately 125 feet to the south. Vehicle-1 was approximately 364 feet to the south and not yet visible. Pedestrian Pablo was not yet visible to Driver Boulterice.



10 Feet East of the Fog Line (17.4' East of AOI, 4.38 seconds prior to impact)

From 10 feet east of the fog line, the upper left corner of the P in the painted "PED" is visible on the roadway surface, approximately 179 feet to the south. Vehicle-1 was approximately 275 feet to the south and not yet visible. Pedestrian Pablo was not yet visible to Driver Boulterice.

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4 Feet East of the Fog Line (11.4' East of AOI, 2.87 seconds to impact)

From 4 feet east of the fog line, the front (north) edge of the center divider just north of Lincoln Avenue, is visible approximately 715 feet to the south. Vehicle-1 was approximately 186 feet to the south and should have been clearly visible to Pedestrian Pablo. However, she was still not visible to Driver Boulерice.



2 Feet East of the Fog Line – Pedestrian Pablo first visible to Driver Boulерice

Approximately 8 feet east of the AOI, and 2.0 seconds prior to impact, Pedestrian Pablo had walked over 18 feet into the roadway, far enough to become visible to Driver Boulерice. Vehicle-1 was approximately 137 feet to the south

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0 Feet – At the Fog Line (7.4' East of AOI, 1.86 seconds to impact)

Standing at the fog line, Lincoln Avenue can be clearly seen to the south, approximately 850 feet to the south. The truck visible above, stopped for the signal, is approximately 900 feet to the south. **Vehicle-1 was approximately 127 feet to the south and clearly visible to Pedestrian-Pablo.**

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COLLISION AVOIDANCE STUDY

As previously determined, Driver-Boulerice perceived and reacted to Pedestrian-Pablo in no more than 1.697 seconds. Research indicates this perception and reaction time is appropriate, and relatively fast, for an urban environment where perception and reaction times of 2.50 seconds or greater can be expected ("Perception/Reaction Time Values for Accident Reconstruction" Sens, M., Cheng, P., Wiechel, J., and Guenther, D., SAE Technical Paper #890732). Having previously determined the pre-braking speed of Vehicle-1, the distance required to stop the vehicle, and the location of Pedestrian-Pablo when she was struck by the vehicle, I can calculate what Driver-Boulerice's perception and reaction time would have to have been in order for him to have stopped Vehicle-1 prior to the collision.

40 miles per hour / 58.66 feet per second (actual calculated speed)

At 40 miles per hour, Vehicle-1 traveled approximately 99.5 feet during Driver-Boulerice's maximum perception and reaction period, during approximately 1.69 seconds. It then took an additional 62.73 feet, over 2.14 seconds, to stop the vehicle. His vehicle struck Pedestrian-Pablo approximately 18.53 feet into the slide to stop.

In order to have not struck Pedestrian-Pablo, Driver-Boulerice would have had to begin braking his vehicle approximately 45 feet prior, reducing his perception and reaction distance to approximately 55.3 feet. Traveling at 58.66 feet per second, this would have reduced his perception and reaction time to only 0.94 seconds.

35 miles per hour / 51.33 feet per second (posted speed limit)

At 35 miles per hour, Vehicle-1 would have traveled approximately 87.1 feet during Driver-Boulerice's perception and reaction period, during approximately 1.69 seconds. It would have then required an additional 48.13 feet, over 1.88 seconds, to stop the vehicle. His vehicle would have struck Pedestrian-Pablo approximately 30.9 feet into the slide to stop.

In order to have not struck Pedestrian-Pablo while traveling at 35 miles per hour, Driver-Boulerice would have had to begin braking his vehicle approximately 19 feet sooner, reducing his perception and reaction distance from 87.1 feet to approximately 68.1 feet. Traveling at 51.33 feet per second (35 miles per hour), this would have reduced his perception and reaction time to 1.3 seconds from the original time, 1.2 seconds less than the expected 2.5 second perception and reaction time in urban environments.

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SPEED LIMIT ANALYSIS

The City of Riverside Department of Public Works, Traffic Engineering Division, conducted a "Traffic and Engineering Survey for Speed Zoning" (aka Speed Survey) on 8 August 2008. Based on that survey, the Traffic Engineer posted the speed limit on Madison Street between Indiana Avenue and Victoria Avenue at 35 miles per hour.

However, according to the survey, the 85th percentile speed (that speed at which 85 percent of all surveyed motorists travel at or below) was determined to be 38 miles per hour. According to the California Manual of Uniform Traffic Control Devices (MUTCD), Chapter 8, Regulations, the speed limit shall be set to the closest 5 mile per hour increment to the calculated 85th percentile speed, unless some unusual condition "warrants a speed limit less than [the] critical speed." With a calculated 85th percentile speed of 38 miles per hour, the closest 5 mile per hour increment is 40 miles per hour.

According to the official speed survey, the Traffic Engineer noted no "other considerations" which would warrant a reduction of the posted speed limit. Nor were there an excess of traffic collisions in the area noted that would necessitate a speed reduction. As such, the posted speed limit on Madison Street should be posted at 40 miles per hour, not the currently posted 35 miles per hour.

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OPINIONS AND CONCLUSIONS

WITNESS STATEMENTS

Witness-Gaytan was present at the scene as documented in the video footage recorded by both Officer Nakamura and Driver-Boulerice's COBAN video systems. He was interviewed on the day of the collision by Officer Moyano and later by Detective Prince.

As can be heard in Officer Nakamura's video, Witness-Gaytan said Driver-Boulerice's vehicle struck Pedestrian Pablo as she crossed "in the crosswalk." In his initial official statement to Officer Moyano, Witness-Gaytan again insisted he had witnessed the entire collision and provided a detailed description of how the collision occurred. He estimated pre-impact speeds for both police cars, saying they both were speeding, described vehicle positions, and both pre and post impact pedestrian dynamics.

When Witness-Gaytan described the direction Pedestrian-Pablo was crossing the street (from west to east), an officer pointed out to him that she was actually crossing in the opposite direction. At that time he admitted that he had not actually seen the collision, but instead had heard it all. Witness-Gaytan insisted the police car had been speeding because he heard the engines of both cars racing as they approached on Madison Street. However, watching the video recorded in both cars shows that both units accelerated at a reasonable rate from Lincoln Avenue, that neither unit appeared to accelerate quickly enough for the engines to race. Examination of the GPS data recorded by Vehicle-1 indicates that Driver-Boulerice accelerated his vehicle at as slowly as about 1/10th of its maximum acceleration rate. Such a low acceleration rate would not have caused the engine to rev loudly or do anything to make its approach audible several hundred feet away and separated by several large and tall structures. In addition, calculations show that Driver-Boulerice's vehicle only reached 40 miles per hour while on Madison Street, again indicating neither unit would have reacted in any way to make their engines "race" or sound louder than they would under normal operation.

The photographic study conducted at Witness-Gaytan's residence showed that the collision would not have been easily visible from his driveway, the sidewalk in front of his house, or even the street in front of his house. At best, the actual impact between Vehicle-1 and Pedestrian-Pablo would have only been partially visible from the sidewalk to the front of his house. Had he actually witnessed the collision, he would have been able to clearly see Pedestrian-Pablo was not hit within the crosswalk as he stated.

Based upon the above, it is my opinion that Witness-Gaytan neither saw the collision or even heard the vehicles approaching. Physical evidence, area geography, and calculations discredit each of Witness-Gaytan's various statements. Other than what Witness-Gaytan may have

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seen after the collision occurred, there is no apparent validity to any of his statements.

Witness-Cooper left the scene of the collision before she provided an official statement or identified herself to responding officers. However, she is visible in Officer Nakamura's COBAN video and can be heard making several statements about the collision.

Analysis of surveillance videos from the nearby Riverside Public Utilities building showed Witness-Cooper drove up on Emerald Street to the intersection of Madison Street and Emerald Street approximately 14 seconds after the collision occurred. She can be heard in Officer Nakamura's video telling Driver-Boulerice, "You was goin' too fast! You was goin' too fast. Oh my God, you was goin' way too fast!"

Witness-Gaytan, who was waiting for Witness-Cooper to drive to his house, said she had only just reached his residence as she drove west on Emerald Street from Bunker Street. As such, she may have been over 275 feet from the collision when it occurred. Regardless of her vehicle's position on the right or left side of roadway, she would have been unable to see the actual impact while east of Witness-Gaytan's residence. Even had she been west of Witness-Gaytan's residence, it would have been impossible for her to see Vehicle-1 until after it was already sliding to a stop and only just prior to impact with Pedestrian-Pablo; she would not have been able to see the vehicle's pre-braking speed to determine whether or not it was "goin' way too fast!" It is my opinion that Witness-Cooper's statements lack credibility and were based upon her perception of the collision after it occurred, and not based on the actual event.

THE COLLISION

On 13 May 2012, at approximately 07:47 AM, Driver-Boulerice was driving northbound on Madison Street from Lincoln Avenue. After completing the left turn onto Madison Street, he accelerated his vehicle to approximately 40 miles per hour as he approached Emerald Street. The morning was cool and the sky overcast; vehicular traffic was very light and there were few pedestrians in the area. As he approached the intersection, he steered his vehicle slightly to the right to avoid the approaching left turn lane and a raised concrete center divider on the far side of Emerald Street.

Pedestrian-Pablo was walking west on Emerald Street on the south sidewalk, approaching Madison Street. When Pedestrian-Pablo reached the intersection, she stepped out into the roadway and into the path of Vehicle-1. Driver-Boulerice applied his brakes and swerved his vehicle to the left but was unable to stop his vehicle in time to avoid colliding with Pedestrian-Pablo. Pedestrian-Pablo died as a result of injuries sustained from the collision.

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The area of the collision is a densely populated urban area, with commercial and residential properties bordering both sides of the roadway. Landscaping has been utilized heavily in raised concrete islands along both edges of Madison Street. There are numerous trees along the east shoulder, and many of the shrubs in the planters extended 4 feet or more above the roadway surface. At the time of the collision, there was a red Toyota Tacoma pickup truck parked aside the east curb of Madison Street, south of the intersection.

As a result of the trees, shrubbery in the islands, and the parked Tacoma, it was not possible for Driver-Boulerice to see the southeast sidewalk on Emerald Street or Pedestrian-Pablo before she stepped out into the street and into the path of his car.

Driver-Boulerice took no more than approximately 1.69 seconds to perceive and react to Pedestrian-Pablo as she stepped into the street. His perception and reaction time was well within the 2.5 seconds perception and reaction time estimated for surprise intrusion events in urban settings, as stated in SAE 890732, "Perception/Reaction Time Values for Accident Reconstruction."

Analysis of the COBAN video from Vehicle-1 allowed me to calculate the speed of the car immediately before the collision as 40 miles per hour. The GPS data recorded by Vehicle-1 on the day of the collision indicated the vehicle was traveling 41 miles per hour (plus or minus 2.27 miles per hour) just prior to the collision. While the currently posted speed limit on Madison Street is 35 miles per hour, the 85th percentile speed (that speed at which 85 percent of all motorists surveyed travel at or under) is 38 miles per hour. According to the California Manual of Uniform Traffic Control Devices, the posted speed limit should have been calculated at 40 miles per hour. Had the speed limit been posted according to the CMUTCD, Driver-Boulerice would have been driving at the speed limit. As such, his vehicle's speed was not unreasonable, nor was it unreasonable at only 5 miles per hour over the posted speed limit.

The parked pickup truck at the east curb and vegetation in the island planters would have obscured Pedestrian-Pablo's view of northbound traffic as she attempted to cross Madison Street from the southeast corner of Emerald Street. Pedestrian-Pablo would not have had an unobstructed view of approaching northbound traffic until she stepped off of the curb and walked approximately 14 feet into the roadway. However, once at that point, had she paused and looked, she would have had a clear view at least as far south as Lincoln Avenue, over 800 feet away. Unfortunately, according to Witness-Goldstein, Pedestrian-Pablo only looked to the south as she stood at the sidewalk's end. Once she began walking forward, both Witness-Goldstein and the COBAN video indicate she locked her gaze straight ahead and did not check to the south when her sightline would have been unobstructed.

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Pedestrian-Pablo attempted to cross Madison Street west from the southeast corner of Emerald Street. As a result of the landscaped island on the west side of Madison Street, there is not a direct path across the street from that corner nor is there a marked crosswalk. After crossing into the southbound lane of Madison Street, Pedestrian-Pablo would have had to walk south in the traffic lane to travel past the concrete island planter to a point where she could again walk west to the western sidewalk. Pedestrians crossing east or west on Madison Street are directed by the marked crosswalk and the yellow vehicle/pedestrian warning signs to cross using the marked crosswalk from the northeast corner of Emerald Street to the southwest corner of Emerald Street.

The marked crosswalk on Madison Street is approximately 45 feet north of the area from which Pedestrian-Pablo attempted to cross. When Driver-Boulerice stopped his vehicle, he did so before the vehicle crossed the marked crosswalk. Had Pedestrian-Pablo crossed the street using the marked crosswalk, the collision should not have occurred.

California Vehicle Code section 21950(a) states, "The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection." Physical factors present at the intersection precluded Driver-Boulerice from seeing Pedestrian-Pablo before she stepped into the roadway. Driver-Boulerice attempted to stop his vehicle but was unable to do so before colliding with the pedestrian. Driver-Boulerice's perception and reaction time indicates he was watching the roadway at about the moment when Pedestrian-Pablo walked into his vehicle's path. Unfortunately, physical factors blocked Driver-Boulerice's view of Pedestrian-Pablo until she was well out onto the roadway.

However, California Vehicle Code section 21950(b) states, "This section does not relieve a pedestrian from the duty of using due care for his or her safety. No pedestrian may suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard."

California Vehicle Code section 21954(a) states, "Every pedestrian upon a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway so near as to constitute an immediate hazard." Pedestrian-Pablo entered the roadway without ensuring that Vehicle-1 was not so close as to be dangerous. In addition, Pedestrian-Pablo entered the roadway at an area outside the marked crosswalk. If she had crossed the street using the marked crosswalk, 45 feet further north, the collision should have been avoided.

PREPARER'S NAME AND I.D. NUMBER

DATE

REVIEWER'S NAME

DATE

Officer Greg Matthews #0648

06-22-2012

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/2012	0749	3313	1475	P12-067271

Narrative Collision Report BA update Fatal H&R update
 Supplemental

CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
RIVERSIDE/RIVERSIDE/RIVERSIDE	

LOCATION/SUBJECT
Madison Street at Emerald Street / Collision Reconstruction

If Pedestrian-Pablo did not look south after walking onto Madison Street, she would have been unable to see the approaching vehicle. When I looked at the COBAN video from Vehicle-1, I did not see Pedestrian-Pablo look towards the south at Vehicle-1 or react to its presence in any discernible way prior to being hit by the vehicle, her gaze was locked straight ahead; it did not appear that Pedestrian-Pablo was aware of the vehicle's approach.

Based on the above, it is my opinion that Pedestrian-Pablo caused the collision by walking into the path of Vehicle-1 when it was so close as to present an immediate hazard, in violation of California Vehicle Code 21954(a).

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Public Records Act
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DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/2012	0749	3313	1475	P12-067271

Narrative Collision Report BA update Fatal H&R update
 Supplemental

CITY/COUNTY/JUDICIAL DISTRICT

REPORTING DISTRICT/BEAT

RIVERSIDE/RIVERSIDE/RIVERSIDE

LOCATION/SUBJECT

Madison Street at Emerald Street

/ Collision Reconstruction

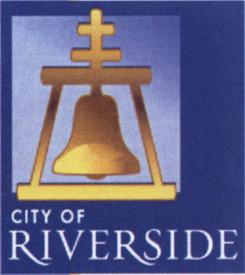
ATTACHMENTS

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ELECTRONIC ATTACHMENTS

Line of Sight Study / Pedestrian Point of View

Annotated Collision Video



Scene Diagrams

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**Riverside Police
Department**
Traffic Investigation Bureau

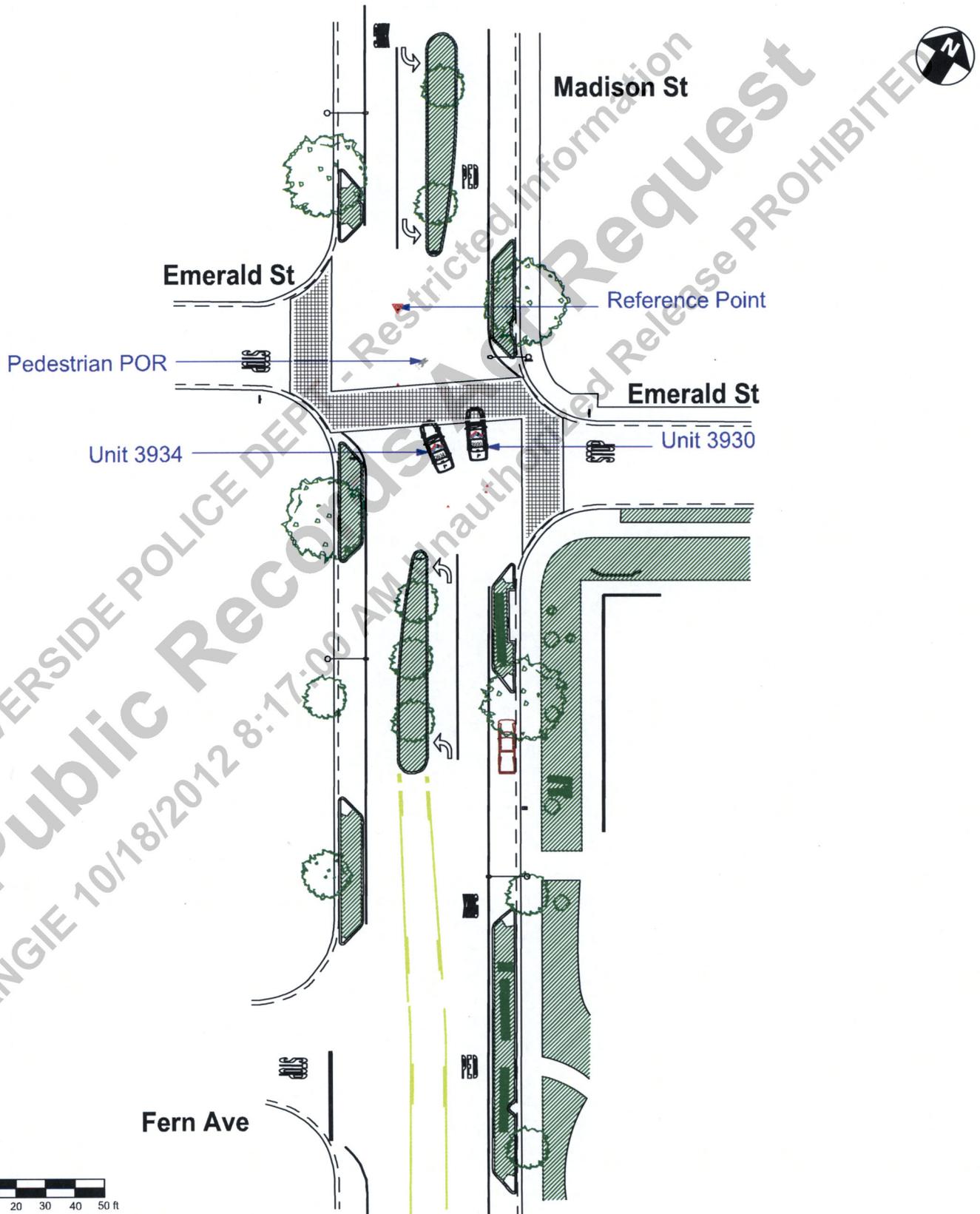


STATE OF CALIFORNIA
FACTUAL DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OPI 042

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)



PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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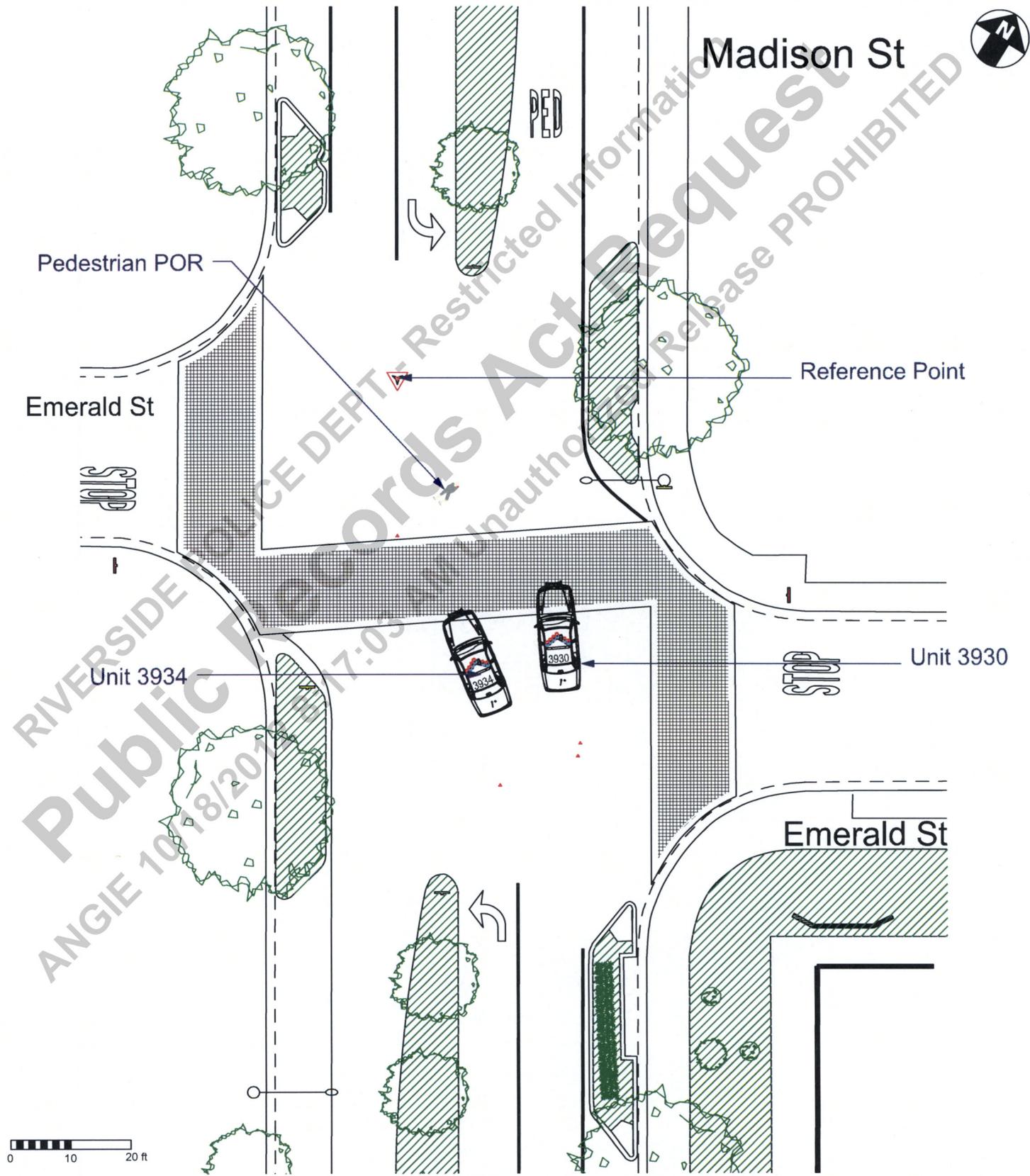
STATE OF CALIFORNIA
FACTUAL DIAGRAM - SCENE DETAIL

CHP 555 Page 4 (Rev. 8-97) OPI 042

PAGE 63 OF 132

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)



PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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STATE OF CALIFORNIA
EVIDENCE DIAGRAM

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PAGE 64 OF 132

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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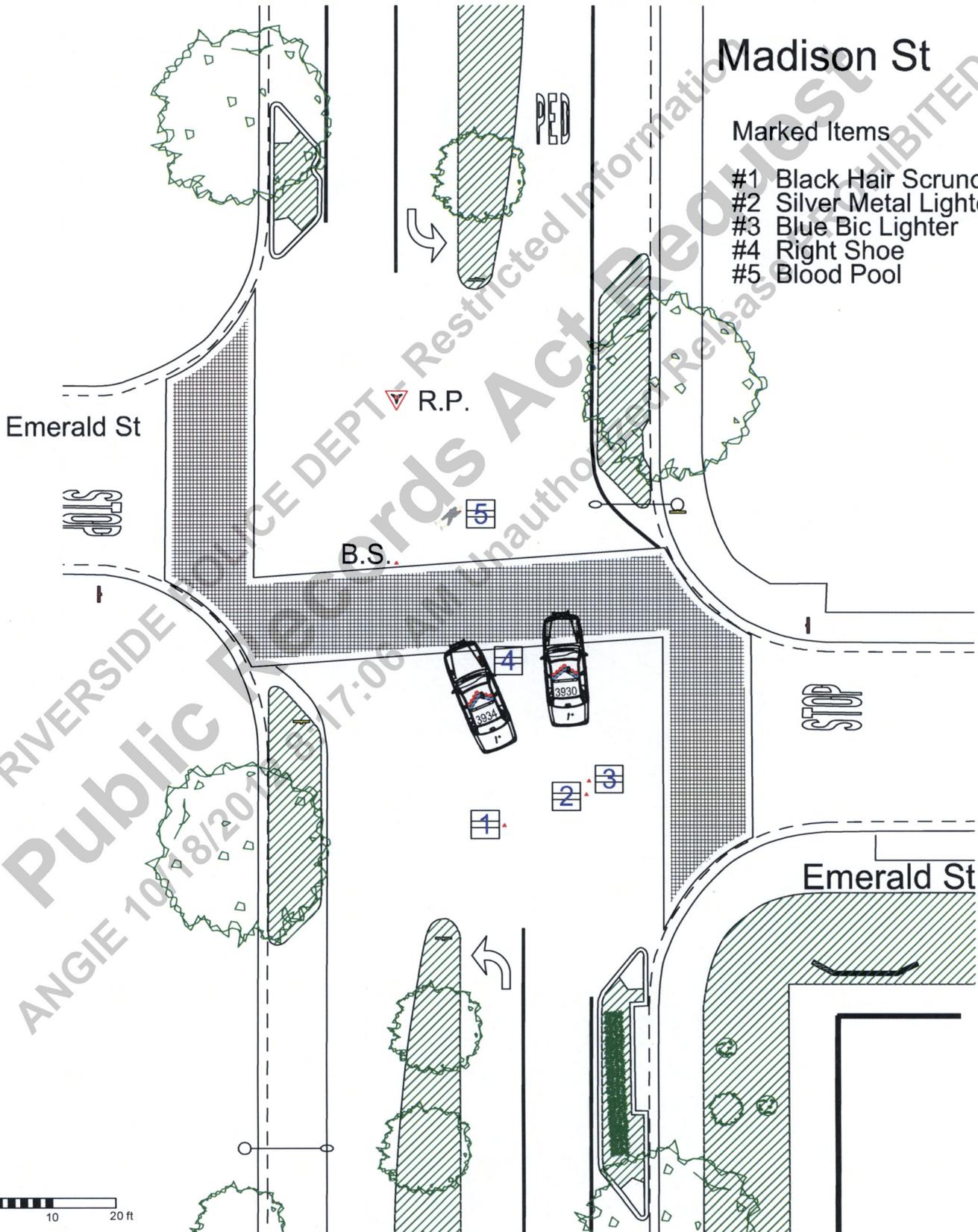
ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)

Madison St



Marked Items

- #1 Black Hair Scrunchie
- #2 Silver Metal Lighter Top
- #3 Blue Bic Lighter
- #4 Right Shoe
- #5 Blood Pool



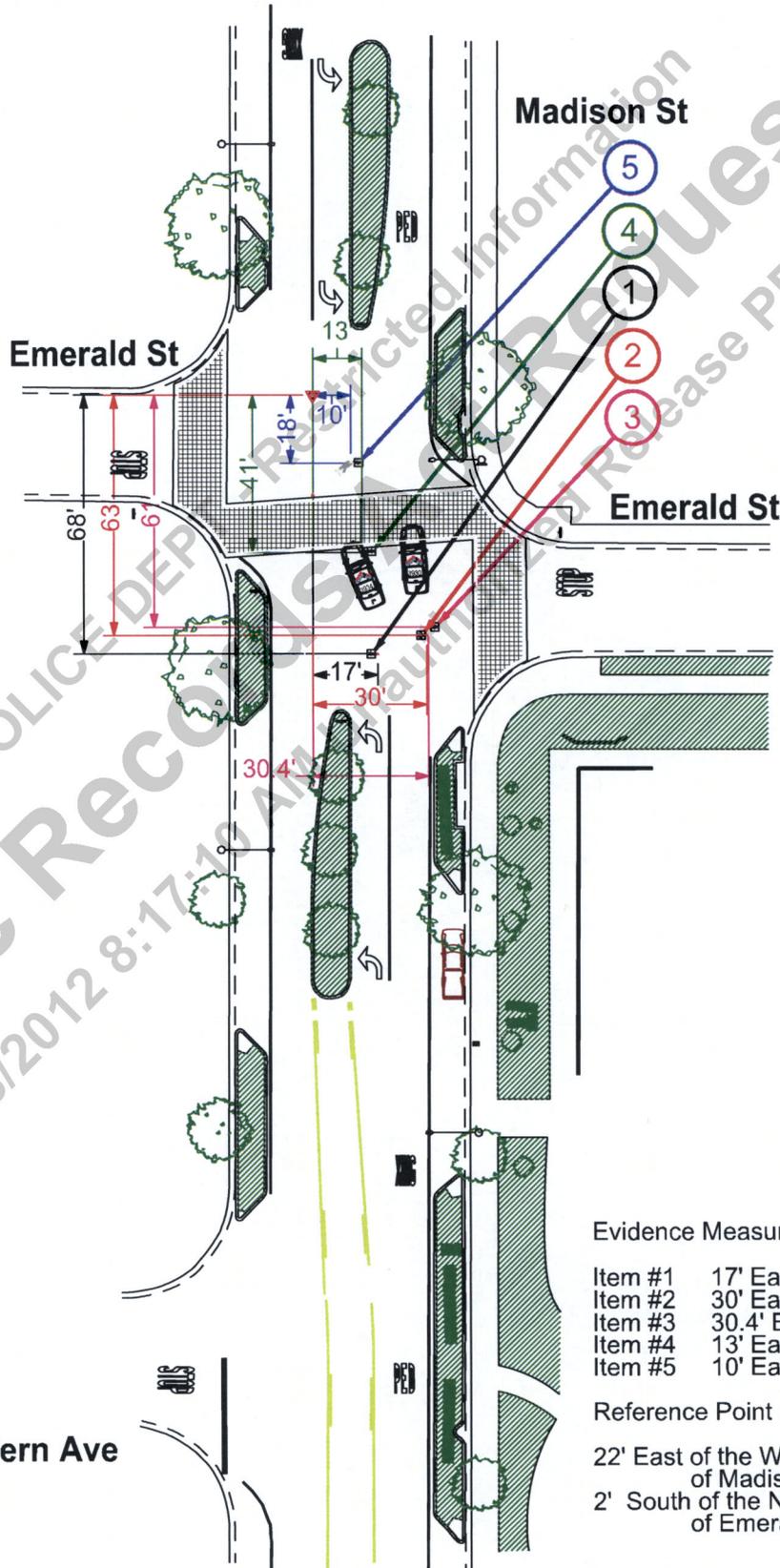
PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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STATE OF CALIFORNIA
EVIDENCE MEASUREMENTS DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OPI 042

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)



Evidence Measurements

- Item #1 17' East and 68' South of RP
- Item #2 30' East and 63' South of RP
- Item #3 30.4' East and 61' South of RP
- Item #4 13' East and 41' South of RP
- Item #5 10' East and 18' South of RP

Reference Point (RP)

- 22' East of the West Curb Prolongation of Madison St
- 2' South of the North Curb Prolongation of Emerald Ave



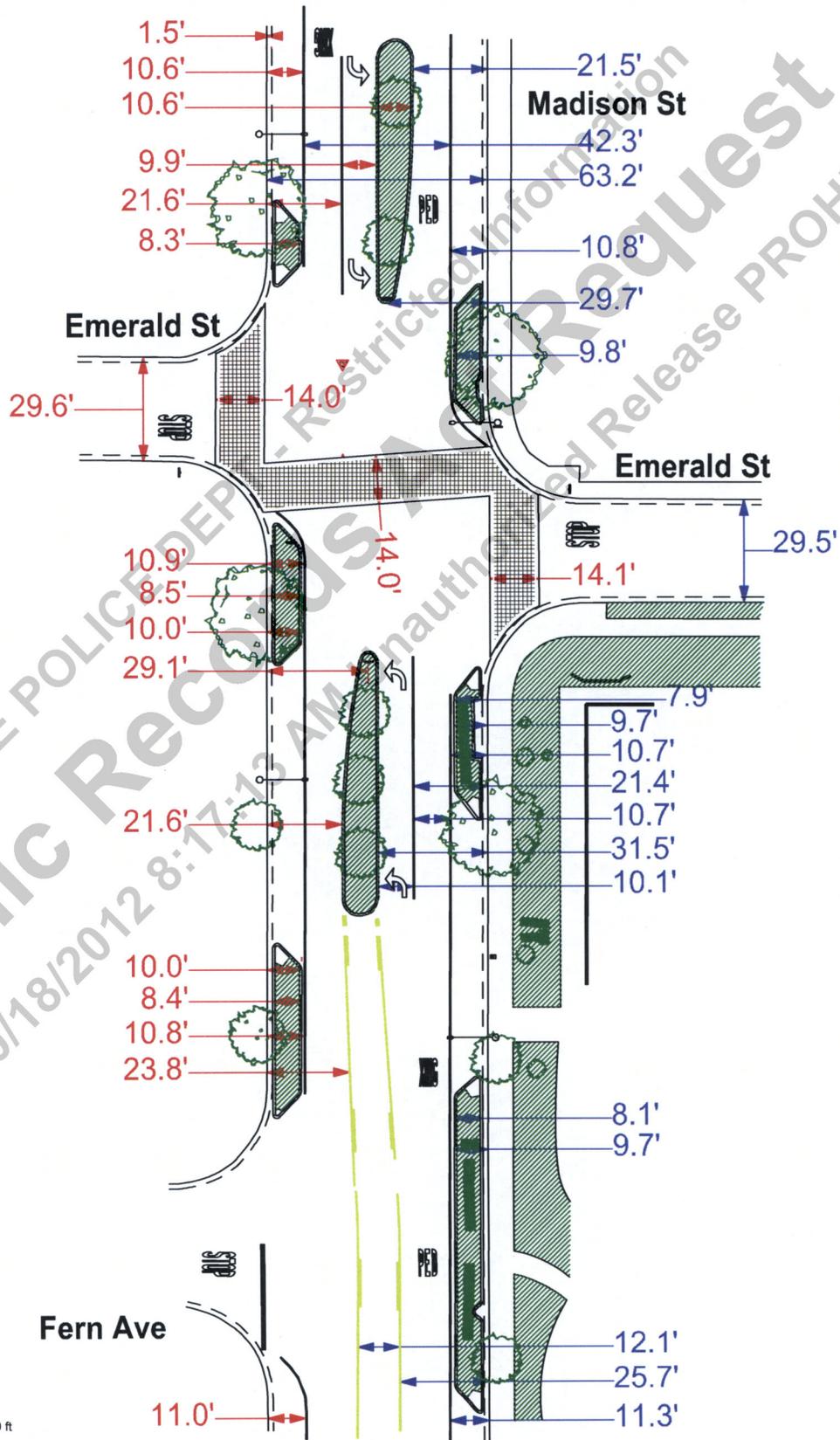
PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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STATE OF CALIFORNIA
ROADWAY MEASUREMENTS DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OPI 042

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)



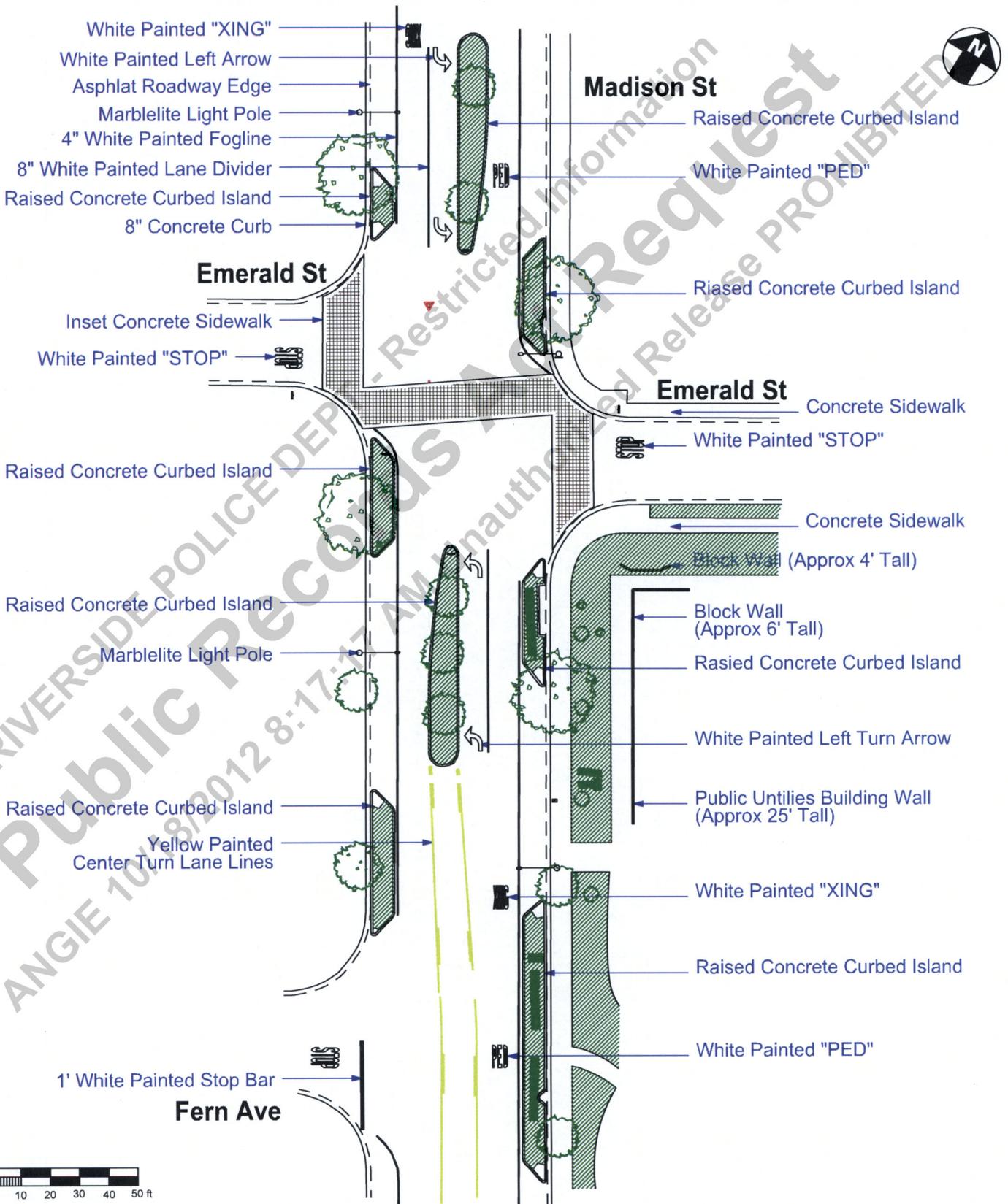
PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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STATE OF CALIFORNIA
ROADWAY DESCRIPTION DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OPI 042

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)



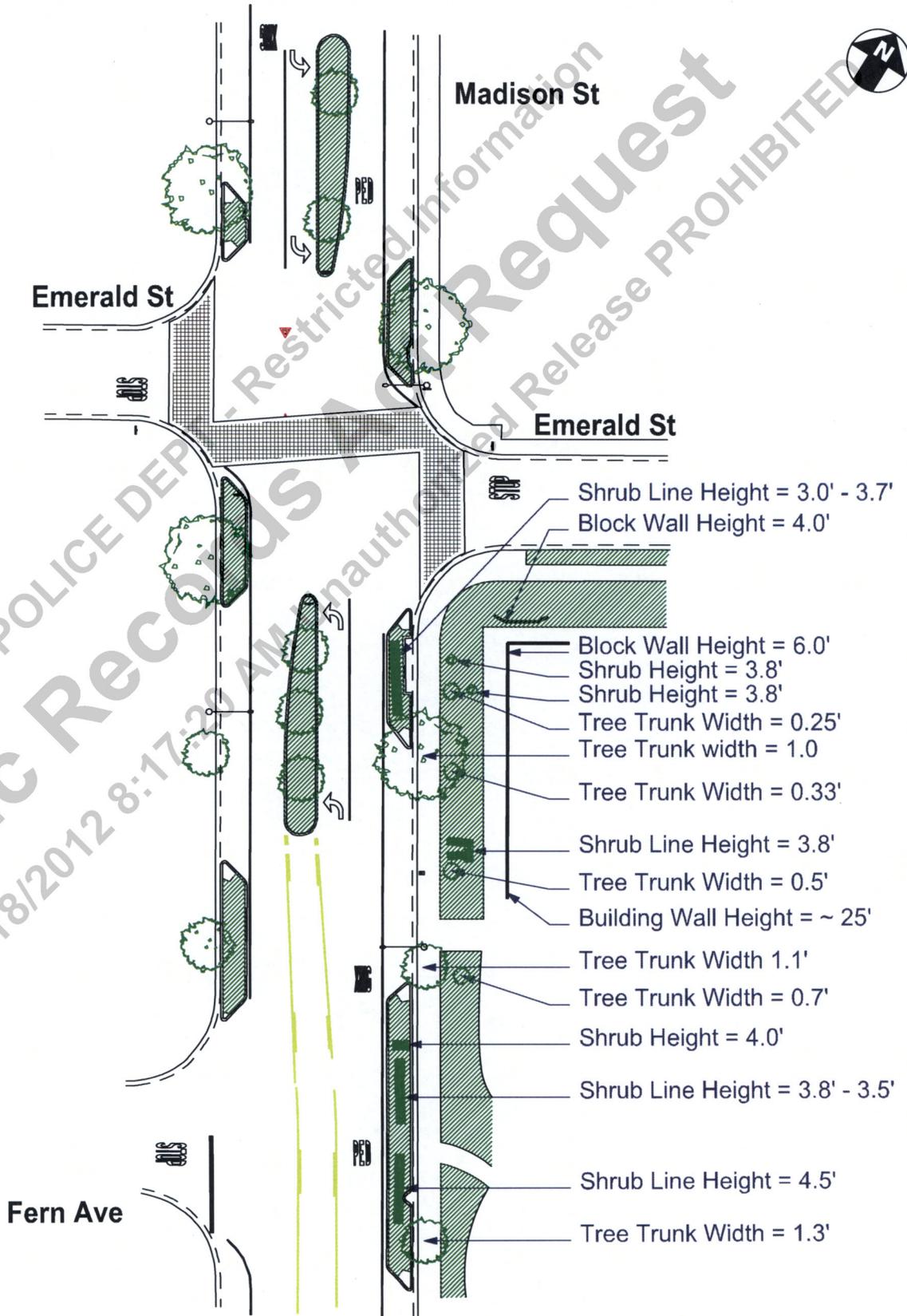
PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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STATE OF CALIFORNIA
LANDSCAPE DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OPI 042

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)



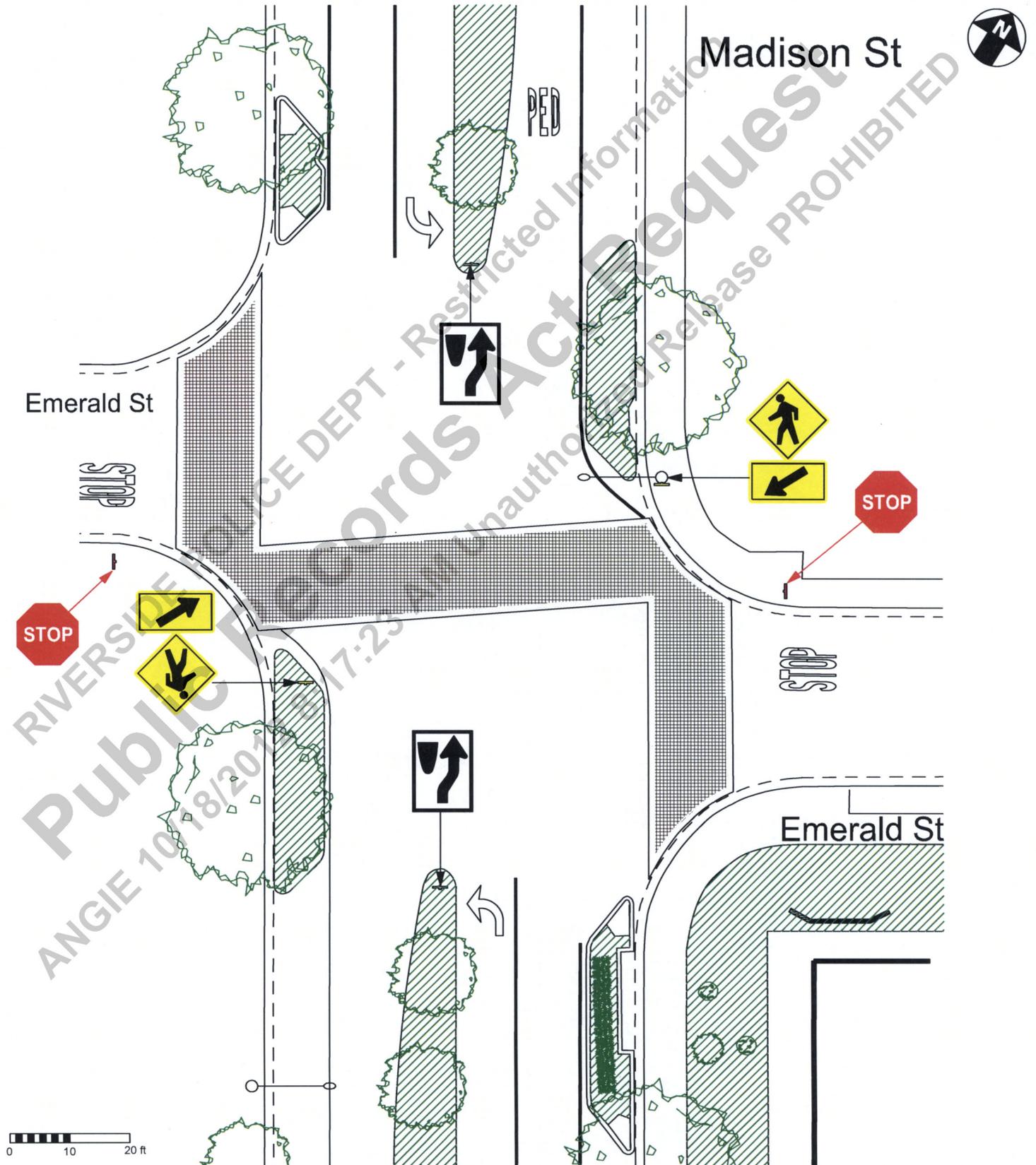
PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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STATE OF CALIFORNIA
SIGNS DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OPI 042

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)



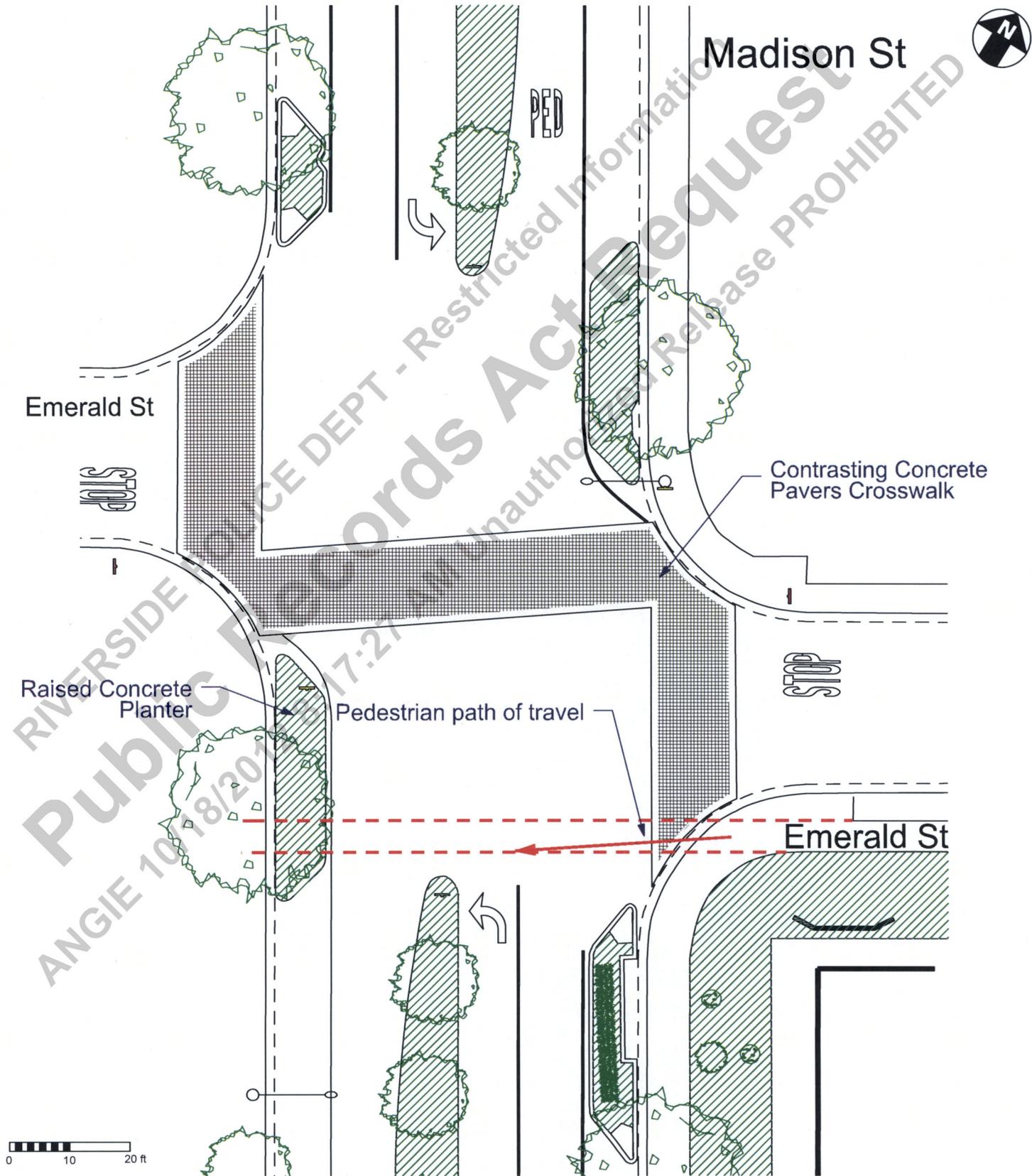
PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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STATE OF CALIFORNIA
CROSSWALK DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OPI 042

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)

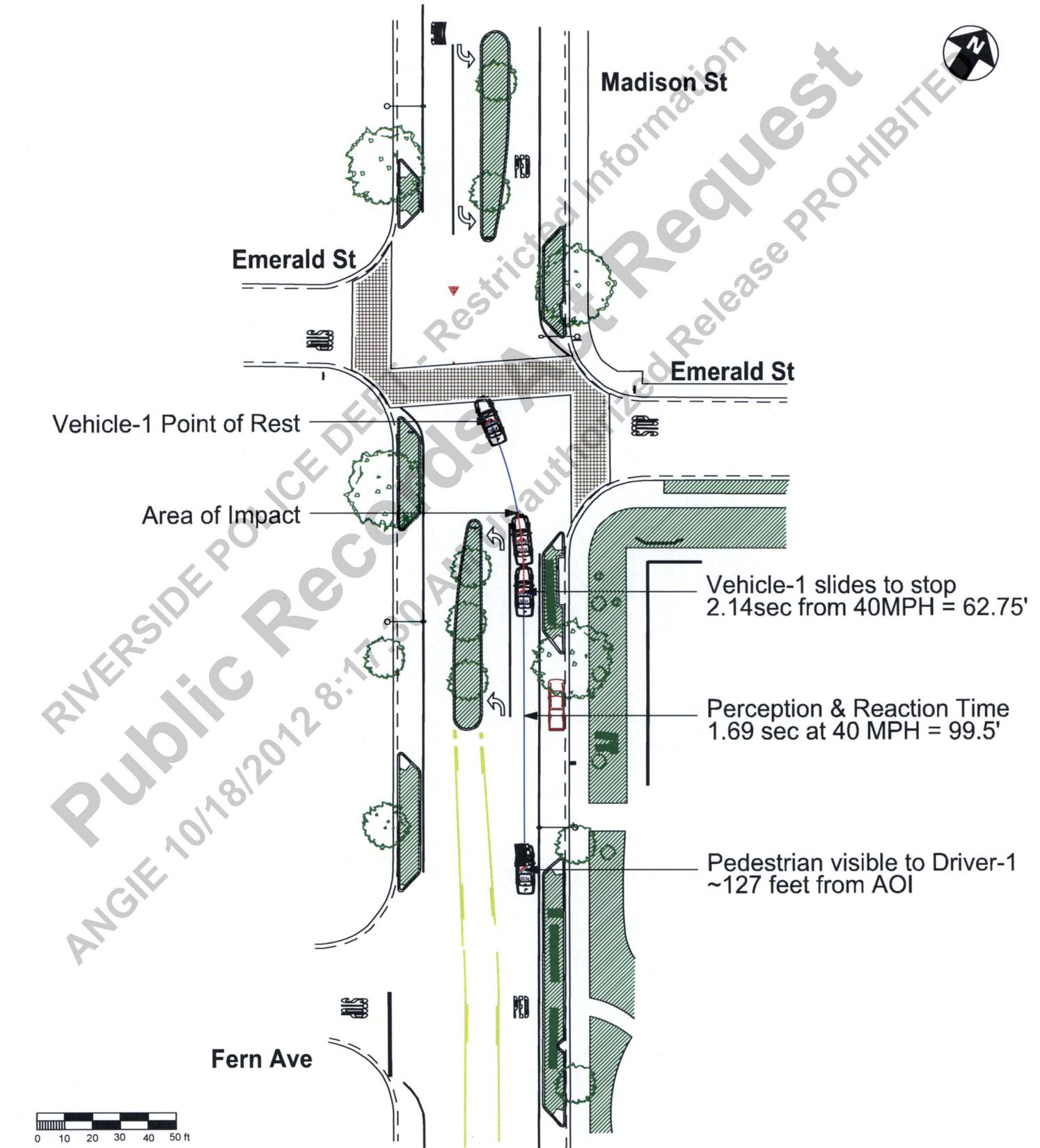


PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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TIME AND DISTANCE ANALYSIS DIAGRAM #1 - 40 MPH

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)

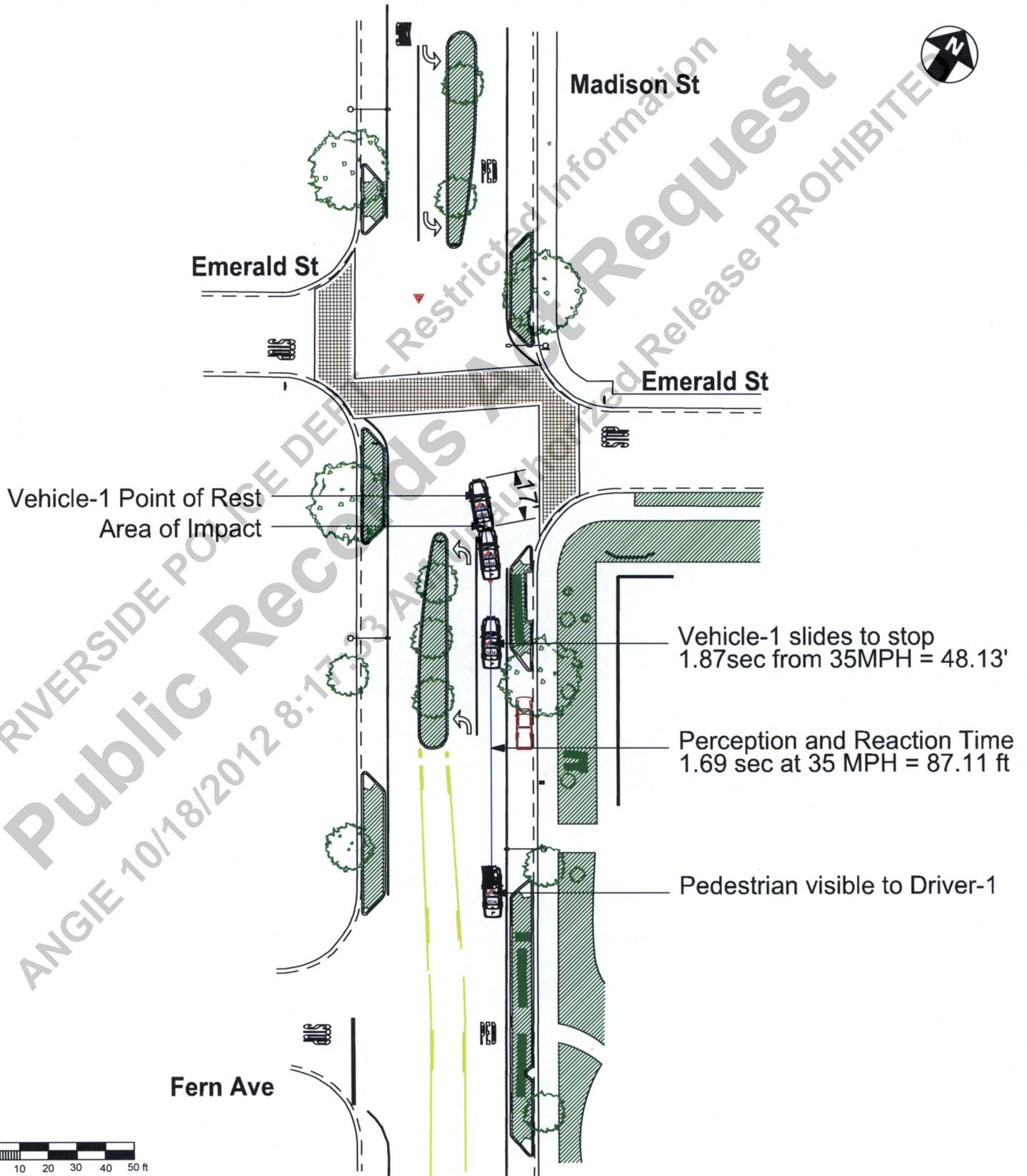


PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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TIME AND DISTANCE ANALYSIS DIAGRAM #2 - 35 MPH

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)

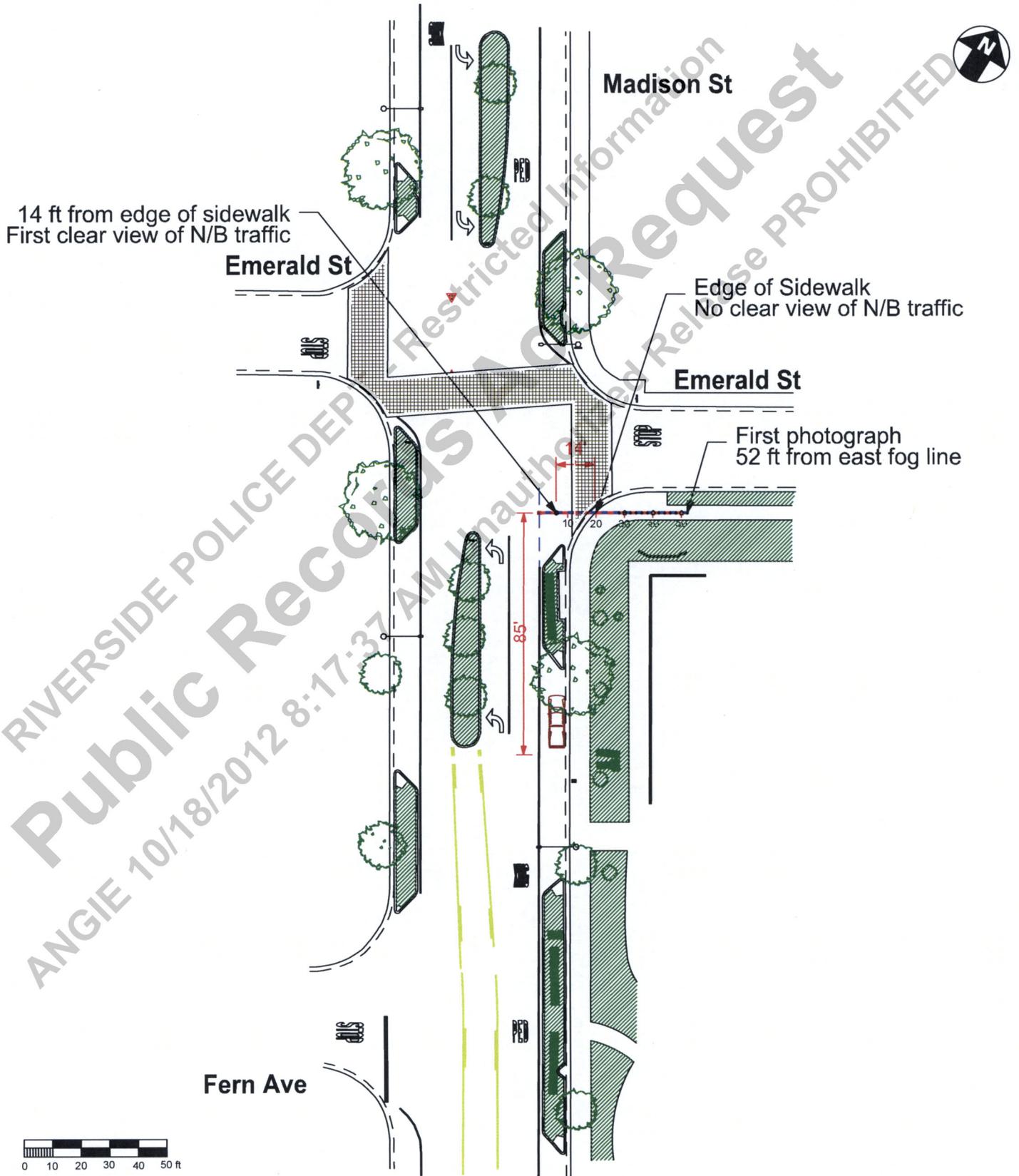


PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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LINE OF SIGHT STUDY / PEDESTRIAN DIAGRAM

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)



PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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LINE OF SIGHT STUDY #2 - PEDESTRIAN VIEW

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)

Reference Line
Along the path of the Pedestrian, beginning at the white fog line and extending east.

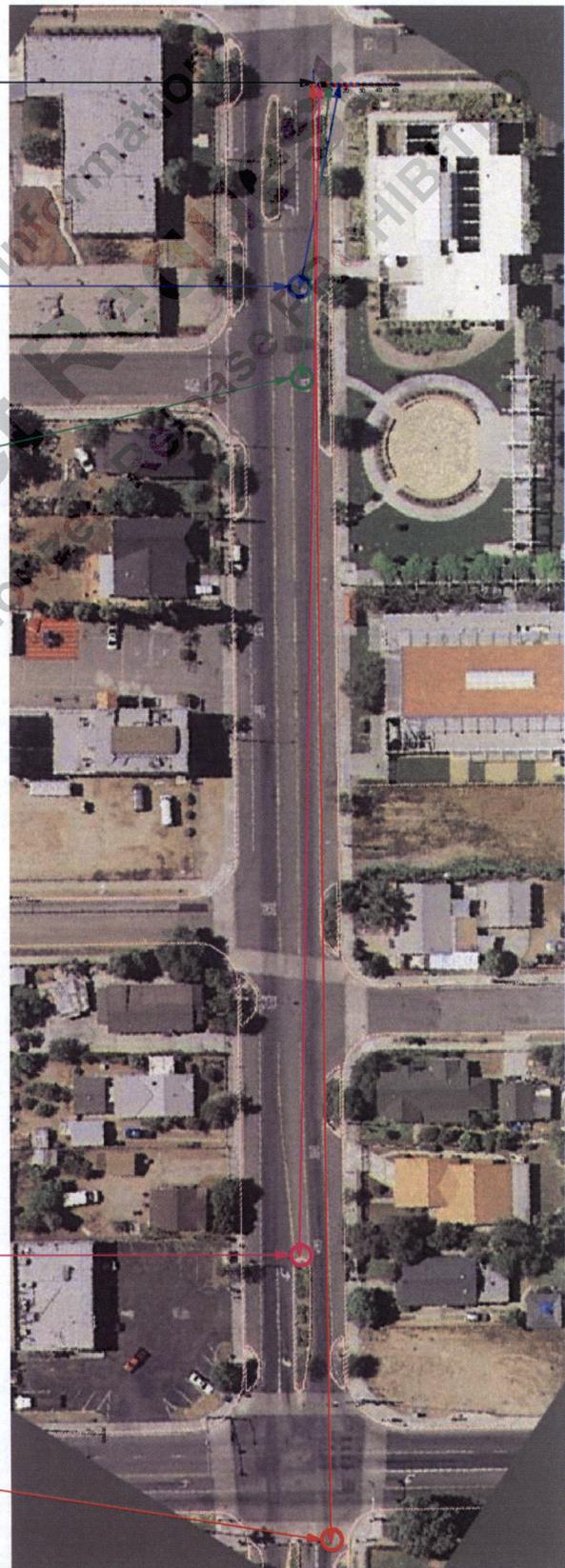
Visible from 16 feet east of the fog line:
The upper left corner of the painted white "XING" pedestrian crossing warning, visible 125 feet to the south. Vehicle-1 not visible.

Visible from 10 feet east of the fog line:
The upper left corner of the painted white "PED" pedestrian crossing warning, visible 179 feet to the south. Vehicle-1 not visible.



Visible from 4 feet east of the fog line:
The front edge of the center divider, visible 715 feet to the south. Vehicle-1 visible 186 feet to the south of Ped.

Visible from 0 feet - at the fog line:
A truck, stopped on Madison Street at the intersection of Lincoln Avenue, visible 900 feet to the south. Vehicle-1 visible 127 feet to the south of Ped.

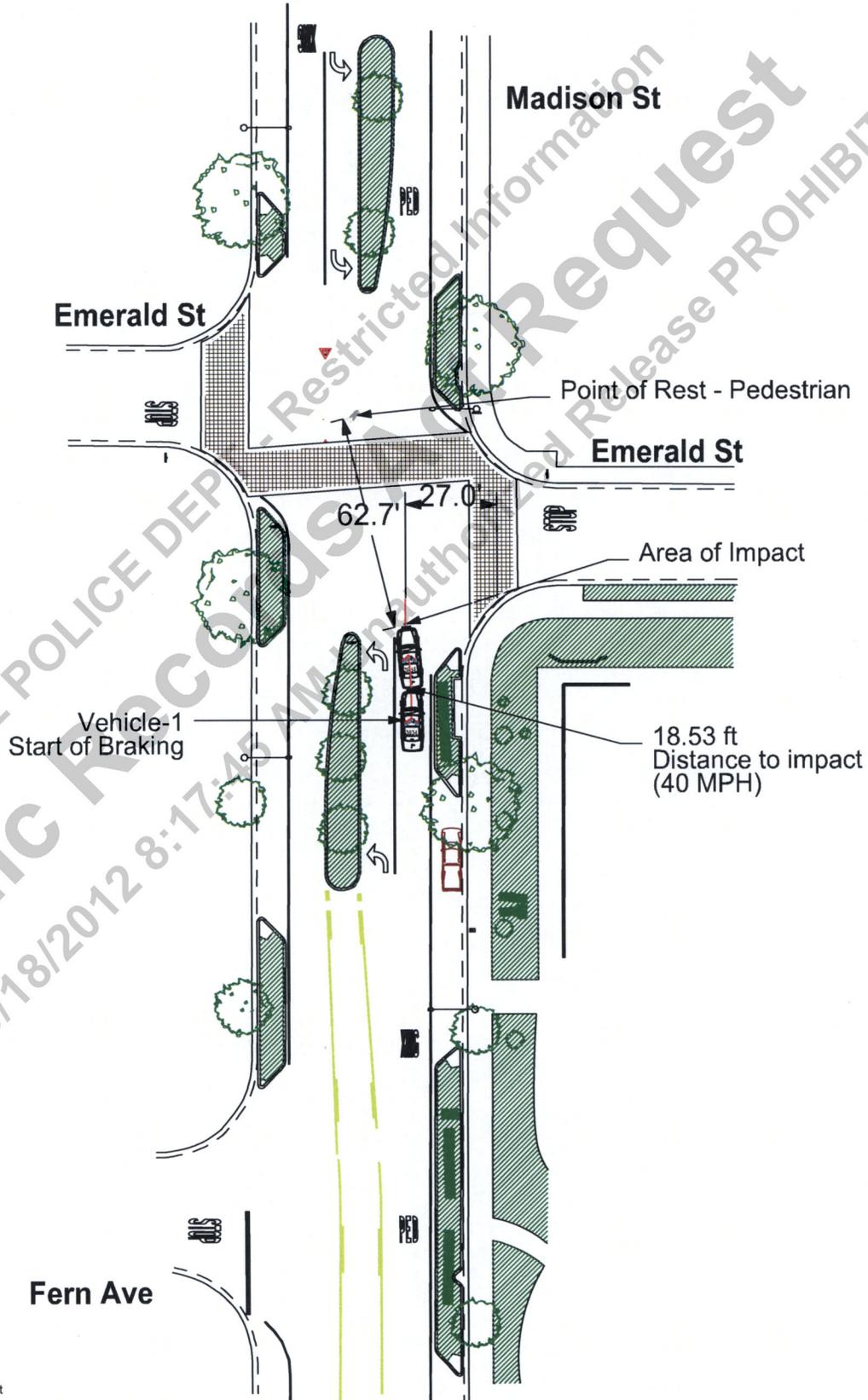


PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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PEDESTRIAN MEASUREMENTS DIAGRAM

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)



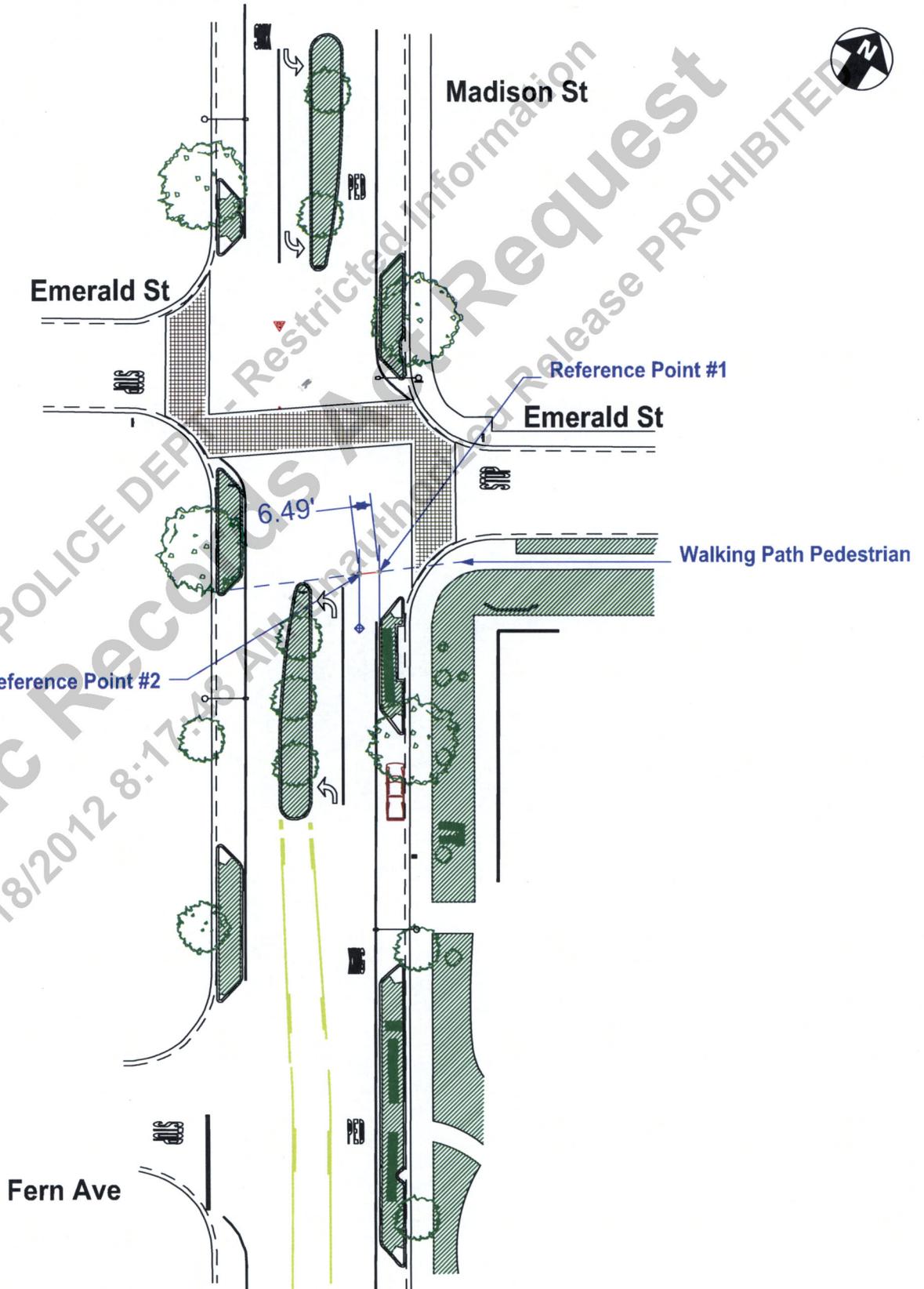
PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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STATE OF CALIFORNIA
PEDESTRIAN WALKING SPEED DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OPI 042

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)



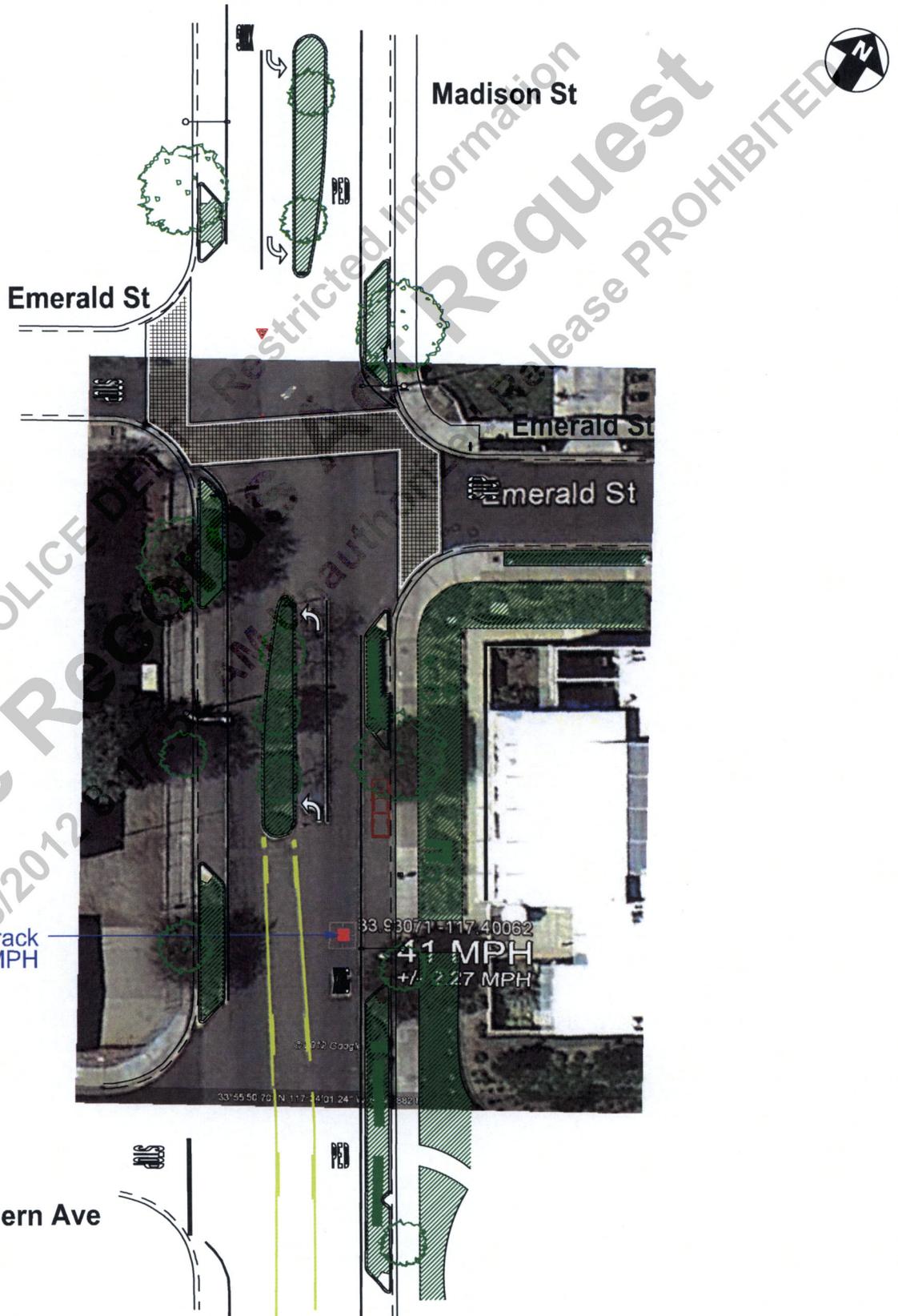
PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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STATE OF CALIFORNIA
GPS / GOOGLE EARTH OVERLAY DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OPI 042

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
05-13-2012	0749	3313	1475	P12-067271

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)

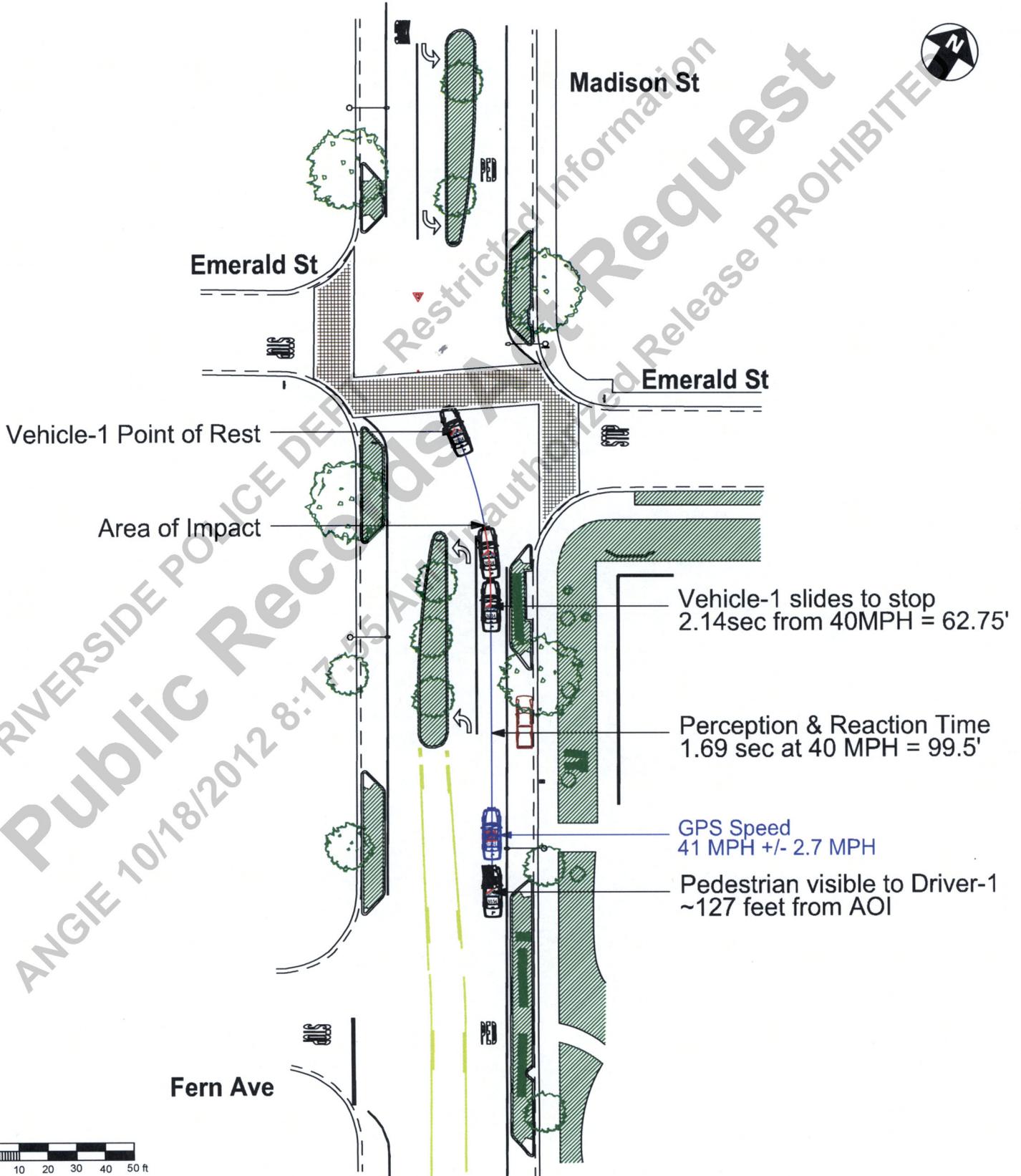


PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
Ofcr. Greg Matthews	0648	06-22-2012		

TIME AND DISTANCE ANALYSIS DIAGRAM #3 - 40 MPH W/GPS POSITION

DATE OF INCIDENT 05-13-2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. 1475	NUMBER P12-067271
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)

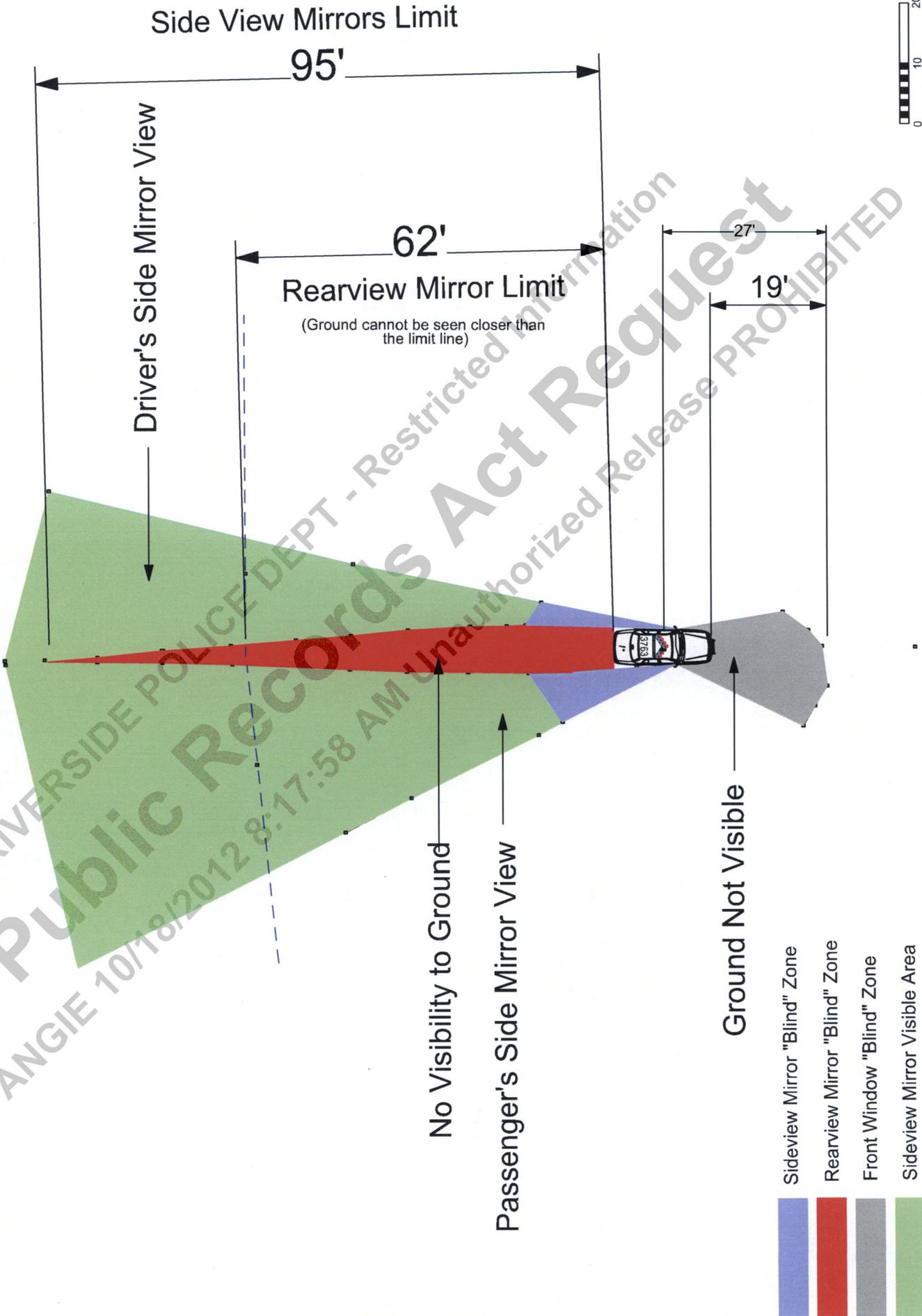


PREPARED BY Ofcr. Greg Matthews	I.D. NUMBER 0648	DATE 06-22-2012	REVIEWER'S NAME	DATE
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Case Number:
P12067271

Description:
Crown Victoria Visibility Study

Location:
10461 Magnolia Ave. Riverside, CA



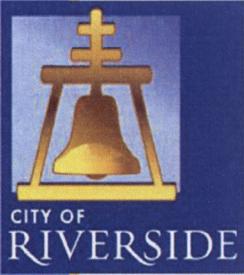
Officer:
Greg Matthews

Drawn By:
Greg Matthews

Date:
04-16-2010

Time:
1500

Page:
79 of 132



Accelerometer Profiles Test Data Reports

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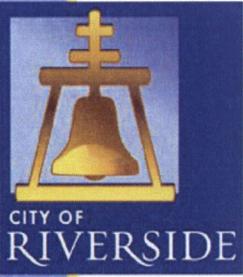
**Riverside Police
Department**
Traffic Investigation Bureau



PROFILE© for WINDOWS
Display Average Printed 5/24/2012

Vehicle	Date & Time	Run No.	Time Sec	Accel G Average	Speed MPH	Distance Feet
RPD3934	5/23/2012 08:21 AM	1	1.950	-0.845	36.126	54.559
RPD3934	5/23/2012 08:27 AM	2	1.900	-0.837	34.883	52.507
RPD3934	5/23/2012 08:29 AM	3	1.850	-0.845	34.298	49.936
RPD3934	5/23/2012 08:31 AM	4	1.720	-0.872	32.920	43.957
Average of Runs:			1.86	-0.850	34.56	50.24

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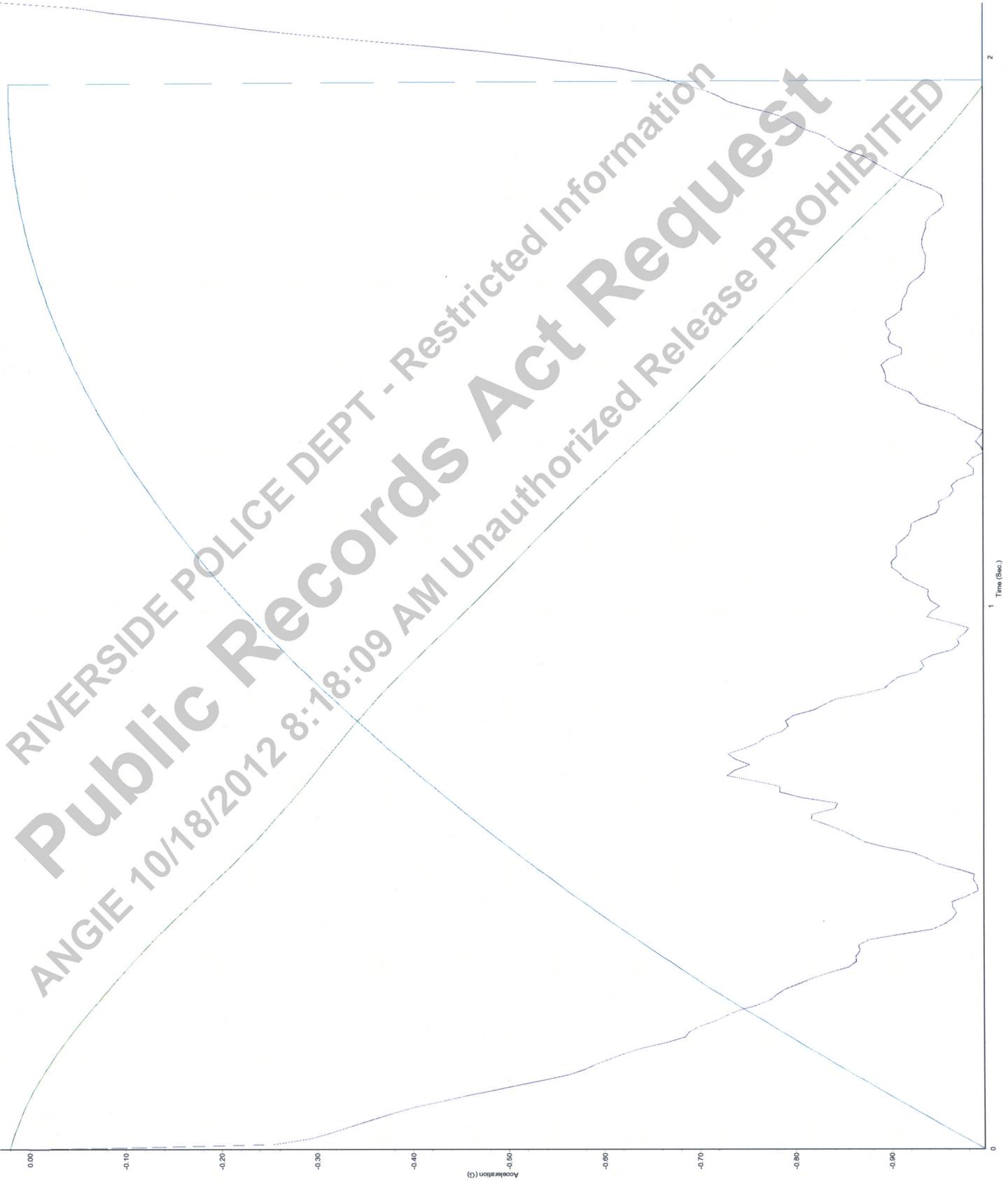


Accelerometer Data Test Run #1

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Department**
Traffic Investigation Bureau





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PROFILE© for WINDOWS

Printed 5/24/2012

Vehicle: RPD3934 Location: Madison/Emerald Date: 5/23/2012 08:21 AM Run No.: 1
 Length: 1.95 Sec
 Pitch Factor: 0.9700 Roll Factor: 0.9700 Settle Time: 0.15 Sec

NOTES

AVERAGES:

-0.845 18.98 36.47 -0.005

Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
0.01	-0.254	36.07	0.53	0.057
0.02	-0.291	36.01	1.06	0.052
0.03	-0.310	35.94	1.59	0.046
0.04	-0.328	35.87	2.11	0.038
0.05	-0.346	35.79	2.64	0.030
0.06	-0.365	35.71	3.16	0.022
0.07	-0.383	35.63	3.69	0.014
0.08	-0.404	35.54	4.21	0.012
0.09	-0.429	35.44	4.73	0.012
0.10	-0.454	35.34	5.25	0.013
0.11	-0.482	35.24	5.76	0.013
0.12	-0.510	35.13	6.28	0.009
0.13	-0.538	35.01	6.79	0.005
0.14	-0.563	34.89	7.31	0.004
0.15	-0.580	34.76	7.82	0.009
0.16	-0.592	34.63	8.33	0.020
0.17	-0.608	34.49	8.83	0.031
0.18	-0.623	34.36	9.34	0.039
0.19	-0.640	34.22	9.84	0.043
0.20	-0.666	34.07	10.34	0.036
0.21	-0.684	33.92	10.84	0.019
0.22	-0.689	33.77	11.34	0.011
0.23	-0.700	33.62	11.83	0.007
0.24	-0.717	33.46	12.32	0.005
0.25	-0.728	33.30	12.81	0.011
0.26	-0.740	33.14	13.30	0.020
0.27	-0.759	32.97	13.78	0.018
0.28	-0.774	32.80	14.27	0.014
0.29	-0.780	32.63	14.75	0.007
0.30	-0.789	32.46	15.22	0.001
0.31	-0.803	32.28	15.70	-0.001
0.32	-0.818	32.10	16.17	-0.002
0.33	-0.836	31.92	16.64	0.005
0.34	-0.855	31.73	17.11	-0.002
0.35	-0.863	31.54	17.57	-0.006

PROFILE© for WINDOWS

Printed 5/24/2012

Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
0.36	-0.863	31.35	18.03	-0.004
0.37	-0.867	31.16	18.49	-0.005
0.38	-0.866	30.97	18.95	0.000
0.39	-0.876	30.78	19.40	0.009
0.40	-0.910	30.58	19.85	-0.013
0.41	-0.944	30.37	20.30	-0.023
0.42	-0.956	30.16	20.74	-0.024
0.43	-0.964	29.95	21.18	-0.034
0.44	-0.968	29.74	21.62	-0.023
0.45	-0.964	29.53	22.05	0.010
0.46	-0.963	29.32	22.49	0.014
0.47	-0.978	29.10	22.91	0.012
0.48	-0.991	28.88	23.34	0.001
0.49	-0.990	28.67	23.76	-0.017
0.50	-0.986	28.45	24.18	-0.021
0.51	-0.987	28.23	24.60	-0.013
0.52	-0.969	28.02	25.01	-0.010
0.53	-0.948	27.81	25.42	-0.005
0.54	-0.937	27.61	25.82	-0.002
0.55	-0.923	27.41	26.23	-0.002
0.56	-0.894	27.21	26.63	-0.007
0.57	-0.872	27.02	27.03	-0.005
0.58	-0.861	26.83	27.42	0.014
0.59	-0.849	26.64	27.81	0.019
0.60	-0.834	26.46	28.20	0.022
0.61	-0.817	26.28	28.59	0.030
0.62	-0.818	26.10	28.97	0.010
0.63	-0.842	25.92	29.35	-0.016
0.64	-0.844	25.73	29.73	-0.009
0.65	-0.806	25.56	30.11	-0.023
0.66	-0.784	25.38	30.48	-0.035
0.67	-0.784	25.21	30.85	-0.008
0.68	-0.759	25.04	31.22	0.007
0.69	-0.729	24.88	31.59	-0.011
0.70	-0.737	24.72	31.95	-0.011
0.71	-0.753	24.56	32.31	-0.016
0.72	-0.737	24.40	32.67	-0.031
0.73	-0.730	24.24	33.03	-0.030
0.74	-0.747	24.07	33.38	-0.025
0.75	-0.762	23.91	33.74	-0.028
0.76	-0.768	23.74	34.08	-0.026
0.77	-0.786	23.56	34.43	-0.023
0.78	-0.793	23.39	34.78	-0.028
0.79	-0.790	23.22	35.12	-0.028
0.80	-0.799	23.04	35.46	-0.022
0.81	-0.820	22.86	35.79	-0.013
0.82	-0.831	22.68	36.13	-0.009

PUBLIC POLICE (AP) 73
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PROFILE© for WINDOWS

Printed 5/24/2012

Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
0.83	-0.843	22.49	36.46	-0.007
0.84	-0.871	22.30	36.79	-0.001
0.85	-0.894	22.11	37.11	-0.002
0.86	-0.900	21.91	37.44	-0.004
0.87	-0.908	21.71	37.76	-0.005
0.88	-0.929	21.51	38.07	-0.008
0.89	-0.935	21.30	38.39	-0.017
0.90	-0.931	21.10	38.70	-0.021
0.91	-0.943	20.89	39.01	-0.024
0.92	-0.964	20.68	39.31	-0.027
0.93	-0.971	20.47	39.61	-0.030
0.94	-0.969	20.25	39.91	-0.033
0.95	-0.977	20.04	40.21	-0.036
0.96	-0.982	19.82	40.50	-0.032
0.97	-0.963	19.61	40.79	-0.029
0.98	-0.938	19.41	41.07	-0.025
0.99	-0.943	19.20	41.36	-0.012
1.00	-0.951	18.99	41.64	-0.002
1.01	-0.941	18.79	41.91	-0.005
1.02	-0.939	18.58	42.19	-0.003
1.03	-0.939	18.37	42.46	0.002
1.04	-0.926	18.17	42.73	0.001
1.05	-0.914	17.97	42.99	0.000
1.06	-0.910	17.77	43.25	0.005
1.07	-0.902	17.57	43.51	0.005
1.08	-0.901	17.37	43.77	0.001
1.09	-0.906	17.18	44.02	0.005
1.10	-0.906	16.98	44.27	0.013
1.11	-0.906	16.78	44.52	0.015
1.12	-0.912	16.58	44.77	0.020
1.13	-0.919	16.38	45.01	0.025
1.14	-0.921	16.17	45.25	0.013
1.15	-0.922	15.97	45.48	0.007
1.16	-0.933	15.77	45.71	0.004
1.17	-0.948	15.56	45.94	-0.007
1.18	-0.951	15.35	46.17	-0.012
1.19	-0.950	15.14	46.39	-0.013
1.20	-0.962	14.93	46.62	-0.024
1.21	-0.966	14.72	46.83	-0.024
1.22	-0.964	14.51	47.05	-0.023
1.23	-0.971	14.30	47.26	-0.022
1.24	-0.987	14.08	47.47	-0.017
1.25	-0.987	13.86	47.67	-0.017
1.26	-0.980	13.65	47.87	-0.021
1.27	-0.986	13.43	48.07	-0.019
1.28	-0.997	13.21	48.27	-0.019
1.29	-0.995	12.99	48.46	-0.014

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Printed 5/24/2012

Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
1.30	-0.989	12.78	48.65	-0.007
1.31	-0.994	12.56	48.83	-0.003
1.32	-0.997	12.34	49.02	0.004
1.33	-0.985	12.12	49.20	0.003
1.34	-0.973	11.91	49.37	-0.005
1.35	-0.966	11.70	49.55	-0.009
1.36	-0.949	11.49	49.72	-0.014
1.37	-0.930	11.29	49.88	-0.025
1.38	-0.926	11.08	50.05	-0.028
1.39	-0.920	10.88	50.21	-0.030
1.40	-0.905	10.68	50.37	-0.033
1.41	-0.895	10.49	50.52	-0.035
1.42	-0.895	10.29	50.67	-0.039
1.43	-0.893	10.09	50.82	-0.035
1.44	-0.891	9.90	50.97	-0.028
1.45	-0.897	9.70	51.11	-0.025
1.46	-0.912	9.50	51.25	-0.017
1.47	-0.912	9.30	51.39	-0.004
1.48	-0.900	9.11	51.53	-0.005
1.49	-0.898	8.91	51.66	-0.006
1.50	-0.901	8.71	51.79	0.001
1.51	-0.896	8.51	51.91	0.001
1.52	-0.895	8.32	52.04	0.001
1.53	-0.905	8.12	52.16	0.010
1.54	-0.912	7.92	52.28	0.014
1.55	-0.912	7.72	52.39	0.014
1.56	-0.913	7.52	52.50	0.017
1.57	-0.917	7.32	52.61	0.017
1.58	-0.918	7.12	52.72	0.016
1.59	-0.922	6.91	52.82	0.015
1.60	-0.930	6.71	52.92	0.016
1.61	-0.936	6.50	53.02	0.014
1.62	-0.936	6.30	53.11	0.009
1.63	-0.937	6.09	53.20	0.008
1.64	-0.937	5.89	53.29	0.006
1.65	-0.935	5.68	53.37	0.004
1.66	-0.933	5.48	53.46	0.006
1.67	-0.934	5.27	53.54	0.007
1.68	-0.935	5.07	53.61	0.005
1.69	-0.937	4.86	53.68	0.003
1.70	-0.937	4.66	53.75	-0.005
1.71	-0.941	4.45	53.82	-0.011
1.72	-0.950	4.24	53.88	-0.014
1.73	-0.956	4.03	53.94	-0.021
1.74	-0.955	3.82	54.00	-0.024
1.75	-0.953	3.61	54.06	-0.025
1.76	-0.945	3.41	54.11	-0.036

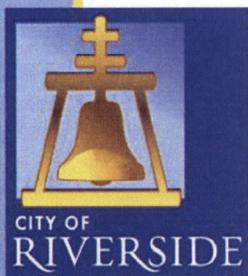
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PROFILE© for WINDOWS

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Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
1.77	-0.930	3.20	54.16	-0.042
1.78	-0.915	3.00	54.20	-0.044
1.79	-0.904	2.80	54.25	-0.049
1.80	-0.892	2.61	54.28	-0.047
1.81	-0.883	2.41	54.32	-0.040
1.82	-0.873	2.22	54.36	-0.037
1.83	-0.856	2.03	54.39	-0.035
1.84	-0.843	1.85	54.42	-0.030
1.85	-0.838	1.67	54.44	-0.024
1.86	-0.828	1.48	54.46	-0.020
1.87	-0.810	1.31	54.48	-0.017
1.88	-0.800	1.13	54.50	-0.009
1.89	-0.792	0.96	54.52	-0.007
1.90	-0.773	0.79	54.53	-0.006
1.91	-0.749	0.62	54.54	-0.002
1.92	-0.731	0.46	54.55	0.000
1.93	-0.721	0.31	54.55	0.002
1.94	-0.707	0.15	54.56	0.009
1.95	-0.684	0.00	54.56	0.006

RIVERSIDE POLICE Dept. Restricted Information
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Accelerometer Data Test Run #2

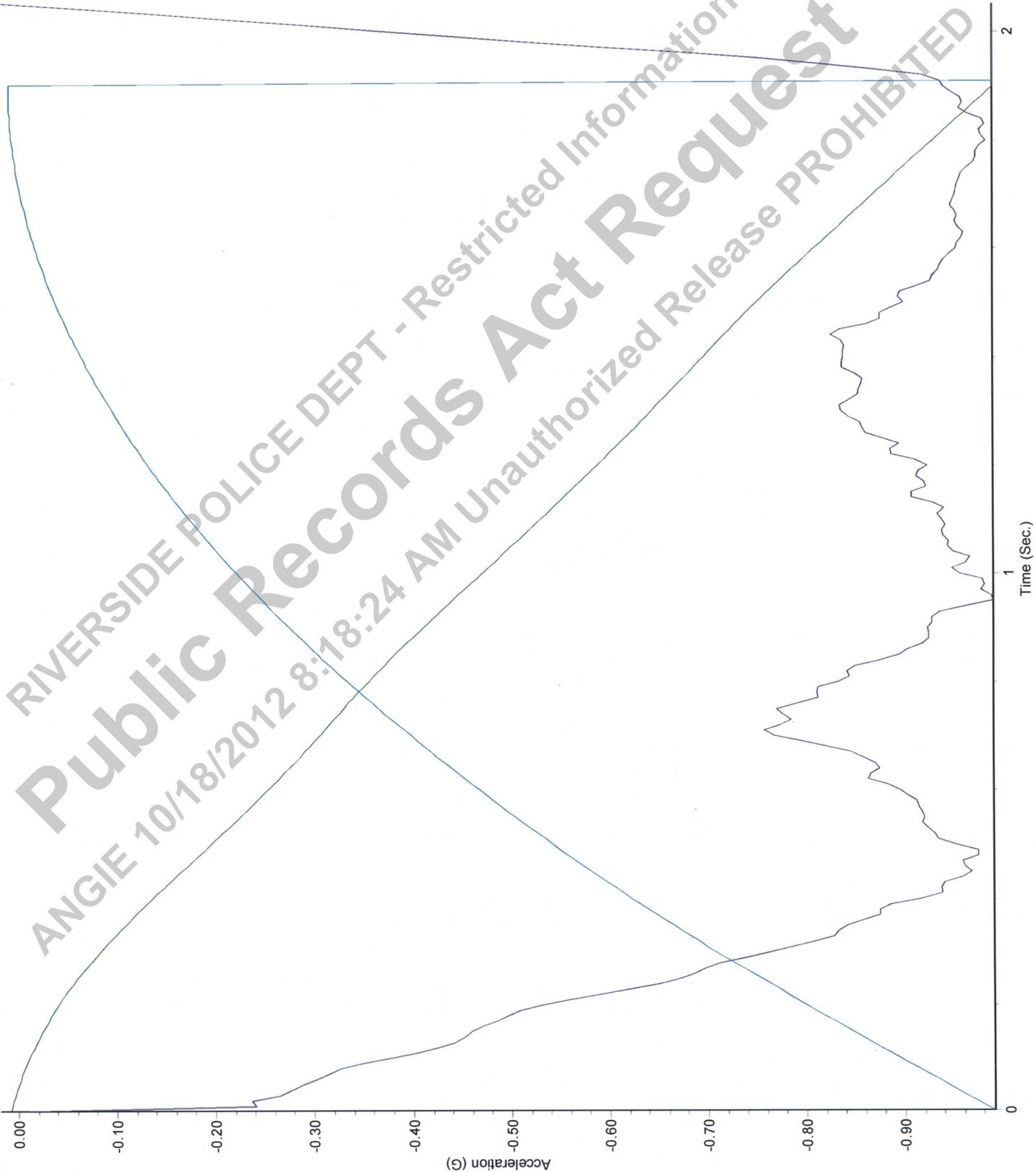
RIVERSIDE POLICE DEPT - Restricted Information
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**Riverside Police
Department**
Traffic Investigation Bureau



SERGIO G DIAZ
CHIEF OF POLICE

- Acceleration
- Speed
- Distance



RIVERSIDE POLICE DEPT - Restricted Information
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PROFILE© for WINDOWS

Printed 5/24/2012

Vehicle: RPD3934 Location: Madison at Emer Date: 5/23/2012 08:27 AM Run No.: 2
 Length: 1.90 Sec
 Pitch Factor: 0.9700 Roll Factor: 0.9700 Settle Time: 0.15 Sec

NOTES

AVERAGES:

-0.837 18.75 34.85 -0.009

Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
0.01	-0.240	34.83	0.51	0.001
0.02	-0.236	34.78	1.02	0.015
0.03	-0.264	34.72	1.53	0.022
0.04	-0.276	34.66	2.04	0.031
0.05	-0.288	34.60	2.55	0.034
0.06	-0.302	34.53	3.05	0.028
0.07	-0.314	34.46	3.56	0.021
0.08	-0.326	34.39	4.07	0.015
0.09	-0.347	34.31	4.57	0.009
0.10	-0.375	34.23	5.07	0.009
0.11	-0.403	34.14	5.57	0.018
0.12	-0.424	34.05	6.07	0.029
0.13	-0.443	33.95	6.57	0.031
0.14	-0.453	33.85	7.07	0.025
0.15	-0.460	33.75	7.57	0.015
0.16	-0.471	33.65	8.06	-0.001
0.17	-0.485	33.54	8.55	-0.016
0.18	-0.497	33.43	9.04	-0.018
0.19	-0.509	33.32	9.53	-0.017
0.20	-0.530	33.21	10.02	-0.010
0.21	-0.558	33.08	10.51	0.003
0.22	-0.589	32.95	10.99	0.009
0.23	-0.623	32.82	11.47	0.005
0.24	-0.653	32.67	11.95	0.003
0.25	-0.673	32.53	12.43	-0.002
0.26	-0.687	32.38	12.91	-0.012
0.27	-0.697	32.22	13.38	-0.015
0.28	-0.713	32.07	13.85	-0.017
0.29	-0.738	31.91	14.32	-0.021
0.30	-0.761	31.74	14.79	-0.025
0.31	-0.784	31.57	15.25	-0.027
0.32	-0.809	31.39	15.72	-0.022
0.33	-0.828	31.21	16.17	-0.018
0.34	-0.833	31.02	16.63	-0.013
0.35	-0.841	30.84	17.08	-0.003

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Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
0.36	-0.858	30.65	17.54	0.004
0.37	-0.875	30.46	17.98	0.000
0.38	-0.875	30.27	18.43	0.006
0.39	-0.886	30.07	18.87	0.013
0.40	-0.915	29.87	19.31	0.013
0.41	-0.938	29.67	19.75	0.016
0.42	-0.938	29.46	20.18	0.018
0.43	-0.941	29.26	20.61	0.007
0.44	-0.959	29.04	21.04	-0.000
0.45	-0.968	28.83	21.46	-0.007
0.46	-0.961	28.62	21.88	-0.013
0.47	-0.959	28.41	22.30	-0.016
0.48	-0.975	28.20	22.72	-0.017
0.49	-0.974	27.98	23.13	-0.022
0.50	-0.951	27.78	23.54	-0.028
0.51	-0.934	27.57	23.95	-0.045
0.52	-0.931	27.37	24.35	-0.053
0.53	-0.924	27.16	24.75	-0.052
0.54	-0.917	26.96	25.14	-0.062
0.55	-0.920	26.76	25.54	-0.062
0.56	-0.918	26.56	25.93	-0.050
0.57	-0.915	26.36	26.32	-0.058
0.58	-0.912	26.16	26.70	-0.055
0.59	-0.903	25.96	27.09	-0.041
0.60	-0.895	25.76	27.46	-0.049
0.61	-0.883	25.57	27.84	-0.053
0.62	-0.863	25.38	28.21	-0.034
0.63	-0.866	25.19	28.59	-0.041
0.64	-0.875	25.00	28.95	-0.036
0.65	-0.870	24.81	29.32	-0.021
0.66	-0.859	24.62	29.68	-0.026
0.67	-0.845	24.43	30.04	-0.037
0.68	-0.820	24.25	30.40	-0.027
0.69	-0.795	24.08	30.75	-0.028
0.70	-0.769	23.91	31.10	-0.026
0.71	-0.758	23.75	31.45	-0.009
0.72	-0.774	23.58	31.80	0.004
0.73	-0.786	23.40	32.15	0.004
0.74	-0.777	23.23	32.49	-0.002
0.75	-0.770	23.06	32.83	0.001
0.76	-0.792	22.89	33.16	-0.002
0.77	-0.812	22.71	33.50	-0.010
0.78	-0.811	22.53	33.83	-0.008
0.79	-0.812	22.36	34.16	-0.009
0.80	-0.832	22.17	34.49	-0.022
0.81	-0.844	21.99	34.81	-0.025
0.82	-0.842	21.80	35.13	-0.021

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Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
0.83	-0.850	21.62	35.45	-0.019
0.84	-0.874	21.43	35.76	-0.011
0.85	-0.895	21.23	36.08	0.001
0.86	-0.903	21.03	36.39	0.008
0.87	-0.918	20.83	36.69	0.009
0.88	-0.925	20.63	37.00	0.006
0.89	-0.924	20.42	37.30	0.014
0.90	-0.924	20.22	37.60	0.024
0.91	-0.928	20.02	37.89	0.013
0.92	-0.928	19.81	38.18	-0.007
0.93	-0.936	19.61	38.47	-0.025
0.94	-0.964	19.40	38.76	-0.055
0.95	-0.990	19.18	39.04	-0.058
0.96	-0.988	18.96	39.32	-0.044
0.97	-0.977	18.75	39.60	-0.034
0.98	-0.981	18.53	39.87	-0.015
0.99	-0.979	18.32	40.14	-0.001
1.00	-0.956	18.11	40.41	-0.016
1.01	-0.949	17.90	40.67	-0.014
1.02	-0.962	17.69	40.93	0.004
1.03	-0.966	17.48	41.19	0.001
1.04	-0.949	17.27	41.45	0.001
1.05	-0.944	17.06	41.70	0.005
1.06	-0.945	16.86	41.95	-0.014
1.07	-0.940	16.65	42.19	-0.021
1.08	-0.938	16.44	42.44	-0.011
1.09	-0.942	16.24	42.68	-0.011
1.10	-0.939	16.03	42.91	-0.006
1.11	-0.934	15.83	43.15	0.010
1.12	-0.941	15.62	43.38	0.000
1.13	-0.929	15.42	43.60	-0.011
1.14	-0.908	15.22	43.83	-0.010
1.15	-0.907	15.02	44.05	-0.013
1.16	-0.922	14.82	44.27	-0.013
1.17	-0.920	14.61	44.49	-0.009
1.18	-0.912	14.41	44.70	-0.009
1.19	-0.914	14.21	44.91	-0.003
1.20	-0.924	14.01	45.12	-0.006
1.21	-0.911	13.81	45.32	-0.012
1.22	-0.887	13.62	45.52	-0.010
1.23	-0.886	13.42	45.72	-0.004
1.24	-0.895	13.23	45.91	-0.000
1.25	-0.878	13.03	46.11	0.002
1.26	-0.861	12.84	46.30	0.002
1.27	-0.857	12.66	46.48	0.010
1.28	-0.856	12.47	46.67	0.009
1.29	-0.844	12.28	46.85	0.002

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Printed 5/24/2012

Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
1.30	-0.836	12.10	47.03	0.012
1.31	-0.835	11.92	47.20	0.007
1.32	-0.844	11.73	47.38	-0.023
1.33	-0.853	11.54	47.55	-0.035
1.34	-0.855	11.36	47.72	-0.034
1.35	-0.857	11.17	47.88	-0.041
1.36	-0.858	10.98	48.04	-0.028
1.37	-0.850	10.79	48.20	-0.006
1.38	-0.838	10.61	48.36	-0.000
1.39	-0.837	10.43	48.51	0.002
1.40	-0.838	10.24	48.67	-0.001
1.41	-0.838	10.06	48.82	-0.008
1.42	-0.839	9.87	48.96	-0.003
1.43	-0.836	9.69	49.11	0.006
1.44	-0.826	9.51	49.25	0.005
1.45	-0.835	9.33	49.38	0.006
1.46	-0.863	9.14	49.52	0.004
1.47	-0.875	8.95	49.65	-0.000
1.48	-0.876	8.75	49.78	-0.005
1.49	-0.887	8.56	49.91	-0.005
1.50	-0.900	8.36	50.03	-0.004
1.51	-0.894	8.17	50.15	-0.004
1.52	-0.896	7.97	50.27	-0.006
1.53	-0.913	7.77	50.39	-0.012
1.54	-0.927	7.57	50.50	-0.017
1.55	-0.930	7.36	50.61	-0.016
1.56	-0.934	7.16	50.72	-0.016
1.57	-0.938	6.95	50.82	-0.018
1.58	-0.941	6.74	50.92	-0.014
1.59	-0.947	6.54	51.02	-0.017
1.60	-0.953	6.33	51.11	-0.022
1.61	-0.955	6.12	51.20	-0.017
1.62	-0.959	5.91	51.29	-0.017
1.63	-0.961	5.70	51.38	-0.017
1.64	-0.956	5.49	51.46	-0.013
1.65	-0.952	5.28	51.54	-0.013
1.66	-0.955	5.07	51.61	-0.016
1.67	-0.952	4.86	51.69	-0.013
1.68	-0.948	4.65	51.76	-0.012
1.69	-0.949	4.44	51.82	-0.009
1.70	-0.952	4.24	51.89	-0.007
1.71	-0.952	4.03	51.95	-0.007
1.72	-0.954	3.82	52.00	-0.007
1.73	-0.956	3.61	52.06	-0.005
1.74	-0.959	3.40	52.11	-0.005
1.75	-0.965	3.19	52.16	0.001
1.76	-0.971	2.97	52.20	0.005

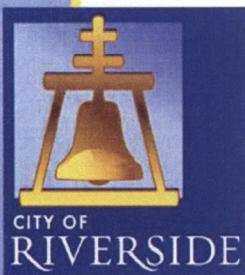
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Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
1.77	-0.973	2.76	52.25	0.007
1.78	-0.973	2.55	52.28	0.010
1.79	-0.977	2.33	52.32	0.009
1.80	-0.984	2.12	52.35	0.008
1.81	-0.979	1.90	52.38	0.010
1.82	-0.977	1.69	52.41	0.007
1.83	-0.982	1.47	52.43	0.007
1.84	-0.979	1.26	52.45	0.009
1.85	-0.964	1.04	52.47	0.004
1.86	-0.957	0.83	52.48	0.001
1.87	-0.959	0.62	52.49	0.003
1.88	-0.958	0.41	52.50	-0.002
1.89	-0.948	0.21	52.51	-0.006
1.90	-0.941	-0.00	52.51	-0.003

RIVERSIDE POLICE DEPT - Restricted Information
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ANGIE 10/18/2012 8:18:34 AM Unauthorized Release PROHIBITED



Accelerometer Data Test Run #3

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ANGIE 10/18/2012 8:18:37 AM Unauthorized Release PROHIBITED

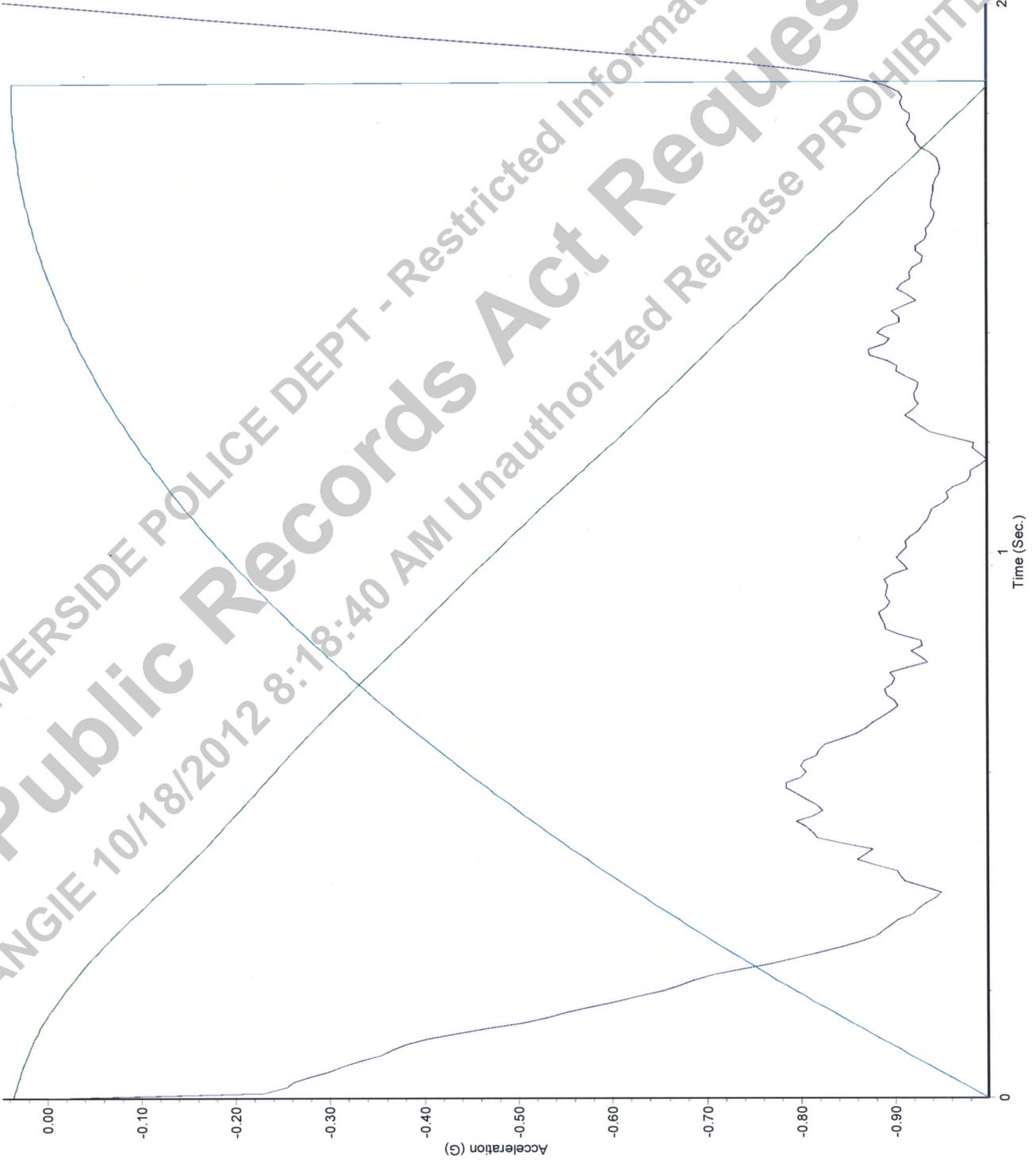
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Department**
Traffic Investigation Bureau



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RPD3934 5/23/2012 3

- Acceleration
- Speed
- Distance



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Vehicle: RPD3934 Location: Madison at Emer Date: 5/23/2012 08:29 AM Run No.: 3
 Length: 1.85 Sec
 Pitch Factor: 0.9700 Roll Factor: 0.9700 Settle Time: 0.15 Sec

NOTES

AVERAGES:

-0.845 18.31 33.21 -0.008

Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
0.01	-0.229	34.25	0.50	0.025
0.02	-0.254	34.19	1.00	0.032
0.03	-0.260	34.14	1.51	0.038
0.04	-0.279	34.07	2.01	0.036
0.05	-0.298	34.01	2.51	0.027
0.06	-0.315	33.94	3.00	0.021
0.07	-0.333	33.87	3.50	0.016
0.08	-0.353	33.79	4.00	0.012
0.09	-0.366	33.71	4.49	0.018
0.10	-0.380	33.63	4.99	0.025
0.11	-0.401	33.54	5.48	0.026
0.12	-0.432	33.44	5.97	0.021
0.13	-0.468	33.34	6.46	0.016
0.14	-0.503	33.23	6.95	0.010
0.15	-0.529	33.11	7.43	0.005
0.16	-0.552	32.99	7.92	0.009
0.17	-0.577	32.87	8.40	0.019
0.18	-0.603	32.73	8.88	0.023
0.19	-0.629	32.60	9.36	0.028
0.20	-0.654	32.45	9.84	0.033
0.21	-0.671	32.30	10.31	0.031
0.22	-0.686	32.15	10.79	0.026
0.23	-0.709	32.00	11.26	0.013
0.24	-0.739	31.84	11.72	-0.003
0.25	-0.768	31.67	12.19	-0.010
0.26	-0.797	31.49	12.65	-0.015
0.27	-0.820	31.31	13.11	-0.015
0.28	-0.843	31.13	13.57	0.008
0.29	-0.862	30.94	14.03	0.017
0.30	-0.880	30.75	14.48	0.012
0.31	-0.887	30.55	14.93	0.006
0.32	-0.895	30.36	15.38	-0.004
0.33	-0.903	30.16	15.82	-0.013
0.34	-0.918	29.96	16.26	0.002
0.35	-0.924	29.75	16.70	0.005

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Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
0.36	-0.931	29.55	17.13	0.008
0.37	-0.943	29.34	17.57	0.022
0.38	-0.949	29.13	17.99	0.019
0.39	-0.931	28.93	18.42	0.003
0.40	-0.910	28.73	18.84	0.012
0.41	-0.905	28.53	19.26	0.021
0.42	-0.903	28.33	19.68	0.024
0.43	-0.881	28.14	20.09	0.032
0.44	-0.860	27.95	20.50	0.020
0.45	-0.868	27.76	20.91	0.004
0.46	-0.876	27.57	21.32	0.014
0.47	-0.844	27.38	21.72	0.004
0.48	-0.818	27.20	22.12	-0.012
0.49	-0.812	27.03	22.52	0.014
0.50	-0.806	26.85	22.92	0.032
0.51	-0.796	26.68	23.31	0.014
0.52	-0.813	26.50	23.70	0.011
0.53	-0.823	26.32	24.09	0.018
0.54	-0.817	26.14	24.47	0.009
0.55	-0.806	25.96	24.85	0.008
0.56	-0.796	25.79	25.23	0.005
0.57	-0.784	25.61	25.61	0.003
0.58	-0.785	25.44	25.98	0.001
0.59	-0.801	25.27	26.35	-0.010
0.60	-0.806	25.09	26.72	-0.017
0.61	-0.800	24.91	27.09	-0.012
0.62	-0.803	24.74	27.45	-0.012
0.63	-0.816	24.56	27.82	-0.006
0.64	-0.820	24.38	28.17	0.003
0.65	-0.826	24.20	28.53	-0.004
0.66	-0.842	24.01	28.88	-0.003
0.67	-0.859	23.82	29.24	-0.006
0.68	-0.869	23.63	29.58	-0.020
0.69	-0.876	23.44	29.93	-0.024
0.70	-0.886	23.25	30.27	-0.023
0.71	-0.896	23.05	30.61	-0.030
0.72	-0.903	22.85	30.95	-0.025
0.73	-0.900	22.65	31.28	-0.025
0.74	-0.891	22.46	31.61	-0.034
0.75	-0.889	22.26	31.94	-0.037
0.76	-0.897	22.07	32.26	-0.045
0.77	-0.899	21.87	32.59	-0.055
0.78	-0.895	21.67	32.91	-0.055
0.79	-0.914	21.47	33.22	-0.063
0.80	-0.934	21.27	33.54	-0.069
0.81	-0.927	21.07	33.85	-0.074
0.82	-0.917	20.86	34.15	-0.086

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Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
0.83	-0.929	20.66	34.46	-0.091
0.84	-0.927	20.46	34.76	-0.088
0.85	-0.904	20.26	35.06	-0.092
0.86	-0.890	20.06	35.35	-0.075
0.87	-0.889	19.87	35.65	-0.048
0.88	-0.886	19.67	35.94	-0.041
0.89	-0.883	19.48	36.22	-0.025
0.90	-0.891	19.28	36.51	-0.003
0.91	-0.895	19.09	36.79	-0.016
0.92	-0.890	18.89	37.07	-0.017
0.93	-0.892	18.70	37.34	-0.008
0.94	-0.892	18.50	37.62	-0.015
0.95	-0.890	18.31	37.89	-0.019
0.96	-0.897	18.11	38.15	-0.007
0.97	-0.913	17.91	38.42	-0.022
0.98	-0.910	17.71	38.68	-0.031
0.99	-0.902	17.51	38.94	-0.036
1.00	-0.907	17.31	39.19	-0.049
1.01	-0.912	17.11	39.45	-0.049
1.02	-0.911	16.91	39.70	-0.041
1.03	-0.918	16.71	39.94	-0.035
1.04	-0.925	16.51	40.19	-0.024
1.05	-0.930	16.30	40.43	-0.020
1.06	-0.935	16.10	40.66	-0.019
1.07	-0.937	15.89	40.90	-0.016
1.08	-0.939	15.69	41.13	-0.017
1.09	-0.951	15.48	41.36	-0.015
1.10	-0.957	15.27	41.58	-0.013
1.11	-0.955	15.06	41.81	-0.014
1.12	-0.962	14.85	42.03	-0.010
1.13	-0.977	14.63	42.24	-0.002
1.14	-0.980	14.42	42.45	0.006
1.15	-0.980	14.20	42.66	0.017
1.16	-0.991	13.99	42.87	0.018
1.17	-0.998	13.77	43.07	0.017
1.18	-0.991	13.55	43.28	0.017
1.19	-0.983	13.34	43.47	0.010
1.20	-0.984	13.12	43.67	0.006
1.21	-0.962	12.91	43.86	0.011
1.22	-0.938	12.70	44.05	-0.001
1.23	-0.928	12.50	44.23	-0.009
1.24	-0.921	12.30	44.41	-0.016
1.25	-0.912	12.10	44.59	-0.026
1.26	-0.920	11.89	44.77	-0.025
1.27	-0.926	11.69	44.94	-0.011
1.28	-0.922	11.49	45.11	-0.018
1.29	-0.920	11.29	45.28	-0.014

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Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
1.30	-0.925	11.08	45.44	-0.009
1.31	-0.925	10.88	45.60	-0.020
1.32	-0.914	10.68	45.76	-0.028
1.33	-0.903	10.48	45.92	-0.019
1.34	-0.903	10.29	46.07	-0.018
1.35	-0.893	10.09	46.22	-0.020
1.36	-0.874	9.90	46.36	-0.008
1.37	-0.873	9.71	46.51	0.002
1.38	-0.891	9.51	46.65	0.003
1.39	-0.895	9.31	46.79	0.013
1.40	-0.883	9.12	46.92	0.024
1.41	-0.889	8.93	47.05	0.026
1.42	-0.905	8.73	47.18	0.030
1.43	-0.906	8.53	47.31	0.037
1.44	-0.897	8.33	47.43	0.038
1.45	-0.910	8.13	47.55	0.039
1.46	-0.923	7.93	47.67	0.039
1.47	-0.914	7.73	47.79	0.031
1.48	-0.903	7.53	47.90	0.025
1.49	-0.908	7.33	48.01	0.019
1.50	-0.917	7.13	48.11	0.012
1.51	-0.917	6.93	48.22	0.005
1.52	-0.919	6.73	48.32	0.001
1.53	-0.929	6.52	48.41	-0.005
1.54	-0.930	6.32	48.51	-0.014
1.55	-0.923	6.12	48.60	-0.020
1.56	-0.923	5.91	48.69	-0.027
1.57	-0.933	5.71	48.77	-0.031
1.58	-0.935	5.51	48.86	-0.034
1.59	-0.934	5.30	48.93	-0.036
1.60	-0.938	5.09	49.01	-0.037
1.61	-0.942	4.89	49.08	-0.039
1.62	-0.943	4.68	49.15	-0.039
1.63	-0.940	4.47	49.22	-0.038
1.64	-0.939	4.27	49.29	-0.036
1.65	-0.941	4.06	49.35	-0.034
1.66	-0.942	3.86	49.40	-0.032
1.67	-0.942	3.65	49.46	-0.030
1.68	-0.944	3.44	49.51	-0.028
1.69	-0.948	3.23	49.56	-0.025
1.70	-0.949	3.03	49.61	-0.023
1.71	-0.948	2.82	49.65	-0.019
1.72	-0.946	2.61	49.69	-0.020
1.73	-0.939	2.40	49.73	-0.020
1.74	-0.928	2.20	49.76	-0.019
1.75	-0.923	2.00	49.79	-0.019
1.76	-0.923	1.80	49.82	-0.017

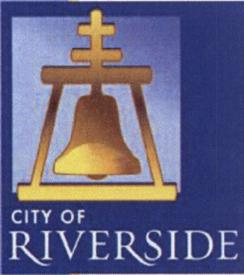
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Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
1.77	-0.917	1.59	49.84	-0.013
1.78	-0.913	1.39	49.86	-0.011
1.79	-0.918	1.19	49.88	-0.009
1.80	-0.917	0.99	49.90	-0.011
1.81	-0.909	0.79	49.91	-0.012
1.82	-0.906	0.59	49.92	-0.010
1.83	-0.910	0.39	49.93	-0.008
1.84	-0.905	0.20	49.93	-0.010
1.85	-0.892	-0.00	49.94	-0.006

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Accelerometer Data Test Run #4

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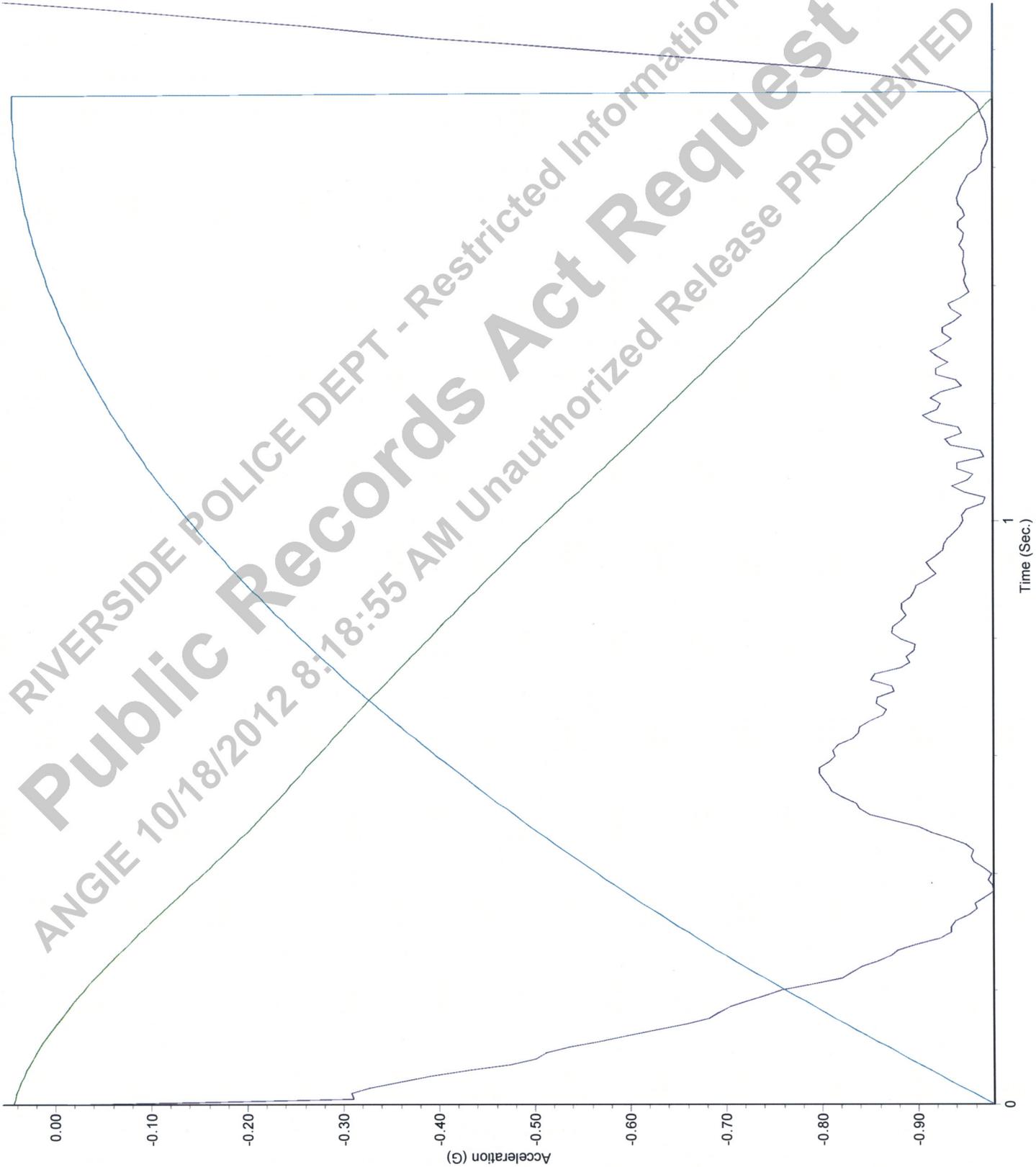
Riverside Police Department

Traffic Investigation Bureau



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- Acceleration
- Speed
- Distance



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Vehicle: RPD3934 Location: Madison at Emer Date: 5/23/2012 08:31 AM Run No.: 4
 Length: 1.72 Sec
 Pitch Factor: 0.9700 Roll Factor: 0.9700 Settle Time: 0.16 Sec

NOTES

AVERAGES:

-0.872 17.33 29.23 -0.021

Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
0.01	-0.310	32.85	0.48	-0.014
0.02	-0.308	32.78	0.96	-0.011
0.03	-0.327	32.71	1.44	-0.007
0.04	-0.360	32.63	1.92	-0.004
0.05	-0.391	32.55	2.40	-0.004
0.06	-0.432	32.45	2.88	-0.012
0.07	-0.475	32.35	3.35	-0.016
0.08	-0.501	32.24	3.83	-0.020
0.09	-0.512	32.13	4.30	-0.024
0.10	-0.536	32.01	4.77	-0.019
0.11	-0.566	31.88	5.24	-0.011
0.12	-0.596	31.75	5.70	-0.011
0.13	-0.627	31.62	6.17	-0.009
0.14	-0.660	31.47	6.63	-0.010
0.15	-0.681	31.32	7.09	-0.018
0.16	-0.692	31.17	7.55	-0.023
0.17	-0.704	31.02	8.01	-0.021
0.18	-0.723	30.86	8.46	-0.019
0.19	-0.740	30.70	8.91	-0.008
0.20	-0.759	30.53	9.36	0.006
0.21	-0.791	30.36	9.81	0.019
0.22	-0.821	30.17	10.25	0.030
0.23	-0.830	29.99	10.69	0.029
0.24	-0.840	29.81	11.13	0.023
0.25	-0.859	29.62	11.57	0.009
0.26	-0.872	29.43	12.00	-0.010
0.27	-0.879	29.24	12.43	-0.023
0.28	-0.898	29.04	12.86	-0.025
0.29	-0.923	28.84	13.28	-0.030
0.30	-0.935	28.63	13.70	-0.025
0.31	-0.934	28.43	14.12	-0.017
0.32	-0.939	28.22	14.54	-0.019
0.33	-0.954	28.01	14.95	-0.017
0.34	-0.961	27.80	15.36	-0.013
0.35	-0.960	27.59	15.76	-0.013

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Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
0.36	-0.969	27.38	16.17	-0.006
0.37	-0.979	27.16	16.57	-0.007
0.38	-0.978	26.95	16.96	-0.010
0.39	-0.973	26.73	17.36	-0.005
0.40	-0.977	26.52	17.75	-0.008
0.41	-0.969	26.31	18.14	-0.010
0.42	-0.958	26.10	18.52	0.003
0.43	-0.956	25.89	18.90	0.012
0.44	-0.958	25.68	19.28	0.025
0.45	-0.950	25.47	19.65	0.028
0.46	-0.933	25.26	20.03	0.022
0.47	-0.915	25.06	20.40	0.018
0.48	-0.901	24.87	20.76	-0.009
0.49	-0.876	24.67	21.13	-0.026
0.50	-0.849	24.49	21.49	-0.025
0.51	-0.839	24.30	21.84	-0.039
0.52	-0.836	24.12	22.20	-0.052
0.53	-0.822	23.94	22.55	-0.036
0.54	-0.810	23.76	22.90	-0.057
0.55	-0.807	23.59	23.25	-0.060
0.56	-0.802	23.41	23.59	-0.053
0.57	-0.798	23.23	23.93	-0.062
0.58	-0.798	23.06	24.27	-0.066
0.59	-0.808	22.88	24.61	-0.063
0.60	-0.814	22.70	24.95	-0.077
0.61	-0.812	22.53	25.28	-0.072
0.62	-0.818	22.35	25.61	-0.065
0.63	-0.832	22.16	25.93	-0.063
0.64	-0.838	21.98	26.26	-0.050
0.65	-0.840	21.80	26.58	-0.041
0.66	-0.850	21.61	26.90	-0.035
0.67	-0.864	21.42	27.21	-0.030
0.68	-0.867	21.23	27.52	-0.029
0.69	-0.857	21.04	27.83	-0.027
0.70	-0.858	20.85	28.14	-0.027
0.71	-0.875	20.66	28.45	-0.033
0.72	-0.873	20.47	28.75	-0.028
0.73	-0.851	20.28	29.05	-0.025
0.74	-0.855	20.10	29.34	-0.014
0.75	-0.882	19.90	29.64	0.001
0.76	-0.892	19.71	29.93	0.004
0.77	-0.888	19.51	30.21	0.003
0.78	-0.896	19.31	30.50	0.005
0.79	-0.897	19.12	30.78	-0.009
0.80	-0.883	18.92	31.06	-0.018
0.81	-0.873	18.73	31.34	-0.016
0.82	-0.874	18.54	31.61	-0.015

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Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
0.83	-0.882	18.35	31.88	-0.016
0.84	-0.888	18.15	32.15	-0.019
0.85	-0.884	17.96	32.41	-0.028
0.86	-0.884	17.76	32.67	-0.037
0.87	-0.893	17.57	32.93	-0.040
0.88	-0.897	17.37	33.19	-0.041
0.89	-0.899	17.17	33.44	-0.039
0.90	-0.911	16.97	33.69	-0.037
0.91	-0.920	16.77	33.94	-0.042
0.92	-0.914	16.57	34.18	-0.055
0.93	-0.910	16.37	34.43	-0.065
0.94	-0.919	16.17	34.66	-0.068
0.95	-0.927	15.97	34.90	-0.069
0.96	-0.928	15.76	35.13	-0.062
0.97	-0.932	15.56	35.36	-0.050
0.98	-0.939	15.35	35.59	-0.045
0.99	-0.944	15.15	35.81	-0.038
1.00	-0.947	14.94	36.03	-0.027
1.01	-0.946	14.73	36.25	-0.020
1.02	-0.951	14.52	36.47	-0.016
1.03	-0.968	14.31	36.68	-0.011
1.04	-0.970	14.10	36.89	-0.019
1.05	-0.949	13.89	37.09	-0.030
1.06	-0.936	13.68	37.29	-0.030
1.07	-0.952	13.48	37.49	-0.034
1.08	-0.958	13.27	37.69	-0.034
1.09	-0.942	13.06	37.88	-0.027
1.10	-0.942	12.85	38.07	-0.026
1.11	-0.969	12.64	38.26	-0.031
1.12	-0.966	12.43	38.44	-0.029
1.13	-0.935	12.22	38.62	-0.033
1.14	-0.929	12.02	38.80	-0.030
1.15	-0.947	11.81	38.98	-0.018
1.16	-0.943	11.60	39.15	-0.017
1.17	-0.916	11.40	39.32	-0.014
1.18	-0.906	11.20	39.48	-0.009
1.19	-0.920	11.00	39.64	-0.012
1.20	-0.925	10.80	39.80	-0.014
1.21	-0.914	10.60	39.96	-0.005
1.22	-0.924	10.40	40.12	-0.004
1.23	-0.947	10.19	40.27	-0.004
1.24	-0.941	9.98	40.41	-0.006
1.25	-0.920	9.78	40.56	-0.016
1.26	-0.920	9.58	40.70	-0.021
1.27	-0.933	9.37	40.84	-0.023
1.28	-0.920	9.17	40.98	-0.024
1.29	-0.914	8.97	41.11	-0.017

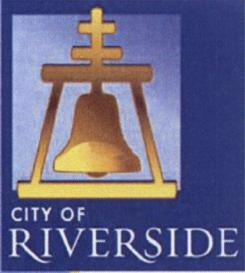
RESTRICTED INFORMATION
 PUBLIC RELEASE ACT REQUEST
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PROFILE© for WINDOWS

Printed 5/24/2012

Time (Sec.)	Accel (G)	Speed (MPH)	Distance (Feet)	Lat Accel (G)
1.30	-0.927	8.77	41.24	-0.013
1.31	-0.936	8.56	41.37	-0.018
1.32	-0.927	8.36	41.49	-0.019
1.33	-0.927	8.16	41.61	-0.019
1.34	-0.938	7.95	41.73	-0.020
1.35	-0.946	7.74	41.84	-0.017
1.36	-0.936	7.54	41.96	-0.013
1.37	-0.933	7.33	42.07	-0.008
1.38	-0.945	7.13	42.17	-0.003
1.39	-0.955	6.92	42.28	-0.002
1.40	-0.951	6.71	42.37	-0.001
1.41	-0.949	6.50	42.47	-0.002
1.42	-0.951	6.29	42.57	-0.003
1.43	-0.950	6.08	42.66	-0.006
1.44	-0.947	5.87	42.74	-0.005
1.45	-0.948	5.67	42.83	-0.006
1.46	-0.948	5.46	42.91	-0.007
1.47	-0.944	5.25	42.99	-0.012
1.48	-0.948	5.04	43.06	-0.015
1.49	-0.949	4.84	43.14	-0.017
1.50	-0.943	4.63	43.21	-0.021
1.51	-0.943	4.42	43.27	-0.022
1.52	-0.950	4.21	43.34	-0.019
1.53	-0.948	4.01	43.40	-0.020
1.54	-0.943	3.80	43.45	-0.023
1.55	-0.942	3.59	43.51	-0.022
1.56	-0.944	3.38	43.56	-0.025
1.57	-0.947	3.18	43.61	-0.027
1.58	-0.950	2.97	43.65	-0.024
1.59	-0.954	2.76	43.69	-0.027
1.60	-0.962	2.55	43.73	-0.029
1.61	-0.967	2.34	43.77	-0.027
1.62	-0.967	2.12	43.80	-0.031
1.63	-0.968	1.91	43.83	-0.033
1.64	-0.973	1.70	43.86	-0.029
1.65	-0.975	1.48	43.88	-0.030
1.66	-0.973	1.27	43.90	-0.029
1.67	-0.973	1.06	43.92	-0.028
1.68	-0.970	0.84	43.93	-0.029
1.69	-0.967	0.63	43.94	-0.028
1.70	-0.965	0.42	43.95	-0.027
1.71	-0.962	0.21	43.96	-0.028
1.72	-0.956	-0.00	43.96	-0.025

Restricted Information
 Act Request
 Unauthorized Release PROHIBITED



Historical Weather Data

RIVERSIDE POLICE DEPT - Restricted Information
Public Records Act Request
ANGIE 10/18/2012 8:19:06 AM Unauthorized Release PROHIBITED

**Riverside Police
Department**
Traffic Investigation Bureau



SERGIO G DIAZ
CHIEF OF POLICE

DATE OF INCIDENT/OCCURRENCE 05/13/2012	TIME 0749	NCIC NUMBER 3313	OFFICER I.D. NUMBER 1475	FILE NUMBER P12-067271
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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"/> H&R update
<input checked="" type="checkbox"/> Supplemental				

CITY/COUNTY/JUDICIAL DISTRICT

RIVERSIDE/RIVERSIDE/RIVERSIDE

REPORTING DISTRICT/BEAT

LOCATION/SUBJECT

Madison Street at Emerald Street

/ Collision Reconstruction

The following weather data was collected on 13 May 2012 for the Riverside area, as recorded by the Nation Weather Service.

	Extremes	Normal	Predicted
High Temperature:	84.4°F (29.1°C) at 4:20 PM PDT	81°F (27°C)	88°F
Low Temperature:	55.1°F (12.8°C) at 6:07 AM PDT	56°F (13°C)	55°F
Average Temperature:	66.6°F (19.2°C)	67°F (19°C)	
Precipitation:	0.00" (0.0 mm)		
Sunrise / Sunset:	5:47 AM / 7:40 PM		

Time	Temp.		Humidity		Dewpoint		Hourly Precip.	Pressure	Wind
	Rpt.	Norm	Rpt.	Norm	Rpt.	Norm			
12:00 AM	61.6°F	61°F	95%	84%	60°F	56°F	0.00"	30.08" Hg	1 mph W
1:00 AM	60.4°F	60°F	96%	87%	59°F	56°F	0.00"	30.08" Hg	1 mph NW
2:00 AM	59.0°F	59°F	98%	89%	58°F	56°F	0.00"	30.06" Hg	calm
3:00 AM	57.6°F	58°F	99%	91%	57°F	55°F	0.00"	30.03" Hg	1 mph SW
4:00 AM	56.5°F	57°F	100%	92%	56°F	55°F	0.00"	30.03" Hg	calm
5:00 AM	55.7°F	57°F	100%	93%	56°F	55°F	0.00"	30.03" Hg	calm
6:00 AM	55.1°F	56°F	100%	93%	55°F	54°F	0.00"	30.03" Hg	calm
7:00 AM	55.9°F	57°F	100%	93%	56°F	55°F	0.00"	30.05" Hg	calm
8:00 AM	56.7°F	60°F	100%	90%	57°F	57°F	0.00"	30.06" Hg	1 mph NW
9:00 AM	57.3°F	63°F	100%	84%	57°F	58°F	0.00"	30.07" Hg	2 mph SW
10:00 AM	58.4°F	66°F	100%	76%	58°F	58°F	0.00"	30.08" Hg	3 mph W
11:00 AM	64.2°F	70°F	94%	68%	62°F	58°F	0.00"	30.06" Hg	2 mph W
12:00 PM	72.8°F	73°F	68%	60%	61°F	58°F	0.00"	30.05" Hg	2 mph W
1:00 PM	77.2°F	76°F	56%	54%	60°F	58°F	0.00"	30.02" Hg	5 mph W
2:00 PM	80.6°F	79°F	42%	50%	55°F	57°F	0.00"	30.01" Hg	6 mph W
3:00 PM	82.6°F	80°F	52%	48%	63°F	58°F	0.00"	30.00" Hg	9 mph W
4:00 PM	84.0°F	79°F	44%	49%	59°F	58°F	0.00"	29.97" Hg	5 mph NW
5:00 PM	82.5°F	77°F	49%	52%	61°F	58°F	0.00"	29.97" Hg	5 mph W
6:00 PM	78.0°F	75°F	61%	56%	63°F	58°F	0.00"	29.97" Hg	6 mph W
7:00 PM	73.6°F	72°F	65%	62%	61°F	58°F	0.00"	29.99" Hg	2 mph NW
8:00 PM	69.8°F	69°F	72%	69%	60°F	57°F	0.00"	30.01" Hg	2 mph W
9:00 PM	67.0°F	66°F	77%	74%	59°F	57°F	0.00"	30.02" Hg	1 mph W
10:00 PM	65.6°F	64°F	81%	79%	59°F	57°F	0.00"	30.03" Hg	calm
11:00 PM	64.6°F	63°F	83%	83%	59°F	57°F	0.00"	30.03" Hg	1 mph W
12:00 AM	63.0°F	61°F	87%	85%	59°F	57°F	0.00"	30.04" Hg	2 mph SW

PREPARER'S NAME AND I.D. NUMBER

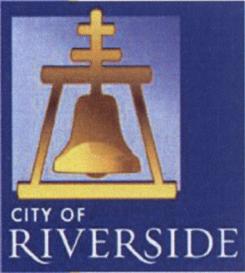
Officer Greg Matthews #0648

DATE

06-22-2012

REVIEWER'S NAME

DATE



Expert AutoStats 2009 Ford Crown Victoria Vehicle Data Sheet

RIVERSIDE POLICE DEPT - Restricted Information
Public Records Act Request
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Riverside Police Department

Traffic Investigation Bureau



SERGIO G DIAZ
CHIEF OF POLICE

2009 Ford Crown Victoria.TXT
 EXPERT AUTOSTATS
 Ver. 5.2.0
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CITY OF RIVERSIDE POLICE DEPARTMENT
 10540 MAGNOLIA AVENUE SUITE B
 RIVERSIDE CA 92505-1897

6-22-2012

2009 FORD CROWN VICTORIA COMMERCIAL LWB 4 DOOR SEDAN

CURB WEIGHT: 4137 lbs. 1877 kg.
 Curb weight Distribution - Front: 56% Rear: 44%

Gross Vehicle weight Rating: 5500 lbs. 2495 kg.

Number of Tires on Vehicle: 4
 Drive wheels: REAR

HORIZONTAL DIMENSIONS

	Inches	Feet	Meters
Total Length	218	18.17	5.54
wheelbase:	121	10.08	3.07
Front Bumper to Front Axle	43	3.58	1.09
Front Bumper to Front of Front well	26	2.17	0.66
Front Bumper to Front of Hood	8	0.67	0.20
Front Bumper to Base of windshield	65	5.42	1.65
Front Bumper to Top of windshield	91	7.58	2.31
Rear Bumper to Rear Axle	54	4.50	1.37
Rear Bumper to Rear of Rear well	38	3.17	0.97
Rear Bumper to Rear of Trunk	8	0.67	0.20
Rear Bumper to Base of Rear Window	38	3.17	0.97

WIDTH DIMENSIONS

Maximum width	78	6.50	1.98
Front Track	63	5.25	1.60
Rear Track	66	5.50	1.68

VERTICAL DIMENSIONS

	Inches	Feet	Meters
Height	59	4.92	1.50
Ground to:			
Front Bumper (Top)	23	1.92	0.58
Headlight - center	27	2.25	0.69
Hood - top front	31	2.58	0.79
Base of windshield	39	3.25	0.99
Rear Bumper - top	25	2.08	0.64
Trunk - top rear	39	3.25	0.99
Base of rear window	40	3.33	1.02

Reg. To: CITY OF RIVERSIDE POLICE DEPARTMENT S/N:12R-951212AQ03501

2009 Ford Crown Victoria.TXT
EXPERT AUTOSTATS

Pg.2

2009 FORD CROWN VICTORIA COMMERCIAL LWB 4 DOOR SEDAN

INTERIOR DIMENSIONS

	Inches	Feet	Meters
Front Seat Shoulder width	61	5.08	1.55
Front Seat to Headliner	39	3.25	0.99
Front Leg - seatback to floor (max)	43	3.58	1.09
Rear Seat Shoulder width	60	5.00	1.52
Rear Seat to Headliner	38	3.17	0.97
Rear Leg - seatback to floor (min)	46	3.83	1.17

Seatbelts: 3pt - front and rear
Airbags: FRONT SEAT AIRBAGS

STEERING DATA

Turning Circle (Diameter)	_____	_____	_____
Steering Ratio:	_____:1		
Wheel Radius:	12	1.00	0.30
Tire Size (OEM):	P225/60R16		

ACCELERATION & BRAKING INFORMATION

Brake Type: ALL DISC
ABS System: ALL WHEEL ABS

Braking, 60 mph -> 0 (Hard pedal, no skid, dry pavement):
d = 140 ft t = 3.2 sec. a = 27.6 ft/sec/sec G-force = 0.86

ACCELERATION:

0->30 mph	t = 2.8sec.	a = 15.7 ft/sec/sec	G-force = 0.49
0->60 mph	t = 8.0sec.	a = 11.0 ft/sec/sec	G-force = 0.34
45->65 mph	t = 5.1sec.	a = 5.8 ft/sec/sec	G-force = 0.18

Transmission Type: 4spd AUTOMATIC

NOTES:

Federal Bumper Standard Requirements = 2.5 MPH
This vehicles Rated Bumper Strength: 2.5 MPH

N.S.D.C. = 2003 - 2009

Reg. To: CITY OF RIVERSIDE POLICE DEPARTMENT S/N:12R-951212AQ03501

EXPERT AUTOSTATS

Pg.3

2009 FORD CROWN VICTORIA COMMERCIAL LWB 4 DOOR SEDAN

OTHER INFORMATION

2009 Ford Crown Victoria.TXT

TIP-OVER STABILITY RATIO = 1.39 Stable
 NHTSA Star Rating (calculated) ****

CENTER OF GRAVITY (No Load):

Inches behind front axle = 53.24
 Inches in front of rear axle = 67.76
 Inches from side of vehicle = 39.00
 Inches from ground = 23.16
 Inches from front corner = 103.84
 Inches from rear corner = 127.85
 Inches from front bumper = 96.24
 Inches from rear bumper = 121.76

MOMENTS OF INERTIA APPROXIMATIONS (No Load):

YAW MOMENT OF INERTIA = 3055.11 lb-ft-sec²
 PITCH MOMENT OF INERTIA = 2946.63 lb-ft-sec²
 ROLL MOMENT OF INERTIA = 594.66 lb-ft-sec²

FRONT PROFILE INFORMATION

ANGLE FRONT BUMPER TO HOOD FRONT = 45.0 deg
 ANGLE FRONT OF HOOD TO WINDSHIELD BASE = 8.0 deg
 ANGLE FRONT OF HOOD TO WINDSHIELD TOP = 17.4 deg
 ANGLE OF WINDSHIELD = 34.7 deg
 ANGLE OF STEERING TIRES AT MAX TURN = ___ deg

FIRST APPROXIMATION CRUSH FACTORS:

Speed Equivalent (mph) of Kinetic Energy (KE) used in causing crush or indentation may be evaluated using the following formula, the appropriate Crush Factor (CF), and Maximum Indentation Depth (MID), in feet:

$$V(\text{mph}) = \text{Sqr root of } (30 * CF * \text{MID})$$

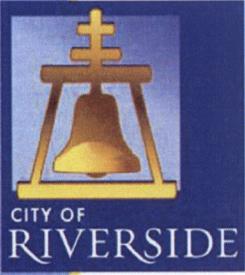
$$\text{KE Equivalent Speed (Front/Rear/Side)} = 21 \text{ CF}$$

$$\begin{aligned} &\text{Bullet vehicle IMPACT SPEED estimation} \\ &\text{based on TARGET VEHICLE damage ONLY} = 27 \text{ CF} \\ &\text{(Tested for Rear/Side Impact only)} \end{aligned}$$

These CF values are based upon analysis of NHTSA Barrier Crash data, and from over 1000 vehicle accidents where independent evaluation of speed was possible. (These are NOT 'A', 'B', 'C', or 'G' values)

The Rear Impact data with more than 2-3 inches of crush damage should be looked at carefully, since some vehicles have very weak trunk & fender strength. Therefore, on some cars, esp. GM, your estimate from the rear crush data may be high by as much as 4-5 mph (on a crush of 18 inches).

Reg. To: CITY OF RIVERSIDE POLICE DEPARTMENT S/N:12R-951212AQ03501



GPS Data Extracted Information Unit 3934

RIVERSIDE POLICE DEPT - Restricted Information
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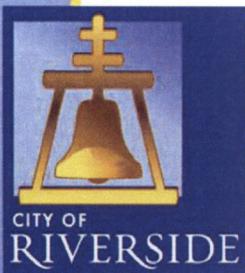
Traffic Investigation Bureau



SERGIO G DIAZ
CHIEF OF POLICE

Date & Time	Unit	Call Sign	Status	Assigned to Call	Block Location	North	East	Speed	Heading
5/13/2012 7:37	PD3934	PDB239	Blank	Not Assigned	8100 - 8299 LINCOLN	33.9229181	-117.4118992	0	154
5/13/2012 7:37	PD3934	PDB239	Blank	Not Assigned	8100 - 8299 LINCOLN	33.9229181	-117.4118992	0	154
5/13/2012 7:37	PD3934	PDB239	Blank	Not Assigned	8100 - 8299 LINCOLN	33.9227205	-117.4126488	0	338
5/13/2012 7:37	PD3934	PDB239	Blank	Not Assigned	8100 - 8299 LINCOLN	33.92272	-117.41265	0	128
5/13/2012 7:37	PD3934	PDB239	Blank	Not Assigned	8100 - 8299 LINCOLN	33.92272	-117.41265	0	128
5/13/2012 7:38	PD3934	PDB239	DS	Not Assigned	8100 - 8299 LINCOLN	33.92272	-117.41265	0	128
5/13/2012 7:38	PD3934	PDB239	DS	LPD120513067266	8100 - 8299 LINCOLN	33.92272	-117.41265	0	128
5/13/2012 7:38	PD3934	PDB239	DS	LPD120513067266	8100 - 8299 LINCOLN	33.92271	-117.41265	0	127
5/13/2012 7:39	PD3934	PDB239	DS	LPD120513067266	8100 - 8299 LINCOLN	33.9226912	-117.4126568	0	81
5/13/2012 7:40	PD3934	PDB239	DS	LPD120513067266	8100 - 8299 LINCOLN	33.92262	-117.41283	15	322
5/13/2012 7:43	PD3934	PDB239	DS	LPD120513067266	2900 - 3019 ST LAWRENCE	33.92313	-117.41234	9	145
5/13/2012 7:44	PD3934	PDB239	DS	LPD120513067266	2900 - 3019 ST LAWRENCE	33.923036	-117.41219	8	37
5/13/2012 7:45	PD3934	PDB239	DS	LPD120513067266	2900 - 3019 ST LAWRENCE	33.92393	-117.41152	18	104
5/13/2012 7:45	PD3934	PDB239	DS	LPD120513067266	7972 - 8099 LINCOLN	33.92276	-117.41028	23	73
5/13/2012 7:45	PD3934	PDB239	DS	LPD120513067266	7922 - 7971 LINCOLN	33.92366	-117.40866	51	55
5/13/2012 7:46	PD3934	PDB239	DS	LPD120513067266	7700 - 7899 LINCOLN	33.92546	-117.40551	44	55
5/13/2012 7:46	PD3934	PDB239	DS	LPD120513067266	7900 - 7921 LINCOLN	33.92458	-117.40707	21	56
5/13/2012 7:46	PD3934	PDB239	DS	LPD120513067266	7700 - 7899 LINCOLN	33.92638	-117.40388	46	56
5/13/2012 7:46	PD3934	PDB239	DS	LPD120513067266	7600 - 7699 LINCOLN	33.9273	-117.40227	44	56
5/13/2012 7:46	PD3934	PDB239	DS	LPD120513067266	7550 - 7579 LINCOLN	33.92826	-117.40058	41	56
5/13/2012 7:47	PD3934	PDB239	DS	LPD120513067266	2911 - 2939 MADISON	33.92934	-117.39952	28	323
5/13/2012 7:47	PD3934	PDB239	DS	LPD120513067266	3001 - 3029 MADISON	33.93071	-117.40062	41	326
5/13/2012 7:47	PD3934	PDB239	DS	LPD120513067266	3030 - 3038 MADISON	33.9310035	-117.4009359	0	199
5/13/2012 7:48	PD3934	PDB239	DS	LPD120513067266	3030 - 3038 MADISON	33.9310035	-117.4009359	0	199

RIVERSIDE COUNTY - Requested Information
 PUBLIC REQUEST - Requested Information
 ACT - Requested Information
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Total Station Raw Data Information

RIVERSIDE POLICE DEPT - Restricted Information
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**Riverside Police
Department**
Traffic Investigation Bureau



SERGIO G DIAZ
CHIEF OF POLICE

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/2012	0749	3313	1475	P12-067271

<input type="checkbox"/> Narrative	<input checked="" type="checkbox"/> Collision Report	<input type="checkbox"/> BA update	<input checked="" type="checkbox"/> Fatal	<input type="checkbox"/> H&R update
<input checked="" type="checkbox"/> Supplemental				

CITY/COUNTY/JUDICIAL DISTRICT

REPORTING DISTRICT/BEAT

RIVERSIDE/RIVERSIDE/RIVERSIDE

LOCATION/SUBJECT

Madison St and Emerald St / Collision Reconstruction

TOTAL STATION DATA

The following information is a "RAW" downloaded data file recorded using the Riverside Police Department Nikon NPL-332 Total Station.

CO,Nikon RAW data format V2.00

CO,067271

CO,Description:

CO,Client:

CO,Comments:

CO,Downloaded 15-May-2012 12:33:49

CO,Software: Pre-install version: 1.10

CO,Instrument: Nikon NPL-332

CO,Dist Units: Feet US

CO,Angle Units: DDDMMSS

CO,Zero azimuth: North

CO,Zero VA: Zenith

CO,Coord Order: NEZ

CO,HA Raw data: Azimuth

CO,Tilt Correction: VA:ON HA:OFF

CO, 067271 <JOB> Created 13-May-2012 11:27:41

CO,S/N:040246

UP,1,,0.000,0.000,0.000,RP1

CO,Temp:72F Press:29.5inHg Prism:0 13-May-2012 11:34:18

ST,1,,2,,5.300,0.0000,0.0000

F1,2,0.000,25.460,0.0000,100.4810,11:34:18

SS,2,0.000,25.460,0.0000,100.4810,11:34:46,BS

CO,Temp:72F Press:29.5inHg Prism:30 13-May-2012 11:46:23

SS,3,4.860,43.662,327.5544,89.5147,11:46:23,V2 LF

CO,HT changed at PT=3 Old HT=0.000F

SS,4,4.860,52.302,332.5127,89.4245,11:47:48,V2 LR

SS,5,5.700,55.026,326.2520,89.0125,11:48:28,V2 RR

SS,6,4.860,46.788,321.0044,90.0521,11:49:16,V2 RF

SS,7,4.860,43.270,349.0107,89.2547,12:02:36,V1 LF

SS,8,4.860,52.712,347.1106,89.2107,12:03:02,V1 LR

PREPARER'S NAME AND I.D. NUMBER

DATE

REVIEWER'S NAME

DATE

Officer Greg Matthews #0648

06-22-2012

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/2012	0749	3313	1475	P12-067271

<input type="checkbox"/> Narrative	<input checked="" type="checkbox"/> Collision Report	<input type="checkbox"/> BA update	<input checked="" type="checkbox"/> Fatal	<input type="checkbox"/> H&R update
<input checked="" type="checkbox"/> Supplemental				

CITY/COUNTY/JUDICIAL DISTRICT

REPORTING DISTRICT/BEAT

RIVERSIDE/RIVERSIDE/RIVERSIDE

LOCATION/SUBJECT

Madison St and Emerald St / Collision Reconstruction

SS,9,4.860,52.052,340.0106,89.3223,12:03:35,V1 RR
 SS,10,4.860,42.404,340.4553,89.3220,12:03:55,V1 RF
 SS,11,4.860,311.222,352.2616,89.1132,12:15:55,BC
 SS,12,4.860,201.892,348.1401,89.2111,12:17:21,BC
 SS,13,4.860,103.544,336.2314,89.5205,12:18:53,BC
 SS,14,4.860,103.560,336.2314,89.5203,12:19:16,BC CS
 SS,15,4.860,99.322,335.0358,89.5204,12:19:40,BC
 SS,16,4.860,96.394,333.3947,89.5204,12:19:58,BC
 SS,17,4.860,92.494,330.1921,89.5432,12:20:20,BC
 SS,18,4.860,89.852,325.2058,89.5623,12:20:36,BC
 SS,19,4.860,89.954,321.3834,90.0049,12:21:00,BC
 SS,20,4.860,92.024,317.5401,90.0457,12:21:21,BC
 SS,21,4.860,95.722,314.4448,90.0850,12:21:46,BC CE
 SS,22,4.860,101.456,311.3324,90.0749,12:22:53,BC
 SS,23,4.860,112.950,306.3126,90.0200,12:23:22,BC
 SS,24,4.860,138.256,299.0517,90.0034,12:24:05,BC
 SS,25,6.700,125.870,287.2741,89.2929,12:25:38,BC1
 SS,26,6.700,100.280,291.5953,89.2500,12:26:00,BC1
 SS,27,4.860,77.562,298.5131,90.4456,12:26:52,BC1 CS
 SS,28,4.860,72.464,300.2648,90.4807,12:31:28,BC1
 SS,29,4.860,66.974,301.2237,90.5419,12:31:46,BC1
 SS,30,4.860,62.492,301.2710,91.0203,12:32:01,BC1
 SS,31,4.860,54.362,299.3108,91.1619,12:32:23,BC1
 SS,32,4.860,49.174,296.0420,91.3026,12:32:41,BC1
 SS,33,4.860,45.270,290.2851,91.5017,12:33:05,BC1
 SS,34,4.860,43.082,283.4227,92.0757,12:33:41,BC1 CE
 SS,35,4.860,41.896,273.1654,92.2456,12:34:12,BC1
 SS,36,4.860,56.266,228.1335,92.3500,12:34:45,BC1
 SS,37,4.860,102.666,204.0918,92.0358,12:35:46,BC1
 SS,38,4.860,99.882,167.3024,91.5503,12:36:51,BC2
 SS,39,4.860,69.272,161.4528,92.1624,12:37:24,BC2
 SS,40,4.860,37.596,144.3404,93.0925,12:38:59,BC2 CS
 SS,41,4.860,33.600,138.2623,93.1620,12:39:37,BC2
 SS,42,4.860,30.890,129.2341,93.2503,12:39:58,BC2
 SS,43,4.860,30.718,116.5232,93.1316,12:40:35,BC2

PREPARER'S NAME AND I.D. NUMBER

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Officer Greg Matthews #0648

06-22-2012

NARRATIVE/SUPPLEMENTAL

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/2012	0749	3313	1475	P12-067271

Narrative Collision Report BA update Fatal H&R update
 Supplemental

CITY/COUNTY/JUDICIAL DISTRICT

REPORTING DISTRICT/BEAT

RIVERSIDE/RIVERSIDE/RIVERSIDE

LOCATION/SUBJECT

Madison St and Emerald St / Collision Reconstruction

SS,44,4.860,33.164,105.5617,92.4959,12:42:16,BC2
 SS,45,4.860,43.346,94.4140,92.0007,12:42:43,BC2
 SS,46,4.860,49.042,93.2612,91.4317,12:43:17,BC2 CE
 SS,47,4.860,57.486,93.0047,91.1939,12:44:29,BC2
 SS,48,4.860,75.998,92.2625,90.5525,12:45:24,BC2
 SS,49,4.860,79.928,70.4936,90.2923,12:46:02,BC3
 SS,50,4.860,66.264,66.2703,90.4248,12:46:42,BC3
 SS,51,4.860,53.220,59.4425,91.0210,12:47:08,BC3 CS
 SS,52,4.860,49.272,55.1943,90.5757,12:47:31,BC3
 SS,53,4.860,46.084,46.3546,90.5755,12:47:56,BC3
 SS,54,4.860,46.170,37.3850,90.4832,12:48:15,BC3
 SS,55,4.860,49.282,29.5523,90.3803,12:48:51,BC3
 SS,56,4.860,54.456,24.2240,90.2514,12:49:13,BC3
 SS,57,4.860,59.262,21.4448,90.1817,12:49:42,BC3 CE
 SS,58,4.860,73.406,17.2642,90.0408,13:05:55,BC3
 SS,59,4.860,126.890,10.0310,89.3212,13:06:27,BC3
 SS,60,4.860,198.420,6.2805,89.1720,13:07:20,BC3
 SS,61,4.860,207.378,6.1237,89.1834,13:07:49,BC3 CS
 SS,62,4.860,212.480,6.1225,89.1623,13:08:25,BC3
 SS,63,4.860,217.536,6.2604,89.1534,13:08:39,BC3
 SS,64,4.860,221.298,6.4813,89.1604,13:08:59,BC3
 SS,65,4.860,227.692,7.4419,89.1431,13:09:17,BC3
 SS,66,4.860,230.512,8.1839,89.1431,13:09:52,BC3
 SS,67,4.860,234.594,9.3555,89.1324,13:10:13,BC3
 SS,68,5.150,237.802,11.1727,89.0956,13:11:02,BC3
 SS,69,5.150,238.866,12.1340,89.0849,13:11:42,BC3 CE
 SS,70,4.860,273.134,9.4023,89.1146,13:13:06,BC4 CS
 SS,71,4.860,274.094,8.1509,89.1006,13:13:38,BC4
 SS,72,4.860,276.124,7.0852,89.0926,13:13:57,BC4
 SS,73,4.860,279.076,6.1207,89.0923,13:14:31,BC4
 SS,74,4.860,283.992,5.1605,89.0753,13:14:52,BC4
 SS,75,4.860,291.256,4.3656,89.0817,13:15:23,BC4
 SS,76,4.860,297.106,4.2312,89.0901,13:16:04,BC4 CE
 SS,77,4.860,306.286,4.1502,89.0814,13:17:05,BC4
 CO,HT changed at PT=70 Old HT=5.150F

PREPARER'S NAME AND I.D. NUMBER

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DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/2012	0749	3313	1475	P12-067271

Narrative Collision Report BA update Fatal H&R update
 Supplemental

CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
RIVERSIDE/RIVERSIDE/RIVERSIDE	

LOCATION/SUBJECT

Madison St and Emerald St / Collision Reconstruction

CO,HT changed at PT=71 Old HT=5.150F
 CO,HT changed at PT=72 Old HT=5.150F
 CO,HT changed at PT=73 Old HT=5.150F
 CO,OLD=73 X0.000 Y0.000 Z0.000
 CO,HT changed at PT=74 Old HT=5.150F
 CO,HT changed at PT=75 Old HT=5.150F
 CO,HT changed at PT=76 Old HT=5.150F
 CO,OLD=76 X Y Z0.000
 CO,HT changed at PT=77 Old HT=5.150F
 *SS,78,5.150,303.010,352.4404,89.1015,13:27:28,BC5 CS
 SS,79,4.860,301.454,352.3058,89.1013,13:29:10,BC5 CS
 SS,80,4.860,302.888,352.3824,89.1013,13:29:43,BC5
 SS,81,4.860,302.988,352.4551,89.0926,13:30:38,BC5
 CO,HT changed at PT=80 Old HT=5.150F
 CO,HT changed at PT=79 Old HT=5.150F
 CO,OLD=79 X Y Z0.000
 SS,82,4.860,302.268,352.5703,89.0819,13:32:11,BC5
 SS,83,4.860,299.086,353.2221,89.0600,13:32:33,BC5
 SS,84,4.860,295.968,353.4853,89.0450,13:33:02,BC5 CS
 SS,85,4.860,294.928,353.5515,89.0424,13:33:43,BC5
 SS,86,4.860,294.140,353.5609,89.0424,13:34:03,BC5
 SS,87,4.860,293.576,353.5614,89.0424,13:34:32,BC5 CE
 SS,88,4.860,265.512,353.1419,89.0548,13:34:56,BC5
 SS,89,4.860,211.942,351.2820,89.1033,13:35:50,BC5 CS
 SS,90,4.860,211.028,351.2447,89.1035,13:36:10,BC5
 SS,91,4.860,209.996,351.1331,89.1147,13:36:26,BC5
 SS,92,4.860,209.508,351.0313,89.1149,13:36:45,BC5 CE
 SS,93,4.860,208.114,350.2705,89.1351,13:36:59,BC5
 SS,94,4.860,206.274,349.3339,89.1643,13:37:51,BC5 CS
 SS,95,4.860,206.110,349.1630,89.1731,13:38:13,BC5
 SS,96,4.860,206.430,349.0612,89.1851,13:38:33,BC5
 SS,97,4.860,207.096,349.0133,89.1801,13:38:56,BC5
 SS,98,4.860,207.560,349.0115,89.1801,13:39:16,BC5 CE
 SS,99,4.860,243.242,350.3820,89.1457,13:39:40,BC5
 SS,100,4.860,270.664,351.3749,89.1200,13:40:11,BC5 CS

PREPARER'S NAME AND I.D. NUMBER

Officer Greg Matthews #0648

DATE

06-22-2012

REVIEWER'S NAME

DATE

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/2012	0749	3313	1475	P12-067271

<input type="checkbox"/> Narrative	<input checked="" type="checkbox"/> Collision Report	<input type="checkbox"/> BA update	<input checked="" type="checkbox"/> Fatal	<input type="checkbox"/> H&R update
<input checked="" type="checkbox"/> Supplemental				

CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
RIVERSIDE/RIVERSIDE/RIVERSIDE	

LOCATION/SUBJECT
Madison St and Emerald St / Collision Reconstruction

SS,101,4.860,271.804,351.4904,89.1059,13:40:27,BC5
 SS,102,4.860,272.412,352.0314,89.1009,13:40:42,BC5
 SS,103,4.860,273.332,352.1336,89.0928,13:40:57,BC5
 SS,104,4.860,274.282,352.1017,89.0928,13:41:11,BC5
 SS,105,4.860,275.348,351.5751,89.1038,13:41:27,BC5
 SS,106,4.860,276.218,351.5120,89.1039,13:41:42,BC5
 SS,107,4.860,276.938,351.4950,89.1126,13:42:01,BC5 CE
 SS,108,4.860,301.458,352.3007,89.1035,13:42:30,BC5
 SS,109,4.860,134.166,343.4322,89.2801,14:01:33,BC6
 SS,110,4.860,127.376,344.5559,89.2141,14:02:04,BC6 CS
 SS,111,4.860,126.400,345.0804,89.2142,14:02:23,BC6
 SS,112,4.860,125.560,345.1423,89.2141,14:02:40,BC6
 SS,113,4.860,124.458,345.1100,89.1853,14:03:15,BC6
 SS,114,4.860,123.538,345.0551,89.1851,14:03:42,BC6 CE
 SS,115,4.860,101.300,341.4245,89.2627,14:04:09,BC6 CS
 SS,116,4.860,100.044,341.2623,89.2814,14:04:54,BC6
 SS,117,4.860,99.154,341.1246,89.2815,14:05:17,BC6
 SS,118,4.860,98.180,340.4204,89.2815,14:05:34,BC6 CE
 SS,119,4.860,94.708,337.0426,89.3453,14:06:05,BC6 CS
 SS,120,4.860,94.040,336.0915,89.3816,14:06:29,BC6
 SS,121,4.860,94.000,335.5318,89.3816,14:06:45,BC6
 SS,122,4.860,94.090,335.4024,89.3816,14:07:00,BC6
 SS,123,4.860,94.652,335.2559,89.4021,14:07:28,BC6
 SS,124,4.860,95.276,335.2451,89.4409,14:07:46,BC6
 SS,125,4.860,95.798,335.3041,89.4409,14:08:06,BC6 CE
 SS,126,4.860,102.910,337.1614,89.4433,14:08:38,BC6
 SS,127,4.860,102.188,338.2510,89.4232,14:08:55,BC6
 SS,128,4.860,117.970,341.2020,89.3301,14:09:24,BC6
 SS,129,4.860,118.672,340.2636,89.3726,14:09:44,BC6
 SS,130,4.860,134.258,342.4745,89.3155,14:10:13,BC6 CS
 SS,131,4.860,134.984,342.5504,89.3157,14:10:28,BC6
 SS,132,4.860,135.184,343.1553,89.3029,14:10:44,BC6
 SS,133,4.860,134.878,343.3201,89.3027,14:10:58,BC6
 SS,134,4.860,134.170,343.4129,89.2824,14:11:15,BC6 CE
 SS,135,4.860,129.388,344.1031,89.1455,14:12:39,ROCK1

PREPARER'S NAME AND I.D. NUMBER

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Officer Greg Matthews #0648

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DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/2012	0749	3313	1475	P12-067271

Narrative Collision Report BA update Fatal H&R update
 Supplemental

CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
RIVERSIDE/RIVERSIDE/RIVERSIDE	

LOCATION/SUBJECT
Madison St and Emerald St / Collision Reconstruction

SS,136,4.860,128.212,343.1002,89.1856,14:12:56,ROCK1
 SS,137,4.860,129.426,342.2748,89.1858,14:13:14,ROCK1
 SS,138,4.860,134.294,343.0443,89.1533,14:14:09,ROCK1 CS
 SS,139,4.860,134.526,343.1106,89.1535,14:14:41,ROCK1
 SS,140,4.860,134.428,343.2104,89.1422,14:15:07,ROCK1 CE
 SS,141,4.860,100.184,337.0324,89.2510,14:15:53,ROCK2
 SS,142,4.860,99.362,338.2337,89.2401,14:16:16,ROCK2
 SS,143,4.860,96.996,338.4330,89.1247,14:16:37,ROCK2
 SS,144,4.860,94.638,336.0933,89.1950,14:17:01,ROCK2 CS
 SS,145,4.860,94.556,335.5940,89.1951,14:17:19,ROCK2
 SS,146,4.860,94.666,335.4744,89.1951,14:17:37,ROCK2
 SS,147,4.860,95.210,335.4547,89.2207,14:17:58,ROCK2
 SS,148,4.860,95.546,335.4936,89.2239,14:18:19,ROCK2 CE
 SS,149,4.860,41.138,292.3153,91.3338,14:20:46,BC7
 SS,150,4.860,35.556,288.3619,91.3253,14:21:23,BC7
 SS,151,4.860,34.444,287.4139,91.3655,14:21:59,BC7 CS
 SS,152,4.860,33.718,286.5955,91.3649,14:22:16,BC7
 SS,153,4.860,33.096,285.0517,91.3839,14:22:43,BC7
 SS,154,4.860,32.896,284.0244,91.4056,14:23:13,BC7 CE
 SS,155,4.860,35.776,244.1505,92.2552,14:23:41,BC7 CS
 SS,156,4.860,36.408,242.4407,92.2552,14:25:06,BC7
 SS,157,4.860,37.490,241.4726,92.1907,14:25:20,BC7
 SS,158,4.860,38.394,241.2029,92.1905,14:25:42,BC7 CE
 SS,159,4.860,44.802,238.4106,92.3138,14:25:59,BC7 CS
 SS,160,4.860,45.504,238.4033,92.3136,14:26:24,BC7
 SS,161,4.860,46.006,238.5315,92.3717,14:26:41,BC7
 SS,162,4.860,46.288,239.1945,92.3716,14:27:03,BC7
 SS,163,4.860,46.264,240.1124,92.4017,14:27:17,BC7
 SS,164,4.860,45.892,241.1904,92.4017,14:27:38,BC7 CE
 SS,165,4.860,40.256,273.1303,92.2737,14:28:04,BC7
 SS,166,4.860,39.304,276.0532,92.1750,14:28:24,BC7
 SS,167,4.860,40.090,281.5958,92.0749,14:28:48,BC7
 SS,168,4.860,41.554,284.1332,92.0536,14:29:10,BC7
 SS,169,4.860,43.062,290.3623,91.4934,14:29:38,BC7 CS
 SS,170,4.860,42.990,291.5147,91.4024,14:29:57,BC7

PREPARER'S NAME AND I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
Officer Greg Matthews #0648	06-22-2012		

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05/13/2012	0749	3313	1475	P12-067271

Narrative Collision Report BA update Fatal H&R update
 Supplemental

CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
RIVERSIDE/RIVERSIDE/RIVERSIDE	

LOCATION/SUBJECT
Madison St and Emerald St / Collision Reconstruction

SS,171,4.860,42.582,292.3313,91.3304,14:30:10,BC7
 SS,172,4.860,41.976,292.4831,91.3302,14:30:25,BC7
 SS,173,4.860,41.156,292.3415,91.3302,14:30:46,BC7 CE
 SS,174,4.860,84.982,353.1540,89.0930,14:31:56,BC8
 SS,175,4.860,151.630,356.1658,89.0111,14:32:55,BC8 CS
 SS,176,4.860,155.178,356.5203,88.5954,14:33:21,BC8
 SS,177,4.860,156.462,357.4203,88.5954,14:33:36,BC8
 SS,178,4.860,156.610,358.5631,88.5955,14:33:48,BC8
 SS,179,4.860,155.330,359.4013,88.5954,14:34:03,BC8
 SS,180,4.860,153.444,0.0743,89.0227,14:34:19,BC8
 SS,181,4.860,151.346,0.1355,89.0300,14:34:50,BC8 CE
 SS,182,4.860,130.978,0.1602,89.0419,14:35:14,BC8 CS
 SS,183,4.860,120.786,0.0528,89.0419,14:35:35,BC8
 SS,184,4.860,103.260,359.1342,89.0825,14:36:09,BC8
 SS,185,4.860,91.402,358.0101,89.0845,14:36:29,BC8
 SS,186,4.860,84.484,356.5931,89.1102,14:36:45,BC8
 SS,187,4.860,82.886,356.3228,89.1101,14:37:02,BC8
 SS,188,4.860,81.918,355.5911,89.1101,14:37:18,BC8
 SS,189,4.860,81.510,355.0227,89.1103,14:37:42,BC8
 SS,190,4.860,81.808,354.1147,89.1102,14:38:05,BC8
 SS,191,4.860,83.474,353.2259,89.1059,14:38:34,BC8
 SS,192,4.860,84.972,353.1340,89.0953,14:39:03,BC8 CE
 SS,193,4.860,90.458,193.0610,91.3408,14:42:01,BC9 CS
 SS,194,4.860,77.450,195.1653,91.3521,14:42:20,BC9
 SS,195,4.860,66.100,197.5044,91.4125,14:42:41,BC9
 SS,196,4.860,51.658,201.5338,91.5016,14:43:04,BC9
 SS,197,4.860,36.052,208.3233,92.0242,14:43:41,BC9
 SS,198,4.860,26.226,215.4647,92.1647,14:44:10,BC9
 SS,199,4.860,24.826,217.0522,92.1646,14:44:23,BC9
 SS,200,4.860,22.968,216.1727,92.1643,14:44:43,BC9
 SS,201,4.860,21.904,213.3928,92.1651,14:45:01,BC9
 SS,202,4.860,21.686,209.5631,92.1643,14:45:16,BC9
 SS,203,4.860,22.650,205.5656,92.1649,14:45:34,BC9
 SS,204,4.860,23.706,204.2615,92.1647,14:45:58,BC9 CE
 SS,205,4.860,88.970,186.2150,91.2802,14:46:41,BC9 CS

PREPARER'S NAME AND I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
Officer Greg Matthews #0648	06-22-2012		

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
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CITY/COUNTY/JUDICIAL DISTRICT

REPORTING DISTRICT/BEAT

RIVERSIDE/RIVERSIDE/RIVERSIDE

LOCATION/SUBJECT

Madison St and Emerald St / Collision Reconstruction

SS,206,4.860,91.766,186.4349,91.2802,14:47:47,BC9
 SS,207,4.860,93.804,187.4318,91.2526,14:48:05,BC9
 SS,208,4.860,95.136,189.2041,91.3022,14:48:24,BC9
 SS,209,4.860,94.786,190.5500,91.3201,14:48:42,BC9
 SS,210,4.860,92.568,192.3215,91.3400,14:48:59,BC9
 SS,211,4.860,90.458,193.0705,91.3402,14:49:23,BC9 CE
 SS,212,4.860,50.676,159.0632,92.2104,14:50:52,BC10
 SS,213,4.860,43.524,162.4349,92.1143,14:51:24,BC10 CS
 SS,214,4.860,42.388,163.2337,92.1144,14:51:41,BC10
 SS,215,4.860,41.540,163.1124,92.1141,14:51:57,BC10
 SS,216,4.860,40.752,162.4430,92.1146,14:52:21,BC10
 SS,217,4.860,40.064,161.4552,92.1149,14:52:33,BC10
 SS,218,4.860,39.780,161.2153,92.1148,14:52:47,BC10
 SS,219,4.860,39.334,161.0104,92.1742,14:53:00,BC10
 SS,220,4.860,38.680,161.0825,92.1743,14:53:20,BC10
 SS,221,4.860,38.184,161.2841,92.1738,14:53:41,BC10
 SS,222,4.860,37.392,161.4139,92.1431,14:54:08,BC10 CE
 SS,223,4.860,32.944,158.5849,92.2424,14:54:24,BC10 CS
 SS,224,4.860,32.206,158.1959,92.2631,14:54:41,BC10
 SS,225,4.860,31.592,157.0451,92.2636,14:54:55,BC10
 SS,226,4.860,31.146,155.3508,92.2643,14:55:19,BC10 CE
 SS,227,4.860,29.464,143.0445,92.4743,14:55:40,BC10 CS
 SS,228,4.860,29.568,141.3101,92.5020,14:55:56,BC10
 SS,229,4.860,29.830,140.3016,92.5857,14:56:14,BC10
 SS,230,4.860,30.598,139.4818,93.0650,14:56:28,BC10
 SS,231,4.860,31.668,140.3516,93.2319,14:57:00,BC10 CE
 SS,232,4.860,50.846,156.5157,92.2905,14:57:24,BC10 CS
 SS,233,4.860,51.428,157.3650,92.2856,14:57:40,BC10
 SS,234,4.860,51.200,158.4004,92.2041,14:57:54,BC10
 SS,235,4.860,50.656,159.0735,92.2046,14:58:11,BC10 CE
 SS,236,4.860,45.792,160.2911,91.4343,14:58:46,ROCK3
 SS,237,4.860,44.596,157.5544,91.5336,14:59:00,ROCK3
 SS,238,4.860,45.546,154.5722,92.0145,14:59:17,ROCK3
 SS,239,4.860,34.916,146.2306,92.0253,14:59:39,ROCK4
 SS,240,4.860,34.102,150.0315,92.0405,14:59:56,ROCK4

PREPARER'S NAME AND I.D. NUMBER
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DATE
06-22-2012

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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"/> H&R update
<input checked="" type="checkbox"/> Supplemental				

CITY/COUNTY/JUDICIAL DISTRICT

REPORTING DISTRICT/BEAT

RIVERSIDE/RIVERSIDE/RIVERSIDE

LOCATION/SUBJECT

Madison St and Emerald St / Collision Reconstruction

SS,241,4.860,31.190,151.2013,91.5147,15:00:14,ROCK4
 SS,242,4.860,49.934,23.5746,90.1347,15:07:45,BC11 CS
 SS,243,4.860,49.066,24.0352,90.1351,15:07:58,BC11
 SS,244,4.860,48.562,23.3520,90.1353,15:08:11,BC11
 SS,245,4.860,48.344,22.5606,90.0957,15:08:27,BC11
 SS,246,4.860,48.408,21.5950,90.0647,15:08:42,BC11
 SS,247,4.860,48.618,21.1330,90.0651,15:09:01,BC11 CE
 SS,248,4.860,51.282,15.4422,89.4659,15:09:28,BC11 CS
 SS,249,4.860,52.258,14.1419,89.4131,15:09:47,BC11
 SS,250,4.860,52.818,13.3252,89.4130,15:10:01,BC11
 SS,251,4.860,53.466,13.0738,89.4131,15:10:17,BC11
 SS,252,4.860,54.678,12.4107,89.3830,15:10:30,BC11 CE
 SS,253,4.860,78.250,8.5043,89.2515,15:11:24,BC11 CS
 SS,254,4.860,79.380,8.4651,89.2658,15:11:42,BC11
 SS,255,4.860,80.166,8.5114,89.2702,15:11:54,BC11
 SS,256,4.860,81.026,9.0732,89.2519,15:12:10,BC11
 SS,257,4.860,82.264,9.4440,89.2907,15:12:31,BC11 CE
 SS,258,4.860,86.744,11.5304,89.3847,15:12:54,BC11 CS
 SS,259,4.860,87.294,12.2739,89.3844,15:13:09,BC11
 SS,260,4.860,87.348,12.5340,89.4131,15:13:25,BC11
 SS,261,4.860,87.064,13.2256,89.4431,15:13:41,BC11
 SS,262,4.860,86.578,13.3511,89.4523,15:13:59,BC11
 SS,263,4.860,85.818,13.4606,89.4609,15:14:24,BC11 CE
 SS,264,4.860,49.938,23.5623,90.1407,15:14:54,BC11
 SS,265,4.860,166.952,7.0757,89.1905,15:16:31,BC12 CS
 SS,266,4.860,166.174,7.0052,89.1907,15:16:47,BC12
 SS,267,4.860,165.692,6.4829,89.1755,15:17:06,BC12
 SS,268,4.860,165.708,6.3439,89.1755,15:17:22,BC12
 SS,269,4.860,166.110,6.1948,89.1515,15:17:52,BC12 CE
 SS,270,4.860,170.338,4.3627,89.0703,15:18:13,BC12 CS
 SS,271,4.860,171.156,4.1842,89.0802,15:18:33,BC12
 SS,272,4.860,172.150,4.0807,89.0802,15:19:04,BC12
 SS,273,4.860,174.400,4.0329,89.0645,15:20:55,BC12 CE
 SS,274,4.860,206.284,3.2829,89.0421,15:21:18,BC12 CS
 SS,275,4.860,207.838,3.3015,89.0422,15:21:42,BC12

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 Supplemental

CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
RIVERSIDE/RIVERSIDE/RIVERSIDE	

LOCATION/SUBJECT
Madison St and Emerald St / Collision Reconstruction

SS,276,4.860,209.026,3.3925,89.0417,15:22:08,BC12
 SS,277,4.860,209.772,3.4850,89.0422,15:22:25,BC12
 SS,278,4.860,210.470,3.5810,89.0416,15:22:58,BC12 CE
 SS,279,4.860,215.254,5.0220,89.0740,15:23:14,BC12 CS
 SS,280,4.860,215.640,5.1435,89.0859,15:23:46,BC12
 SS,281,4.860,215.488,5.2341,89.0959,15:24:00,BC12
 SS,282,4.860,215.088,5.3006,89.1033,15:24:18,BC12
 SS,283,4.860,214.534,5.3256,89.1111,15:24:47,BC12 CE
 SS,284,4.860,166.992,7.0749,89.1923,15:25:28,BC12
 SS,285,4.860,169.366,5.2146,89.0229,15:26:00,ROCK5
 SS,286,4.860,171.980,5.5629,89.0658,15:26:20,ROCK5
 SS,287,4.860,171.312,6.4214,89.0751,15:26:37,ROCK5
 SS,288,4.860,213.252,5.2531,89.0340,15:27:15,ROCK6
 SS,289,4.860,212.896,5.0848,89.0246,15:27:30,ROCK6
 SS,290,4.860,213.552,4.5443,89.0146,15:27:46,ROCK6
 SS,291,4.860,298.070,353.1917,89.0113,15:28:53,ROCK7
 SS,292,4.860,296.060,352.5940,89.0348,15:29:27,ROCK7
 SS,293,4.860,297.036,352.3301,89.0428,15:29:42,ROCK7
 SS,294,4.860,281.392,352.5454,89.0602,15:31:01,BUSH
 SS,295,4.860,259.072,352.0855,89.0605,15:31:44,BUSH
 SS,296,4.860,249.918,351.4719,89.0820,15:32:09,BUSH
 SS,297,4.860,229.328,351.0613,89.0623,15:32:52,BUSH
 SS,298,4.860,225.280,350.5158,89.1215,15:33:25,BUSH
 SS,299,4.860,211.910,349.2733,89.1124,15:34:12,ROCK8
 SS,300,4.860,211.912,350.0927,89.0858,15:34:26,ROCK8
 SS,301,4.860,209.242,350.2919,89.0809,15:34:42,ROCK8
 SS,302,4.860,287.904,351.2412,89.0620,15:36:06,TD
 SS,303,4.860,202.604,347.4436,89.1557,15:37:00,TD
 SS,304,4.860,208.046,344.3748,89.0818,15:37:56,TD
 SS,305,4.860,196.474,347.1450,89.1054,15:38:45,LP
 SS,306,4.860,173.794,345.4634,89.1328,15:42:28,MB
 SS,307,4.860,175.722,342.4515,89.1152,15:43:37,TD
 SS,308,4.860,172.166,342.5329,89.0526,15:45:45,SHRUB
 SS,309,4.860,173.244,341.3058,89.0141,15:46:15,SHRUB
 SS,310,4.860,174.552,341.1152,89.0520,15:46:31,SHRUB

PREPARER'S NAME AND I.D. NUMBER

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REPORTING DISTRICT/BEAT

RIVERSIDE/RIVERSIDE/RIVERSIDE

LOCATION/SUBJECT

Madison St and Emerald St / Collision Reconstruction

SS,311,4.860,175.064,340.2633,89.0026,15:47:16,SHRUB
 SS,312,4.860,168.604,339.3405,88.5502,15:48:32,SHRUB
 SS,313,4.860,165.168,342.0952,89.1338,15:49:37,SHRUB
 SS,314,4.860,167.722,342.2606,89.1337,15:50:02,SHRUB
 SS,315,4.860,169.586,340.4141,89.0555,15:50:35,SHRUB
 SS,316,4.860,173.904,341.1225,89.0440,15:51:19,SHRUB
 SS,317,4.860,138.660,341.4929,89.2031,15:52:10,TD
 SS,318,4.860,146.328,339.0141,89.1622,15:52:50,TD
 SS,319,4.860,123.118,334.5456,89.1814,15:53:45,TD
 SS,320,4.860,124.294,343.3517,89.1900,15:54:41,BUSH
 SS,321,4.860,101.716,340.2414,89.3053,15:55:58,BUSH
 SS,322,4.860,114.268,332.4839,89.0005,15:57:02,BUSH
 SS,323,4.860,125.546,332.1037,88.3221,15:57:29,BUSH
 CO,Temp:72F Press:29.5inHg Prism:0 13-May-2012 16:01:22
 SS,324,2.000,189.680,338.2858,89.5050,16:01:22,BLD
 SS,325,2.800,135.830,329.0517,89.4359,16:03:14,BLD
 SS,326,1.700,135.688,329.0332,89.4221,16:04:13,WALL
 SS,327,1.000,119.140,324.0707,89.5944,16:05:00,WALL
 SS,328,2.000,131.386,317.1637,89.3504,16:06:00,WALL
 SS,329,4.000,120.736,316.5736,89.5316,16:08:00,WALL
 SS,330,4.000,119.708,318.3627,89.5139,16:08:55,WALL
 SS,331,4.000,113.426,322.2232,89.5207,16:09:19,WALL
 SS,332,4.000,109.882,323.1115,89.5249,16:09:43,WALL

CO,Temp:72F Press:29.5inHg Prism:30 13-May-2012 16:42:48

SS,333,4.860,306.572,350.5721,89.0755,16:42:48,SW

CO,HT changed at PT=333 Old HT=4.000F

CO,OLD=333 X Y ZOVER RANGE

SS,334,4.860,106.630,332.5410,89.2521,16:44:09,SW CS

SS,335,4.860,99.858,329.2340,89.3209,16:44:36,SW

CO,HT changed at PT=334 Old HT=4.000F

CO,HT changed at PT=335 Old HT=4.000F

CO,OLD=335 X Y Z0.000

SS,336,4.860,97.848,325.2130,89.3347,16:45:39,SW

SS,337,4.860,99.018,321.4041,89.4019,16:46:02,SW

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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"/> H&R update
<input checked="" type="checkbox"/> Supplemental				

CITY/COUNTY/JUDICIAL DISTRICT

REPORTING DISTRICT/BEAT

RIVERSIDE/RIVERSIDE/RIVERSIDE

LOCATION/SUBJECT

Madison St and Emerald St / Collision Reconstruction

SS,338,4.860,102.926,318.2919,89.4634,16:46:23,SW CE
 SS,339,4.860,142.114,302.4709,89.4640,16:47:15,SW
 SS,340,4.860,139.506,301.0259,89.4815,16:47:38,SW
 SS,341,4.860,104.432,313.3006,89.4812,16:48:11,SW
 SS,342,4.860,101.796,311.5244,89.4941,16:48:33,SW
 SS,343,4.860,88.554,320.2539,89.5856,16:49:30,EP
 SS,344,4.860,66.948,302.5311,90.5038,16:50:00,EP CS
 SS,345,4.860,60.710,302.5629,90.5857,16:50:18,EP
 SS,346,4.860,55.484,301.5838,91.0915,16:50:37,EP
 SS,347,4.860,48.190,297.5654,91.2850,16:51:07,EP CE
 SS,348,4.860,35.438,39.4123,90.3645,16:51:47,EP
 SS,349,4.860,28.928,129.2135,93.2506,16:52:36,EP CS
 SS,350,4.860,28.632,116.2337,93.1202,16:52:53,EP
 SS,351,4.860,30.872,105.3046,92.5029,16:53:35,EP
 SS,352,4.860,33.618,99.4034,92.3433,16:53:54,EP
 SS,353,4.860,36.656,96.1647,92.2331,16:54:15,EP CE
 SS,354,4.860,45.970,52.5834,90.5526,16:55:02,EP CS
 SS,355,4.860,44.232,46.5024,90.5202,16:55:22,EP
 SS,356,4.860,43.972,39.5439,90.4830,16:55:46,EP
 SS,357,4.860,45.314,33.1523,90.3854,16:56:01,EP
 SS,358,4.860,47.320,29.0553,90.3135,16:56:27,EP CE
 SS,359,4.860,55.936,310.5924,90.3148,16:57:07,EP
 SS,360,4.860,93.058,332.5810,89.5016,16:57:52,EP CS
 SS,361,4.860,89.522,329.0658,89.5211,16:58:14,EP
 SS,362,4.860,88.094,325.4146,89.5448,16:58:30,EP
 SS,363,4.860,87.906,322.4911,89.5648,16:58:47,EP
 SS,364,4.860,88.556,320.2530,89.5823,16:59:05,EP CE
 SS,365,4.860,75.494,295.4224,90.1259,17:00:42,SW1
 SS,366,4.860,73.786,292.2638,90.0821,17:01:01,SW1
 SS,367,4.860,65.650,295.2837,90.3156,17:01:32,SW1 CS
 SS,368,4.860,61.324,294.5904,90.5825,17:01:54,SW1
 SS,369,4.860,57.574,293.3829,91.0128,17:02:09,SW1
 SS,370,4.860,52.008,287.2119,90.3905,17:02:50,SW1
 SS,371,4.860,49.074,278.5438,91.0154,17:03:16,SW1 CE
 SS,372,4.860,105.670,207.3113,91.4008,17:04:20,SW1

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CITY/COUNTY/JUDICIAL DISTRICT

REPORTING DISTRICT/BEAT

RIVERSIDE/RIVERSIDE/RIVERSIDE

LOCATION/SUBJECT

Madison St and Emerald St / Collision Reconstruction

SS,373,4.860,44.144,264.4727,91.4626,17:05:45,SW1
 SS,374,4.860,43.972,266.0050,91.4429,17:07:15,TD
 SS,375,4.860,47.294,289.3140,90.5549,17:07:59,LP
 SS,376,4.860,73.616,298.1240,90.1538,17:09:00,SGNSTP
 SS,377,4.860,23.700,212.2616,91.5404,17:10:30,SGN
 SS,378,4.860,37.684,199.5700,91.1835,17:11:20,TD
 SS,379,4.860,77.152,191.4530,91.1725,17:12:10,TD
 SS,380,4.860,70.858,160.1955,91.4934,17:12:57,LP
 SS,381,4.860,51.690,152.2445,92.0908,17:13:37,TD
 SS,382,4.860,55.360,57.2119,90.1818,17:14:50,SGNSTP
 SS,383,4.860,55.402,57.2207,90.1823,17:15:16,SGNSTP
 SS,384,4.860,52.638,16.4039,89.3541,17:15:56,SGN
 SS,385,4.860,74.180,19.3115,89.3711,17:16:39,TD
 SS,386,4.860,120.288,11.3729,89.2151,17:17:28,LP
 SS,387,4.860,133.846,10.2948,89.1825,17:17:59,TD
 SS,388,4.860,192.998,7.2038,89.1037,17:19:07,TD
 SS,389,4.860,139.386,358.3743,88.5057,17:20:35,TD
 SS,390,4.860,118.916,358.3620,88.5224,17:21:21,TD
 SS,391,4.860,98.918,358.2015,88.4945,17:21:50,TD
 SS,392,4.860,84.930,355.0341,88.5605,17:22:23,SGN
 SS,393,4.860,90.118,350.1730,89.1014,17:23:10,AS
 SS,394,4.860,85.112,346.2415,89.1557,17:23:36,LLS
 SS,395,4.860,153.126,352.3139,89.0431,17:24:40,LLS
 SS,396,4.860,148.844,354.0952,89.0216,17:25:07,AS
 SS,397,4.860,198.836,353.5043,89.0323,17:26:04,XING
 SS,398,4.860,206.756,354.0532,89.0322,17:26:18,XING
 SS,399,4.860,207.446,352.2849,89.0655,17:26:35,XING
 SS,400,4.860,253.444,355.1708,89.0048,17:27:23,PED
 SS,401,4.860,261.382,355.2345,89.0046,17:27:38,PED
 SS,402,4.860,261.752,354.2053,89.0256,17:28:01,PED
 SS,403,4.860,306.080,357.1222,88.5822,17:29:35,CL
 SS,404,4.860,258.212,356.4047,88.5850,17:30:01,CL CS
 SS,405,4.860,249.560,356.3320,88.5848,17:30:18,CL
 SS,406,4.860,236.946,356.2857,88.5848,17:30:43,CL CE
 SS,407,4.860,226.932,356.2952,88.5848,17:31:17,CL1

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<input checked="" type="checkbox"/> Supplemental				

CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
RIVERSIDE/RIVERSIDE/RIVERSIDE	

LOCATION/SUBJECT
Madison St and Emerald St / Collision Reconstruction

SS,408,4.860,162.972,356.3548,88.5952,17:31:56,CL1
SS,409,4.860,159.978,356.3428,88.5952,17:32:13,CL1
SS,410,4.860,158.006,356.3459,88.5952,17:32:32,CL1
SS,411,4.860,156.730,0.0043,89.0051,17:33:20,CL2
SS,412,4.860,159.600,359.5656,89.0050,17:33:37,CL2
SS,413,4.860,162.626,359.5202,89.0050,17:33:57,CL2
CO,Temp:72F Press:29.5inHg Prism:0 13-May-2012 17:37:01
SS,414,2.000,234.082,359.1832,89.4029,17:37:01,CL2 CS
SS,415,2.000,235.542,359.1247,89.4008,17:37:43,CL2 CS
SS,416,2.000,245.222,359.0925,89.3757,17:38:18,CL2
SS,417,2.000,259.246,359.1122,89.3538,17:39:13,CL2 CE
SS,418,2.000,307.646,359.2249,89.2916,17:41:32,CL2
CO,Temp:72F Press:29.5inHg Prism:30 13-May-2012 17:42:28
SS,419,4.860,310.654,354.3142,89.0253,17:42:28,LLS1
SS,420,4.860,308.258,2.1100,88.5949,17:43:05,LLS2
SS,421,4.860,300.348,2.1356,88.5945,17:43:23,LLS2
SS,422,4.860,295.944,2.1930,88.5945,17:43:39,LLS2
SS,423,4.860,290.428,2.4649,89.0037,17:44:01,LLS2
SS,424,4.860,287.204,3.1801,89.0147,17:44:31,LLS2
SS,425,4.860,284.820,3.4959,89.0314,17:44:52,LLS2 CE
SS,426,4.860,282.918,4.5023,89.0534,17:45:27,SB
SS,427,4.860,252.274,5.2656,89.0345,17:45:47,SB
SS,428,4.860,207.958,3.1114,89.0308,17:47:03,LLS3
SS,429,4.860,162.798,4.0145,89.0754,17:47:25,LLS3
SS,430,4.860,159.780,4.0510,89.0755,17:47:42,LLS3
SS,431,4.860,58.700,10.5202,89.3201,17:48:36,LLS3 CS
SS,432,4.860,54.362,11.5351,89.3202,17:48:51,LLS3
SS,433,4.860,49.900,14.3001,89.4116,17:49:11,LLS3
SS,434,4.860,46.884,19.3612,89.5700,17:49:28,LLS3
SS,435,4.860,45.534,24.4735,90.1153,17:49:52,LLS3 CE
SS,436,4.860,98.574,341.4709,89.2541,17:51:02,LLS1
SS,437,4.860,47.356,298.2743,91.2357,17:51:52,LLS4 CS
SS,438,4.860,43.280,297.2956,91.2114,17:52:24,LLS4
SS,439,4.860,39.304,296.0404,91.2112,17:52:38,LLS4
SS,440,4.860,35.850,293.3530,91.2123,17:52:56,LLS4

PREPARER'S NAME AND I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
Officer Greg Matthews #0648	06-22-2012		

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/2012	0749	3313	1475	P12-067271

Narrative Collision Report BA update Fatal H&R update
 Supplemental

CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
RIVERSIDE/RIVERSIDE/RIVERSIDE	

LOCATION/SUBJECT
Madison St and Emerald St / Collision Reconstruction

SS,441,4.860,33.326,289.0953,91.2735,17:53:16,LLS4 CE
 SS,442,4.860,31.630,281.2344,91.3835,17:53:47,LLS4
 SS,443,4.860,100.122,198.1711,91.4249,17:54:29,LLS4
 SS,444,4.860,51.356,209.1434,91.5535,17:55:08,PED1
 SS,445,4.860,85.334,182.5950,91.2647,17:55:49,AS
 SS,446,4.860,93.170,176.5542,91.2944,17:56:35,XING1
 SS,447,4.860,88.880,179.5713,91.2944,17:57:02,LLS5
 SS,448,4.860,20.826,179.4848,92.2729,17:57:30,LLS5
 SS,449,4.860,27.366,189.5741,92.0101,17:58:00,AS
 SS,450,4.860,30.854,158.4921,92.2647,17:58:27,LLS6
 SS,451,4.860,79.824,172.0515,91.3911,17:58:58,LLS6
 SS,452,4.860,82.214,172.1807,91.3704,17:59:21,LLS6
 SS,453,4.860,103.740,173.5819,91.3122,17:59:45,LLS6
 SS,454,4.860,19.486,329.1816,90.1901,18:09:02,ITEM 5
 SS,455,4.860,42.058,342.0139,89.3116,18:10:14,ITEM 4
 SS,456,4.860,66.806,332.5130,89.4150,18:10:54,ITEM 3
 SS,457,4.860,68.544,333.5809,89.3944,18:11:25,ITEM 2
 SS,458,4.860,68.620,345.3651,89.2026,18:11:53,ITEM 1
 CO,Temp:72F Press:29.5inHg Prism:0 13-May-2012 18:19:25
 SS,459,0.000,25.448,359.5954,100.4810,18:19:25,BS

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/12	0749	3313	0643	P12-067271
<input type="checkbox"/> Narrative	<input type="checkbox"/> Collision Report	<input type="checkbox"/> BA update	<input type="checkbox"/> Fatal	<input type="checkbox"/> H&R update
<input checked="" type="checkbox"/> Supplemental				
CITY/COUNTY/JUDICIAL DISTRICT			REPORTING DISTRICT/BEAT	
RIVERSIDE/RIVERSIDE/RIVERSIDE			Central	
LOCATION/SUBJECT				
Madison Street/Emerald Street Riverside, CA 92504				

SOURCE:

On 05-14-2012, at about 1000 hours, I assisted Detective Prince with this 192(c)(1) PC-Voluntary Manslaughter case.

In reviewing the facts, on 05-13-2012, at about 0749 hours, Riverside Police Officer Mike Boulerice was traveling northbound Madison Street approaching Emerald Street in the City and County of Riverside, when he collided with a pedestrian. The pedestrian, Isabel Pablo Tomas Juan, DOB: [REDACTED] was transported to Riverside Community Hospital where she later succumbed to her injuries.

INVESTIGATION:

During the course of this investigation, Detective Prince contacted me and asked if I could write a search warrant for Isabel Pablo Tomas Juan's medical records. Detective Prince needed these records to further his investigation. He wanted to know the injuries Isabel Pablo Tomas Juan had sustained, as a result of the collision, in addition to any medications given, which may or may not affect the Toxicology report in this case.

Detective Prince and I also discussed cellular phone usage and/or texting while driving, which causes distractions and could be a contributing factor in vehicle collisions.

In an effort to determine whether or not Officer Mike Boulerice was distracted on the day of the collision, Detective Prince requested that I write a search warrant for his personal cellular phone records.

I obtained Officer Mike Boulerice's personal cellular phone number, [REDACTED] Using the Internet, it indicated the number was a Verizon Wireless phone number.

On 06-12-2012, I prepared two search warrants. The first one was to obtain Officer Mike Boulerice's cellular phone records in an effort to determine whether or not he was distracted when he collided with Isabel Pablo Tomas Juan, on 05-13-2012. The second warrant was to obtain Isabel Pablo Tomas Juan's medical records from Riverside Community Hospital.

PREPARER'S NAME AND I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
Det. F. Soria #0643	07/10/12	KM #1023 FILE	7-10-12

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/12	0749	3313	0643	P12-067271
<input type="checkbox"/> Narrative	<input type="checkbox"/> Collision Report	<input type="checkbox"/> BA update	<input type="checkbox"/> Fatal	<input type="checkbox"/> H&R update
<input checked="" type="checkbox"/> Supplemental				
CITY/COUNTY/JUDICIAL DISTRICT			REPORTING DISTRICT/BEAT	
RIVERSIDE/RIVERSIDE/RIVERSIDE			Central	
LOCATION/SUBJECT				
Madison Street/Emerald Street Riverside, CA 92504				

INVESTIGATION CONTINUED:

On 06-12-2012, at about 0930 hours, I met with Honorable Judge Helios Hernandez inside his chambers at the Riverside County Superior Court House, courtroom #63. Honorable Judge Helios Hernandez reviewed both affidavits and granted me permission to obtain Officer Mike Boulerice's cellular phone records from Verizon Wireless as well as the medical records for Isabel Pablo Tomas Juan from Riverside Community Hospital.

At about 1000 hours, I responded to Riverside Community Hospital, 4445 Magnolia Avenue, to serve the warrant. Once at the hospital, I met with Gail Snow inside the medical records department where she was served with the warrant.

At about 1015 hours, I received Isabel Pablo Tomas Juan's medical records. The records were then taken to 8181 Lincoln Avenue where I gave them to Detective Prince at about 1030 hours.

At about 1100 hours, I faxed the second search warrant to Custodian of Records of Verizon Wireless, 180 Washington Valley Road Bedminster, New Jersey 07921.

On 06-14-2012, Verizon Wireless sent me an email indicating the account information I requested was a Sprint/Nextel Communications provider.

Being given the correct cellular account information, I prepared an additional search warrant to obtain Officer Mike Boulerice's cellular phone records from Sprint/Nextel Communications. In the warrant, I requested all cellular records including all incoming and outgoing calls as well as all text messages for [REDACTED] from 0700 hours to 0800 hours on 05-13-2012.

At about 1445 hours, I met with Honorable Judge Helios Hernandez inside his chambers at the Riverside County Superior Court House, courtroom #63. Honorable Judge Helios Hernandez reviewed the affidavit and granted me permission to obtain Officer Mike Boulerice's cellular phone records from Sprint/Nextel Communications.

At about 1530 hours, I faxed the search warrant to Security and Subpoena Compliance of Sprint/Nextel Communications, 6480 Sprint Parkway Overland Park, Kansas 66251.

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/12	0749	3313	0643	P12-067271
<input type="checkbox"/> Narrative	<input type="checkbox"/> Collision Report	<input type="checkbox"/> BA update	<input type="checkbox"/> Fatal	<input type="checkbox"/> H&R update
<input checked="" type="checkbox"/> Supplemental				
CITY/COUNTY/JUDICIAL DISTRICT			REPORTING DISTRICT/BEAT	
RIVERSIDE/RIVERSIDE/RIVERSIDE			Central	
LOCATION/SUBJECT				
Madison Street/Emerald Street Riverside, CA 92504				

INVESTIGATION CONTINUED:

On 06-21-2012, at about 1109 hours, I received the account information from Sprint/Nextel Communications. In reviewing the call records, there was no evidence of text messages or incoming/outgoing calls made prior to the collision on 05-13-2012.

DISPOSTION:

After receiving all requested information, I prepared and presented search warrant returns back to Honorable Judge Helios Hernandez for approval.

RIVERSIDE POLICE DEPT. - Restricted Information
 Public Records Act Request
 ANGIE 10/18/2012 8:20:03 AM Unauthorized Release PROHIBITED

Sprint
Corporate Security
Mailstop KSOPHM0206
6480 Sprint Parkway
Overland Park, KS 66251
Office: 913-315-4514 Fax: 816-600-3111
E-mail: Gary.T.Dockery@sprint.com

Gary Dockery
Subpoena Specialist

6/21/2012

F Soria
Riverside Police Department
8181 Lincoln Ave
Riverside, CA 92504

Your Case Number: 06141203
Sprint Case Number: 2012-189332

Dear F Soria,

Pursuant to the above-referenced case, I am enclosing the requested information for the specified time period associated with the following number(s).

Should you have any questions or further inquiries, please contact the Sprint Subpoena Compliance Group at 800-877-7330.

Sincerely,
Gary Dockery
Subpoena Compliance
Sprint Corporate Security
Gary.T.Dockery@sprint.com
913-315-4514

Enclosures

*Notice: If the records contained in the attached package are utilized in trial proceedings, and if you require a records custodian for authentication, be advised Sprint does not have local representatives. Sprint's Trial Team is located at our Corporate Headquarters in Overland Park, Kansas. You will need to contact the Trial Team at CSTrialTeam@Sprint.com or call our office at 800-877-7330. Our office will require at least two-weeks notice in addition to pre-paid travel arrangements by your office.

Sprint L-Site

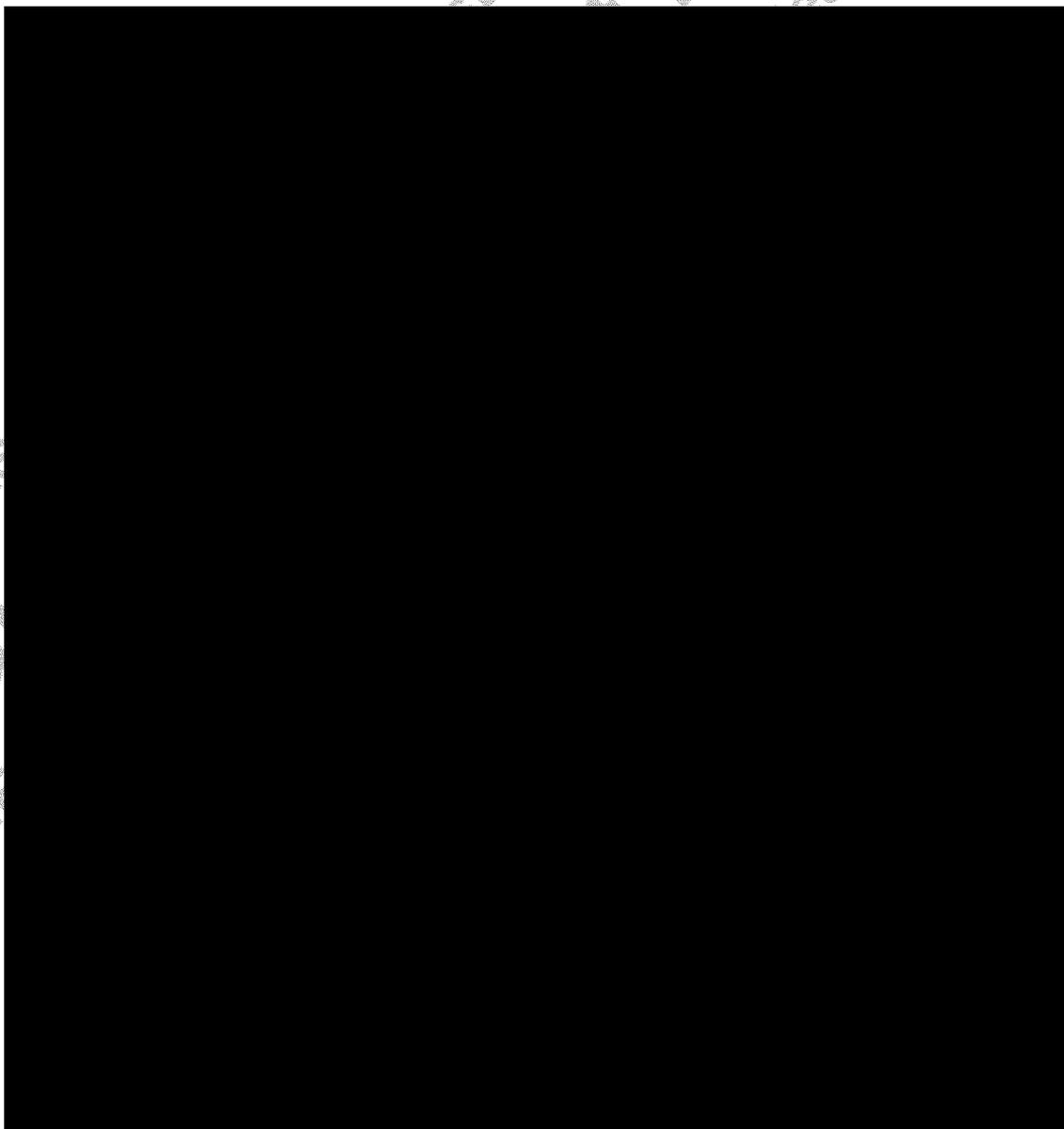
Sprint has an interactive web tool for law enforcement known as L-Site. If you are unfamiliar with L-Site and wish to obtain further information, please send an email to: L-Site@Sprint.com.

Sprint Requested Information

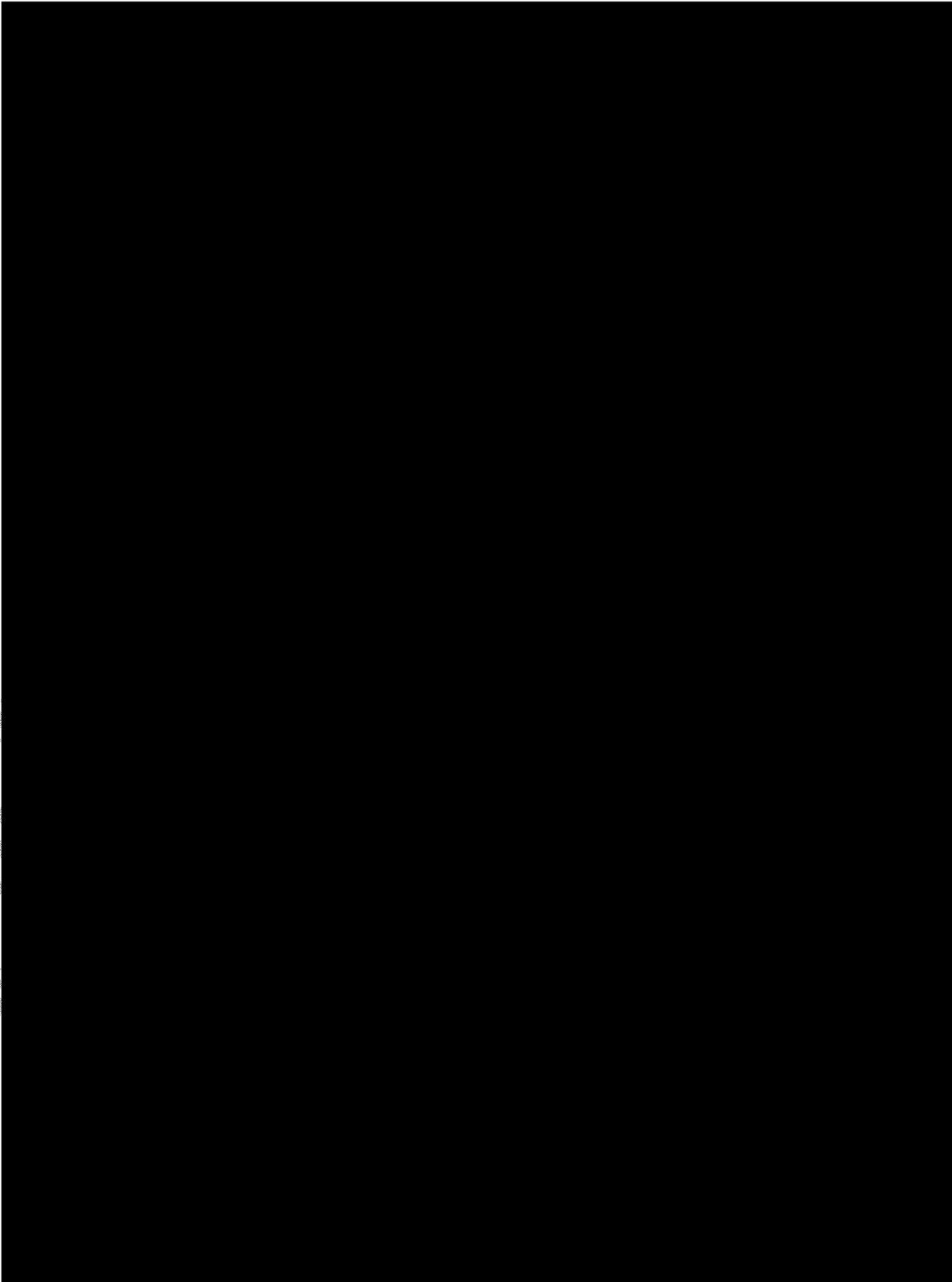
Sprint Case #: 2012-189332

Reference Case #: 06141203

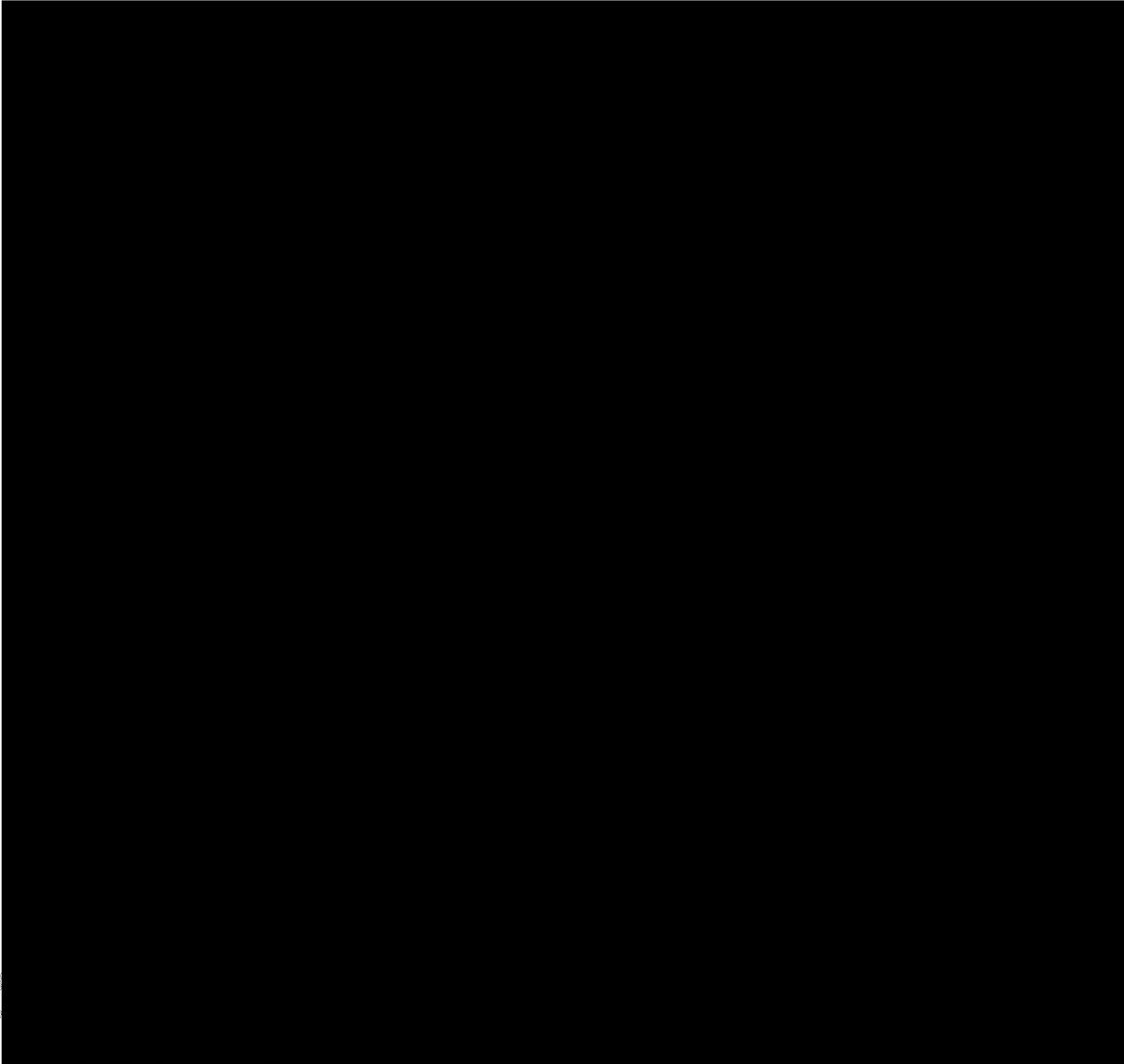
Please be advised: Call detail reports for Sprint CDMA during the time frames of 10-6-11 to 1-14-12 and 5-22-12 to the present may have been affected by a storage related issues. This includes, but is not limited to, Voice calls, SMS transmissions and data transmissions. Once the issues have been resolved Sprint will do everything in its power to re-provide these records. For questions or concerns, please contact your analyst by email for further information.



Phone: [REDACTED] Active Date: 5/22/2012



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***Search results indicate one or more of the numbers listed on the above-referenced legal demand may belong to a Sprint prepaid phone service. Our office maintains subscriber information for prepaid accounts, but this information is often inaccurate or incomplete, as no identification is required when purchasing a prepaid phone. Payment information is also available for prepaid accounts. However, this information, while accurate, may not be complete. No bill reprints are available for prepaid accounts. We are able to provide call detail records for iDEN and CDMA prepaid accounts for the most recent 18-24-month period.**

CALLING_NBR	CALLED_NBR	DIALED_DIGITS	M_R_#	START_DATE	END_DATE	DURATION (SEC)	REPOLL_#
[REDACTED]	[REDACTED]	[REDACTED]	Inbound	5/13/12 7:49:45	5/13/12 7:50:11	26	104
[REDACTED]	[REDACTED]	[REDACTED]	Routed_Call	5/13/12 7:50:11	5/13/12 7:50:17	6	642
[REDACTED]	[REDACTED]	[REDACTED]	Outbound	5/13/12 7:56:52	5/13/12 7:57:52	60	104

SPRINT NEXTEL CORPORATION
CDMA Network

8/2012 8:20:13 AM Unauthorized Release PROHIBITED

Records Act Request

POLICE DEPT - Restricted Information

Key to Understanding CDMA Call Detail Reports

Calling number: This column reflects the number placing the call (the individual who initiated the call). If the call is an outgoing call, this will be the Sprint PCS target number.

Called number: This column reflects the number actually called. In most cases this number will be the same as the number in the "Dialed Digits" column. If the number has been forwarded, or if there is a routing number, then this will be reflected. If the number has a 11 in front of the area code, that means the call rolled to voicemail and was NOT answered by the customer.

Dialed digits: This column reflects the digits that the caller enters into the keypad of the phone. If the call is an incoming call, this will be the Sprint PCS target number.

M_R #: Mobile Role (Type of Call). Listed as outgoing, incoming, routed call or undetermined.

Start Date: Date and time the call was initiated.

End Date: Date and time the call was ended.

Duration: Duration of call, in seconds.

Repoll number: This reflects which phone switch handled the call.

Key to Understanding CDMA Call Detail Reports, cont.

*Routed calls come in two main varieties. The first, also known as Temporary Local Directory Number (TLDN). They may be considered to be bridge/router numbers to complete a call. The second is when a call is not answered, but is routed to voicemail. Calls routed straight to voicemail will also have an "11" before the number indicated in the "Called_Nbr" column. For handsets using visual voicemail, these numbers may replace the "11" in the called number column: (800) 877-2400, (866) 677-8204, (866) 222-2604, and (877) 836-4746. The indicator that Sprint's Visual Voicemail platform was used within the session appears as 624500000XXXXXX.

*The CDMA call detail report may indicate the sending and receipt of text messages and e-mail. While not flagged as text messages, the line will indicate no duration, the dialed digits column will either be blank or will show an e-mail address, and the repoll column may contain one of the following numbers: 13; 291-298; 347; 506-533; 681-684; 686-688.

* On the CDMA network, Sprint maintains Gateway and SWAT (Soft Wireless Access Tandem) networks in areas where there are large Sprint customer populations. These provide the required extra space that helps Sprint maintain all of the calls. When a call moves through a gateway or SWAT cell site information is not retained and is not recoverable.

*Please be advised that as of October 12, 2010, all CDMA CDR (Call Detail Record) text message time stamps are kept in Central time zone. Records prior to October 12, 2010 are either in Central or Eastern time zone. Sprint is unable to determine which time zone is reflected in records older than October 12, 2010.

*Short codes, also known as short numbers, are special telephone codes, significantly shorter than full telephone numbers, which can also be used to address SMS and MMS messages from mobile phones or fixed phones. Short codes are often associated with automated services. An automated program can handle the response and typically requires the sender to start the message with a command word or prefix. A list of short codes is not maintained by Sprint as number of short codes is extensive and constantly growing. **Example of a short code**- the customer may want updates pertaining to their favorite sports team. The customer would sign up with that team in order to receive text message updates relevant to the team.

Sprint
Corporate Security
Mailstop: KSOPHM0206
6480 Sprint Parkway
Overland Park, KS 66251
913-315-0660
Fax: 816-600-3111

Star Codes

Your request has been fulfilled, at least in part, by what is known as a CDMA CDR Report. A CDMA CDR Report lists information about incoming/outgoing calls including the digits dialed on the handset. As a dialing shortcut, PCS subscribers may use star codes (an asterisk (*) plus a short number sequence) when using our wireless telephones. On call detail reports the star may be indicated by a letter "B". This code will appear in the dialed digits column of the CDMA CDR Report. Following is a list of the most common star codes. Additional star codes may exist in the market from which the call is made. Please contact the Subpoena Compliance Group at the number listed above for more information concerning star codes.

- *18 - Ping the nearest tower, call delivery activate
- *180 - Call delivery deactivate
 - *2 - Customer Care
 - *3 - Payment Center
- *31 - Three Way Calling
 - *4 - Account information
 - *5 - Spanish Customer care
- *67 - Caller ID block
- *68 - Override caller ID block
- *70 - Cancel call waiting for that call
- *711 - Customer Care
 - *72 - Activates call forwarding
- *720 - Deactivates call forwarding
 - *73 - Call forwarding no answer
 - *74 - Call forward busy
- *811 - Customer Care

- *82 - Override caller ID block- for that call
- *911 - 911
- *073 - Cancel call forward no answer
- *074 - Cancel call forward busy

Other numbers which may appear in the dialed digits column:

- 411 - Directory assistance
- 611 - Customer Care
- 711 - Telecommunications Relay Service(hearing impaired)
- 911 - Can also dial 0911 or 1911)
- c777 - Web Browsing (SINS)

RECEIVING RECORDS IN ELECTRONIC FORMAT

Your request has been satisfied, at least in part, by records furnished on compact disc (CD) or via e-mail. Sprint uses CDs when the response is particularly voluminous or if records are requested in electronic format. Once "recorded" the CD cannot be deleted, re-recorded or appended. Information on CD is normally in one of three formats:

RICH TEXT FORMAT (RTF)

These files are text files readable by any word processor such as Microsoft Word/Works or WordPerfect. Generally, we use this format for letters, summaries and explanatory documents. To retrieve these documents, open your word processor of choice then use the open file command (normally listed under File in the Window Menu bar). Navigate to the drive containing the CD and double click on the file name. While you may not manipulate the file and re-save directly on the CD, it may be manipulated and re-saved elsewhere.

SPREADSHEET FILES (XLS or CSV)

These files are normally used for longer items such as the call detail reports or a listing of all cell sites associated with a particular switch/repoll. We use Microsoft Excel to generate these files and recommend that product for viewing them. To retrieve these documents, open your spreadsheet program of choice then use the open file command (normally listed under File in the Window Menu bar). Navigate to the drive containing the CD and double click on the file name. These files may be uploaded to products such as PenLink in either CSV or XLS format. Please see your program documentation for assistance. While you may not manipulate the file and re-save directly on the CD, it may be manipulated and re-saved elsewhere.

TAGGED IMAGE FORMAT (TIF or TIFF)

This format is used for stored bills and for print outs from our customer service/billing system. All Windows based machines come with TIF viewers but accessing the viewer software may be unfamiliar. To retrieve these documents, open the My Computer folder on your desktop or Open the Windows Explorer (not Internet Explorer). Navigate to the drive containing the CD and **RIGHT** click on the file name. This will open a menu. Choose "OPEN WITH." A new dialog box will open. Look for applications that do Imaging. The most common are "Imaging", "Imaging Preview", "Microsoft Imaging", "Kodak Imaging" and "Microsoft Office Document Imaging." Single click on your choice and also click on the check box which says, "Always use this program to open these files." This will set the program as your default and next time you need to open a TIF file, you may just double click on the desired document. Once open, most TIF viewers only display the current page. To go to the next page, use the page up/down keys on your computer keyboard or look for helper arrows. You may also wish to peruse the Help feature offered in every Windows based program. Please note: these files may not normally be uploaded to products such as PenLink since they are not open for manipulation. Please see your program documentation for assistance.

You may also receive files in a bundled, WinZip format (ZIP). These files contain other files (of the three types listed above). Zipped files are used to save space on particularly large requests. To open a ZIP file, open the My Computer folder on your desktop or Open the Windows Explorer (not Internet Explorer). Navigate to the drive containing the CD and double click on the file name. If this does not work, return to the folder containing your document and **RIGHT** click on the file name. This will open a menu. Choose "OPEN WITH." A new dialog box will open. Look for applications that do zipping. The most common is "WinZip." Single click on your choice and also click on the check box which says, "Always use this program to open these files." This will set the program as your default and next time you need to open a ZIP file, you may just double click on the desired document.

Please feel free to contact the Sprint Subpoena Compliance Department for further assistance: 800-877-7330.

NARRATIVE/SUPPLEMENTAL

CHP 556 (REV 7-90) OPI 042

DATE OF INCIDENT/OCCURRENCE 05-13-12		TIME (2400) 0749	NCIC NUMBER 3313	OFFICER I.D. NUMBER 1475	NUMBER P12-067271
X ONE <input type="checkbox"/> Narrative <input checked="" type="checkbox"/> Supplemental		*X* ONE <input type="checkbox"/> Collision report <input checked="" type="checkbox"/> Other		TYPE SUPPLEMENTAL (*X* APPLICABLE) <input type="checkbox"/> BA update <input type="checkbox"/> Hazardous materials <input type="checkbox"/> Fatal <input type="checkbox"/> School Bus <input type="checkbox"/> Hit and run update <input checked="" type="checkbox"/> Other: Book Evidence	
CITY/COUNTY/JUDICIAL DISTRICT Riverside / Riverside / Riverside				REPORTING DISTRICT/BEAT	CITATION NUMBER
LOCATION/SUBJECT Madison St and Emerald Ave, Riverside, CA				STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
1. SUPPLEMENTAL					
2.					
3. On 17 May 2012, I met with DDA Amy Barajas and provided her with a copy of the COBAN					
4. video from Officer Boulерice's car. I asked her if she could have the DA's Office video specialist					
5. add an accurate time stamp to the video to assist me with my reconstruction.					
6.					
7. On 06 June 2012, I received an email from Daniel Shattuck, Forensic Audio Video Technician					
8. for the County of Riverside District Attorney's Office. He told me he had added a time stamp to					
9. the video and would provide me a copy on CD.					
10.					
11. On 07 June 2012, Detective Prince, Soria and I met with Shattuck at the DA's office. He					
12. provided me with two CD's that contained a 47 second clip from the original video. The video					
13. began as Officer Boulерice's vehicle turned north on Madison Street from Lincoln Avenue, and					
14. ends approximately 25 seconds after impact.					
15.					
16. There are a total of 3 time stamps visible on the video. The first time stamp is located in the					
17. lower right third of the image and is intermittent. This time stamp is from the original video and					
18. was generated by the COBAN video system.					
19.					
20. The second time stamp is located in the upper left corner and bordered in black. This time					
21. stamp was placed by Shattuck and runs the entire length of the video segment.					
22.					
23. The third time stamp is located in the upper right corner and is bordered in black. It appeared at					
24. 19.253 seconds. Requested by the District Attorney's Office, this time stamp begins at the first					
25. moment when Pedestrian-1 becomes clearly visible in the video. The timer runs to the end of					
26. the video segment.					
27.					
28. I provided a copy of the video file to Records Manager Roz Vinson for permanent achival in the					
29. LaserFiche report storage system. I booked one of the CD's into Evidence at the Lincoln					
30. Station. The second disc remains with the Investigative Case Book.					
31.					
PREPARER'S NAME AND I.D. NUMBER Greg Matthews 0648		DATE 06-07-12	REVIEWER'S NAME R PRINCE #538		DATE 6/7/12

**Riverside Police Department
PROPERTY REPORT**

File No.
P12067271

Date/Time
05/13/12 -07:32

Type of Complaint 1180 - FATAL TRAFFIC COLLISION			Address Madison / Emerald			
Victim	DOB	Sex	Race	Address		
Arrestee / Suspect	DOB	Sex	Race	Address		
Arrestee / Suspect	DOB	Sex	Race	Address		
Arrestee / Suspect	DOB	Sex	Race	Address		
Finder	DOB	Sex	Race	Address	Phone No.	
By Officer(s)	ID No.	Supvr. Approving	RMC/RSC Case No.		Property Clerk	
Item	Owner	Itemize, Describe, List Serial Numbers... Only 1 Article per line			Prop. Loc.	Rel. Dispo
GPM001		1 CD Containing Timestamped Video			LIN	

* Last Item *

RIVERSIDE POLICE DEPT - Restricted Information
Public Records Act Request
 ANGIE 10/18/2012 8:20:27 AM Unauthorized Release PROHIBITED

NARRATIVE/SUPPLEMENTAL

CHP 556 (REV 7-90) OPI 042

Page 1

DATE OF INCIDENT/OCCURRENCE 05-13-12	TIME (2400) 0749	NCIC NUMBER 3313	OFFICER I.D. NUMBER 1475	NUMBER P12-067271
X ONE <input type="checkbox"/> Narrative <input checked="" type="checkbox"/> Supplemental	*X* ONE <input type="checkbox"/> Collision report <input checked="" type="checkbox"/> Other	TYPE SUPPLEMENTAL ("X" APPLICABLE) <input type="checkbox"/> BA update <input type="checkbox"/> Hazardous materials <input type="checkbox"/> Fatal <input type="checkbox"/> School Bus <input type="checkbox"/> Hit and run update <input checked="" type="checkbox"/> Other: Book Evidence		
CITY/COUNTY/JUDICIAL DISTRICT Riverside / Riverside / Riverside			REPORTING DISTRICT/BEAT	CITATION NUMBER
LOCATION/SUBJECT Madison St and Emerald Ave, Riverside, CA			STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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10.				
11. On 07 June 2012, Detective Prince, Soria and I met with Shattuck at the DA's office. He				
12. provided me with two CD's that contained a 47 second clip from the original video. The video				
13. began as Officer Boulерice's vehicle turned north on Madison Street from Lincoln Avenue, and				
14. ends approximately 25 seconds after impact.				
15.				
16. There are a total of 3 time stamps visible on the video. The first time stamp is located in the				
17. lower right third of the image and is intermittent. This time stamp is from the original video and				
18. was generated by the COBAN video system.				
19.				
20. The second time stamp is located in the upper left corner and bordered in black. This time				
21. stamp was placed by Shattuck and runs the entire length of the video segment.				
22.				
23. The third time stamp is located in the upper right corner and is bordered in black. It appeared at				
24. 19.253 seconds. Requested by the District Attorney's Office, this time stamp begins at the first				
25. moment when Pedestrian-1 becomes clearly visible in the video. The timer runs to the end of				
26. the video segment.				
27.				
28. I provided a copy of the video file to Records Manager Roz Vinson for permanent achival in the				
29. LaserFiche report storage system. I booked one of the CD's into Evidence at the Lincoln				
30. Station. The second disc remains with the Investigative Case Book.				
31.				
PREPARER'S NAME AND I.D. NUMBER Greg Matthews 0648	DATE 06-07-12	REVIEWER'S NAME R. PRINCE #538	FILE	DATE 6/7/12

Use previous editions until depleted.

90 57541GM

8-11-12

**Riverside Police Department
PROPERTY REPORT**

File No.
P12067271

Date/Time
05/13/12 -07:32

Type of Complaint <i>1180 - FATAL TRAFFIC COLLISION</i>		Address <i>Madison / Emerald</i>			
Victim	DOB	Sex	Race	Address	
Arrestee / Suspect	DOB	Sex	Race	Address	
Arrestee / Suspect	DOB	Sex	Race	Address	
Arrestee / Suspect	DOB	Sex	Race	Address	
Finder	DOB	Sex	Race	Address	Phone No.
By Officer(s)	ID No.	Supvr. Approving	RMC/RSC Case No.		Property Clerk

Item	Owner	Itemize, Describe, List Serial Numbers... Only 1 Article per line	Prop. Loc.	Rel. Dispo
<i>GPM001</i>		<i>1 CD Containing Timestamped Video</i>	<i>LIN</i>	

* Last Item *

RIVERSIDE POLICE DEPT - Restricted Information
Public Records Act Request
 ANGIE 10/18/2012 8:20:31 AM Unauthorized Release PROHIBITED

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/12	0749	3313	1475	P12-067271

Narrative Collision Report BA update Fatal H&R update
 Supplemental

CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
RIVERSIDE/RIVERSIDE/RIVERSIDE	C/T40

LOCATION/SUBJECT
Madison St. / Emerald St.

***** Attention DMV/SWITRS *****

Based on this investigation, Party 2/Pablo was determined to be the party most at fault in this collision for 21954(a) VC Pedestrian Outside Crosswalk.

REPORTS:

Initial Traffic Collision Report:

Ofc. T. Jensen #1475 Initial Traffic Collision Report

Supplemental Reports:

Ofc. C. Arnold #1587	Hospital Check – Initial doctor statement – Contact with Ms. Pablo's Family
Ofc. C. Carnahan #1378	Witness Interview - Christina Valdez
Ofc. J. Cleary #1683	Witness Interview - Ross Goldstein
Ofc. M. Cupido #1021	Initial M.A.I.T. Report for measurements / Assisted by Ofc. D. Cisneros
Ofc. S. Hunt #1680	Traffic Control
Ofc. D. Lim #1605	Traffic Control
Ofc. G. Matthews #648	Scene Photographs, Unit #3934 Photographs, M.A.I.T. Reconstruction
Ofc. L. Moyano #1698	Witness Interview - Ma De Los Angeles & Angel Gaytan
Ofc. J. Munoz #1082	Witness Interview - Ofc. N. Nakamura
Ofc. C. Wilcox #1608	Traffic Control / Collection of vodka, purse, and pedestrian clothing
Det. F. Soria #643	Search warrant for Ms. Pablo medical records and Boulerice phone records.
Sgt. B. Smith #614	Supervision / Supplemental Report
Sgt. D. Reeves #179	Supervision / Voluntary Blood Draw From Ofc. Boulerice /M.A.I.T response
Lt. B. Loffus #455	COBAN Video collection

PREPARER'S NAME AND I.D. NUMBER
Det. Rick Prince #0538

DATE
07-05-2012

REVIEWER'S NAME

[Signature] 494

DATE
8-7-12

AP 8.11.12

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/12	0749	3313	1475	P12-067271
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<input checked="" type="checkbox"/> Supplemental				
CITY/COUNTY/JUDICIAL DISTRICT			REPORTING DISTRICT/BEAT	
RIVERSIDE/RIVERSIDE/RIVERSIDE			C/T40	
LOCATION/SUBJECT				
Madison St. / Emerald St.				

Riverside Police Department Daily Patrol Roster

On May 13, 2012, the following officers were assigned to the East Area Neighborhood Policing Center. These officers are assigned to patrol the area east of the 91 freeway from the north city limits to the University of California at Riverside. The area extends to the 60 freeway and Day St., to the areas of Canyon Crest and Orange Crest.

Beat	Name	Unit
B215	C. Carnahan #1378	3142
B225	J. Miller #1565	3920
B237	N. Nakamura #1490	3930
B239	M. Boulerice #1526	3934

Other Agencies:

California Highway Patrol Multidisciplinary Accident Investigation Team MAIT Report # IL-020-12

Ben Clark Training Center
16791 Davis Avenue, Suite 104A
Riverside, CA 92518-1514
(951) 486-2981

Sgt. Lance Berns
Mike Seruga #13311
Don Finn #13602
Paul Wester #12500

May 22, 2012, at 1400 hours

I provided the team a brief overview. COBAN video was reviewed. Mike Seruga attempted to download any data from the EDR (ACM and PCM) / Event Data Recorder (Airbag Control Module and Power Control Module). No data was recovered.

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
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CITY/COUNTY/JUDICIAL DISTRICT			REPORTING DISTRICT/BEAT	
RIVERSIDE/RIVERSIDE/RIVERSIDE			C/T40	
LOCATION/SUBJECT				
Madison St. / Emerald St.				

Riverside County Sheriff / Coroner's Office**800 S. Redlands****Perris, CA 92570****Coroner Case Number: 2012-04190 Report – Pending as of 062812**

Deputy Coroner Brenda Comstock
(951) 443-2300

Identification of Isabel Pablo

On 05/29/2012, at about 1540 hours I spoke to RSO Deputy Coroner Brenda Comstock who told me the pedestrian was identified as "Isabel Pablo." Pablo's family provided a Guatemalan ID card bearing the name of Isabel Pablo Tomas Juan. The identification card had a fingerprint. Coroner personnel collected fingerprints from the pedestrian and submitted them for comparison with Cal-ID. The prints from the pedestrian matched the print on the Guatemala ID card. However, there was no match of her prints with the Cal-ID database. Deputy Comstock requested a copy of the initial police reports and the video recording of the collision.

On June 18, 2012, at about 1400 hours, I went to the Riverside Sheriff's Department – Coroner's Office and contacted Deputy Coroner Comstock. I provided her with copies of the initial police reports and the video recording of the collision. She provided copies of Ms. Pablo's "Cedula De Vecindad" (Guatemalan Certificate of Residence) card. The identification card also included a photograph and a fingerprint. Deputy Comstock also provided a copy of a report from Cal-ID regarding Ms. Pablo's identification. The collected thumbprint matched the thumbprint on the identification card. There was no match of the thumbprint with the Cal-ID database.

On June 28, 2012, at about 1430 hours, I called the Riverside Sheriff's Department – Coroner's Office and spoke to Administrative Deputy Coroner Elizabeth Donovan. She told me the Coroner's Review, including determination of the cause of death, would not be completed until possibly November or December 2012.

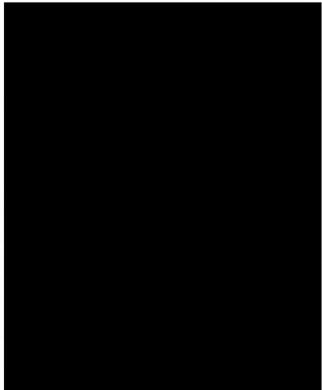
DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
05/13/12	0749	3313	1475	P12-067271

Narrative
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 BA update
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CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
RIVERSIDE/RIVERSIDE/RIVERSIDE	C/T40

LOCATION/SUBJECT
Madison St. / Emerald St.

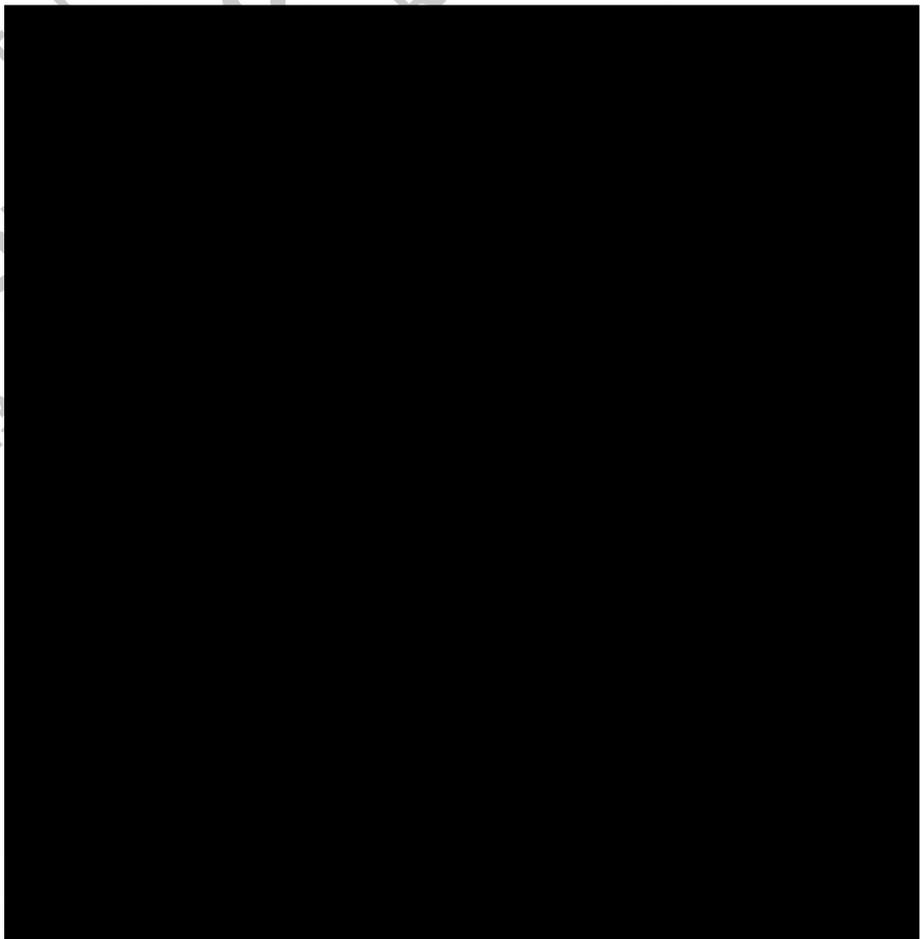
INVOLVED PARTIES:



Party 1:

Boulerice, Michael John DOB: CDL:
8181 Lincoln Ave.
Riverside, CA 92504

According to DMV records for Michael Boulerice:



According to this record, Officer Boulerice has no prior traffic collisions.

RIVERSIDE POLICE DEPT
Public Record
ANGIE 10/18/2012 8:20:2
Restricted Information
Request
Release PROHIBITED

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
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<input checked="" type="checkbox"/> Supplemental				
CITY/COUNTY/JUDICIAL DISTRICT			REPORTING DISTRICT/BEAT	
RIVERSIDE/RIVERSIDE/RIVERSIDE			C/T40	
LOCATION/SUBJECT				
Madison St. / Emerald St.				

**Party 2:**

Pablo, Isabel DOB: [REDACTED] ***Deceased***
 AKA: Isabel Pablo Tomas Juan
 Transient – Possible address of 2865 Beloit St., Riverside CA 92504

Hispanic Female 4'11"-5'02" / 100 lbs. / Brown hair / Brown Eyes

No CII or CDL record for

Isabela or Isabel Pablo
 Isabela or Isabel Tomas
 Isabela or Isabel Juan

Injuries:

Ms. Pablo was treated for head trauma, internal bleeding, and spinal fractures. She had a severe fracture dislocation at C1 and C2 vertebrae. She had fractures to the left femur and left tibia. She had significant abdominal injuries.

Doctors conveyed her poor prognosis to family members and they agreed to stop life support.

Date and Time of Death: May 13, 2012 at 1946 hours.

See **History – Isabel Pablo** for prior police contacts;

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<input checked="" type="checkbox"/> Supplemental				

CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
RIVERSIDE/RIVERSIDE/RIVERSIDE	C/T40

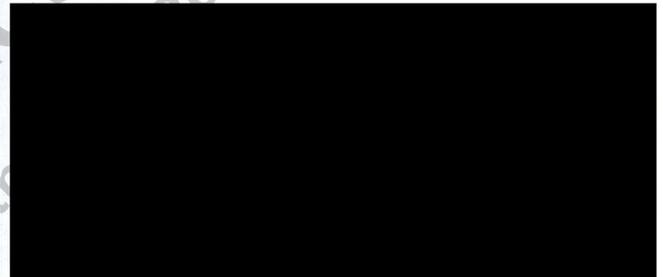
LOCATION/SUBJECT
Madison St. / Emerald St.

Vehicle:**Vehicle 1**

V1 is identified as a 2009 Ford Crown Victoria CA 1333762. It is a marked black and white City of Riverside Police car. It is further identified as Unit #3934. It is equipped with anti-lock brakes.



According to DMV records for V1:



Insurance for V1:
Self-Insured – City of Riverside

Unit Maintenance – Unit #3934

On June 27, 2012, I contacted Riverside Police Department Fleet Supervisor Brett Hite regarding maintenance records for Unit #3934. He provided the following records.

- On March 21, 2012, Unit #3934 was sent to Econo Firestone Tire & Auto for service. The unit was given an oil change, two new tires, rear brakes, and rear brake service.
- On April 27, 2012, Unit #3934 was sent to Econo Firestone Tire & Auto for service. The unit was given an oil change, front brakes, and front brake service.

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
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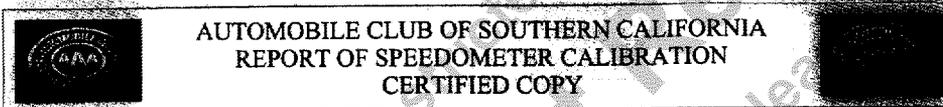
Narrative
 Collision Report
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CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
RIVERSIDE/RIVERSIDE/RIVERSIDE	C/T40

LOCATION/SUBJECT
 Madison St. / Emerald St.

Speedometer Calibration – Unit #3934

The following is the Speedometer Calibration for Unit #3934 that was conducted on February 15, 2012 by the Auto Club of Southern California.

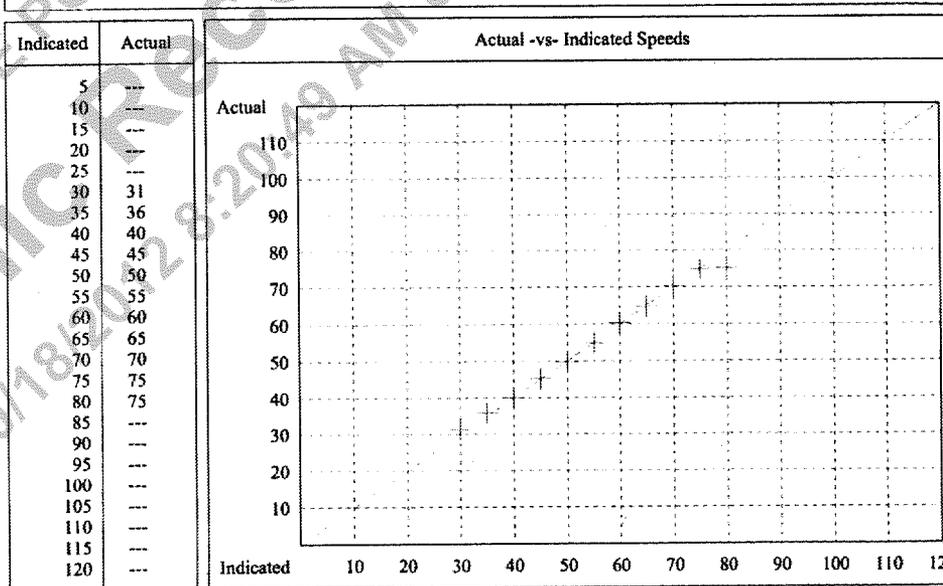


Testing Station ID	: M1
Testing Station Location	: RIVERSIDE PD --TESTING BY KENNETH BRASS, SR.
Test Number	: 000220
Date/Time Tested	: 2012-02-15, 11:19:33

Customer	:
Customer Number	: 3934

Vehicle Description	: FORD	Vehicle Type	: Car/Truck/Van
Vehicle License	: 1333762 (CA)	Law Enforcement Vehicle	: Yes

Max Error (MPH @ MPH)	4.8 @ 80.0	Indicated / Actual (Miles)	: 1.00 / 0.35
Indicated/Actual (MPH)	80.0 / 75.2		



CERTIFIED COPY

Kenneth Brass
 Technician Signature
 Date 2-15-12

DATE OF INCIDENT/OCCURRENCE 05/13/12 TIME 0749 NCIC NUMBER 3313 OFFICER I.D. NUMBER 1475 FILE NUMBER P12-067271

Narrative Collision Report BA update Fatal H&R update
 Supplemental

CITY/COUNTY/JUDICIAL DISTRICT RIVERSIDE/RIVERSIDE/RIVERSIDE REPORTING DISTRICT/BEAT C/T40

LOCATION/SUBJECT
 Madison St. / Emerald St.

The following is the Speedometer Calibration for Unit #3934 that was conducted on September 29, 2011 by the Auto Club of Southern California.

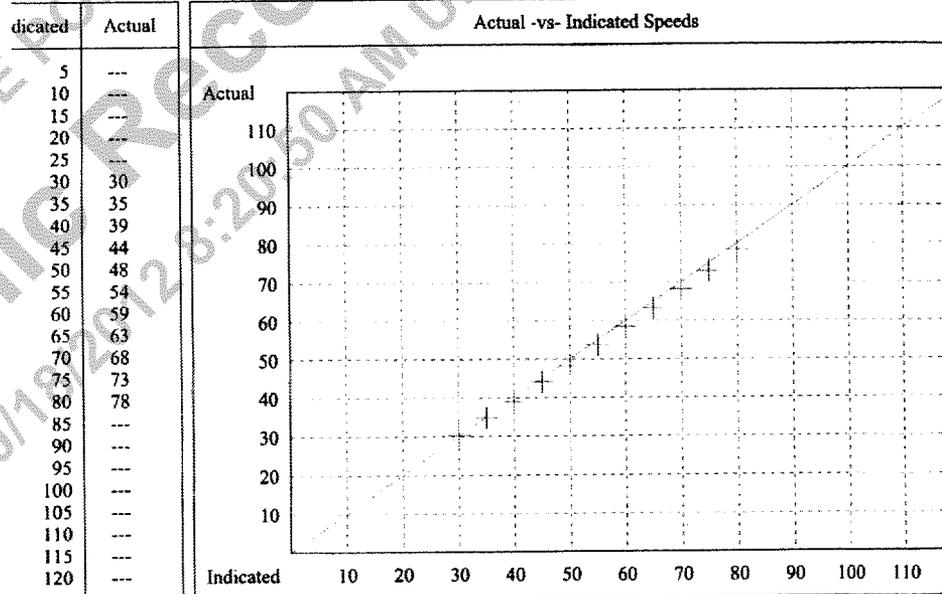
REPORT OF SPEEDOMETER CALIBRATION
 Powered by Mustang Dynamometer

Testing Station ID : M1
 Testing Station Location : RIVERSIDE P D - TESTING BY KENNETH BRASS, SR.
 Test Number : 000422
 Date/Time Tested : 2011-09-29, 08:12:00

Customer :
 Customer Number : 3934

Vehicle Description : FORD Vehicle Type : Car/Truck/Van
 Vehicle License : 1333762 (CA) Law Enforcement Vehicle : Yes

Max Error (MPH @ MPH) : 2.1 @ 75.0 Indicated / Actual (Miles) : 1.00 / 0.44
 Indicated/Actual (MPH) : 75.0 / 72.9



CERTIFIED COPY



Kenneth Brass
 Technician Signature
 Date 9-29-11

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
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Narrative Collision Report BA update Fatal H&R update
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CITY/COUNTY/JUDICIAL DISTRICT

RIVERSIDE/RIVERSIDE/RIVERSIDE

REPORTING DISTRICT/BEAT

C/T40

LOCATION/SUBJECT

Madison St. / Emerald St.

Witnesses:

[REDACTED]	<p>Cooper, Jaquisha Latesse DOB: [REDACTED]</p> <p>[REDACTED]</p> <p>Driving silver Mercedes west on Emerald approaching Madison. May have seen collision. Appears in power station video and Nakamura video. Right front passenger was Michael Jackson, father of her child. [REDACTED]</p> <p>Unable to provide interview.</p> <p>CDL: [REDACTED] ***No Interview as of 07/02/2012</p>
[REDACTED]	<p>De Los Angeles, Ma DOB: [REDACTED]</p> <p>Extended Last Name: Hidalgo-Olguin</p> <p>[REDACTED]</p> <p>Supplemental Report by Ofc. L. Moyano: Leaving church and noticed pedestrian walking west across the street. Said pedestrian continued to walk without stopping when she was hit by police car. Did not notice police car prior to collision.</p> <p>*** Spanish Speaking Only *** Audio recordings by Ofc. L. Moyano and Det. R. Prince</p>
[REDACTED]	<p>Gaytan, Angel (Jr.) DOB: [REDACTED]</p> <p>[REDACTED]</p> <p>Supplemental Report by Ofc. L. Moyano: Standing in the driveway of 7458 Emerald when the collision occurred. Did not see the collision. Heard the collision.</p> <p>CDL: [REDACTED] Audio recordings by Ofc. L. Moyano and Det. R. Prince</p>
[REDACTED]	<p>Goldstein, Ross [REDACTED]</p> <p>[REDACTED]</p> <p>Supplemental Report by Ofc. J. Cleary: Driving Tahoe S/B Madison waiting for pedestrian to cross.</p> <p>CDL: [REDACTED] Audio recordings by Ofc. J. Cleary and Det. R. Prince</p>

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
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LOCATION/SUBJECT

Madison St. / Emerald St.

	Jackson, Michael (Alex) DOB: [REDACTED] [REDACTED] Right front passenger in silver Mercedes driven by Jaquisha Cooper. Saw the moment of the collision. CDL: [REDACTED] Audio recording by Det. R. Prince
	Nakamura, Neely AKA: Santos, Neely Riverside Police Officer 8181 Lincoln Ave., Riverside CA 92504 Driving unit #3930 behind Officer Boulgerice at the time of the collision. Saw Boulgerice abruptly brake and steer to the left and stop. Did not realize a collision occurred until she stopped alongside his unit. ***Audio recordings by Ofc. J. Munoz and Det. R. Prince
	Valdez, Christina DOB: [REDACTED] [REDACTED] Carnahan Supplemental: Witness standing at SW corner of Emerald and Madison. Claimed "friend" was walking toward her. Does not know "friend's" name. Nakamura video shows Valdez was near the south east corner of Madison and Diamond (2 blocks north of collision). CDL: [REDACTED] ***No audio recording

PREPARER'S NAME AND I.D. NUMBER
Det. Rick Prince #0538

DATE
07-05-2012

REVIEWER'S NAME

DATE

NARRATIVE/SUPPLEMENTAL

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
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LOCATION/SUBJECT

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Others:

Pablo-Tomas, Pedro Gaspar DOB: [REDACTED] [REDACTED]	Son of Ms. Pablo – Limited English
Tomas, Pedro P (Pablo) DOB: [REDACTED] [REDACTED]	Son of Ms. Pablo Provided personal information about Ms. Pablo.
Suarez, David Wk: St. Anthony's Church 3074 Madison St., Riverside CA 92504 [REDACTED]	Business Manager Regularly provided food to Ms. Pablo.
Ofc. J. Miller #1565 Riverside Police Department (951) 351-6099	Exchanged MDC messages with Officer Boulerice prior to the collision. Collected Ofc. Boulerice's backpack from the right front floorboard of unit #3934. Transported Ofc. Boulerice and his backpack to Magnolia Station. Eventually returned the backpack to Ofc. Boulerice. Did not prepare a police report. Statement taken by Det. R. Prince. (Recorded)
Ofc. C. Franco #1432 Riverside Police Department (951) 351-6099	Provided Spanish Translation for the interview with Witness Ma De Los Angeles.
Det. P. Fernandez #0618 Riverside Police Department (951) 351-6099	Spanish translation assistance. Reviewed audio-recorded interviews of Witness Ma De Los Angeles by Ofc. L. Moyano and Det. R. Prince

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CITY/COUNTY/JUDICIAL DISTRICT			REPORTING DISTRICT/BEAT	
RIVERSIDE/RIVERSIDE/RIVERSIDE			C/T40	
LOCATION/SUBJECT				
Madison St. / Emerald St.				

Collision Summary:

This traffic collision occurred on May 13, 2012, a Sunday morning, at about 0749 hours.

Officer Michael Boulерice #1526 is a sworn police officer with the City of Riverside Police Department. On May 13, 2012, he was assigned to the Patrol Division as a patrol officer. He was on-duty at the time, working day shift from 0700 hour to 1700 hours. He was assigned to work the NPC East area of the city. His call-sign was B239. He had been assigned to drive marked Riverside Police Unit #3934. He had just completed roll call and was driving to his assigned beat. He left the Riverside Police Department Lincoln Station and headed east on Lincoln St. towards Madison St.

At about 0738 hours, Officer Boulерice and Officer Jeremy Miller #1565 were dispatched to a low priority suspicious vehicle call. The call had been holding for about 30 minutes.

Officer Boulерice and Officer Miller started sending MDC messages to each other regarding going to University Village prior to their assigned call.

Officer Neely Nakamura #1490 is a sworn police officer with the City of Riverside Police Department. On May 13, 2012, she was assigned to the Patrol Division as a patrol officer. She was on-duty at the time, working day shift from 0700 hours to 1700 hours. She was assigned to work the NPC East area of the city. Her call-sign was B237. She had been assigned to drive marked Riverside Police Unit #3930. She had just completed roll call and was driving to her assigned beat. She left the Riverside Police Department Lincoln Station behind Officer Boulерice and was headed east on Lincoln St. towards Madison St.

Officer Boulерice drove northbound on Madison St. approaching Emerald St. The posted speed limit is 35 mph.

Officer Nakamura followed Officer Boulерice as he turned north onto Madison St. She was several car lengths behind him.

A witness, Ross Goldstein, was driving his Chevy Tahoe southbound on Madison St. from the area of Indiana Ave. He had just left Farmer Boys Restaurant with his two young children and was heading to his house on Horace St., Riverside. He stopped just north of Emerald St. to allow a pedestrian to cross Madison St.

Ms. Pablo, a pedestrian, was a local resident in the Casa Blanca area. Her son claims she resided at [REDACTED]. However, people at St. Anthony's Church believed she was homeless as she was known to walk the streets a lot. Although Ms. Pablo was not a regular parishioner, she would occasionally show up at the church intoxicated and seeking food. On the morning of May 13, 2012, surveillance videos from the Casa Blanca Public Library, located at 2985 Madison St., Riverside, showed her walking through

PREPARER'S NAME AND I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
Det. Rick Prince #0538	07-05-2012		

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CITY/COUNTY/JUDICIAL DISTRICT

RIVERSIDE/RIVERSIDE/RIVERSIDE

REPORTING DISTRICT/BEAT

C/T40

LOCATION/SUBJECT

Madison St. / Emerald St.

the parking lot from the field area adjacent to Ysmael Villegas Park. The library is south east of the intersection of Madison and Emerald.

Ms. Pablo walked to the south/east corner of Madison and Emerald. She began walking across Madison from east to west (right to left from the officer's perspective). COBAN video from Officer Boulерice's vehicle showed her looking straight ahead without turning her head left or right to check for oncoming traffic.

Officer Boulерice steered his police car to the left and braked. The police unit collided with Ms. Pablo. Ms. Pablo rolled onto the hood of the police car and up to the windshield. As the police car stopped, she was propelled forward onto the roadway in front of the police car. Once the police car stopped, Officer Boulерice exited his patrol car to tend to her.

Officer Nakamura had her police car windows rolled down. She heard a "thump" and saw Officer Boulерice's vehicle turn sharply to the left and stop. She maneuvered her police car to the right of his car and stopped. After she exited her car, she saw Ms. Pablo in the roadway. She went to her to check on her.

Officer Boulерice requested medical aid. Moments later Officer Nakamura made a second request to confirm medical aid was en route. Riverside Fire and AMR personnel responded to the scene. Ms. Pablo was transported to Riverside Community Hospital for treatment of her injuries. She died several hours later.

Riverside Police Department M.A.I.T. Officers were called to document the collision scene. Officer G. Matthews responded and photographed the scene and the vehicles.

The collision was captured on Officer Boulерice's COBAN video. The camera was mounted near the center of the vehicle's front windshield, adjacent to the center rear view mirror. Lt. B. Loftus was requested to respond to the scene. He coordinated the removal of the COBAN video hard drive and the download for evidence purposes. A partially typed message was found on the MDC (Mobile Data Computer).

Officer Nakamura's police unit also captured the collision on COBAN video. Lt. Loftus provided instruction to Officer Nakamura to download the video to the department server.

Ms. Pablo was pronounced dead at Riverside Community Hospital.

Riverside County Sheriff Coroner's Office was notified of the fatality. A transport team arrived and collected Ms. Pablo and transported her to their office. The Coroner's Investigation Report is pending.

Riverside Police Unit #3934 was transported to the Riverside Police Department Magnolia Station's secure in-door vehicle storage area for safe keeping and forensic examination.

PREPARER'S NAME AND I.D. NUMBER

Det. Rick Prince #0538

DATE

07-05-2012

REVIEWER'S NAME

DATE

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CITY/COUNTY/JUDICIAL DISTRICT

REPORTING DISTRICT/BEAT

RIVERSIDE/RIVERSIDE/RIVERSIDE

C/T40

LOCATION/SUBJECT

Madison St. / Emerald St.

Investigation:

On May 14, 2012, I was assigned this case for follow-up investigation. I went to the location to see the collision site.

Location Description:

Madison is a north/south street with one lane in each direction. The north/south lanes are separated by raised center medians that contain both trees and shrubbery of various heights. There are raised planters along both the east and west curb lines of Madison. The planters contain shrubbery of various heights. There are left turn pockets on Madison St. for east and west turns onto Emerald St. There are no stop signs or traffic signals to control northbound and southbound travel on Madison St. The posted speed limit for northbound Madison St. is 35 mph.

Emerald is an east/west street with one lane in each direction. There are no lane lines to separate eastbound and westbound travel. There are posted stop signs to control travel on or across Madison St.

Emerald intersects Madison at an off set. On the west side of Madison, Emerald is more north than the east side of Madison.

Aerial Photograph of Madison St. & Emerald St.

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Crosswalks

The Vehicle Code defines a crosswalk as follows:

VC Section 275 Crosswalk

275. "Crosswalk" is either:

- (a) That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersection where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street.
- (b) Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Notwithstanding the foregoing provisions of this section, there shall not be a crosswalk where local authorities have placed signs indicating no crossing.

Marked Crosswalks

Madison at Emerald. Emerald intersects Madison at an offset. There is a "marked crosswalk" that crosses Madison from the northeast corner of Madison/Emerald to the southwest corner of Madison/Emerald. The marked crosswalk is constructed of pavers in a contrasting color to the roadway. The crosswalk is not marked with paint. For northbound traffic there is a pedestrian crossing sign on the northeast corner of Madison and Emerald, north of the "marked crosswalk." This sign appears to indicate the presence of the crosswalk to motorists and direct pedestrians to use the marked crosswalk.

Emerald at the East side of Madison. There is a "marked crosswalk" that crosses Emerald from the southeast corner of Madison/Emerald to the northeast corner of Madison/Emerald. The marked crosswalk is constructed of pavers in a contrasting color to the roadway. The crosswalk is not marked by paint or lighting.

Emerald at the West side of Madison. There is a "marked crosswalk" that crosses Emerald from the southwest corner of Madison/Emerald to the northwest corner of Madison/Emerald. The marked crosswalk is constructed of pavers in a contrasting color to the roadway. The crosswalk is not marked by paint.

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Unmarked Crosswalks

Based on the definition of "Crosswalk," it appears there could be two potential "unmarked crosswalks" crossing Madison; one north and one south of the marked crosswalk.

Madison at the South side of Emerald. The prolongation of the sidewalk lines from the southeast corner of Madison and Emerald to the west side of the street leads into a raised planter area along the west curb line.

Madison at the North side of Emerald. The prolongation of the sidewalk lines from the northwest corner of Madison and Emerald to the east side of the street leads into a raised planter area along the east curb line.

There are no signs prohibiting crossing Madison from each of these locations. However, it appears crossing is discouraged by the planters which prevent access to the opposite side of the roadway. Pedestrians would be forced to walk through the planters and shrubs. The shrubs in these planters can be as tall as 4 feet. Furthermore, crossing at the marked crosswalk appears to be encouraged by the contrasting colors of the pavers and the pedestrian crossing sign on the north east corner of Madison and Emerald. Use of the marked crosswalks also provides the greatest viewing distance for pedestrians and motorists in all directions.

Applicable Laws Regarding Enforcement at Crosswalks

Vehicle Code Section 21950 defines the right of way for drivers and pedestrians crossing within crosswalks, marked or unmarked. The driver must yield the right of way to pedestrians within crosswalks.

VC Section 21950 Right of Way at Crosswalks

- (a) *The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as otherwise provided in this chapter.*
- (b) *This section does not relieve a pedestrian from the duty of using due care for his or her safety. No pedestrian may suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard. No pedestrian may unnecessarily stop or delay traffic while in a marked or unmarked crosswalk.*
- (c) *The driver of a vehicle approaching a pedestrian within any marked or unmarked crosswalk shall exercise all due care and shall reduce the speed of the vehicle or take any other action relating to the operation of the vehicle as necessary to safeguard the safety of the pedestrian.*

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- (d) *Subdivision (b) does not relieve a driver of a vehicle from the duty of exercising due care for the safety of any pedestrian within any marked crosswalk or within any unmarked crosswalk at an intersection.*

Amended Sec. 8, Ch. 833, Stats. 2000. Effective January 1, 2001.

Vehicle Code Section 21954 defines the right of way for drivers and pedestrians outside crosswalks. The pedestrian must yield the right of way to vehicles.

VC Section 21954 Pedestrians Outside Crosswalks

- (a) *Every pedestrian upon a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway so near as to constitute an immediate hazard.*
- (b) *The provisions of this section shall not relieve the driver of a vehicle from the duty to exercise due care for the safety of any pedestrian upon a roadway.*

Amended Ch. 1015, Stats. 1971. Operative May 3, 1972.

21950 VC and 21954 VC focus on the responsibilities of the driver AND the pedestrian. There is an obligation by both parties to exercise due care. A driver must exercise due care whether the pedestrian is within a crosswalk or not. However, the pedestrian must also exercise due care. A pedestrian cannot simply walk out into a roadway when vehicles are approaching close enough to constitute a hazard.

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Investigation Continued

On May 16, 2012, I assisted Officer Matthews with the vehicle inspection of unit #3934. See Officer Matthews report for details.

On May 17, 2012, at about 1000 hours, I met with Officer Boulerice and his attorney, John Bhatik, for the purposes of conducting an interview about the collision. Officer Boulerice elected not to provide a voluntary statement at that time. He said he would provide a compelled statement if so ordered. We decided not to conduct the interview.

On May 22, 2012, at about 1400 hours, California Highway Patrol Sgt. Lance Berns and his team arrived at the Riverside Police Department Lincoln Station. They were provided a brief overview of the collision. They watched the COBAN video from Officer Boulerice's unit and Officer Nakamura's unit. We walked outside to the storage lot where Officer Boulerice's unit was being stored. The battery was reattached to provide power to the unit. CHP Officer Seruga then attempted to collect any data from the Event Data Recorder (ACM and PCM) in the unit. Officer Seruga told Officer Matthews and showed him no applicable data was recorded.

On May 23, 2012, at about 0800 hours I conducted an interview with Witness/Ross Goldstein. See his statement.

On May 24, 2012, at about 1030 hours, Detective K. Madsen, Detective F. Soria, Officer G. Matthews and I returned to the intersection of Emerald and Madison for the purposes of taking photographs of the area. Officer Matthews took a series of photographs to show the line of site for the witnesses and the pedestrian.

On May 24, 2012, at about 1054 hours I conducted an interview with Witness/Angel Gaytan. See his statement.

On May 29, 2012, at about 1628 hours I conducted an interview with Witness/Neely Nakamura. See her statement.

On May 30, 2012, at about 0949 hours I conducted an interview with Witness/Ma De Los Angeles. See her statement.

On May 30, 2012, at about 1656 hours I conducted an interview with Officer J. Miller. See his statement.

On June 19, 2012, Officer Matthews, Detective Madsen and I returned to Madison and Emerald to take additional photographs of the intersection. We parked a Toyota Tacoma facing northbound on Madison, south of Emerald, on the east side of the street. It was parked in the same area as the Toyota Tacoma that was parked on the street at the time of the collision. Refer to Officer Matthews Supplemental report.

On June 25, 2012, at about 1245 hours I conducted an interview with Business Manager, David Suarez, at St. Anthony's Church. See his statement.

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On June 25, 2012, at about 1401 hours I conducted an interview with Pedro Gaspar Pablo Tomas, son of Isabel Tomas. See his statement.

On June 25, 2012, at about 1413 hours I conducted an interview with Pedro P (Pablo) Tomas, son of Isabel Tomas. See his statement.

On June 26, 2012, at about 1350 hours, Officer Matthews and I went to the Riverside Police Department Magnolia Station. We went to the Property Unit and photographed the purse and its contents, a sandal, and the bottle of Vodka. I noted there was no identification for Ms. Pablo in the purse. There was only a small amount of liquid in the vodka bottle. I also noticed court papers indicating Pablo Tomas was giving up his guardianship of Antonio Lopez.

On June 28, 2012, I spoke to Angel Gaytan and he provided a phone number for Michael Jackson who may have witnessed the collision as he and his girlfriend were driving west on Emerald toward Madison. He said Michael was approximately 30 years old and resided in Moreno Valley. I recalled Angel told me Michael's girlfriend was a black female with a "stereotypical black name with a "Q" in the middle of it."

I conducted a records check through the Riverside County Sheriff's Department Data Warehouse. I

[REDACTED]

According to DMV records for Michael Jackson DOB: [REDACTED]

[REDACTED]

I checked Cal-Photo for a photograph of Michael Jackson:

[REDACTED]

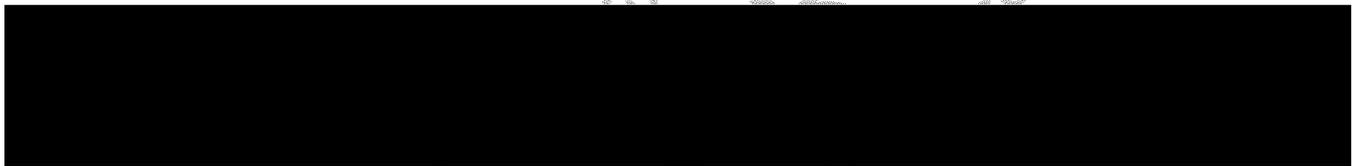
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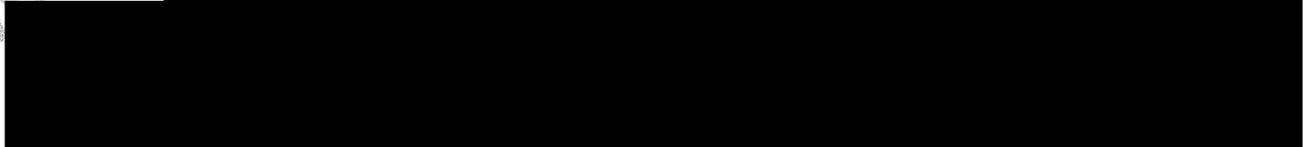
According to Data Warehouse records:



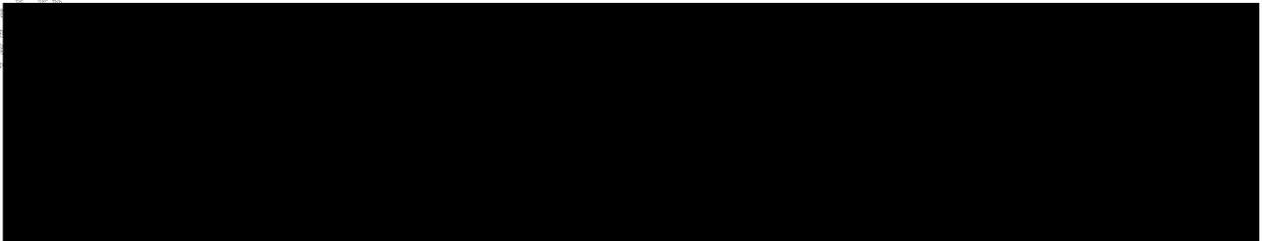
According to DMV records for [redacted]



I conducted a records check through the Riverside County Sheriff's Department Data Warehouse for the address [redacted]



Officer Matthews conducted an internet search and learned there was a Jaquisha Cooper, age 24, residing in Moreno Valley at the same address of the registered owner of the vehicle previously driven by Michael Jackson. I conducted a DMV records check for Jaquisha Cooper, approximately 24 years old, and discovered the following:



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On June 21, 2012, Michael Douglas Jackson DOB: [REDACTED]

On July 2, 2012, at about 0958 hours, I attempted to call Michael Jackson at the phone number listed [REDACTED]. I received a voice message indicating the phone number had been disconnected or was no longer in service.

On July 2, 2012, at about 1001 hours, I called Michael Jackson at [REDACTED]. This is the number Angel Gaytan provided for Michael Jackson. I recorded interview. See the witness statement.

As of July 2, 2012, I was unable to collect a witness statement from Jaquisha Cooper since she just gave birth to a child this date and was not in a condition to speak to me.

RIVERSIDE POLICE DEPT. Public Records Act 10/18/2012 8:21:28 AM Unauthenticated

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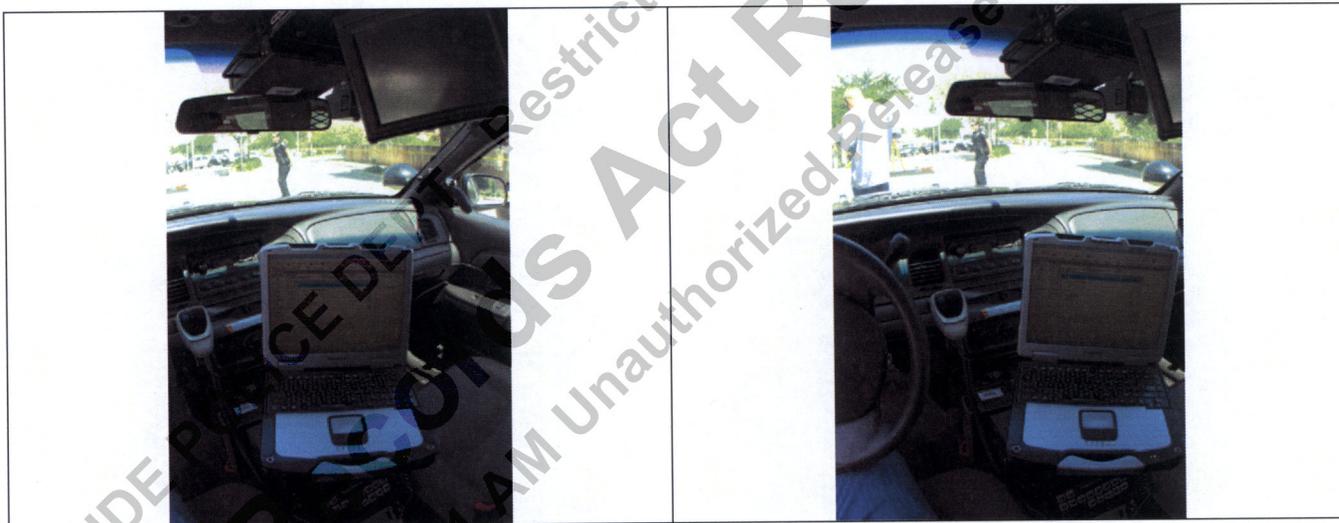
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COBAN VIDEO RECORDING SYSTEM:

Unit #3930 and #3934 are equipped with COBAN video recording systems. The system consists of a video camera, display screen, hard drive for storage, and computer.



These photographs of the interior of Unit #3934 show the COBAN camera immediately to the right of the rear view mirror at the roofline. The COBAN display screen is located on the headliner and is tilted down and turned toward the driver. The hard drive is situated between the display screen and the rear view mirror. It also shows the MDC.

Note: These photographs were taken several hours after the collision. These photographs do not necessarily depict the position of the COBAN display screen at the time of the collision. They are only used to show the location of the COBAN system.

The video camera is mounted along the top of the roof line at the top edge of the front windshield. It is located just to the right of the rear view mirror. The camera is aimed forward to capture activity occurring in front of the police car. It can be manually rotated; however it is typically positioned facing forward. The camera can be zoomed in to make objects appear closer than they really are and it can be zoomed out to capture the widest possible view.

It should be noted the video camera records what is in front of it. It does not record what the officer may have seen. It does not take into consideration what the officer is looking at or doing while he/she is driving.

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The COBAN video recording system includes a display screen that is located along the top roofline, at the center of the vehicle, between the front windshield and front seat backs. The display screen can be rotated left or right for viewing purposes by the driver or front passenger. It can also be tilted up or down. When it is tilted up, the display is out of the driver's field of view. In the down position, the officer can view the video feed, recorded videos, and log on/off the system.

COBAN video is recorded on a hard drive located along the top roofline, at the center of the vehicle, between the rear view mirror and the display screen. In order to record, the COBAN system must complete the Windows boot up process. During the boot up process, the COBAN system obtains "time" from the Riverside Police Department Magnolia Station server. Once the system has completed the boot up process, the system begins recording "buffered" video. The buffered video is captured continuously on an approximate 12-hour loop. Buffered video does not capture audio.

It should be noted the COBAN system embeds a date and time stamp on the video. The time stamp for the video is only accurate to the second. It is not recorded in tenths or hundredths of a second.

COBAN video can capture "events" only after the officer has logged onto the system with his officer identification and password. Events are typically captured when the unit's overhead light bar is activated. Once an event is captured, the officer can assign a police file number. The captured event can then be uploaded to the COBAN video server. If the unit's light bar is not activated (creating an event), the buffered video can still be recovered with the assistance of IT personnel. They can manufacture an event from the buffered video.

The COBAN computer is located in the trunk of the vehicle. It is also used to transmit the video to the COBAN server.

COBAN Video Review:

I reviewed the COBAN video for Unit #3934 and #3930 utilizing the COBAN proprietary software. I prepared a table to document the activity that was captured on the video for both police units.

As a reminder, the COBAN recording system intermittently includes the date and time of the recording in the lower right third of the viewing screen. The viewing software, however, displays the time continuously, but it is not visually embedded on the video. There is a slight time discrepancy of about three seconds between the actual video and the player. I spoke to ACS Senior Systems Administrator Richard Blue. He is responsible for computer equipment and communications for the City of Riverside. He told Officer Matthews and me the time on the embedded video is the true time captured by the COBAN system. He was unsure why the player showed a different time from the embedded time. He suggested the possibility the time may be entered manually upon upload of the buffered video.

I spoke to Angelina Cavanaugh, Police Records System Analyst. She told me the player automatically sets the date and time once the video is uploaded. It is not entered manually. She was unsure why there was a

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discrepancy in the time. She conducted a brief check of other COBAN videos and noted discrepancies as much as 2 to 15 seconds between the embedded screen time and the playback time.

In order to record a chronological list of events as they were recorded on the COBAN video I documented the activity using one or both of the following "times."

"Video Screen Time" is the embedded time that momentarily "flashes" on the screen during the recording.

"Video Playback Time" runs continuously on the viewing player and is not embedded with the video.



This is a sample screen capture of the COBAN viewing software. The "Video Screen Time" shows 7:45:40 am. The "Video Playback Time" shows 07:45:37.

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COBAN VIDEO REVIEW – UNIT #3934

On May 13, 2012, Officer Michael Boulерice #1526 was assigned Unit #3934. He had turned on the COBAN video recording system and had completed the Windows boot up process. He logged onto the system. His unit was able to capture buffered video. Since he did not activate the light bar, the COBAN system did not record the collision as an event. Lt. B. Loftus, with the assistance of IT personnel Ruel Hinojales, removed the COBAN hard drive. The buffered video was uploaded to the COBAN server and an event was created. This buffered video included the collision.

The buffered video begins at 07:34:26 and shows the unit in the parking lot of the Riverside Police Department Lincoln Station. The police unit exited the rear gate of the station and onto St. Lawrence St. At 07:45:26, the unit was southbound St. Lawrence waiting to turn east onto Lincoln Ave.

Video Screen Time	Video Playback Time	Activity
07:45:35	07:45:32	Boulерice - Unit #3934 begins driving east on Lincoln from St. Lawrence in the #1 lane. A white Ford truck is traveling east on Lincoln in the #2 lane.
07:45:49	07:45:46	Boulерice - Unit #3934 is traveling east on Lincoln begins to overtake the white Ford truck.
07:45:58	07:45:55	Boulерice - Unit #3934 is traveling east on Lincoln and stops for stop sign at Jefferson.
07:46:35	07:46:32	Boulерice - Unit #3934 is traveling east on Lincoln west of Grace, just passing the east driveway to the Lincoln Apartments. Two white passenger vehicles are traveling west on Lincoln in the #1/#2 lanes. Female pedestrian appears between a maroon car and a silver car parked along the south curb of Lincoln.
07:46:50	07:46:47	Boulерice - Unit #3934 is traveling east on Lincoln. The unit enters the left turn pocket in preparation for a northbound turn onto Madison. The left turn arrow and the circular signal are red. The unit stops at the limit line. There are no other vehicles between Boulерice and the limit line. There are no westbound vehicles in view. There are no north/south vehicles in view of the COBAN camera.

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07:46:54	07:46:51	Boulerice - Unit #3934 is eastbound on Lincoln in the left turn pocket at the limit line. The left turn arrow phased to green. The circular light for eastbound travel on Lincoln remained red.
	07:46:53	Boulerice - Unit #3934 initiates the northbound turn onto Madison. The circular light for eastbound travel on Lincoln phased to green.
	07:46:59	Boulerice - Unit #3934 completes the northbound turn and begins traveling straight on Madison. A 35 mph speed limit sign is visible on the right (east) side of the street. There are no pedestrians visible.
	07:47:02	Boulerice - Unit #3934 is northbound Madison at Freda. The unit continues to travel straight. There are no pedestrians visible.
	07:47:07	Boulerice - Unit #3934 is northbound Madison in line with the bus stop on the right side of the road. The unit continues to travel straight. The solid white line on the right side of the left turn pocket for westbound Emerald becomes visible. The unit appears to be lined up to straddle the line at about the right third of the front push bar. There are no pedestrians visible.
	07:47:08	Boulerice - Unit #3934 is northbound Madison just south of Fern. The unit makes a purposeful turn to the right to come more in line with the northbound through lane. The black Chevy Tahoe traveling south on Madison at Emerald becomes visible. The headlights can be seen. *** This vehicle was driven by Witness Ross Goldstein. The yellow pedestrian crossing sign becomes visible along the east curb line of Madison near Emerald.
	07:47:09	Boulerice - Unit #3934 is northbound Madison, just passing the bus stop on the east side of Madison. A pedestrian wearing a white hat and dark (possibly green) clothing becomes visible on the east sidewalk in close proximity to the red truck parked along the east curb line of Madison. The pedestrian is walking southbound along Madison. *** He was never identified.

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07:47:13	07:47:10	<p>Boulerice - Unit #3934 is northbound Madison approaching Emerald, just south of the "XING" lettering in the roadway.</p> <p>Two pedestrians appear to be on the southwest corner of Madison and Emerald. *** They were never identified.</p> <p>The black Chevy Tahoe appears to be stopped at southbound Madison, north of Emerald.</p>
	07:47:11	<p>Boulerice - Unit #3934 is northbound Madison approaching Emerald. The "XING" lettering on the roadway appears at the top of the unit's push bars. The unit appears to be traveling straight in the lane.</p> <p>Ms. Pablo, the pedestrian, emerges from behind the planter area near the southeast corner of Madison and Emerald. The planter area is located along the east curb line of Madison, south of the south curb line of the eastern side of Emerald. The height of the plants extends just below her shoulder level.</p> <p>She begins casually walking west across the street. Her head is facing west. She is wearing a black and white plaid jacket, a dark skirt, and she is carrying a dark colored purse/bag over her left shoulder. She appears to be barefoot and wearing sandals. Her black hair is pulled back in a short ponytail. She blends with the shrubbery. It does not appear that she ever looks right or left for oncoming traffic.</p> <p>She is not walking in the marked crosswalk. She is walking west from the prolongation of the east/west sidewalk on the southeastern side of Emerald.</p> <p>Two pedestrians appear to be on the southwest corner of Madison and Emerald. I cannot see what activity they are engaged in.</p> <p>The black Chevy Tahoe appears to be stopped at southbound Madison, north of Emerald.</p>

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07:47:12	<p>Boulerice - Unit #3934 is northbound Madison approaching Emerald. The unit is parallel with the left turn pocket. It appears the left side tires of the unit may be on or near the solid white line of the left turn pocket.</p> <p>Ms. Pablo appears to have taken about 4 steps at a casual walking pace. At about the 5th step, her knees come up higher, her stride lengthens and she appears to speed up. She does not look left or right for oncoming traffic.</p> <p>A subject wearing a light colored cowboy hat becomes visible along the east curb line of Madison just north of the eastern side of Emerald. The subject is seated on the curb facing west. *** He was never identified.</p> <p>The black Chevy Tahoe appears to be stopped at southbound Madison, north of Emerald.</p>
07:47:13	<p>Boulerice - Unit #3934 is northbound Madison approaching Emerald. Ms. Pablo appears to have taken another 3 steps at a quickened pace. The unit veers to the left and collides with Ms. Pablo. The COBAN camera shakes.</p> <p>Ms. Pablo was struck by the unit at the push bars. She rolls onto the hood.</p> <p>The black Chevy Tahoe appears to be stopped at southbound Madison, north of Emerald.</p>
07:47:14	<p>Boulerice - Unit #3934 is northbound Madison at the marked crosswalk of Emerald. The unit is continuing left and coming to a stop.</p> <p>Ms. Pablo is being propelled forward into the roadway.</p> <p>The black Chevy Tahoe appears to be stopped at southbound Madison, north of Emerald.</p> <p>A pedestrian appears on the sidewalk in front of St. Anthony's church. She is south of the front doors. She is walking south. She is wearing a maroon shirt and black pants. Her right hand appears to be near her right ear. Her left hand is holding a white piece of paper in front of her. Her head appears to be turned in a southeasterly direction. I believe this to be Witness/De Los Angeles.</p>

PREPARER'S NAME AND I.D. NUMBER
Det. Rick Prince #0538

DATE
07-05-2012

REVIEWER'S NAME

DATE

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05/13/12	0749	3313	1475	P12-067271

Narrative Collision Report BA update Fatal H&R update
 Supplemental

CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
RIVERSIDE/RIVERSIDE/RIVERSIDE	C/T40

LOCATION/SUBJECT
Madison St. / Emerald St.

07:47:17	07:47:14	<p>Boulerice - Unit #3934 is northbound Madison at the marked crosswalk of Emerald. The unit is continuing left and coming to a stop.</p> <p>Ms. Pablo has fallen off the hood of the unit.</p> <p>The black Chevy Tahoe appears to be stopped at southbound Madison, north of Emerald. The front tires appear to be slightly south of the solid white line for the left turn pocket.</p> <p>The pedestrian with the maroon top and black pants continues to walk south in front of St. Anthony's church.</p>
07:47:18	07:47:15	<p>Boulerice - Unit #3934 is northbound Madison at the marked crosswalk of Emerald. The unit is continuing left and coming to a stop.</p> <p>Ms. Pablo is rolling north on the street. A couple small objects (possibly fruit) appear to come from Ms. Pablo and propel north toward the Chevy Tahoe.</p> <p>The black Chevy Tahoe appears to be stopped at southbound Madison, north of Emerald.</p> <p>The pedestrian with the maroon top and black pants continues to walk south in front of St. Anthony's church.</p>
	07:47:16	<p>Boulerice - Unit #3934 is northbound Madison at the marked crosswalk of Emerald. The unit comes to a stop.</p> <p>Ms. Pablo rolls to a stop in front of the police unit. She is north of the northern line of the marked crosswalk.</p> <p>The black Chevy Tahoe appears to be stopped at southbound Madison, north of Emerald.</p> <p>The pedestrian with the maroon top and black pants continues to walk south in front of St. Anthony's church.</p>

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LOCATION/SUBJECT
Madison St. / Emerald St.

	07:47:18	<p>Boulerice - Unit #3934 is northbound Madison, stopped at the marked crosswalk of Emerald.</p> <p>Ms. Pablo is lying on her back and not moving.</p> <p>The black Chevy Tahoe begins backing up on Madison.</p> <p>The pedestrian with the maroon top and black pants continues to walk south in front of St. Anthony's church.</p>
07:47:22	07:47:19	<p>Boulerice - Unit #3934 is northbound Madison, stopped at the marked crosswalk of Emerald.</p> <p>Ms. Pablo is lying on her back and not moving.</p> <p>The black Chevy Tahoe continues backing on Madison.</p> <p>The pedestrian with the maroon top and black pants continues to walk south in front of St. Anthony's church. She is about to leave the viewing screen.</p>
	07:47:21	<p>Boulerice - Unit #3934 is northbound Madison, stopped at the marked crosswalk of Emerald. The COBAN camera shakes. Possibly an indication the driver door is being shut.</p> <p>Ms. Pablo is lying on her back and not moving.</p> <p>The black Chevy Tahoe continues backing up on Madison.</p> <p>The pedestrian with the maroon top and black pants continues to walk south in front of St. Anthony's church. She is mostly out of the viewing area of the COBAN camera.</p>
	07:47:22	<p>Boulerice - Unit #3934 is northbound Madison, stopped at the marked crosswalk of Emerald.</p> <p>Ms. Pablo is lying on her back and not moving.</p> <p>The black Chevy Tahoe continues backing up on Madison. The driver side windows begin to roll down together.</p> <p>The pedestrian with the maroon shirt and black pants is barely visible in the viewing area of the COBAN camera.</p>

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Madison St. / Emerald St.

	07:47:45	<p>Boulerice - Unit #3934 is northbound Madison, stopped at the marked crosswalk of Emerald. Boulerice appears from the right side of the unit. He is walking north toward Ms. Pablo.</p> <p>Ms. Pablo is lying on her back and not moving.</p> <p>The black Chevy Tahoe begins driving forward (south) on Madison.</p> <p>The pedestrian with the maroon shirt and black pants is not visible in the viewing area of the COBAN camera.</p> <p>There are no other pedestrians or vehicles in the COBAN viewing area.</p>
07:47:54	07:47:51	<p>Boulerice is bending over to check on Ms. Pablo.</p> <p>Nakamura is bending over to check on Ms. Pablo.</p> <p>Ms. Pablo is lying on her back and not moving.</p> <p>The black Chevy Tahoe is driving south at a slow speed. The driver side window is rolled down.</p> <p>A small white dog is at the northwest corner of Madison and Emerald. The dog is running in a northeasterly direction.</p>
	07:50:21	<p>First appearance of Angel Gaytan. He is wearing the dark gray shirt with white patches above each breast pocket. He is wearing blue jeans. He has a black ponytail. He enters the COBAN viewing screen from the right. He begins photographing Ms. Pablo while Nakamura is tending to her. Several times he walks through the area where Ms. Pablo rolled across the roadway.</p>
	07:50:28	<p>First appearance of Christina Valdez. She enters the COBAN viewing screen from the right. She is wearing the red shirt, dark pants, and white shoes. She is holding her right hand on her chest and appears to be breathing heavily.</p>
	07:53:57	<p>Riverside Fire Department personnel arrive on scene.</p>
07:54:24	07:54:21	<p>AMR personnel arrive on scene.</p>

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LOCATION/SUBJECT
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	08:00:13	AMR personnel remove black bag/purse from under Ms. Pablo's right hip area.
	08:00:24	RFD personnel and Ofc. Nakamura begin to look through black bag/purse. They begin to empty the contents of the purse on the street. Ofc. Nakamura returns some of the items to the purse.
08:05:04	08:05:01	RFD and AMR personnel load Ms. Pablo onto a gurney in preparation for transport.
08:07:56	08:07:53	AMR begins to transport Ms. Pablo to the hospital.
	08:07:59	Ofc. Nakamura enters the viewing screen from the right. She has the purse in her hand. She walks back to where the contents of the purse had been removed.
08:08:05	08:08:02	Ofc. Nakamura begins to pick up the contents from the purse and begins placing them back in the purse.
	08:08:12	Ofc. Wilcox approaches Ofc. Nakamura and Ofc. Carnahan and speaks to them.
	08:08:19	Ofc. Nakamura lays the purse on the roadway where the original contents had been placed.
	08:08:26	Ofc. Wilcox backs up and takes pictures of the purse and its contents in the roadway.
	08:10:54	Ofc. Lim enters the viewing screen from the right with a brown paper bag. He collects the purse. He looks through the contents on the roadway and leaves it.
08:11:45	08:11:42	Ofc. Lim uses a second brown and begins to collect the remaining debris. He uses a white piece of paper/cardboard as a dustpan to scrape up the debris.
08:14:55	08:14:52	RFD personnel leave the scene.
	09:53:49	The COBAN video recording is terminated.

Upon viewing the COBAN video, it appears Ms. Pablo entered the roadway from behind shrubbery on the east side of the street and became "potentially visible" at about 07:47:11 hours. It appears that Officer Boulerville's vehicle abruptly steers left and collides with her at about 07:47:13. This is approximately 2 seconds from first possible visibility to the time of the collision.

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Det. Rick Prince #0538	07-05-2012		

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LOCATION/SUBJECT

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It does not appear that Ms. Pablo ever looked to her left to see the approaching police car. It was not until the police unit was very close that she quickened her pace. At no time did she turn to look at the oncoming vehicle. It is not known why she quickened her pace.

During the course of the recording, various officers and civilians walk/stand on the roadway directly in front of the police unit where Ms. Pablo rolled off.

RIVERSIDE POLICE DEPT - Restricted Information
Public Records Act Request
 ANGIE 10/18/2012 8:21:55 AM Unauthorized Release PROHIBITED

PREPARER'S NAME AND I.D. NUMBER

DATE

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Det. Rick Prince #0538

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LOCATION/SUBJECT
Madison St. / Emerald St.

COBAN VIDEO REVIEW – UNIT #3930

On May 13, 2012, Officer Neely Nakamura #1490 was assigned Unit #3930. She had turned on the COBAN video recording system and had completed the Windows boot up process. She had logged onto the system with her ID and password. Her unit was able to capture buffered video. Since she activated the light bar this collision was captured as an event and saved under P12-067271.

This video begins at 07:46:35 and shows the unit traveling east on Lincoln in the area of Grace St. There is a white Ford truck in front of her unit. Unit #3934 is not immediately visible; however it is several car lengths ahead.

Video Screen Time	Video Playback Time	Activity
	07:46:42	<p>Boulerice - Unit #3934 is not visible.</p> <p>A white Ford truck is traveling east on Lincoln at Beloit. It is several car lengths in front of unit #3930.</p> <p>Nakamura - Unit #3930 is traveling east on Lincoln approaching Beloit.</p> <p>There is one female pedestrian standing in between cars on the south side of the street between Grace and Beloit.</p>
	07:46:50	<p>Boulerice - Unit #3934 is traveling east on Lincoln and can be seen in the left turn pocket stopped for the red light. The brake lights appear to be illuminated.</p> <p>The white truck begins braking for the red light at Madison. The truck appears as though it is going to continue east on Lincoln.</p> <p>Nakamura - Unit #3930 is traveling east on Lincoln at Beloit.</p>
	07:46:51	<p>Boulerice - Unit #3934 is traveling east on Lincoln, preparing for the northbound turn onto Madison. The left turn signal light changes to green. The light for eastbound traffic is solid red. The brake lights on the unit turn off.</p>
	07:46:53	<p>The traffic signal for eastbound traffic on Lincoln phases to solid green.</p>
	07:46:54	<p>Boulerice - Unit #3934 is traveling east on Lincoln, enters the intersection at Madison, and turns north onto Madison.</p> <p>Nakamura - Unit #3930 is traveling east on Lincoln at Blackstone.</p>

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LOCATION/SUBJECT
Madison St. / Emerald St.

07:47:03	07:47:00	<p>Boulerice - Unit #3934 is not visible.</p> <p>Nakamura - Unit #3930 is traveling east on Lincoln, enters the intersection at Madison, and turns north onto Madison.</p>
07:47:07	07:47:05	<p>Boulerice - Unit #3934 is north on Madison at about Freda. The vehicle maintains a straight course of travel and does not appear to drift left or right.</p> <p>Nakamura - Unit #3930 just completed the turn onto Madison and is northbound.</p>
	07:47:11	<p>Ms. Pablo appears on the southeast corner of Madison and Emerald. She begins walking west across the street.</p> <p>Boulerice - Unit #3934 is north on Madison approaching Emerald. The vehicle maintains a straight course of travel and does not appear to drift left or right.</p> <p>Nakamura - Unit #3930 is north on Madison. Just crossed the crosswalk at Freda.</p>
07:47:15	07:47:12	<p>Ms. Pablo is not visible. She is obscured by Ofc. Boulerice's vehicle.</p> <p>Boulerice - Unit #3934 is north on Madison. The unit appears to be even with the solid white line on the right said of the left turn pocket for Emerald. The left side tires appear to be on, or very close to, the white solid line. The unit appears to be traveling straight. The brake lights illuminate.</p> <p>Nakamura - Unit #3930 is north on Madison, just south of the bus stop on the east side of the street.</p>
07:47:15	07:47:13	<p>Ms. Pablo is not visible. She is obscured by Ofc. Boulerice's vehicle.</p> <p>Boulerice - Unit #3934 is north on Madison. Unit makes an abrupt left turn. The brake lamps are illuminated.</p> <p>Nakamura - Unit #3930 is north on Madison, just about even with the bus stop on the east side of the street.</p>
	07:47:14	<p>Ms. Pablo is not visible. She is obscured by Ofc. Boulerice's vehicle.</p> <p>Boulerice - Unit #3934 appears to have come to a complete stop in the intersection of Madison and Emerald, north of the left turn lane. The front end of the car dips and then rises back up.</p> <p>Nakamura - Unit #3930 continues north on Madison, just south of the island on the east side of the street, directly across from where Fern intersects with Madison.</p>

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<input type="checkbox"/> Narrative	<input type="checkbox"/> Collision Report	<input type="checkbox"/> BA update	<input checked="" type="checkbox"/> Fatal	<input type="checkbox"/> H&R update
<input checked="" type="checkbox"/> Supplemental				

CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
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LOCATION/SUBJECT
Madison St. / Emerald St.

07:47:15	<p>There may be two pedestrians on the west side of Madison south of Emerald.</p> <p>There is a male pedestrian, wearing a dark shirt and white baseball cap, walking north on the sidewalk along the east side of Madison approaching Emerald. He is south of the red truck. *** He was never identified.</p> <p>There is a Chevy Tahoe facing south on Madison at the northern most part of Emerald with its headlights on.</p> <p>Nakamura – Unit #3930 continues north on Madison.</p>
07:47:16	The driver door of unit #3934 opens and Ofc. Boulерice exits the vehicle.
07:47:17	<p>A male, wearing a cowboy hat, appears to be sitting on the east curb of Madison north of Emerald. *** He was never identified.</p> <p>Nakamura – Unit #3930 continues north on Madison.</p>
07:47:18	<p>A small dark object appears on the ground in front of the left front bumper of unit #3930 and begins rolling/gliding in a northwesterly direction from the vehicle. It may be a black plastic bag.</p> <p>A pedestrian appears from between cars parked along the east curb of Madison, north of Emerald, and possibly north of Ysmael Villegas. The female continues walking toward the collision at a quick pace. She appears to be a Hispanic female, wearing a red shirt, dark pants and white shoes. This appears to be Christina Valdez.</p> <p>Nakamura – Unit #3930 continues north on Madison.</p>
07:47:21	Nakamura - Unit #3930 steers her vehicle to the right of Ofc. Boulерice's vehicle. His vehicle disappears from view of the COBAN video camera.
07:47:28	<p>Nakamura - Unit #3930 stops her vehicle even with unit #3930.</p> <p>The Chevy Tahoe begins backing.</p>

Upon viewing the COBAN video, Officer Nakamura was several car lengths behind Officer Boulерice. Once both units were traveling north on Madison from Lincoln, they appeared to be traveling at about the same speed. Officer Boulерice's unit appeared to be traveling straight. Ms. Pablo entered the roadway from behind shrubbery on the east side of the street. She was only visible for a brief moment as she walked westbound, from right to left. Officer Boulерice's unit quickly obscured her. Officer Boulерice's brake lights illuminated and then his car made an abrupt turn to the left, and came to a stop. Officer Nakamura positioned her car to the right of Officer Boulерice's car and came to a stop.

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LOCATION/SUBJECT
Madison St. / Emerald St.

Officer Nakamura's COBAN recording contained some audio recording. Just after the collision, she activated her overhead emergency light bar. She contacted Officer Boulrice and he spontaneously stated, "She just crossed right in front of me." He made this same statement two more times. Other people can be heard yelling.

At one point in the recording it sounds like Officer Nakamura is speaking Spanish to the pedestrian. It sounded like she was saying, "Can you hear me?" I could not hear a response.

Officer Nakamura can also be heard making a comment about the pedestrian still having a pulse. She can be heard saying they were waiting for AMR. Officer Nakamura asked if anyone knew this lady. The responses were unintelligible.

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LOCATION/SUBJECT

Madison St. / Emerald St.

MOBILE DATA COMPUTER (MDC):

Unit #3934 is equipped with a Mobile Data Computer (MDC). It is a laptop computer and it is located near the center of the front dash of the police car. It can be swiveled to the left or right for use by the driver or right front passenger. During the boot up process, the MDC computer obtains "time" from the Riverside Police Department Orange Station server.



This photograph of the interior of Unit #3934 shows the MDC being swiveled toward the driver. The screen is in the upright and open position.

Note: This photograph was taken several hours after the collision. This photograph does not necessarily depict the position of the MDC at the time of the collision. It is only used to show the location of the MDC.

The MDC is used for the following purposes:

- Officers receive dispatched calls via the MDC. Details of calls for service are sent to officers.
- MDC's provide direct access to the police department's Computer-Aided Dispatch (CAD), Records Management system, and State and National criminal justice databases.
- MDC usage is encouraged whenever practical to reduce radio traffic. Officers use the MDC's to communicate with dispatch, supervisors, and each other.
- Officers are expected to use the MDC for receiving and acknowledging routine dispatch assignments, updating unit status, and querying databases when practical.
- Field personnel signed onto MDC's are responsible for monitoring and maintaining correct unit status on the CAD system.
- Officers use the MDC's for report writing.
- Officers may have access to the Internet for investigative purposes.
- Mapping programs are available to assist the officers.

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LOCATION/SUBJECT

Madison St. / Emerald St.

The general public is prohibited from using electronic wireless communication devices while driving a motor vehicle. However, law enforcement is exempt from this restriction while operating an emergency vehicle in the course and scope of their duties as defined in 23123.5 VC

VC Section 23123.5 Electronic Wireless Communications Device Prohibited Use

- (a) *A person shall not drive a motor vehicle while using an electronic wireless communications device to write, send, or read a text-based communication.*
- (b) *As used in this section "write, send, or read a text-based communication" means using an electronic wireless communications device to manually communicate with any person using a text-based communication, including, but not limited to, communications referred to as a text message, instant message, or electronic mail.*
- (c) *For purposes of this section, a person shall not be deemed to be writing, reading, or sending a text-based communication if the person reads, selects, or enters a telephone number or name in an electronic wireless communications device for the purpose of making or receiving a telephone call.*
- (d) *A violation of this section is an infraction punishable by a base fine of twenty dollars (\$20) for a first offense and fifty dollars (\$50) for each subsequent offense.*
- (e) *This section does not apply to an emergency services professional using an electronic wireless communications device while operating an authorized emergency vehicle, as defined in Section 165, in the course and scope of his or her duties.*

Added Sec. 2, Ch. 270, Stats. 2008. Effective January 1, 2009.

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NARRATIVE/SUPPLEMENTAL

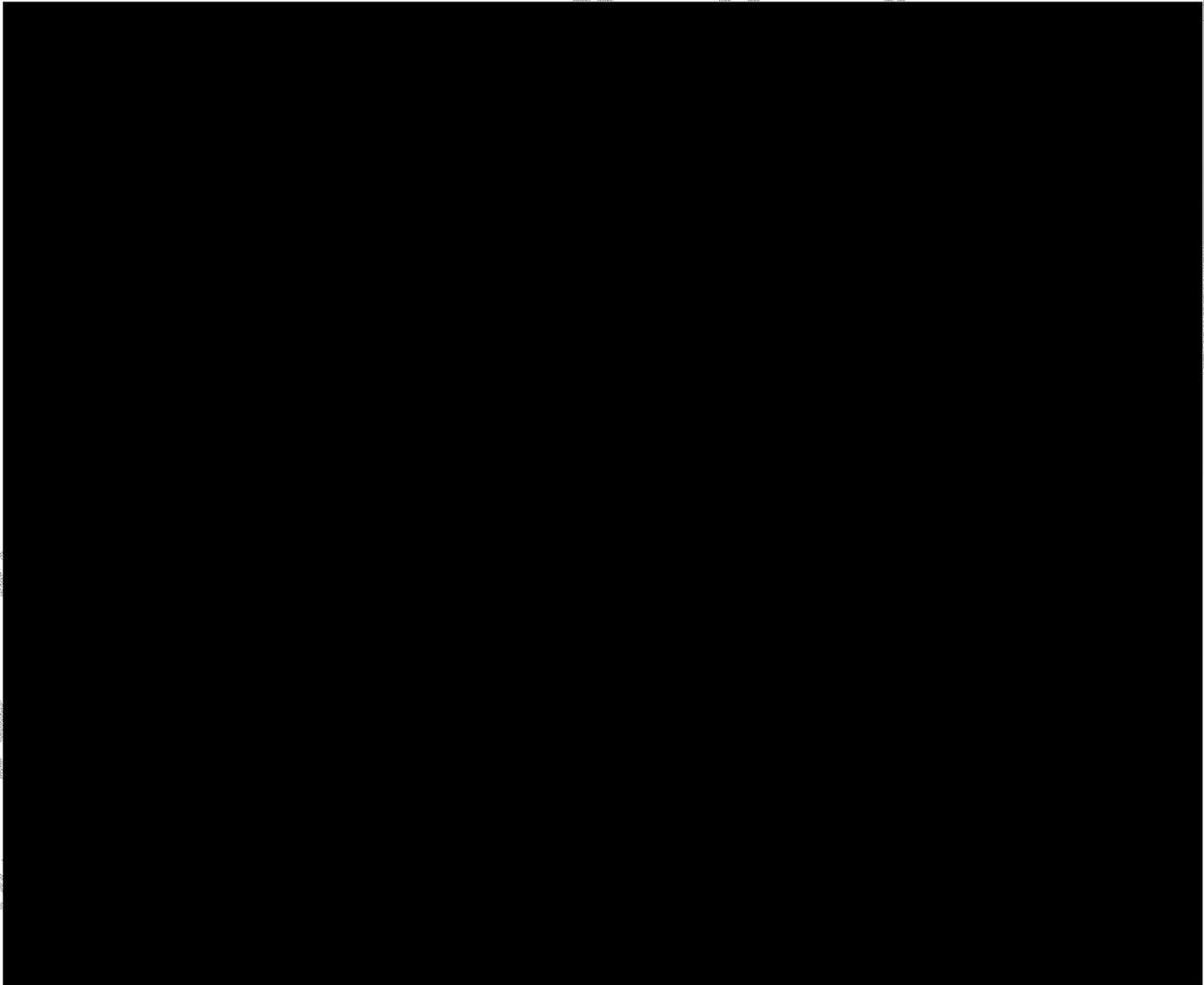
DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
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LOCATION/SUBJECT
Madison St. / Emerald St.

Officer Matthews and I contacted Riverside Police Communications Supervisor, Steve Powell, and requested the MDC messages Officer Boulerville sent and received on May 13, 2012, between 0700 hours and the time of the collision. He provided the following information:



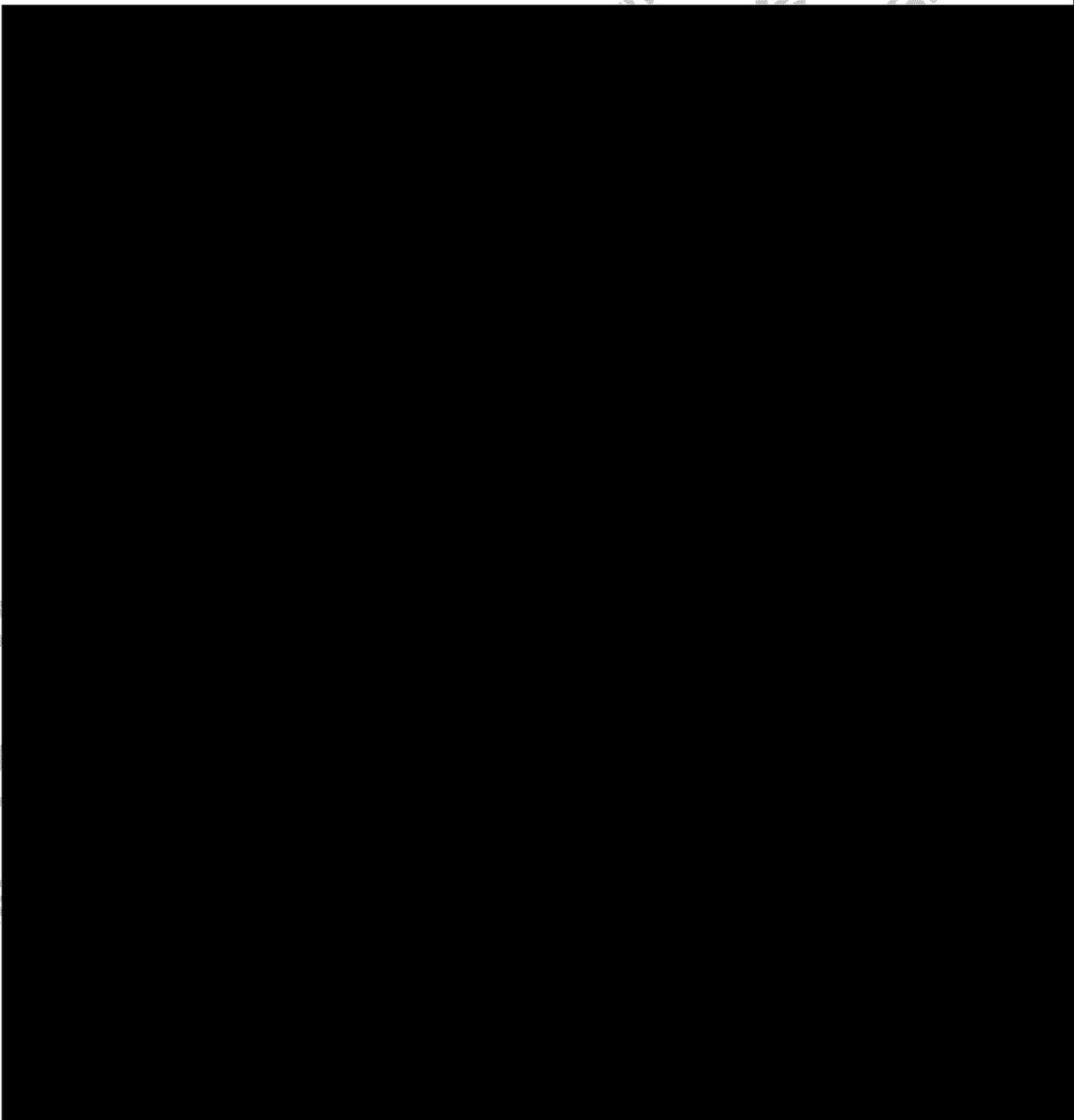
NARRATIVE/SUPPLEMENTAL

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Madison St. / Emerald St.



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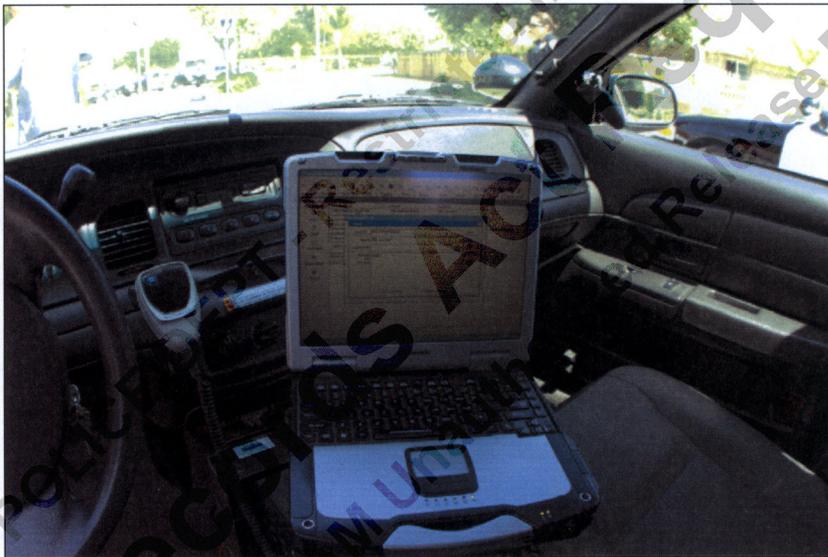
RIVERSIDE/RIVERSIDE/RIVERSIDE

C/T40

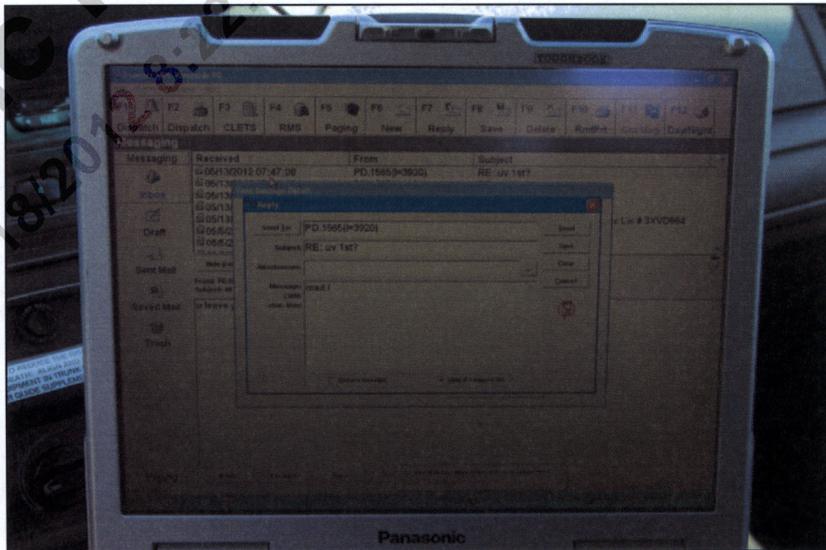
LOCATION/SUBJECT

Madison St. / Emerald St.

On the day of the collision, Officer G. Matthews took several photographs of the collision scene, including the MDC in unit #3934.



There was a partially typed message on the MDC screen.



Closer inspection of the screen revealed a second message layered behind the visible message.

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07-05-2012

REVIEWER'S NAME

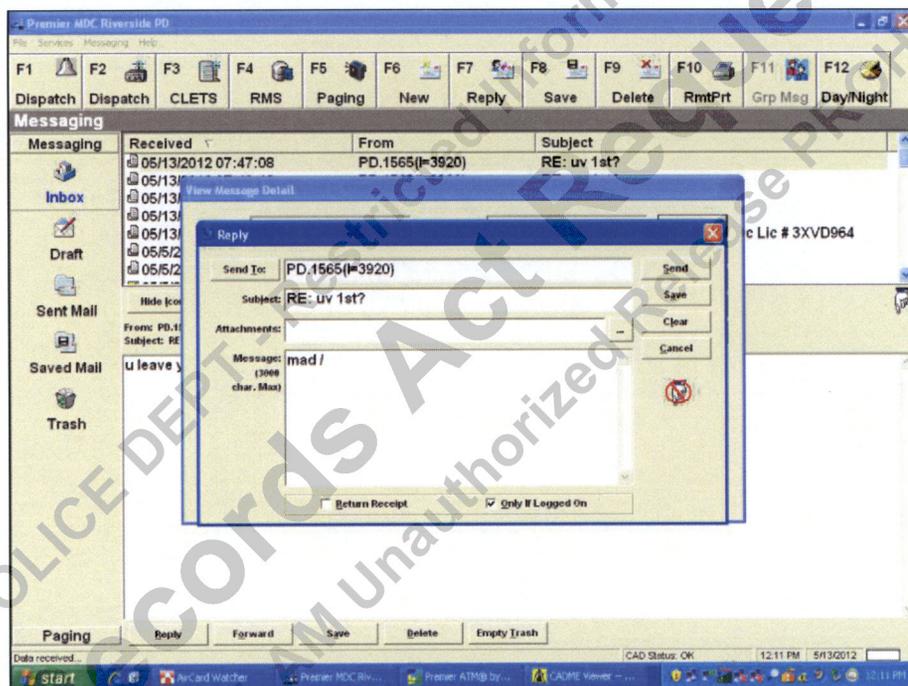
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Madison St. / Emerald St.



This image is a "screen capture" of the MDC screen. The top message is marked "Reply." This is a response to the message received from Officer J. Miller #1565. There is no time stamp to indicate when Officer Boulерice typed this message. The message appears to be incomplete and it had not been sent to Officer Miller.

Typed Message

Send To: PD.1565(I=3920)

Subject: RE: uv 1st?

Message: mad /

Interpretation

Officer Boulерice respnded to Officer J. Miller #1565.

Officer Boulерice esponded to the received message from Officer Miller. The subject matter is posed in a question. "uv" is commonly known as University Village. It appears Officer Boulерice and Officer Miller were deciding whether or not to go to University Village before they went to their assigned call.

It appears Officer Boulерice was typing a message indicating he was responding from Madison and a yet-to-be typed cross street.

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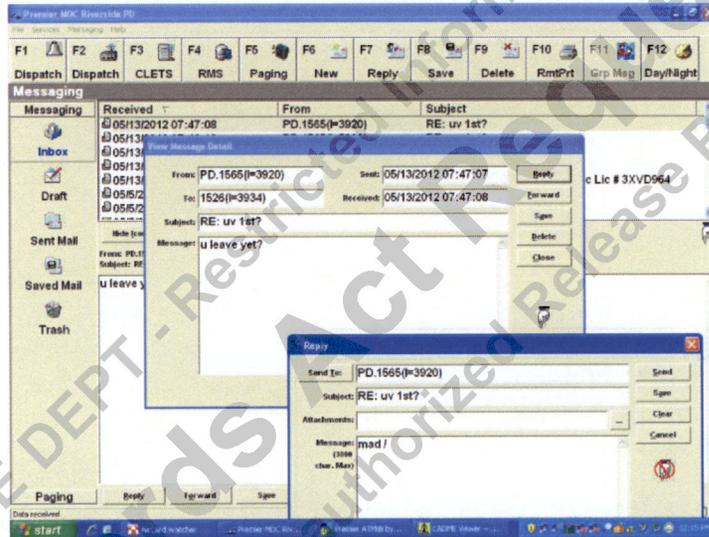
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Officer Matthews moved the "Reply" message to the side to reveal the message behind it. Again, this image is a "screen capture" of the MDC screen. The message is marked "View Message Detail." This is the message Officer Boulerville received from Officer Miller. The message indicates Officer Miller sent this message on 05/13/2012 at 07:47:07 hours. It also indicates Officer Boulerville's MDC received the message on 05/13/2012 at 07:47:08 hours.

*** Receiving a message at 07:47:08 hours does not mean Officer Boulerville read the message at that time. It simply means the message reached his MDC at that time. There is no record to show when he actually opened the message to read it.

Received Message

From: PD.1565(I=3920)

To: 1526(I=3934)

Subject: RE: uv 1st?

Message: u leave yet?

Interpretation

Officer J. Miller #1565 is identified as the sender.

Officer Boulerville is identified as the recipient of the message.

Officer Miller is responding to a message that came from Officer Boulerville.

Officer Miller asks Officer Boulerville if he had left yet. He is possibly asking if Boulerville has left the police station since they had just started their shift and were driving toward their assigned beats.

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MOBILE DATA COMPUTER (MDC) Review:

As Officer Boulерice and Officer Miller began their shift, they prepared their units for service and began to drive to their assigned beat. They engaged in a short dialogue, via the MDC, to go to University Village before going to their assigned call.

Officer Boulерice received the "View Message Detail" from Officer Miller at 07:47:08 hours. This message said, "u leave yet"? Based on the partially typed message on the MDC screen, it appears Officer Boulерice was in the process of responding to Officer Miller.

The top message seems to indicate Officer Boulерice was providing the location he was responding from: Madison and a yet-to-be typed cross street. The message was not completed and it was not sent. There is no time stamp to indicate when he opened the dialogue box. It would only be an assumption it was typed somewhere between Madison / Lincoln and Madison / Emerald.

In the interview conducted by Officer Moyano with Ross Goldstein, Ross said, "He just looked up too late." This seems to suggest the officer was looking down at the time of the collision. However, when I interviewed him he could not tell if the driver was male or female. He could not see the driver's face. He could not see anything inside the police car. He could not see what the driver was doing. He could not see the driver talking on a cell phone or typing anything.

According to the supplemental report prepared by Sgt. Smith, Officer Boulерice initially said, "I didn't even see her. I was looking down at my MDC."

Sgt. Smith later took a brief statement from Officer Boulерice who told him his MDC "went off" indicating he had a message. He was looking down at his MDC and typing a response to the message he received as he continued driving N/B. Officer Boulерice said something caught his attention and he looked up to see a pedestrian crossing in front of him from his right to left (W/B). He "hit" his brakes and swerved to the left in an attempt to avoid the collision but was unsuccessful.

Sgt. Smith did not conduct a more detailed interview because he anticipated Officer Boulерice would be interviewed at a later time.

Based on Sgt. Smith's report, it appears Officer Boulерice admits he was in the process of responding to Officer Miller's message. However, the report lacks detail concerning the manner and timing in which the message was being typed.

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Manner

Regarding the manner in which the message was typed, we do not know if Officer Boulrice was typing one continuous uninterrupted message or if he was typing intermittent characters while looking back and forth between the roadway and the computer. We do not know if he was in the process of looking up or down or at what angle his head/eyes were. Officer Boulrice's claim that "something caught his attention" seems to at least suggest his eyes were more up toward the road than down toward the MDC screen or keyboard.

Timing

"Time" is recorded differently between the COBAN system, COBAN viewer, and MDC. There are also time variations between the two police units. The COBAN system obtains "time" from the Riverside Police Department Magnolia Station server. The MDC computer obtains "time" from the Riverside Police Department Orange Station server. The "time" between the two servers are relatively close, but there can also be communication lag between the time the COBAN system or the MDC computer asks for the time from the server and the time the device receives the information. The actual discrepancies of time cannot be determined. Therefore, we cannot simply create a time line for the COBAN system and synchronize it with the MDC system time line.

Secondly, the MDC response message (when he typed "mad /") does not indicate a time he opened the response mask. He could have initiated the response message while waiting at the red light at Lincoln and Madison OR somewhere between Madison /Lincoln and Madison / Emerald.

Also, there is no way to determine the timing of each keystroke to know whether or not he was typing at the time of the collision.

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UNIT HISTORY:

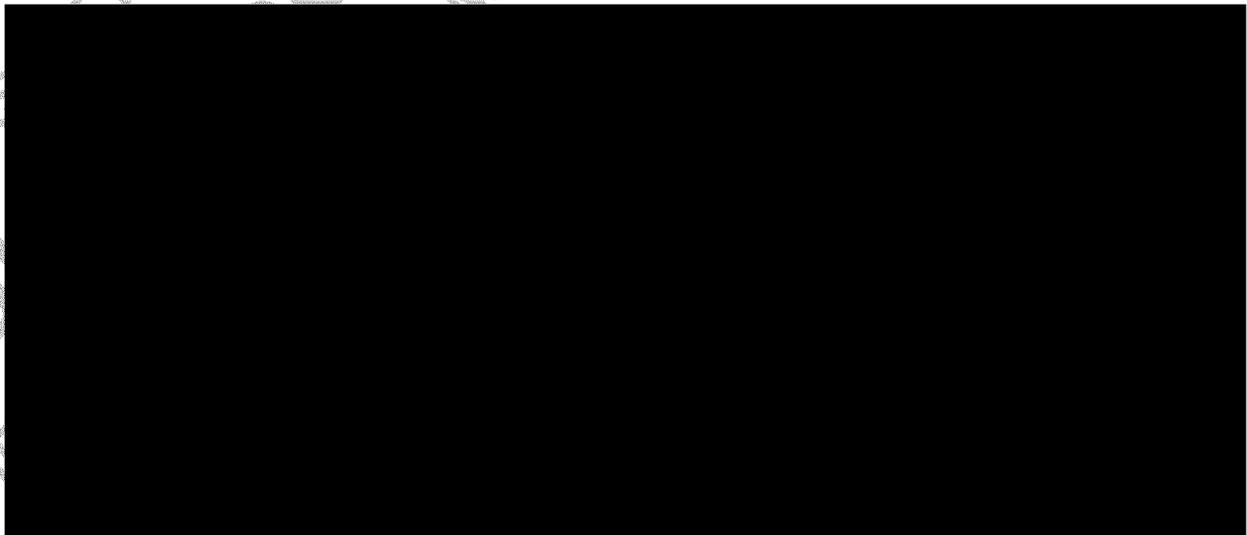
As police/fire dispatchers receive 911 calls and general non-emergency calls for police assistance, they are entered into the department's CAD system. Many of these calls are assigned incident numbers. If a police officer has logged onto his MDC, dispatchers can send the incident and the call details to his MDC.

Officers can also generate incidents as they engage in "on-sight" activity. These on-sight events also generate incident numbers in the CAD system.

A "Unit History" is a list of all the activities an officer has been engaged in throughout his/her assigned shift. It begins at the start of his assigned shift when he makes himself available for calls for service. Incidents are logged by the time they are assigned to the officer. The Unit History ends when the officer logs off at the end of his shift and makes himself unavailable to respond to call for service.

Officer Boulерice

I reviewed the Unit History for Officer Boulерice on May 13, 2012. The following events occurred before the collision.



Time	Incident	Activity
0737		Log on. Available for calls.
0738	PD067266	Dispatched to ██████████ Watkins Dr. for a call of a suspicious vehicle.
0748		Reassigned to Madison / Emerald for the traffic collision
0749	PD067271	A new CAD Incident Number is assigned to the collision.

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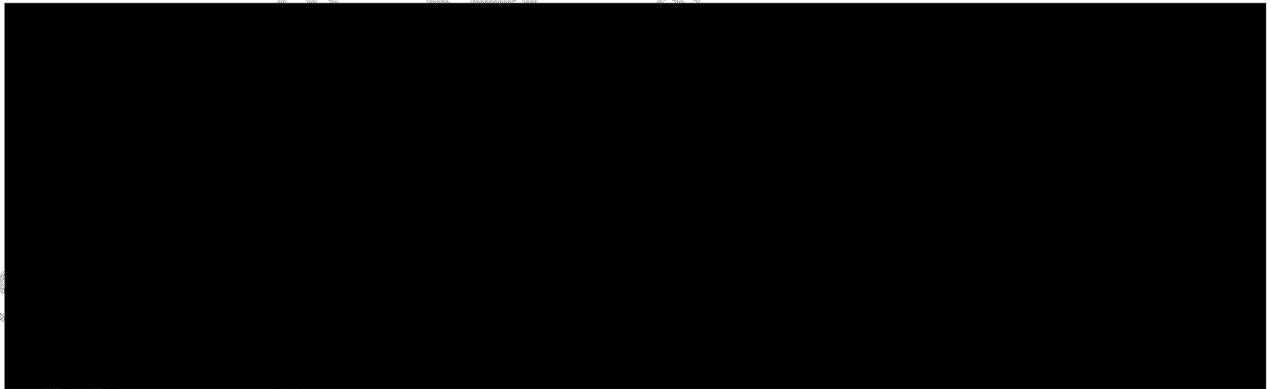
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I reviewed Incident #PD067266 and learned this was a Suspicious Vehicle call in the area of ██████ Watkins. The original call was received at 0708 hours. The caller advised there was a dark colored Buick with four flat tires and a smashed out front windshield. No one was seen around the vehicle. The caller did not recognize the vehicle as belonging in the neighborhood. This was a low priority call that had been holding for 30 minutes when it was assigned to Officers Boulerville and Miller.

Officer Miller

I reviewed the Unit History for Officer Miller on May 13, 2012. The following events occurred before the collision.



Time	Incident	Activity
0735		Log on. Available for calls.
0738	PD067266	Dispatched to ██████ Watkins Dr. for a call of a suspicious vehicle.
0738		Freed from the event.
0752	PD067271	Dispatched to assist with the collision at Madison / Emerald.

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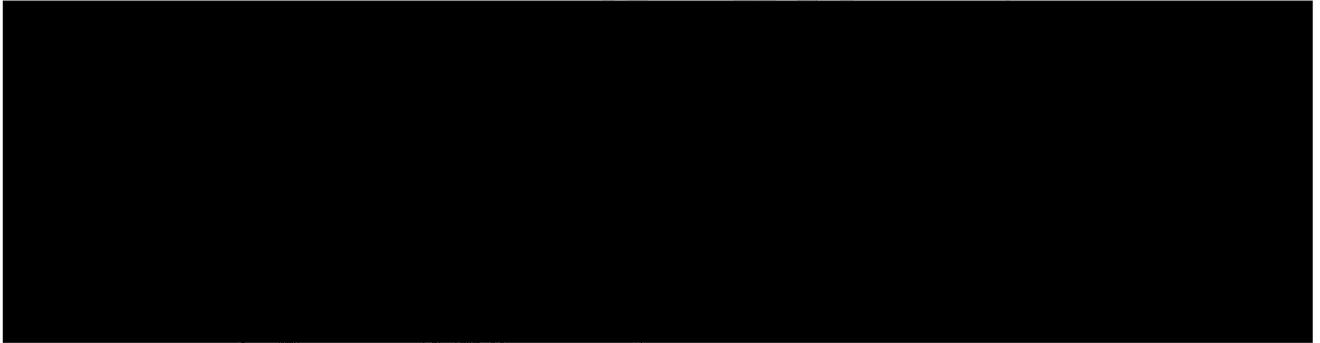
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Officer Nakamura

I reviewed the Unit History for Officer Nakamura (AKA: Neely Santos) on May 13, 2012. The following events occurred before the collision.



Time	Incident	Activity
0738		Log on. Available for calls.
0752	PD067271	Dispatched on-scene at the collision at Madison / Emerald.

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LOCATION/SUBJECT

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WITNESS INTERVIEWS:**Witness Interview: Ross Goldstein by Det. R. Prince (Recorded)**

May 23, 2012, at 0800 Hours

Interview conducted on the northwest corner of Madison and Emerald

Present: Ross Goldstein, Detective F. Soria, Detective K. Madsen, & Detective R. Prince

Detective K. Madsen had contacted Ross Goldstein and arranged to meet him on May 23, 2012, at 0800 hours, in the parking lot of the library at Madison and Emerald. Detective Ken Madsen, Detective Felix Soria, and I arrived at the library and introduced ourselves to Ross Goldstein.

I had read his initial statement and noted he had been driving south on Madison and stopped for the pedestrian at Emerald. I recalled from the video that his vehicle appeared to be a Chevrolet Tahoe. I asked him to confirm the vehicle he was driving and he said it was a 2005 Chevrolet Tahoe but he could not remember the license plate number. Note: A record check for vehicles registered to him indicates he owns a black 2005 Chevrolet UT vehicle [REDACTED]

We walked to the northwest corner of Madison and Emerald. We stood in front of St. Anthony's church so we could be in close proximity to where his vehicle had been stopped on the day of the collision. The following is a brief summary of his statement.

Ross Goldstein said he had just left Farmer Boys and was traveling south on Madison heading home. His two children, [REDACTED] were in the back seat of the Tahoe watching a video. As he approached the intersection of Madison and Emerald, he could see a female pedestrian stopped on the southeast corner of Madison and Emerald. He was not sure where she came from, but assumed she must have come from the east. She stood at the corner where the disabled access ramp meets the roadway. He said he probably saw her through the front windshield of his car. He said all of the windows were rolled up. I asked if the car stereo was on. He said the kids were watching a video and they were not fighting. He did not have to tend to them. He does not wear prescription glasses or contacts and his eyes are in good health. He does not have any hearing problems.

He does not know how long the pedestrian had been standing at the corner. He could tell she wanted to go west across Madison because she looked up at him. Ross stopped his vehicle. I asked if he saw a dog in the area. He said he did not see the dog until later. He recalled that she briefly glanced to her left (south) once as she stepped off the curb and then she looked at him. Ross made eye contact with her and she "put her head down" and began walking west across the street. He did not notice her talking on a cell phone or doing anything else. I asked if she made any further eye contact with him and he said, "No." I asked if she made any further looks to her left and he said, "No." He described her manner of walking as slow. He could not recall if she maintained her speed, sped up, or slowed down at any point while crossing the street.

I told him I had heard that he motioned to her to cross the street. He could not remember if he motioned to her. His facial expression seemed to indicate this was not a subject he wanted to talk about. (Note: In the audio interview conducted by Officer J. Cleary on the day of the collision, Ross Goldstein did not recall

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DATE

REVIEWER'S NAME

DATE

Det. Rick Prince #0538

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waving to her with his hands, but he remembered making eye contact and nodding to her.)

When the pedestrian began to walk he noticed a police car traveling north on Madison approaching Emerald. He could not recall how far away it was. He said the police car might have made a left turn or a u-turn near Lincoln. He recalled seeing the side of the police car. He could not tell if the driver was male or female. He could not see the driver's face. He could not see anything inside the police car. He could not see what the driver was doing. He could not see the driver talking on a cell phone or typing anything. He could tell that the driver did not see the pedestrian because the police car was not slowing down. I asked him to estimate the speed of the police car and he refused to estimate the speed for fear of being wrong.

I asked if the speed was consistent with the vehicles we could see traveling north on Madison. I asked if the police car was traveling at an average speed, slower than average speed, or faster than average speed. He did not want to provide any estimate of speed.

As the police car approached, he said he "froze" and began asking himself, "Does he see her? Does he see her?" He realized the police car was getting closer to the pedestrian and he debated with himself whether or not he should honk to alert the pedestrian so that maybe she would look. He said he was going crazy trying to decide what to do really quickly. As the police car got closer to the pedestrian, he realized the police car was not slowing down so he honked the horn. He said the time from when he honked the horn until the time the police car hit her was not enough time for the police officer or the pedestrian to do anything.

He knew the pedestrian was going to be struck and he momentarily closed his eyes. He heard the collision and opened his eyes. He saw the pedestrian on the hood of the police car and then saw her get thrown from the car into the roadway. He does not recall if the police unit tried to steer left or right to avoid the collision. He said the police car must have turned because of where it stopped in the street. He could not recall hearing any sounds associated with braking.

After the collision he backed his vehicle a little. He said he was in shock. Ross saw the pedestrian in the roadway and saw the officer exit the patrol car to attend to her. He was quite concerned the woman in the roadway would traumatize his children. So, he decided to take his children home. He drove away and went home to drop them off. He returned to the collision scene to provide his statement. He does not believe his children saw anything.

I asked him if, at any time, he heard the officers make any statements about the collision and he said, "No."

I asked him to point to the location on the street where he stopped for the pedestrian. He pointed to the southbound lane of Madison, north of the north curb of Emerald.

I asked him to point to the location where he first saw the pedestrian. He pointed out the area of the southeast corner of Madison and Emerald at the base of the dip of the disabled ramp. He did not believe she was in the roadway.

We concluded the interview and turned off the recorder. As we were preparing to leave, Detective Soria

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asked him about other pedestrians in the area. He recalled two pedestrians on the southwest corner of Madison and Emerald near a tree. I reactivated the recorder and we asked him to tell us about the pedestrians he saw on the southwest corner. Ross explained when he stopped for the pedestrian he didn't see any other pedestrians. It was not until after the collision and he was driving away that he noticed two women standing on the southwest corner of Madison and Emerald. He was not sure they were paying attention until after the collision occurred. He did not recall any other pedestrians on the east side of Madison or any other vehicles in the area. We concluded the interview.

Witness Interview: Ross Goldstein by Ofc. J. Cleary (Recorded)

May 13, 2012 – The recording time is listed as 0711 hours. It appears the time on his recorder was not set properly. Interview conducted at the scene of the collision.

I reviewed the audio-recorded interview Officer J. Cleary conducted with Ross Goldstein. The following is a summary of that statement.

Officer J. Cleary interviewed Ross Goldstein on the day of the collision. Ross Goldstein said he was driving south on Madison. He stopped for a female pedestrian who was standing on the sidewalk on the corner of Madison and Emerald. She began crossing the street westbound. He saw the officer coming northbound and "he was going a little fast." He thought to himself, "Is he going to see her? And he was still accelerating." Ross said, "I honked, but it was too late." At the end the officer tried to turn left to avoid her. He said, "He just looked up too late."

Officer Cleary asked if he knew how fast the officer was driving and he would not provide a speed. He said he was "not going super-fast."

He asked if she looked at the officer and Ross replied, "No. She had her head down. I saw the whole thing coming."

He asked Ross if she made eye contact with him and he said, "Yeah she did."

They began to discuss locations of the pedestrian and the police car in relationship to each other. Since this was an audio recording and the locations were not described in detail I could not understand where these locations were.

They began to discuss where the pedestrian entered the roadway. Officer Cleary commented, "So she was waiting for you to go and then did you wave her through or?" Ross replied, "Yeah..." Officer Cleary continued to ask, "Did you tell her to come through?"

Ross said, "I didn't, I didn't use my hands or anything but I stopped and like looked at her eye and nodded to her. I don't think I used my hand like go ahead." She began to walk across the street slowly. He did recall she was not in the marked crosswalk. She was in the middle of the street and she was not crossing diagonally. The collision occurred. He had his children in the car. He left to drop them off and came back to provide a statement.

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Witness Interview: Angel Gaytan by Det. R. Prince (Recorded)

May 24, 2012, at 1054 hours

Interview conducted on the sidewalk in front of 7458 Emerald St., Riverside

Present: Angel Gaytan & Detective R. Prince

On May 24, 2012, at about 1054 hours, Officer Matthews, Detective F. Soria, Detective K. Madsen and I returned to Madison and Emerald to photograph the area. As Officer Matthews and I were walking west on Emerald from Bunker, I noticed a Hispanic male in front of 7458 Emerald. I recognized him from Officer Nakamura's COBAN video from the day of the collision. I introduced myself and asked him his name. He identified himself as Angel Gaytan Jr. I asked if he would provide a statement about the collision and he agreed. I activated my digital recorder to record the interview.

I asked about the traffic collision that occurred on May 13, 2012. He said he did not see the impact. He "only saw the aftermath." He said the first cruiser hit her and he knew the driver was male. He did not see any lights or hear any sirens. A second cruiser stopped and turned its lights on. A female officer got out of the second police car to tend to the pedestrian. The male officer got out of his car and used his radio to call it in.

I asked where he was when the collision occurred. Angel said he was standing on the sidewalk in front of his house waiting for a friend "Mike" to arrive with his girlfriend. Mike and his girlfriend are black. He watched them as they were driving west on Emerald approaching his house.

He described his friend's car as a silver Mercedes. The Mercedes reached his house and Angel called out to him. Mike said they were going to go up the street and turn around. They continued driving toward the corner of Madison and Emerald. After the collision, Angel jogged to the corner and met them.

He could not recall if his friend, "Michael Jackson," or Michael's girlfriend was driving. He thought Michael could have been driving. He could not recall the girlfriend's name. He said she was pregnant. He could not recall what she was wearing. He said she had a "stereotypical black female name with a "Q" in the middle of it." He said Michael did not want to be involved and he would not provide any contact information for Michael or his girlfriend. He said he has worked with Michael in the past but has not seen him at work.

I asked him to describe where his attention was when the collision occurred. His attention was on Mike's car approaching from the east. I asked what drew his attention down the street (pointing to Madison and Emerald). He said, "the brakes." He said, "I heard... I heard the cruiser. I heard the motor coming. Uh... I know they were going fast. He slammed on the brakes. That... that's what drew my attention. (Unintelligible) But at that point it already happened. She was already on the ground."

I asked what sound he heard. He said, "Motor first. Uhh... You know when they floor it. The air intake. You know... The motor revving up. And then (unintelligible) he slammed on the brakes. I'm hoping he slammed on the brakes." He described a washing sound of the brakes and he said the brakes did not screech. He said, "You could tell he got on the brakes." He did not hear the impact. When he looked over, the police car had already come to a stop. He heard a lady screaming and he went to check. The lady was yelling at the

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officer about hitting the pedestrian.

He heard the male officer say, "Dude, she just crossed in the middle of the street." Angel told the officer, "Where would you want her to cross? She was in the middle of the crosswalk, you know, in front of a church dude."

Angel did not know where the pedestrian came from. He said he had been in front of his house for a half hour. He did not see her walk by his house.

I asked what gave him the impression she was in the crosswalk. He said the police car was stopped on the south side of the colored brick crosswalk. He said the pedestrian was on the north side of the crosswalk that crosses east/west.

He did not hear what any other officers said. He said the pedestrian was non-responsive. We concluded the interview.

I provided Angel Gaytan my business card. I asked him to contact Michael and his girlfriend to see if they would talk to me and to contact me with their information.

Witness Interview: Angel Gaytan by Ofc. L. Moyano (Recorded)

May 13, 2012, at about 0901 hours
Interview conducted at the scene of the collision.
Ofc. J. Cleary was present

I reviewed the audio-recorded interview Officer L. Moyano conducted with Angel Gaytan. The following is a summary of that statement.

Officer Luis Moyano interviewed Angel Gaytan on the day of the collision. In that audio recorded interview, Gaytan claimed he was standing on the sidewalk in front of his house. He estimated the distance as about 350-400 feet from the area of the collision. At one point he said he was standing in his driveway the whole time. He claimed he saw two cruisers going faster than the speed limit. When asked to how he knew they were going faster than the speed limit, he said he knew the speed limit was 30 mph and he could tell they were going easy 40 - 45 mph. When the officers questioned his ability to "see" the police cars from his driveway, he said he "heard" them. He said, "I saw 'em when they were crossing. I saw like up until he hit the brakes." He eventually said he based his speed estimation on the way the car reacted during braking.

He claimed he saw the pedestrian near the southwest corner of Madison and Emerald. She began walking westbound across Madison "this way," to the east. She had passed the center divider. He said the officer slammed on the brakes, slid into her, hit her, and she flew and tumbled 10-15 feet. She came to a rest and the male officer got out of the first unit. A second cruiser arrived, driven by a female officer.

Officer Moyano and Officer Cleary began to question his recollection of the collision and the fact the

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pedestrian was actually crossing east to west. He admitted he did not actually see the collision. He agreed that he only heard the brakes making a "wushing" sound, glanced over, and saw the pedestrian tumbling.

Witness Interview: Angel Gaytan by Det. R. Prince (Recorded)

June 28, 2012, at 1648 hours
Phone Interview

On June 28, 2012, at about 1648 hours, I called Angel Gaytan ([REDACTED]). I asked if he was able to obtain a phone number for "Michael Jackson." He provided [REDACTED]. He said he believes Michael lives in Moreno Valley. He thought he might be about 30 years old. He was unable to provide a name for the black female who was with him on the day of the collision.

Witness Interview: Officer Neely Nakamura by Det. R. Prince (Recorded)

May 29, 2012, at 1628 hours
Interview conducted at the Riverside Police Department Lincoln Station – Sgt. Showalter's Office
Present: Ofc. N. Nakamura, Ofc. G. Matthews, & Detective R. Prince

On May 29, 2012, at about 1628 hours, Officer G. Matthews and I conducted and interview with Officer N. Nakamura at the Riverside Police Department Lincoln Station in Sgt. S. Showalter's office. The following is a summary of the interview.

She recalled the day of the collision. On May 13, 2012, she was assigned as a patrol officer working day shift from 0700 hours to 1700 hours. She attended roll call, which probably lasted 20-25 minutes. She went out to her assigned unit and began to prepare the car for service. The police units are outfitted similarly. She placed her equipment in the trunk. She flipped down the display screen for the COBAN video system to log on. The COBAN video system is located on the headliner at the center of the vehicle, at the top of the windshield. It is next to the center rearview mirror. She calibrated the microphone she wears on her belt with the COBAN system.

She turned on the MDC (Mobile Data Computer) and logged on. The MDC was also located to her right, in the center of the vehicle. It is mounted in such a way as for the driver or passenger to type.

She made sure all the equipment was working properly. She turned on the police radio. She could not recall if she turned on her car stereo. She carries a cell phone. She did not have any food or drink in the car.

Once the car was running, she began to drive to her assigned beat (30) toward the east side of Riverside. She recalled driving east on Lincoln and turned north on Madison. She had not received any calls for service. She said she was driving to the 7-Eleven at University and Iowa to meet Officer Boulerville and Officer Carnahan for coffee. I asked when she had made those plans; whether she had a prior conversation with him or if she was communicating with him while she was driving. She said she spoke to Officer

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Boulerice in the parking lot before they began to drive toward their assigned beat.

I asked her to describe the vehicular and pedestrian traffic as she drove on Lincoln. She did not recall any other vehicles on the roadway. She did not recall any pedestrians.

She said she turned left onto Madison behind Officer Boulerice. She knew it was Officer Boulerice because she followed him out of the lot at Lincoln Station. As she turned onto Madison she estimated her unit was 2-3 car lengths behind him. As she began traveling north on Madison, she estimated her speed at about 35-40 mph. I asked her to estimate Officer Boulerice's speed. She said they were "parallel." She said their speeds were about even or she may have been gaining on him. She said there were no other vehicles between them. I asked where her attention was focused at this time. She was looking at Officer Boulerice's vehicle.

I asked her to describe the vehicular and pedestrian traffic on Madison. She did not notice any other cars in front of Officer Boulerice's car. She saw no other vehicles coming from the opposite direction. She did not notice any pedestrians.

She saw Officer Boulerice's brake lights come on and the vehicle suddenly swerve to the left and stop. I asked if she knew why he stopped. Her windows had been rolled down. She heard a sound and thought someone must have thrown something at his car. She could not recall any other sounds in her car.

I asked if she happened to notice Officer Boulerice's driving prior to turning left; if he was driving straight, drifting left, or drifting right. She recalled he was driving straight. She did not notice anything out of the ordinary about his driving.

After Officer Boulerice turned left and stopped, she saw him get out of the vehicle. She pulled to right side of his car, stopped, and got out. As she walked to the front of her police car, she noticed the pedestrian laying on her back on the roadway in front of Officer Boulerice's vehicle. Officer Nakamura went to the pedestrian, knelt down, and checked for a pulse. She felt a pulse. She asked her several times in Spanish if she could hear her and if she was okay. She heard Officer Boulerice talking on the police radio requesting medical aid. She also used her police radio to confirm medical aid was responding.

I asked if she heard Officer Boulerice say anything about the collision. She asked if he struck her and he said, "Yes." She thought he said he did not see her. She heard him say something about her (pedestrian) coming out of nowhere. He did not tell her what he was doing. He did not say why he did not see her.

I asked her if she happened to notice any witnesses or if she spoke to any witnesses. She said other officers collected witness statements.

I asked about the pedestrian's purse. She recalled it being under one of her legs. It was a dark colored purse. I asked if she inspected the contents of the purse. She recalled seeing a plastic pint bottle of vodka with a broken seal. It had been partially consumed. She estimated about 3 ounces were gone. She recalled a broken perfume bottle. She knew it was perfume because she could smell it and found the spray nozzle for it. She saw several one-dollar bills, underwear, and miscellaneous paperwork, including court papers,

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for an unknown male. She found no identification for the pedestrian.

I asked if she noticed any other smells. She said before she bent down to tend to the pedestrian, she could smell the strong odor of alcohol coming from her person. I reminded her about the bottle of vodka and the broken perfume bottle. I asked if she noticed any other broken bottles of alcohol and she said, "No." I asked if she could determine where the odor of the alcoholic beverage was coming from and she said, "Her breath." She could smell the odor before she bent down and then confirmed it was coming from her breath when she bent down to check her pulse. The pedestrian never spoke to her.

I asked what time she left the scene. She thought it might have been around 1300 hours.

I asked if she wrote a report to document her observations and she said, "No." She said Officer J. Munoz took her statement. She does not know if Officer Munoz was acting at the direction of a supervisor.

I asked if she recalled receiving any messages on her MDC after she left Lincoln Station. She said she believe she did. I asked how she responds to messages she receives on the MDC. She said she normally tries to wait until she comes to a stop to read them, however she will read them while she is driving. I asked if she types messages while she is stopped or while she is driving. She said she does both. I asked how she is able to type and drive at the same time. She explained she uses several "F" key shortcuts, which require fewer keystrokes. The shortcut keys also help her to keep her eyes on the road longer. Messages can be generated quickly. I asked how long it takes to type a message and she said it takes a couple of seconds. She said she types a couple of keystrokes at a time. She simulated typing with her right hand on an imaginary keyboard and looking back and forth between the keyboard and straight ahead. She said she memorizes where the keys are located and she types what she can without looking. She said she types partial messages and waits until it is safe to continue.

She did not recall any witnesses being present until after she was tending to the pedestrian on the ground.

Officer Matthews asked her about Officer Boulerville's demeanor following the collision. She recalled he was in shock. She said he was standing there for a few seconds and was frozen. He then went into autopilot and called for a supervisor and AMR.

Officer Matthews asked if there was anything she would like to add. She commented on the blind spots caused by the shrubbery and trees.

She said she did not see the pedestrian prior to the collision. She said she was looking straight ahead toward Officer Boulerville's car. She was not looking at her MDC. She saw a blur and heard a noise. She recalled seeing a white dog in the roadway but it was not until after the collision.

I reminded her about her windows being rolled down. I asked if she recalled hearing a horn. She said, "No." I asked if she heard any sounds of brakes from Officer Boulerville's vehicle and she said, "No."

We concluded the interview.

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Witness Interview: Officer Neely Nakamura by Ofc. J. Munoz (Recorded)

May 13, 2012, at 1401 hours
Interview conducted at Riverside Police Department Magnolia Station

Officer Juan Munoz conducted a recorded interview with Officer Nakamura concerning her observations related to this traffic collision. She said she was driving north on Madison behind Officer Boulerville. She believes she was driving 30-35 mph. She was not en route to any calls for service. She heard a thump like something hit the hood of his car. She saw him swerve to the left and stop. She did not hear any braking or skidding. She did not see any pedestrians. She conducted no witness interviews.

The interview was concluded.

Witness Interview: Ma De Los Angeles by Det. R. Prince (Recorded)

May 30, 2012, at 0949 hours
Interview conducted at [REDACTED]
Present: Ma De Los Angeles Hidalgo, Det. F. Soria, Ofc. C. Franco, & Detective R. Prince

Ofc. C. Franco #1432 provided Spanish translation

On May 30, 2012, at about 0949 hours, Detective F. Soria, Officer C. Franco, and I went to [REDACTED] where we conducted an interview with Ma De Los Angeles Hidalgo. Officer Franco provided Spanish translation. Ma recalled the traffic collision that occurred on May 13, 2012. She recalled she was wearing black pants and a red top. She had attended church services at St. Anthony's church on the northwest corner of Madison and Emerald. She decided to leave the church service early and had just walked out the front doors of the church. She was going to walk around the building to the right to use the restrooms at the side of the church.

I asked if she was talking on a cell phone while she was walking out of the church. She said, "No." I asked if she had anything in her hands at the time she walked out of the church. She recalled holding a church flyer in her hand. I explained that one of the videos appeared to show she might have been talking on a cell phone. She said she had the flyer and possibly her keys in her hand.

She recalled seeing some women across the street selling Tupperware. There may have been two ladies. She has seen them in church but she does not know their names or where they live.

She saw the lady (Pablo) walking across the street and she saw a black male riding his bike. I asked about the first time she saw the lady walking across the street. As soon as she came out of the church, she saw the lady about three or four feet into the street and she was walking. She believed the lady was coming to the church. She did not notice her doing anything else. She could not recall where she was looking. She did not pay much attention to her. She noticed nothing else in the area. She said it was pretty empty. She recalled the black male was across the street riding his bike toward Lincoln.

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I asked if she saw the collision. She said all of a sudden she heard a loud crash, looked, and then saw the lady fly a couple of feet and fall in the street. I asked if she saw the car prior to the collision. She never saw the police car coming. She only saw it when it collided with the lady. She never saw the car coming.

I asked if she could tell what the lady was doing just prior to the collision, whether she was moving fast or looking. She did not pay attention to her face. She was more focused on her style of dress. She noticed she was wearing Guatemalan type dress.

I asked if she ever saw the driver prior to the collision. She said, "No."

I asked if she remembered a dog. She recalled a white dog crossed the street and when the lady did not cross, the dog went back and ran circles around her. She could not remember if the dog went into the roadway before the lady.

I asked her if she could remember anything else about the collision. She recalled the officer got out of his car to help her. She also saw a lady officer stop to help the lady.

I asked if she recalled anything the officers may have said after the collision. She knew they were calling for help.

I asked if she knew anyone else who may have seen the collision and if she had their contact information. She could only remember the two ladies selling Tupperware and the black male who came back to take some video. She did not know their names. She remembered that another lady was yelling at the officers. She could not recall her clothing. She was light skin with blondish hair. She recognized the lady as local resident who drinks a lot and hangs out in the area. (I believe this is Christina Valdez.)

She did not recall any other vehicles on the roadway prior to the collision. She did not recall seeing the Tahoe stopped in front of the church.

I asked if she knew the pedestrian. She remembered seeing her at times at the back of the church. She did not know her name or where she lived.

We concluded the interview.

Witness Interview: Ma De Los Angeles by Ofc. L. Moyano (Recorded)

May 13, 2012, at about 0802 hours
Interview conducted at the collision scene.

Officer Moyano conducted an audio-recorded interview with Ma De Los Angeles. The interview was conducted entirely in Spanish. Refer to Witness Interview Review: Ma De Los Angeles by Det. P. Fernandez

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Witness Interview Review: Ma De Los Angeles by Det. P. Fernandez

On June 28, 2012, I contacted Detective Phil Fernandez of the Riverside Police Department and requested he review the recorded interviews with Ma De Los Angeles by Officer L. Moyano and I. After reviewing both recordings, he contacted me and said both interviews were consistent with one another. Ma De Los Angeles did not see the police car until it collided with Ms. Pablo. She was not using a cell phone and she had a church flyer in her hand.

Witness Interview: Christina Valdez by Ofc. C. Carnahan (No audio recording)

May 13, 2012

Interview conducted at the collision scene

Ofc. Carnahan conducted an interview with Christina Valdez. According to her statement, she was standing on the southwest corner of Madison and Emerald. She claimed her "friend" was on the east side of Madison, crossing the street toward her. She said her "friend" was in the crosswalk. She was unable to point to the location in the crosswalk where she was walking. She was unable to provide a name for her "friend." She refused to answer any further questions.

Upon review of the COBAN video in Officer Nakamura's unit, Christina Valdez appeared to be at least two blocks north of the collision, possibly near the corner liquor store at Madison and Diamond. She was in no position to view the collision as she claims she did. Her "witness" statement seems to be a complete fabrication of the events. No further interviews were conducted. Refer to Supplemental Report by Officer Matthews for more on this witness.

Witness Interview: Michael Jackson by Det. R. Prince (Recorded)

July 2, 2012, at about 1002 hours

Phone interview.

On June 28, 2012, at about 1652 hours, I attempted to call Michael Jackson (██████████). The phone answered but the voicemail greeting did not indicate whose phone it was. It beeped and I left a message requesting he call me. I provided my phone number.

On July 2, 2012, at about 1001 hours, I called Michael Jackson at (██████████). This is the number Angel Gaytan provided for Michael Jackson. I obtained a recorded interview. The following is a summary of his statement.

Michael answered the phone and I identified myself and explained the purpose of my call. He told me he was in the hospital with Jaquisha Cooper and they just had a baby 4 hours ago.

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He recalled the collision and said he saw it "right when it happened." He said "Quisha" Cooper was driving. He was the right front passenger. They were in a silver Mercedes. He could not recall the license plate number. They were traveling west on Emerald approaching Madison. They were looking for Angel Gaytan's house. They had never been to his house before. Angel had provided a text message with directions. They realized they had passed the residence and were going to drive to the corner to turn around.

Michael estimated they were 10-15 feet from the intersection when the collision occurred. He believed they were driving 10-15 mph.

Michael first saw the lady when she was hit. He never saw her walking. He did not know what she was doing prior to the collision. He first saw the police car at the corner at the point of impact. He could not tell what the police officer was doing inside the car. He did not recall hearing any brakes. He did not hear any horns honking. The Mercedes windows were rolled halfway down and he did not recall if they were listening to any music.

Michael recalled they were looking back and forth for Angel's house. Angel called him and told him they had passed his house. He said they were about half way from Angel's house to the corner. Michael heard Jaquisha say, "Oh my God." He looked forward and saw the pedestrian get struck by the police car.

I asked where Angel was when they were driving passed his house. He said, "I know he came out, he came out of his house when he seen us pass his house. And he was kinda like by the sidewalk or the gate area because we already more toward the stop sign and that's what I was looking for. And then that is when I seen the accident happen." He said they stopped right there in the middle of the street.

Michael said they got out of the car. He saw the police officers get out of their cars. He did not hear the officers say anything. The male officer seemed to be shocked.

Michael provided his contact information.

Michael Alex Jackson DOB: [REDACTED] CDL: [REDACTED]
[REDACTED]

Michael provided contact information for "Quisha" Cooper.

Jaquisha Cooper DOB: [REDACTED]
[REDACTED]

He had no further information to provide. We concluded the phone call.

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Witness Interview: Jaquisha Latesse Cooper - Pending

On July 2, 2012, I discovered Jaquisha Cooper was the driver of the silver Mercedes that was driving west on Emerald toward Madison at the time of the collision. According to Witness Michael Jackson, Jaquisha just gave birth to their child this morning and was unavailable for interview. She will be interviewed at a later date.

Additional Interviews:

Other Interview: Ofc. J. Miller by Det. R. Prince (Recorded)

May 30, 2012, at about 1656 hours
Interview conducted at the Riverside Police Department Lincoln Station – Sgt. Showalter's Office
Present: Ofc. J. Miller, Ofc. Matthews, & Detective R. Prince

On May 13, 2012, at about 0800 hours, Officer J. Miller said he was dispatched to the area of Madison and Emerald to assist with traffic control. Upon arrival he noticed other officers had blocked the streets. Sgt. Smith requested he contact him near the collision scene. Sgt. Smith directed him to collect Officer M. Boulerice's backpack from unit #3934, transport Officer Boulerice to Magnolia Station, and to wait with him. Officer Miller went to unit #3934 and located Officer Boulerice's backpack on the right front floorboard of the unit. The bag was closed. He did not open it. He removed it and placed it in the trunk of his unit. He contacted Officer Boulerice and transported him to Magnolia Station. He eventually returned the backpack to him.

Other Interview: David Suarez by Det. R. Prince (Not Recorded)

June 25, 2012, at about 1245 hours
Interview conducted at St. Anthony's Church - 3074 Madison St., Riverside
Present: Detective K. Madsen & Detective R. Prince

On June 25, 2012, Detective Madsen and I went to St. Anthony's Church, located at 3074 Madison St., Riverside. We went to the business office and contacted Business Manager, David Suarez. I explained we were conducting follow-up investigation on the traffic collision that occurred in front of the church on May 13, 2012. He told me he was not at the church that morning, but had received calls from neighbors who were concerned there may be a problem at the church. He learned later that a pedestrian had been struck and killed in front of the church. I asked about the times for the church services on that day. He provided a weekly schedule for services. On Sunday, May 13, 2012, there were Spanish speaking services at 0700, 0830, and 1000 hours. There was one English speaking service at 1130 hours. He told me services last 45 minutes to an hour.

I showed him a picture of Ms. Pablo. He told me she was known as "the drunk old lady." She typically showed up at the church every other day seeking food. He did not recall her attending any church services. He often found her at the back of the church passed out and she was usually quite intoxicated. She arrived at the church at various times and did not have a set pattern. Oftentimes she showed up and looked as

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though she had been beaten up. To the best of his knowledge, she was homeless. He only discovered that she had a son and that he lived locally a couple of days after the collision. David regularly provided her with food. He never gave her cash because he believed she would spend the money on alcohol. He told me she spoke her native Guatemalan dialect. Her Spanish was very poor, but she was able to ask for food.

I asked if he was aware of any witnesses to the collision and he said, "No." I asked him if he might know who the people were across the street selling items and he was not familiar with anyone doing such things that day.

Other Interview: Pedro Gaspar Pablo Tomas by Det. R. Prince (Recorded)

June 25, 2012, at about 1401 hours
Phone Interview

On June 25, 2012, at about 1401 hours, I called Pedro Gaspar Pablo Tomas at [REDACTED]. It was my intention to learn more about his mother, Ms. Pablo. I explained the purpose of my phone call. I noticed he spoke limited English. I asked for his date of birth and he provided [REDACTED]. He was unable to provide his home address. He said it was in the area of Tyler and Magnolia. He said he lived on Keller. He told me he lived with his brother, Pablo Tomas ([REDACTED]). He asked that I call his brother since he speaks English. I asked where his mother lived. He was unsure where his mother lived. He knew it was near Madison.

We concluded the conversation due to the language barrier.

Other Interview: Pedro P (Pablo) Tomas by Det. R. Prince (Recorded)

June 25, 2012, at about 1413 hours
Phone Interview & Personal Interview at 3230 Madison St., Riverside
Present: Pedro P (Pablo) Tomas, Detective K. Madsen, & Det. R. Prince

On June 25, 2012, at about 1413 hours, I called Pablo Tomas [REDACTED]. It was my intention to learn more about his mother, Ms. Pablo. A male answered and I asked to speak to Pablo Tomas. The male responded, "Yes, this is Pablo Tomas." I explained who I was and I asked if I could ask him some questions about Isabel Tomas. He told me his attorney instructed him not to talk to anyone. I explained I was trying to verify his mother's name and address. I asked if I could meet with him to speak in person. He told me he was working at his store, located at 3230 Madison St., Riverside. He said he was going to be taking his kids somewhere in 15 minutes. I told him I would be on my way to meet him. We concluded our phone conversation.

I arrived at the business at about 1422 hours with Detective K. Madsen. I activated my audio recorder and went inside. I asked for Pablo Tomas. He answered and corrected his name. He told me he was Pedro Tomas. I asked about the Pablo name and he said it was his middle name but he only used the "P." He said, "People call me Pablo most of the time." I asked for his date of birth and he said it was [REDACTED].
NOTE: His brother, Pedro Gaspar Pablo Tomas has a DOB: [REDACTED] same birth date, four years apart.

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I asked for his mother's complete name and date of birth. He provided Isabel Pablo Tomas Juan DOB: [REDACTED] I asked where she was living and he provided the address [REDACTED] He said someone at the church owned the house and she was renting a room. I asked if she worked and he said, "No." He and his brothers gave her money each week for rent and food. He said he last saw his mother a week before the collision. She would typically come to him on Mondays to get money.

I told him surveillance videos at the library showed she was walking through the lot from the area of Ysmael Villegas Park. I asked if he knew why she would be coming from the park at that time in the morning on Sunday. He said she used to live with someone on [REDACTED] He tried to explain it was the second house, possibly closer to [REDACTED] He said she lived at that house some time last year for 2 or 3 months. He did not know the name of the lady she lived with. She then moved to the [REDACTED]

I asked how he learned about the collision. He said people who were there knew her and they also knew him. One of them rode down on a bicycle to tell him.

I asked how long she had lived in the country and he believed it was about 3 years. He told me she spent about 4 months living at his [REDACTED] She moved to the address on [REDACTED] and then to the [REDACTED] address. Prior to living in the United States she lived in Guatemala.

He told me she did not speak English.

I asked if she had ever encountered the police in the past. He told me the police picked her up either this year or last year. She had been out wandering in the dark and the police brought her to his previous house at [REDACTED] See **History – Isabel Pablo**. I asked if the police brought her home because she had mental problems, she was lost, or she had been drinking. As I asked this question, a young girl, about 6 years old, was standing next to him. I believe she may possibly be his daughter. She spoke up and said, "She's been drinking." Pedro responded, "Possibility. Drinking. She was not mental. She was perfect."

I asked if she drank a lot. He said, "She does." The young girl who was standing next to him said something similar to, "I made my grandma promise me she would stop drinking and she promised." He said, "Yeah... You know like I can't say you know that that something that is not true. She drinks very often."

I asked if he would be surprised to know she had been drinking the morning of the collision and he shook his head, no.

I asked if he knew where she had been going that morning. He did not know. He was not sure how often she attended St. Anthony's church. He said she also attended a Christian church. He said "Rolfie" was a pastor and owned the house she was living in.

I asked if he was aware of any witnesses to the collision. He said he was aware of one male witness, possibly someone who works for the church, but he did not provide a name.

We concluded the interview.

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Toxicology Results

Drug and Alcohol Reports

On May 13, 2012, Sgt. D. Reeves requested Officer Boulerice provide a voluntary blood sample to detect the presence of drugs/alcohol in his system. He consented to a sample. Officer T. Jensen witnessed the blood draw by AFN nurse P. Vasquez. I received a toxicology report from Bio-Tox Laboratories for D1/Michael Boulerice.

Test	Results
Alcohol Ethyl, Blood	0.00%
Expanded IA Screen, Blood	None Detected

I received a toxicology report from Bio-Tox Laboratories for P2/Isabel Pablo.

Test	Results
Alcohol, Ethyl Vitreous	0.15% (W/V)
Coroner Panel, Vitreous	None Detected
Alcohol, Ethyl Urine	0.31% (W/V)
Acetone	60 mg/L
Meperidine, LC/MS/MS	0.908 mg/L
Normeperidine, LC/MS/MS	None Detected
Pseudoephedrine, LC/MS/MS	0.006 mg/L
Alcohol, Ethyl Blood	0.39% (W/V)
Comprehensive Panel, Blood	None Detected

Coroner's Investigation Report

I have not received the Coroner's Investigation Report. The Coroner's Review is scheduled for November or December 2012.

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<input type="checkbox"/> Narrative	<input type="checkbox"/> Collision Report	<input type="checkbox"/> BA update	<input checked="" type="checkbox"/> Fatal	<input type="checkbox"/> H&R update
<input checked="" type="checkbox"/> Supplemental				
CITY/COUNTY/JUDICIAL DISTRICT			REPORTING DISTRICT/BEAT	
RIVERSIDE/RIVERSIDE/RIVERSIDE			C/T40	
LOCATION/SUBJECT				
Madison St. / Emerald St.				

Medical Records – Isabel Pablo

I asked Detective F. Soria to obtain a search warrant for the medical records of Isabel Tomas. I wanted to know what injuries she sustained as a result of the collision. I also wanted to know what treatment was provided to her.

On June 12, 2012, Detective F. Soria obtained a search warrant, signed by the Honorable Judge Helios Hernandez, for the medical records of Isabel Pablo. The search warrant directed officers to obtain the records for the medical treatment provided by Riverside Community Hospital to Isabel Pablo as a result of the injuries she sustained from the traffic collision on May 13, 2012.

On June 12, 2012, Detective F. Soria served the warrant at Riverside Community Hospital. See Det. F. Soria's supplemental report for details.

I reviewed the medical records, which revealed the following contact information for Ms. Pablo:

Isabel Pablo DOB: [REDACTED]

SSN: [REDACTED]

No Medical Insurance listed

No employer listed

It is not clear how the hospital obtained this information. It is possible she was a prior patient or family could have provided the information.

According to the medical records for Ms. Pablo, the attending physician was identified as Dr. Manuel S. Ybanez. No primary care physician was identified.

Ms. Pablo was treated for head trauma, internal bleeding, and spinal fractures. She had a severe fracture dislocation at C1 and C2 vertebrae. She had fractures to the left femur and left tibia. She had significant abdominal injuries.

Doctors conveyed her poor prognosis to family members and they agreed to stop life support.

Date and Time of Death: May 13, 2012 at 1946 hours.

Two family contacts were identified; Pedro Gaspar Tomas Antonio Lopez [REDACTED] / Pedro Tomas or Gaspar Pablo [REDACTED]

A copy of the medical records has been included with this investigation.

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Narrative Collision Report BA update Fatal H&R update
 Supplemental

CITY/COUNTY/JUDICIAL DISTRICT

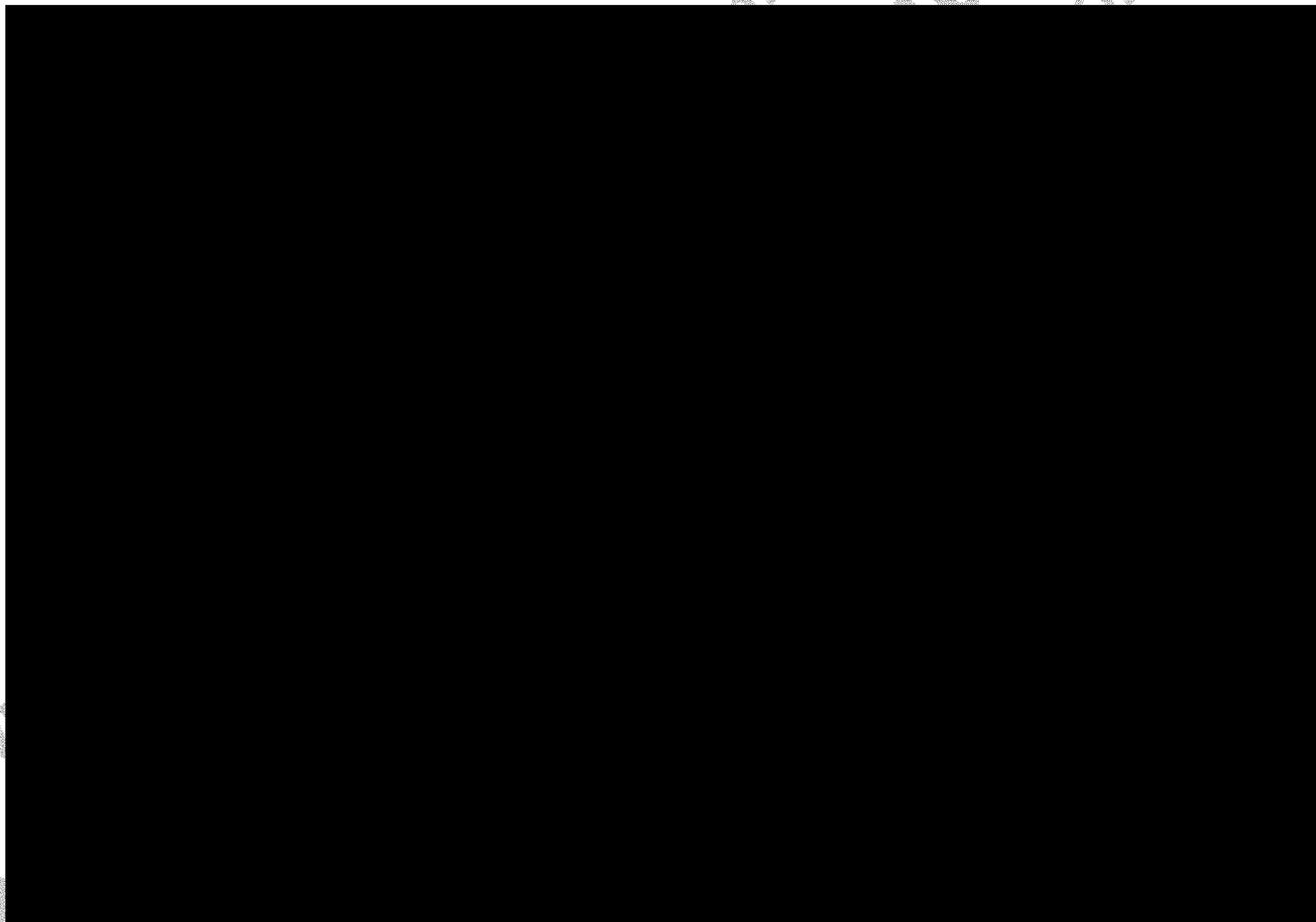
RIVERSIDE/RIVERSIDE/RIVERSIDE

REPORTING DISTRICT/BEAT

C/T40

LOCATION/SUBJECT

Madison St. / Emerald St.

History – Isabel Pablo**Phone Records – Michael Boulерice**

Based on training and experience, I know the use of cell phones while driving can contribute to the cause of traffic collisions. I asked Detective F. Soria to obtain a search warrant for the cell phone records of Michael Boulерice. I wanted to know if Michael Boulерice was talking or texting at the time of the collision.

On June 14, 2012, Detective F. Soria obtained a search warrant, signed by the Honorable Judge Helios Hernandez, for the cellular phone records of Officer Boulерice. The search warrant directed officers to obtain the records for all calls made, calls received and any text messages sent or received on May 13, 2012 between the hours of 0700 and 0800.

On June 14, 2012, Detective Soria faxed the search warrant to Sprint/Nextel Communications. On June 21,

NARRATIVE/SUPPLEMENTAL

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RIVERSIDE/RIVERSIDE/RIVERSIDE

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LOCATION/SUBJECT

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2012, they provided a report regarding Officer M. Boulерice's phone usage on May 13, 2012, between 0700 hours and 0800 hours. There were no text messages sent or received. There were no calls made or received prior to the time of the collision. Officer Boulерice received two calls and made one call after the collision. See Detective F. Soria's supplemental report for details.

RIVERSIDE POLICE DEPT - Restricted Information
Public Records Act Request
 ANGIE 10/18/2012 8:23:15 AM Unauthorized Release Prohibited

PREPARER'S NAME AND I.D. NUMBER

Det. Rick Prince #0538

DATE

07-05-2012

REVIEWER'S NAME

DATE

DATE OF INCIDENT/OCCURRENCE	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	FILE NUMBER
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RIVERSIDE/RIVERSIDE/RIVERSIDE	C/T40

LOCATION/SUBJECT
Madison St. / Emerald St.

Opinions & Conclusions:

These events occurred on Sunday, Mother's Day, May 13, 2012. It was a cool overcast morning. Pedestrian and vehicular traffic was minimal compared to work/school days.

D1/Michael Boulerice is a City of Riverside Police Officer assigned to the patrol division. On May 13, 2012, he was scheduled to work his assigned shift from 0700 hours to 1700 hours. He attended a roll call at the Lincoln Station that lasted probably 20-25 minutes. His designated call sign for the day was B239 and he was assigned police unit #3934. Officer Nakamura had a conversation with Officers Boulerice and Carnahan after roll call as she was preparing her police unit for service. They agreed to meet for coffee at the 7-Eleven in the University Village.

Officer Boulerice left the station and drove east on Lincoln Ave. toward his assigned beat. Officer Nakamura's designated call sign for the day was B237 and she was assigned police unit #3930. She left the station shortly after Officer Boulerice and began to follow him east on Lincoln Ave.

According to surveillance videos from the Madison Library and the power station located on the southeast corner of Madison and Emerald St., we know Ms. Pablo was walking west through the parking lot at about 0744 hours. It appears she was coming from Ysmael Villegas Park. There have been no witnesses to provide any information about her destination that morning; however one person said they had seen her in attendance at St. Anthony's Church in the past. The church is located on the northwest corner of Madison and Emerald. However, statements by church staff indicate she did not attend services at the church.

In the meantime Officer Miller sent an MDC message to Officer Boulerice asking, "uv 1st?" (University Village) Officer Miller's designation for the day was B225 and he was assigned police unit #3920. They began to converse via the MDC about going to University Village, probably to meet for coffee with Officers Nakamura and Carnahan.

Surveillance videos show Ms. Pablo walking north through the parking lot along the east side of the power station heading toward Emerald St.

Officer Boulerice was eastbound Lincoln Ave. and entered the left turn lane in preparation to turn left (north) onto Madison St. He stopped for the red light. Once the light phased green, he initiated his turn onto northbound Madison St.

Surveillance videos show Ms. Pablo walking west along the south sidewalk of Emerald St. toward Madison. She continued walking west into the street after a small white dog. Trees obscure surveillance views of Ms. Pablo. We cannot tell if she continued walking or if she stopped.

Witness Ross Goldstein was driving south on Madison and stopped his vehicle just north of the northwest corner of Madison and Emerald. He saw Ms. Pablo standing at the southeast corner of Madison and Emerald. He claims she briefly looked to her left (south) and then looked at him. He gave her a head nod and she continued walking west across the street. He saw Officer Boulerice's police unit approaching north on Madison.

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LOCATION/SUBJECT
Madison St. / Emerald St.

Upon review of Officer Boulерice's COBAN video, he can be seen traveling north on Madison approaching Emerald St. According to Officer Boulерice's statement to Sgt. Smith after the collision, he claims his MDC "went off," indicating he had received a message. He was in the process of responding to that message when "something caught his attention."

Officer Boulерice looked to see Ms. Pablo in the roadway, crossing right to left. The COBAN video shows Ms. Pablo never looked to her left to see the oncoming police car. According to Officer Boulерice's COBAN video, Ms. Pablo had been walking at a steady pace, but for unknown reasons, quickened her step.

Ross Goldstein could tell that Officer Boulерice could not see her and they were going to collide. He claims he honked his horn at the last second.

Officer Boulерice claims he hit the brakes and swerved to the left to avoid the collision. The COBAN video supports his statement.

Ross Goldstein closed his eyes just before the collision occurred.

Officer Boulерice's unit collided with Ms. Pablo. She rolled up onto the hood of the police car up to the windshield. As the police car decelerated, she fell off the hood into the roadway. Officer Boulерice brought his vehicle to a stop and he called for medical help.

Witnesses

Ross Goldstein was the only witness who actually saw the collision. He saw the approach of both parties and closed his eyes at the moment of impact. He refused to provide any estimation of speed for Officer Boulерice's vehicle. He could not see inside the police unit to see if the driver was male or female. He could not see what the driver was doing prior to the collision. He could not see if the driver was typing or talking on a cell phone.

Witness Ma De Los Angeles had just exited St. Anthony's church on the northwest corner of Madison and Emerald. She saw Ms. Pablo was walking across the street. She recalled her Guatemalan dress and thought nothing more. She did not see the oncoming police car until it collided with Ms. Pablo.

Witness Angel Gaytan was standing in front of his house at [REDACTED] Emerald St., almost 275 feet east of the intersection of Madison and Emerald. He initially claimed he saw the entire collision and tried to fabricate a high rate of speed for the two police units traveling north on Madison. He also tried to claim Ms. Pablo was crossing the street in the crosswalk from the west to the east side of the street. However, after being questioned in greater detail by Officer Moyano and Officer J. Cleary, he finally admitted he did not see the collision at all. He was only able to hear it. Later, when I spoke to him he admitted watching his friends driving west on Emerald from Bunker toward his house. He tried to describe the speed of the police cars because he could hear the air intakes on the units. Yet, as I stood in front of his house, I could not hear any of the approaching traffic driving north and south on Madison. I could only hear the vehicles as they crossed Emerald.

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Det. Rick Prince #0538	07-05-2012		

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LOCATION/SUBJECT
Madison St. / Emerald St.

Witness Christina Valdez claimed she was standing on the southwest corner of Madison and Emerald and saw Ms. Pablo walking toward her. Officer Nakamura's COBAN video clearly shows she was two blocks north of the location near the liquor store.

Witness Officer Nakamura was traveling behind Officer Boulерice northbound on Madison. Her COBAN video showed Ms. Pablo crossing the street in front of Officer Boulерice's vehicle. Officer Nakamura did not see the collision. She heard a banging sound and believed someone threw something at Officer Boulерice's vehicle.

Witness Michael Jackson was a passenger in a silver Mercedes being driven by Jaquisha Cooper. They were traveling west on Emerald toward Madison. He was looking for Angel Gaytan's house and was not paying attention to what was going on in front of him. He heard Jaquisha say, "Oh my God." He looked forward at the moment the pedestrian was struck. He did not see the pedestrian or the police car prior to impact. He told me Jaquisha is his girlfriend and she just gave birth to his child on July 2, 2012.

Witness Jaquisha Cooper was driving a silver Mercedes west on Emerald toward Madison. I was unable to obtain a verbal statement from her because I just discovered her identity on July 2, 2012, and she was in the hospital recovering from the birth of her child.

Officer Boulерice

Officer Boulерice admits he was typing on his MDC prior to the collision. We know from the MDC traffic between him and Officer Miller and from our interview with Officer Nakamura, they were driving to the 7-Eleven in the University Village. He was not responding to an urgent call. It does appear Officer Miller was encouraging him to hurry up. Officer Boulерice responds "S/U." His responses do not suggest he was motivated to drive any faster.

MDC Time

Officer Boulерice received the MDC message, "u leave yet?" at 07:47:08 hours. This is MDC time. Receipt of this message would be when Officer Boulерice claimed it "went off." We know that Officer Boulерice was in the process of responding to the message with, "mad /". In order to respond to the message he would have needed to complete the following tasks.

- Recognize the MDC "went off"
- Turn his gaze toward the MDC
- Locate and press a button(s) to open the message
- Read the message
- Process the message
- Formulate a response
- Locate and press a button(s) to open the response mask
- Type the letters, "mad /"

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Each of these actions takes time and since we do not know the manner or the timing of each keystroke there is no way we can know how long it took to perform these tasks.

At some point after he typed, "mad /", is when the "something caught his attention." This is the point where perception and reaction time begins.

COBAN Time

According to the COBAN video, at 07:47:08 hours (COBAN time), Officer Boulерice was traveling north on Madison approaching Emerald. His car was lined up to straddle the white solid line on the right half of the left turn pocket for westbound Emerald. If he were to continue his straight path without making adjustment, he would collide with the center median on the north side of the intersection of Madison and Emerald. Instead, Officer Boulерice's unit makes a purposeful turn to the right to come more in line with the northbound through lane. This appears to show he was actively responding to a change in the roadway.

According to the COBAN video, at 07:47:11 hours (COBAN time), Ms. Pablo first becomes visible to the COBAN camera.

According to the COBAN video, at 07:47:13 hours (COBAN time), Officer Boulерice brakes, swerves to the left, and collides with Ms. Pablo.

From the time she potentially became visible to the time Officer Boulерice collided with her was about 2 seconds.

"Time"

Despite having known COBAN times and known MDC times, "time" cannot be synchronized between the two. "Time" for both devices is generated independently and we do not know the relationship between the two times.

Even though Officer Boulерice received the MDC message, "u leave yet," at 07:47:08 hours MDC time, I believe he received the message earlier than 07:47:08 hours COBAN time.

Based on the reconstruction report by Officer Matthews, Officer Boulерice perceived and reacted to Ms. Pablo as though he was not distracted. He braked, swerved, and stopped in a relatively short distance.

According to cell phone records for Officer Boulерice, he did not make or receive any phone calls and he did not send or receive any text messages prior to the collision.

The reconstruction report revealed Officer Boulерice was traveling at 40 mph prior to the collision. GPS records revealed he was driving 41 mph +/- 3 mph.

According to DMV records for Officer Boulерice, there are no prior traffic collisions on his driving record.

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CITY/COUNTY/JUDICIAL DISTRICT			REPORTING DISTRICT/BEAT	
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LOCATION/SUBJECT				
Madison St. / Emerald St.				

Officer Boulerice provided a blood sample to detect the presence of drugs and/or alcohol. The results were negative.

Ms. Pablo

According to surveillance videos, we know that Ms. Pablo was coming from the area of Ysmael Villegas Park. She walked through the library parking lot and onto Emerald. She began walking west toward Madison. There were no witnesses who could tell us where Ms. Pablo was going. It is possible she was going to St. Anthony's Church. Witness Ma De Los Angeles told us she had seen Ms. Pablo at the back of the church in the past. However, Ms. De Los Angeles left church early at about 0747 hours to go to the restroom. Church was about to conclude its service and the next service was not until 0830 hours.

Witness Ross Goldstein was driving south on Madison and he stopped when he saw Ms. Pablo standing on the southeast corner of Madison and Emerald. He claims she looked to the left and then looked at him. He nodded to her and she continued walking across the street.

Unlike other streets in the City of Riverside, Madison St. is lined with raised planters along the east and west curb lines. In addition, there are raised center median planters. The planters contain mature trees and shrubs as tall as 4 feet. This creates a visual obstruction for drivers and pedestrians.

The intersection of Madison and Emerald is at an off set. There is a clearly marked crosswalk that is situated in such a manner to provide greater visibility to pedestrians and drivers.

Ms. Pablo elected to cross Madison outside the available and clearly marked crosswalks. Instead she emerged into the roadway next to a planter with 4 feet tall shrubs. According to the prior police reports, she measured between 4'11" and 5'02" tall. She was wearing dark clothing and blended in with the background. I believe she would have made herself more visible had she crossed in the marked crosswalk.

Upon viewing Officer Boulerice's video, Ms. Pablo made no further effort to look for oncoming traffic. Her attention was focused immediately in front of her and she demonstrated no awareness of her surroundings. For unknown reasons she quickened her pace just moments before the collision, yet she never looked at the oncoming police car.

Shortly after the collision, Officer Nakamura went to Ms. Pablo to render aid and detected the strong odor of an alcoholic beverage about her breath and person. Officer Nakamura located an open plastic bottle of vodka in her purse that had been partially consumed.

Ms. Pablo had been transported to Riverside Community Hospital for treatment. Her medical records indicated

Extensive injuries that could not be treated due to poor liver function and her neck was severed. It was reported the alcohol usage prevented her blood from clotting.

The Riverside Sheriff's Coroner's Office collected a blood sample after she died. The sample was submitted to Bio-Tox Laboratories for analysis. She was found to have a 0.39% BAC.

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CITY/COUNTY/JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
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LOCATION/SUBJECT
Madison St. / Emerald St.

Cause

Officer Boulerice (Driver) and Ms. Pablo (Pedestrian) share a common responsibility. They are expected to exercise due caution when they encounter one another on the roadway, whether a crosswalk (marked or unmarked) is present or not. This is defined in 21950 VC and 21954 VC.

In regards to Officer Boulerice's actions, I believe he exercised caution while driving. The posted speed limit on Madison is 35 mph and he was driving at a calculated speed of 40 mph. It was a Sunday morning with minimal pedestrian and vehicular traffic. According to Officer Matthews' reconstruction report, Officer Boulerice's perception and reaction times were consistent with not being distracted. He also determined that Officer Boulerice would have collided with her even if he were driving at 35 mph. Her surprise intrusion into the roadway and the lack of stopping distance made it impossible to avoid the collision.

In regards to Ms. Pablo's actions, she crossed Madison westbound from the southeast corner, outside the marked crosswalk. The fact she was outside a marked crosswalk would not have been so detrimental had she crossed in an area that made her more visible to oncoming traffic. Instead, she chose to cross the street adjacent to a planter with 4 feet tall shrubs. She was visually obscured from oncoming traffic. Furthermore, Ross Goldstein claimed she looked to her left only once when she was standing at the base of the handicap ramp at the corner. However, after standing at that same position myself, her sight distance was very short. The shrubbery, trees, and parked vehicle on the east side of the street prevented her from being able to see oncoming cars that were close enough to constitute a hazard.

I believe the visual obstructions demanded a better effort on her part to check for oncoming traffic. She continued into the roadway with no further traffic checks. Had she made a second check for oncoming traffic, I believe she should have perceived, reacted, and stopped in time to avoid the collision. She easily should have stopped faster than a car traveling at 40 mph. Unfortunately, she did not look.

I also believe Ms. Pablo's extreme intoxication clearly affected her ability to act responsibly. I believe she was oblivious to the oncoming police car and had no idea it was close enough to constitute an immediate hazard. I believe her extreme intoxication only allowed her to focus on those things immediately in front of her.

Ms. Pablo caused this collision in violation of 21954(a) VC.

VC Section 21954 Pedestrians Outside Crosswalks

- (a) *Every pedestrian upon a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway so near as to constitute an immediate hazard.*
- (b) *The provisions of this section shall not relieve the driver of a vehicle from the duty to exercise due care for the safety of any pedestrian upon a roadway.*

PREPARER'S NAME AND I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
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LOCATION/SUBJECT
Madison St. / Emerald St.

Amended Ch. 1015, Stats. 1971. Operative May 3, 1972.

Ms. Pablo was also in violation of 647(f) PC Public Intoxication.

PC 647(f) Public Intoxication

Except as provided in subdivision (l), every person who commits any of the following acts is guilty of disorderly conduct, a misdemeanor:

- (f) *Who is found in any public place under the influence of intoxicating liquor, any drug, controlled substance, toluene, or any combination of any intoxicating liquor, drug, controlled substance, or toluene, in a condition that he or she is unable to exercise care for his or her own safety or the safety of others, or by reason of his or her being under the influence of intoxicating liquor, any drug, controlled substance, toluene, or any combination of any intoxicating liquor, drug, or toluene, interferes with or obstructs or prevents the free use of any street, sidewalk, or other public way.*

PREPARER'S NAME AND I.D. NUMBER
Det. Rick Prince #0538

DATE
07-05-2012

REVIEWER'S NAME

DATE

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CITY / COUNTY / JUDICIAL DISTRICT	REPORTING DISTRICT/BEAT
Riverside / Riverside / Riverside	C

LOCATION/SUBJECT
 Madison St / Emerald St, Riverside, CA / DA Complaint Assignment Form

- Case filed for lack of investigative leads
- Victim contacted but wishes no further action
- Made several attempts to contact victim but was unable to locate
- Property serial numbers entered into computer on: _____
- Case transferred to: _____
- Other: _____
- Deputy District Attorney A. Barajas refused complaint on: 09-11-12
- Deputy District Attorney _____ approved complaint on: _____
- Suspect Charged as follows:

RIVERSIDE POLICE DEPT - Restricted Information
 Public Records Act Request
 ANGIE 10/18/2012 8:23:30 AM Unauthorized Release PROHIBITED

_____	Charge	_____	RMC Case #	_____
_____	Charge	_____	RMC Case #	_____
_____	Charge	_____	RMC Case #	_____
_____	Charge	_____	RMC Case #	_____

Per the D.A. Complaint Assignment Form: "Case rejected due to insufficient evidence."

PHYSICIANS RESPONSIBILITY

DOCTOR PLEASE READ CAREFULLY, IF YOU DESIRE TO TAKE CHARGE OF THE ACCIDENT/ILLNESS SCENE, YOU MUST:

1. Show your current California Medical Dr. License to the Emergency Medical Personnel on the scene
2. Agree to take full responsibility for the care and treatment of the patient(s) involved in the accident.
3. Accompany the patient(s) in the ambulance to the medical facility most appropriate to receive the patient(s)
4. Agree to the final decision regarding assumption of patient(s) care as determined by the Base Hospital physician.

PHYSICIAN'S SIGNATURE _____

(PRINT NAME)

PROFESSIONAL LICENSE # _____

DATE _____

*** Paramedics: The Base Station must be notified that you have a physician on scene wishing to take charge of the call.**

HOSPITAL	EMS TONE	COR PH	E.R PH	REVISED TRAUMA SCORE (RTS): <input type="text"/>			
				GCS	SYSTOLIC BP	RESP RATE	CODED VALUE
Arrowhead Regional Med. Ctr.		909-580-1473	909-580-1357	13-15	>89	10-29	4
Corona Regional Med. Ctr.	120	-0-	736-6241	9-12	76-89	>29	3
Kaiser Riverside	340	-0-	353-3790	6-8	0-75	6-9	2
LLUMC		909-558-7911	909-558-4444	4-5	1-49	1-5	1
			Ext. 0	<4	None	None	0
Moreno Valley Comm. Hosp.	360	-0-	243-2018				
Parkview Comm. Hosp.	160	-0-	352-5666				
Riverside Comm. Hosp.	170	683-8671	788-3200				
RCRMC	180	486-4137	486-5650				

STEMI ASSESSMENT

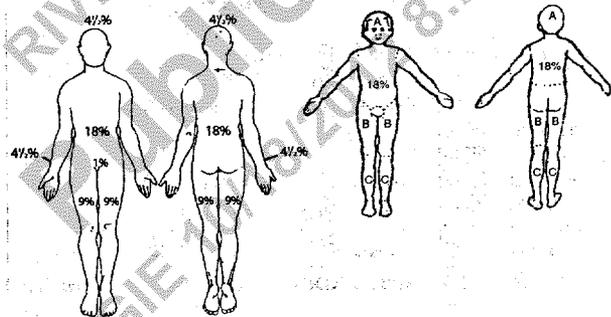
SIGN	APGAR		2
	1 min	5 min	
A Color	0 Blue, Pale	1 Blue Ext.	2 All Pink
P Heart Rate	Absent	Below 100	Over 100
G Reflexes	No Response	Some Motion	Vig. Cry.
A Muscle Tone	Limp	Some Flex	Active
R Resp. Effort	Absent	Slow, Irreg.	Crying

- | | Yes | No |
|--|-----|-----|
| Chest pain lasting greater than 12 hours | () | () |
| Systolic BP greater than 180 mmHg | () | () |
| Diastolic BP greater than 110 mmHg | () | () |
| Right vs. left arm systolic BP difference greater than 15mmHg | () | () |
| History of brain tumor or Arteriovenous (A-V) Malformations | () | () |
| Significant closed head/facial trauma Within the previous 3 months | () | () |
| Recent (within 6 weeks) major trauma, surgery (including laser eye surgery), | () | () |
| Gastrointestinal/Genito-Urinary bleed | () | () |
| Bleeding or clotting problems or on blood thinners | () | () |
| Pregnant female | () | () |
| Serious systemic disease (e.g., advanced or terminal cancer, severe liver or kidney disease) | () | () |

RULE OF NINES

ADULT

PEDIATRIC



FRONT

BACK

FRONT

BACK

Age in Years

	0	5	10
A 1/2 of head	9%	6%	5%
B 1/2 of one thigh	2%	4%	4%
C 1/2 of one leg	2%	2%	3%

Is patient at high risk?

If ANY of the following are checked YES, **consider** transport/transfer to Percutaneous Coronary Intervention (PCI) facility:

- | | | |
|--|-----|-----|
| Heart rate greater than or equal to 100 bpm AND systolic BP less than 100 mmHg | () | () |
| Pulmonary edema (rales) | () | () |
| Signs of shock (cool, clammy) | () | () |
| Contradictions to fibrinolytic therapy | () | () |



American Medical Response
Pre-Hospital Care Report

AMR

PCRID: 2012051308281950707

Case #: 0875604

Pt #: 1 of 1

Unit ID: 3359

Date: 5/13/2012

Dispatch Information

0875604

Time Call Received: 07:48:26

Time Dispatched: 07:48:46

Time Enroute: 07:48:58

Time at Scene: 07:54:09

Time at Pt Side: 07:55:00

Time Transporting: 08:08:30

Time Transport Arrived: 08:14:12

Time Available: 08:26:46

Time Cancelled:

Responder On Scene: Riverside City Fire Dept, Riverside PD

Nature of Call: UNKNOWN MEDICAL ASSISTANCE_32

ALS Assessment: AMR Paramedic

From Location:

MADISON ST / EMERALD ST,
Riverside CA 92504

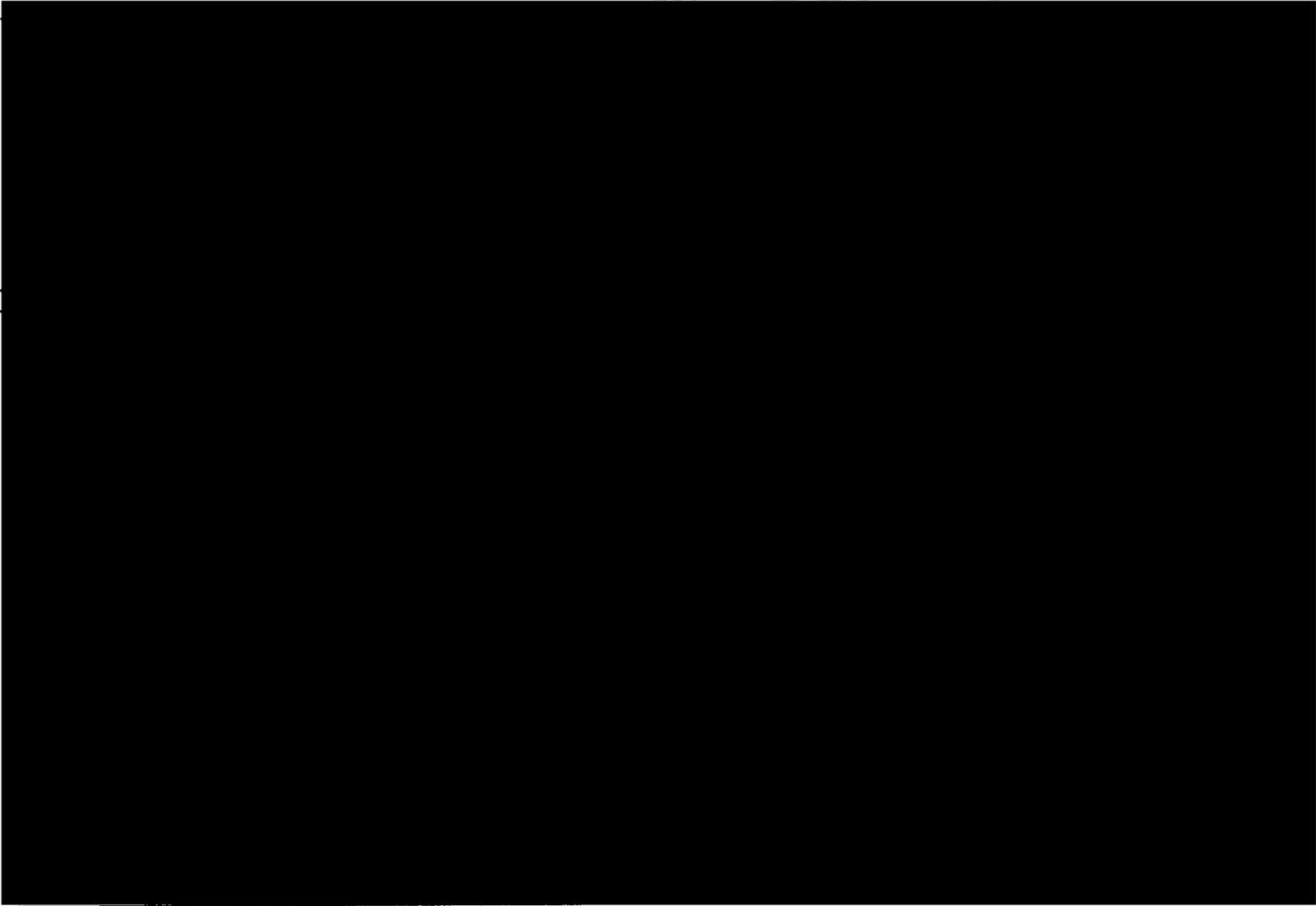
MCI Declaration:

Initial Response Mode: 1

Final Response Mode: Lights and Siren

To Location: RIVERSIDE COMMUNITY HOSPITAL
4445 MAGNOLIA AVE,
RIVERSIDE CA 92501

Caller Name: *RIV CITY FIRE



PABLO, ISABEL 72439

MR#: AD01532444 F 57 DOB: 09/28/54

DEP ER EDT 05/13/12 72439

AD0217649156 Osborne, John E

