SPECIA	L CONDITI	ONS	1	NUMBER INJURED	HIT & RUN FELONY	CITY							JUDIO	TAL DISTRICT	LOCAL REPORT	NUMBER		
1.47				. 9		SAN	FRANCI	sco		N FRANCIS ANCISCO	SCO SUPERIO	R COUR	RT SA	.N	9335-202	2-022	56	
1000				NÚMBER KILLED	HIT & RUN MISDEMEAN	OR COUNT	Υ .				NG DISTRICT		. [	BEAT	DAY OF WEEK	- 1	TOW AWA	Υ
112				0		SAN	FRANCI	sco						083	sитw(	)FS	XYES	NO
17.31	CRASH	OCCURRED ON				MO.	RASH DATE	EAR	CRASHTIM	E (2400)	NOTIFICATION MO. DAY	DATE YEAR	NOT	IF, TIME (2400)	NCIC#	OFFI	ICER ID	
-	1-80 E	/ <b>B</b>					24/2022		1239		11/24/2022	T MATERIAL TO A STATE OF THE ST	, 12	241	9335	018	3053	
0	AT I	NTERSECTION W	VITH								,		STAT	E HWY REL	DIGITAL MEDIA			
E		132 FEET 1					VEST ED	GE					X	YES NO	NO AR	EA PH	ото г	TLE
OCATION	1.4	RDINATES FOR	LOCATION (	LOC.) AND AF LONG.	REA(S) OF IMPA	ACT (AOI)	TI LAT.	SAME AS	LOCATION	LONG,			AOI	LAT. NREFER	R TO NARRATIVE	LONG.		11 11
	LOC	37.809283		-1	122.366093	1				the same of the sa		1. 1	2			9.5		145
0.77.0	3	AT.		LONG.		AO				LONG.			<sup>AOI</sup> 5	LAT.		LONG,	ADD	TL, AOI(s)
DADE		S LICENSE NUMB	ED	<del></del>	STATE	CLASS	AIR BAG	0.45	ETY FOLID	LACTI MEAN								
PARTY	DRIVER	S EIGENSE NOME	DEN.		CA	C	M	- 1	ETY EQUIP. G	VEH, YEAR 2021	MAKE/MOI		OR .		LICENS	E NUMBER	R	CA
DRIVER	NAME (F	IRST, MIDDLE, LA	AST)				1						·					- CA
X	1	OLAS JOH	-	YMORE						OWNER'S	NAME	- [37	7					ļ.,
PEDES	1 1 1 1	ADDRESS								-		X	SAN	IE AS DRIVER				
TRIAN										OWNER'S	ADDRESS	. X	1			11.7		
PARKED VEHICLE	CITY/ST/	ATE/ZIP								1		. [25	SAN	E AS DRIVER		*		
	SAN F	RANCISCO	CA 941	105						DISPOSITIO	ON OF VEHICLE	ON ORDE	ERS O	OFFI	CER X DE	RIVER	Пот	HER
BICY- CLIST	SEX	HAIR	EYES	HEIGHT	WEIGHT	Mo. BIR	THDATE Day Year	F	RACE	DRIVE	N AWAY					4	۔ البیار	
	M	BRN	BLU	5' 11"	185		09/1946		w	PRIOR MEC	CHANICAL DEFE	CTS:		X NON	E APPARENT.	RE	FER TO N	IARRATIVE
OTHER	HOME P	HONE			BUSINESS						ENTIFICATION							
OPER-	INICIIDAN	NCE CARRIER		~	NONE		W NADED	<u> </u>		VEH	IICLE TYPE		RIBE V NK.	EHICLE DAMAG	MINOR .	,	TIP	ATFRA
ATOR	GEIC					POLICY	OMBER			01	1.0					×		N
ليا	DIR OF	ON STREET OF	HIGHWAY			LANE	THRU	TOTAL	L SPEED			I L. M	OD.	MAJOR	ROLL-OVER	<u> </u>	·	
	TRAVEL E	1-80					LANES	LANES	S LIMIT	CA	2,2100			DOT			enter of the	
PARTY		LICENSE NUMB	ÉR		STATE	CLASS	AIR BAG	5 ISAFE	50 ETY EQUIP.	VEH. YEAR	MAKE/MOD	TCP/		М	LICENS	E NUMBER	R	STATE
2					CA	С	M			2020	SUBA AS			1.00		L IVOINDL.		CA
DRIVER	NAME (F	IRST, MIDDLE, LA	487)		U													CA
X	JARR	OD BENTO	N SHAP	PELL						OWNER'S	NAME	X	SAM	E AS DRIVER				The Particular
PEDES- TRIAN	STREET	ADDRESS			-	-	- 1				:			1			9 ·	
PARKED										OWNER'S	ADDRESS	X	SAM	E AS DRIVER	11140			* · · · ·
VEHICLE	51,11016										<u> </u>			1111				
BICY-	SEX	RANCISCO THAIR	TEYES	HEIGHT	WEIGHT	BIRT	HDATE		RACE		ON OF VEHICLE	ON ORDE	ERS OF	OFFI	CER X DR	RIVER	ОТ	HER
CLIST	M	BRN	BLU	6' 2"	180	Mo	1984		W		N AWAY	CTS		Tre Nove	E APPARENT	· · · ·		
OTHER	HOME PI		I DEC	1 0 2	BUSINESS	PHONE	1704		**		ENTIFICATION			X	E APPARENT	RE	FER TO N	ARRATIVE
П					NONE						IIGLE TYPE			EHICLE DAMA	GE	-	me	VIEV
OPER- ATOR	INSURAN	ICE CARRIER				POLICY N	IUMBER			i .		U	NK.	NONE -	X MINOR	×		18
	ALLS	ГАТЕ								07		M	OD.	MAJOR [	ROLL-OVER	7		
7 W.	DIR OF TRAVEL	ON STREET OR	HIGHWAY			LANE	THRU	TOTAL	SPEED	CA	-			оттос				×
	E	1-80				1	5	5	50	GAL-T		TCP/	PSC	М	C/MX	_		
l	DRİVER'S	LICENSE NUMBI	ER		STATE	CLASS	AIR BAG	F	ETY EQUIP.	VEH. YEAR					LICENS	E NUMBER	٦	STATE
3	MANE C	DAT MEDIT I	O.T.	i	CA	С	M		<del>}</del>	2019	JEEP 0	CHER	OKE	E SIL				CA
DRIVER		IRST, MIDDLE, LA NA HERR								OWNER'S N								
PEDES-		ADDRESS			-					OWNERS	NAME .	X	SAM	E AS DRIVER				
TRIAN										OWNIEDIO	ADDRESS.	T	3					
PARKED	CITY/STA	ATE/ZIP				***************************************			·	OWNER'S A	ADDRESS	X	SAM	E AS DRIVER				
VEHICLE		RANCISCO	CA 945	46						DISPOSITIO	N OF VEHICLE	ON ORDE	RS OF	: Doffic	CER X DR	IIVED	Пот	HER
BICY- CLIST	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRT	HDATE Day Year	F	RACE	l	N AWAY				OEK M	MAEK		ner(
	F	BRN	BRN	5' 7"	150		1991	İ	н	PRIOR MEC	HANICAL DEFE	CTS:		X NONE	E APPARENT	RE	FER TO N	ARRATIVE
OTHER	HOME PH	ONE		-	BUSINESS	PHONE			-	VEHICLE ID	ENTIFICATION	NUMBER:						
					NONE					VEH	ICLE TYPE			EHICLE DAMAG			TOP)	/IEV
OPER-		ICE CARRIER				POLICY N	UMBER			07	1	I UI	NK.	NONE [	X MINOR	¥		<u></u>
		ENTURY			<del></del>							M	OD.	MAJOR [	ROLL-OVER	_ 1		
	DIR OF TRAVEL	ON STREET OR	HIGHWAY			LANE	THRU LANES	TOTAL LANES		GA				от		-		
paer:	E					1	5	5	50	CAL-T		TCP/F	PSC_	М	с/мх	-		
	er's nami VI, 0180					X YES	H NOTIFIED	, F	٦ ٨ ١٠	G PLIM		20060					REVIEWEI 7/2022	D
11 17	,1, 0100					[A] 1 ES	<u>, [] </u>	10	N/A	GPUM	PHREY, 0	40008				12/0/		

## TRAFFIC CRASH REPORT CHP 555 Page 1 (Rev. 2-22) OPI 060

SPECIAL	CONDITIO	ONS		NUMBER INJURED	HIT & RUN FELONY	CITY						JUDICIAL DISTRICT	LOCAL REPORT N	UMBER	
				9		SAN	FRANCIS	sco		N FRANCISC ANCISCO	O SUPERIOR COU	RT SAN	9335-2022	2-02256	
				NUMBER KILLED	HIT & RUN MISDEMEAN	OUNT	Υ .		,	REPORTING	DISTRICT	BEAT	DAY OF WEEK	TOWAW	AY
		,		0		SAN	FRANCIS	sco				083	sитw(T)	F S X YES	NO
1		OCCURRED ON				MO.	RASH DATE DAY YE	EAR	CRASH TIM	E (2400) N	OTIFICATION DATE	NOTIF. TIME (2400)	NCIC#	OFFICER ID	
-	I-80 E/	В				11/2	4/2022		1239		1/24/2022	1241	9335	018053	
Ō		NTERSECTION W										STATE HWY REL	DIGITAL MEDIA		
A		132 FEET I										X YES NO	□NO ARE	A PHOTO I	FILE
OCATION	LOC LA	T.	LOCATION (	LONG,		AOI	∏ LAT. LJS	AME AS	LOCATION	LONG.		AOL LAIL	R TO NARRATIVE	LONG.	
1 2		37.809283		<del>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</del>	122.366093							2			
	AOI LX	AT.		LONG.		4	LAT.			LONG,		5 LAT.		LONG, AD	DTL, AOI(s)
PARTY	DRIVER'S	LICENSE NUMB	BER		STATE	CLASS	AIR BAG	SAFE	ETY EQUIP	VEH, YEAR	MAKE/MODEL/COL		LICENSE	NUMBER	STATE
4					CA	C	M	.   •	G	2003	TOYT TACOM	A SIL:		1.1.1.1	CA
ORIVER		IRST, MIDDLE, LA									1- 1- 1	111			
Y PEDES-		THOMAS	AHERN						**********	OWNER'S NA		SAME AS DRIVER			12 14 14
TRIAN	STREET	ADDRESS										JOHN AHEI	RN SR		
PARKED	CITY/STA	ATE/ZIP		·····						OWNER'S AD	DRESS	SAME AS DRIVER			
VEHICLE	PACIF	ICA CA 94	044							DISPOSITION	OF VEHICLE ON ORD	PACIFICA DERS OF: OFFI			
BICY-	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRT Me.	HDATE -	F	RACE	DRIVEN			CER X DRI	VEKO	THER
	M	BRN	BRN	5' 8"	160		1985	İ	W		ANICAL DEFECTS:	X NONE	E APPARENT	REFER TO	NARRATIVE
OTHER	HOME PH	IONE			BUSINESS	PHONE				VEHICLE IDE	NTIFICATION NUMBER	₹:			-
OPER-					NONE					VEHIC		CRIBE VEHICLE DAMAG		тог	YEV
ATOR		DECEMBER				POLICY N	UMBER			22	1 =	JNK. NONE	X MINOR	*	N
	DIR OF	RESSIVE ON STREET OR	HIGHWAY			LANE	THRU	TOTAL	SPEED			MOD. MAJOR	ROLL-OVER	, : 1	V
100	TRAVEL	I-80					LANES	LANES	LIMIT	CA		DOT			
PARTY	DRIVER'S	LICENSE NUMB	ER	· · · · · · · · · · · · · · · · · · ·	STATE	CLASS	AIR BAG	5 SAFE	50 TY EQUIP.	CAL-† VEH. YEAR	MAKE/MODEL/COL		LICENSE	NUMBER	STATE
5					CA	С	L	0	3	2001	ACUR MDX BL				CA
DRIVER		RST, MIDDLE, LA					-	1.						:	
X PEDES		I RENNE S	ESLER							OWNER'S NA		SAME AS DRIVER			- 2.1
TRIAN	STREET	ADDRESS									LYA THOMA	AS			
PARKED	CITY/STA	TE/ZIP			-					OWNER'S AD	DDRESS	LOWE LO DRIVED			
VEHICLE		AND CA 94	621							DISPOSITION	OF VEHICLE ON ORD	DERS OF OFFI	CER X DRI	UED MIS	
BICY- CLIST	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRT	HDATE Day Year	F	RACE	i		G - (415)822-840		лек По	THER
	F	BRN	BLK	5' 2"	150		1981		В		ANICAL DEFECTS:		E APPARENT	REFER TO	NARRATIVE
OTHER	HOME PH	IONE	·-		BUSINESS					VEHICLE IDE	NTIFICATION NUMBER	₹:			
OPER-					NONE					VEHIC	Processor.	ORIBE VEHICLE DAMAG	MINOR	TIEF	VIEV
ATOR	NONE	CE CARRIER				NONE				07		L		<b>~</b>	IX
	DIR OF	ON STREET OR	HIGHWAY			LANE	THRU	TOTAL	SPEED		X		ROLL-OVER	,	18
	TRAVEL E	I-80				1	LANES 5	LANES 5	50 50	CAL-T	707	DOT	A.B.V.		
PARTY		LICENSE NUMBE	ER		STATE	CLASS	AIR BAG		TY EQUIP.	VEH. YEAR	MAKE/MODEL/COL		LICENSE	NUMBER	STATE
6					CA	C	M	G	3	2010	HYUN SON	ATA WHI			CA
DRIVER		RST, MIDDLE, LA	IST)												
X		NE LEE				-	,			OWNER'S NA	ME [	SAME AS DRIVER		•	•
TRIAN	STREET	ADDRESS										CECILIA LE		111.	
PARKED	CITY/STA	TE/7IP				·				OWNER'S AD	DRESS	SAME AS DRIVER			1
VEHICLE!		RANCISCO	CA 941	05						DISPOSITION	OF VEHICLE ON ORD	ERS OF: X OFFIC	250 700		
BICY-	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRT	HDATE Year	R	RACE		'S TOW - (415	22 0111	CER DRIV	VER 0	THER
CLIST	M	BLK	BRN	5' 9"	165		1981		A	PRIOR MECH	ANICAL DEFECTS:	X NONE	E APPARENT .	REFER TO	NARRATIVE
OTHER	HOME PH	ONE			BUSINESS					VEHICLE IDEN	NTIFICATION NUMBER				
OPER-					NONE					VEHIC		RIBE VEHICLE DAMAG		, 101 TOP	YEV .
ATOR		CE CARRIER				POLICY N	UMBER			01			MINOR	*	N
	DIR OF	ON STREET OR	HIGHWAY		Т	LANE	THRU	TOTAL	SPEED		<u>X</u>		ROLL-OVER	<b>*</b>	<b>/</b> *
	TRAVEL E	I-80				1		LANES		CA		DOT.	CMV		
PREPARI	ER'S NAME	. ,				DISPATCE	H NOTIFIED		1 30	REVIEWER'S		P/PSCM	C/MX	DATE REVIEWS	D
H TAN	и, 0180	53				X YES	No	0 [	] N/A	G PUMP	HREY, 020068			12/07/2022	

SPECIA	L CONDITIO	ONS		NUMBER	HIT & RUN	CITY							JUDICIAL DISTRICT	LOCAL	REPORT NU	MBER	
				INJURED 9	FELONY	SAN	FRANCI	sco	SA	N FRANCISC	O SUPERIOR			0335	-2022-	02256	
				NUMBER	HIT & RUN	COUNT			FR	ANCISCO REPORTING	DISTRICT		BEAT	1 12	WEEK		,
				KILLED	MISDEMEAN	OR		600		TALF OITHING	DISTRICT					TOWAV	
	T			0	$\perp$		FRANCI						083		T W(T)F	SXYE	NO.
,		OCCURRED ON				MO.		EAR	CRASH TIM	MC		TE EAR	NOTIF, TIME (2400)	NCIC#		OFFICER ID	
7	I-80 E/	В				11/2	4/2022		1239	11	1/24/2022		1241	9335	·	018053	
OCATION	-	TERSECTION W											STATE HWY REL	DIGITAL I	MEDIA		
E		132 FEET B					VEST ED	GE					X YES NO	□ NO	AREA	РНОТО	FILE
13	I A	RDINATES FOR L	OCATION (I	LOC.) AND AR LONG.	EA(S) OF IMPA	CT (AOI)	LAT.	SAME /	AS LOCATION	LONG.		Г	AOI LAT.	R TO NAR	RATIVE	NG.	15,-1
Ø		37.809283			22.366093							:	2			,,,,,	
-		AT.		LONG.		AOI	LAT.			LONG.		Г	AOI LAT.		LC	NG. A	DTL. AOI(s)
	3												5	. :			
PARTY	DRIVER'S	LICENSE NUMBI	ER		STATE CA	CLASS	AIR BAG	SA	FETY EQUIP.	VEH, YEAR	MAKE/MODEL				LICENSE N	JMBER	STATE
					CA	C	L		G	2021	HOND CIV	IC BI	ж .				CA
DRIVER		IRST, MIDDLE, LA	-														
PEDES-		N BREC SH	IAW							OWNER'S NA			SAME AS DRIVER				" "
TRIAN	STREET	ADDRESS	i							SAME A	S DRIVER				ETTI		
PARKED					. :					OWNER'S AD	DRESS	X	SAME AS DRIVER				
VEHICLE	01117017												. ,				
BICY-		CITY CA 9		LUEIGUE	Tuerour	- Dies	TIP AND			DISPOSITION	OF VEHICLE ON	ORDE	RS OF: OFFI	CÉR	X DRIVE	R C	THER
CLIST	SEX	HAIR	EYES	HEIGHT	WEIGHT	Mo	HDATE Year	1	RACE		'S TOW -	( /					
	M	BRN	BRN	5' 10"	125		1998	ļ.	w		ANICAL DEFECT		X NON	E APPARI	ENT	REFER TO	NARRATIVE
OTHER	HOME PE	IONE			NONE						NTIFICATION NU						
OPER-	DIGUIDAN	CE-CARRIER			NONE					VEHIC	LE TYPE		RIBE VEHICLE DAMA NK. NONE I	GE MINO	n .	TL	HAFFA
ATOR	1					POLICY N	UMBER			01						8	****
<u> </u>	DIR OF	FARM	HIGHIMAY			LONE	THRU	TOT	'AL SPEED			M	OD, X MAJOR	ROL	L-OVER	<u>&amp;</u>	
	TRAVEL	ON STREET OR	HIGHWAY			LANE	LANES	LAN		CA		,	DOT				
	E	LICENSE NUMBE			OTATE	1	5	5		CAL-T		TCP/		IC/MX			
PARTY	DRIVERS	LICENSE NUMBE	=PK		STATE	CLASS	AÍR BAG	SA	FETY EQUIP.	VEH. YEAR	MAKE/MODEL				LICENSE N	JMBER	STATE
DRIVER	NAME (E)	RST, MIDDLE, LA	em		CA	С	L	_	G	2018	HOND ACC	CORD	BLK			e	CA
X		N ISSAC W								OWNER'S NA	ME		1				L
PEDES-	STREET									OWNERSNA	AME -	X	SAME AS DRIVER	l. ;"			
TRIAN	OTREET,	BBITEGG										[N	Y				
PARKED	CITY/STA	TE/ZIP			-					OWNER'S AD	DRESS	X	SAME AS DRIVER				
VEHICLE		OCH CA 945	09							DISPOSITION	OF VEHICLE ON	ORDE	RS OF:	050	[37]		
BICY-	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRT	HDATE		RACE				G - (415)822-84		X DRIVE	:K []	THER
CLIST	M	BLK	BLK	6' 2"	175	. Mo.	1990		В		ANICAL DEFECT		X NON		ENT [	T DEEED TO	NARRATIVE
OTHER	HOME PH	IONE	L		BUSINESS	PHONE				VEHICLE IDEN	NTIFICATION NU	MRER.				J KEI EK 10	NARRATIVE
					NONE								RIBE VEHICLE DAMA	GE		т	PYEV
OPER-	INSURAN	CE CARRIER			1	POLICY N	UMBER			1	. • • •	UI 🗌	NK. NONE	MINO	DR .		XX
ATOR		RESSIVE								01		X M	OD. MAJOR	ROL	L-OVER		` \\\}
		ON STREET OR	HIGHWAY			LANE	THRU	TOT		CA						,	
	TRAVEL W	I-80				1	LANES 5	LANI 5		CAL-T	1	TCP	PSC N	IC/MX			
PARTY		LICENSE NUMBE	R	T	STATE	CLASS	AIR BAG		FETY EQUIP.	VEH. YEAR	MAKE/MODEL			-	LICENSE N	JMBER	STATE
9																	
DRIVER	NAME (F)	RST, MIDDLE, LA	87)														1
										OWNER'S NA	ME		SAME AS DRIVER				
PEDES- TRIAN	STREET /	ADDRESS	* *									-					
		1.5								OWNER'S AD	DRESS		SAME AS DRIVER				
PARKED VEHICLE	CITY/STA	TE/ZIP	7 (										, - meno priver				
						<u> </u>				DISPOSITION	OF VEHICLE ON	ORDE	RS OF: OFFI	CER .	DRIVE	R D	THER
BICY- CUST	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRT Mo. C	HDATE Say Year		RACE				. —			" لينا	
										PRIOR MECHA	ANICAL DEFECT	S:	NON	E APPAR	ENT	REFER TO	NARRATIVE
OTHER	HOME PH	IONE			BUSINESS	PHONE				VEHICLE IDEN	NTIFICATION NU	MBER:					
										VEHIC	LE TYPE		RIBE VEHICLE DAMA	-			
OPER- ATOR	INSURAN	CE CARRIER				POLICY N	UMBER				, [	u	NK, NONE	MINC	DR		
												M	odmajor	ROL	L-OVER		
-	DIR OF TRAVEL	ON STREET OR	HIGHWAY			LANE	THRU LANES	LANE		GA			DOT				
										CAL-T		TCP/	PSCW	IC/MX	4.0	- 1, 111	<u> </u>
	ER'S NAME					1	H NOTIFIED			REVIEWER'S		_				DATE REVIEW	
H TA	M, 0180	53		:		X YES	, N	VO	∐ N/A	G PUMP	HREY, 020	068	<u> </u>			12/07/2022	

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
TRAFFIC CRASH CODING
CHP 555 Page 2 (Rev. 2-22) OPI 060

CRASH DATE (MO. DAY YEAR)	CRASH TIME (2400)	NCIC#				OFFICER ID			T	UME	FR
11/24/2022	1239	9335				018053					5-2022-02256
PROPERTY OWNER'S NAME	<u></u>	OWNER'S	ADDRE	222							3-2022-02230
DAMAGE		OWNERO	ADDINE	.00							
PERSON NOTIFIED	SAME AS OWNER	TELEPHONE NUMBER		1		OD OF NOTIFICATION					LOG / INCIDENT NUMBER
DESCRIPTION OF DAMAGE					IIN	PERSON PHO	NE DISPATCH		CHP	422	
										•	
SEATING POSITION		SAFETY EQUIPN	1ENT	Γ			AIR BAG		,		INATTENTION CODES
	A - NONE IN VEHICLE	2	CHILD	RES	TRA	INI	B - UNKNOWN L - AIR BAG DEPLOY	ED			A - CELLPHONE HANDHELD
1 TO 9 - STANDARD SEATING	B - UNKNOWN	(				USED	M - AIR BAG NOT DE		YED		B - CELLPHONE HANDSFREE
POSITION	C - LAP BELT USED D - LAP BELT NOT USE					NOT USED USE UNKNOWN	N - OTHER				C - ELECTRONIC EQUIPMENT D - RADIO / CD
1 2 3 10 - REAR OCC. TRK., VAN,	E - SHOULDER HARNE	SS USED	r - IN '	/EHI	CLE	IMPROPER USE	P - NOT REQUIRED			·	E-SMOKING
4 5 6 STATION WAGON, ETC.*	F - SHOULDER HARNE G - LAP/SHOULDER HA	33 NOT USED				HICLE	EJECTED FROM	/EHI	CLE		F - EATING
II	H - LAP/SHOULDER HA	ADMESS NOT HSED				HELMET	0 - NOT EJECTED 1 - FULLY EJECTED				G - CHILDREN H - ANIMALS
[[ 1 0 9 ]	J - PASSIVE RESTRAIN	11 OSED /	DRIVE / - NO			SSENGER NO	2 - PARTIALLY EJEC	TED			I - PERSONAL HYGIENE
10 0 - OTHER*	K - PASSIVE RESTRAIN P - NOT REQUIRED	ALMOLOSED /	N - YE	S	Υ -	YES	3 - UNKNOWN				J - READING K - OTHER
ITE		FOLLOWED BY AN AST	ERIS	K (*	) SH	OULD BE EXPLA	INED IN THE NARR	ATIV	E.		
PRIMARY CRASH FACTOR		ONTROL DEVICES	1	2	3		OMATION LEVEL	1	2	3	MOVEMENT PRECEDING OR ACH
LIST NUMBER (#) OF PARTY AT FAULT	X A CONTROLS FU		+-	-	X		OMATION LEVEL	1			MOVEMENT PRECEDING CRASH
1 A VC 21658(A) YES NO	B CONTROLS NO			Λ	1	A SAE LEVEL - 0 B SAE LEVEL - 1	·			A	A STOPPED
B OTHER IMPROPER DRIVING*:	C CONTROLS OB		X			C SAE LEVEL - 2			$\dashv$		B PROCEEDING STRAIGHT C RAN OFF ROAD
В		PRESENT / FACTOR*	1	<b></b>	<b>-</b>	D SAE LEVEL - 3					D MAKING RIGHT TURN
C OTHER THAN DRIVER*	TYPE O	F CRASH				E SAE LEVEL - 4					E MAKING LEFT TURN
D UNKNOWN*	A HEAD-ON					F SAE LEVEL - 5					F MAKING U TURN
	B SIDE SWIPE					G UNKNOWN*			$\Box$	(	G BACKING
MEATHER WARRY & TO CHESTON	X C REAR END		-1	2	3	VEHICLE AUTOR	MATION ENGAGED		X		H SLOWING / STOPPING
WEATHER (MARK 1 TO 2 ITEMS)  X A CLEAR	D BROADSIDE										PASSING OTHER VEHICLE
B CLOUDY	F OVERTURNED			X	X	A NO AUTOMATIC B DRIVER ASSIST		X	-		CHANGING LANES
C RAINING	G VEHICLE / PEDI	ESTRIAN	X		-	C PARTIAL AUTON			-+		K PARKING MANEUVER L ENTERING TRAFFIC
D SNOWING	H OTHER*:		1	,		D CONDITIONAL A					M OTHER UNSAFE TURNING
E FOG / VISIBILITY FT.	MOTOR VEHICL	E INVOLVED WITH				E HIGH AUTOMAT					N XING INTO OPPOSING LANE
F OTHER*:		TO 2 ITEMS)				F FULL AUTOMAT	ION				O PARKED
G WND	A NONCOLLISION	]	-			G UNKNOWN*			- 1		P MERGING
X A DAYLIGHT	B PEDESTRIAN X C OTHER MOTOR	VEHICLE	+								TRAVELING WRONG WAY
B DUSK - DAWN		E ON OTHER ROADWAY	- 1	2	3	OTHER ASSOCI	ATED FACTOR(S) O 2 ITEMS)				R OTHER*:
C DARK - STREET LIGHTS	E PARKED MOTO		+			OVO CECTION VICE ATTO	V: CITED.		-		S LANE SPLITTING
D DARK - NO STREET LIGHTS	F TRAIN					A CVC SECTION VIOLATION	YES	1	2	3	SOBRIETY - DRUG - PHYSICAL (MARK ALL THAT APPLY)
E DARK - STREET LIGHTS NOT	G BICYCLE					B CVC SECTION VIOLATION		X	X	X	A HAD NOT BEEN DRINKING
FUNCTIONING*	H ANIMAL:						NO		_		B HBD - UNDER INFLUENCE
ROADWAY SURFACE  X A DRY	FIXED OBJECT:		-			C CVC SECTION VIOLATION	LJYES !	_	-		C HBD - NOT UNDER INFLUENCE*
B WET	OTHER OBJECT	Γ:		2		D	Пио				HBD - IMPAIRMENT UNKNOWN*
C SNOWY - ICY	J		+			E VISION OBSCUR			+		DRE EXAM, CONDUCTED
D SLIPPERY (MUDDY, OILY, ETC.)	K ADDITIONAL OF	BJECT(S) STRUCK				F INATTENTION*:	VEIVIENT,		$\dashv$		STIMULANT
ROADWAY CONDITION(S)	PEDESTRI	AN'S ACTIONS				G STOP & GO TRA	FFIC			寸	HALLUCINOGEN
(MARK 1 TO 2 ITEMS)	X A NO PEDESTRIA					H ENTERING / LEA					DISSOCIATIVE ANESTHETICS
A HOLES, DEEP RUT*	B CROSSING IN C					PREVIOUS CRA		$\Box$		$\Box$	NARCOTIC ANALGESIC
B LOOSE MATERIAL ON ROADWAY*	AT INTERSECTI		4			J UNFAMILIAR WI					INHALANT
C OBSTRUCTION ON ROADWAY*  D CONSTRUCTION - REPAIR ZONE	C CROSSING IN C					N DEFECTIVE VEH	I. EQUIP.: CITED YES		-	-	CANNABIS
E REDUCED ROADWAY WIDTH	D CROSSING - NC		+-			L UNINVOLVED VE	HICLE NO	$\dashv$	$\dashv$		DEPRESSANT  IMPAIRMENT - PHYSICAL*
F FLOODED*	E IN ROAD - INCL		+			M OTHER*:	,		+		G IMPAIRMENT NOT KNOWN
G OTHER*:	F NOT IN ROAD		X	x		N NONE APPAREN	IT		_		NOT APPLICABLE
X H NO UNUSUAL CONDITIONS	G APPROACHING	/ LEAVING SCHOOL BUS				O RUNAWAY VEHI	CLE			Ī	SLEEPY / FATIGUED*
SKETCH			MIS	CELI	LAN	EOUS		1	2	3	SPECIAL INFORMATION
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								$\dashv$	$\dashv$		C CLASS II - BIKE LANE*
<b>x</b> - 1								$\dashv$	$\dashv$		CLASS III - BIKE ROUTE*
	•							$\dashv$	$\dashv$		CLASS IV - SEPARATED
		•	□F	REFE	R TO	NARRATIVE FOR ADD	ITIONAL INFORMATION				BIKEWAY*
An Internationally Approdited Agency											

#### TRAFFIC CRASH CODING CHP 555 Page 2 (Rev. 2-22) OPI 060

CRASH DATE (MO. DAY YEAR) CRASH TIME (2400) NCIC # OFFICER ID NUMBER 11/24/2022 1239 9335 018053 9335-2022-02256 PROPERTY OWNER'S NAME OWNER'S ADDRESS DAMAGE SAME AS OWNER TELEPHONE NUMBER METHOD OF NOTIFICATION
IN PERSON PHONE (MARK ALL THAT APPLY)
DISPATCH CH LOG / INCIDENT NUMBER DESCRIPTION OF DAMAGE AIR BAG SEATING POSITION SAFETY EQUIPMENT **INATTENTION CODES** OCCUPANTS **B - UNKNOWN** CHILD RESTRAINT A - CELL PHONE HANDHELD A - NONE IN VEHICLE L - AIR BAG DEPLOYED Q - IN VEHICLE USED B - CELLPHONE HANDSFREE 1 TO 9 - STANDARD SEATING B - UNKNOWN M - AIR BAG NOT DEPLOYED R - IN VEHICLE NOT USED. C - ELECTRONIC EQUIPMENT POSITION C - LAP BELT USED N - OTHER S - IN VEHICLE USE UNKNOWN T - IN VEHICLE IMPROPER USE D - LAP BELT NOT USED E - SHOULDER HARNESS USED P - NOT REQUIRED D - RADIO / CD E - SMOKING 1 2 3 10 - REAR OCC, TRK., VAN. U - NONE IN VEHICLE STATION WAGON, ETC.\* F - SHOULDER HARNESS NOT USED G - LAP/SHOULDER HARNESS USED F - EATING **EJECTED FROM VEHICLE** 4 5 6 G - CHILDREN 0 - NOT EJECTED 1 - FULLY EJECTED M / C BICYCLE- HELMET H - LAP/SHOULDER HARNESS NOT USED H - ANIMALS 11 - POSITION UNKNOWN' 7 8 9 DRIVER PASSENGER J - PASSIVE RESTRAINT USED 2 - PARTIALLY EJECTED I - PERSONAL HYGIENE V - NO X - NO Y - YES K - PASSIVE RESTRAINT NOT USED 10 0 - OTHER\* 3 - UNKNOWN J - READING W-YES P - NOT REQUIRED ITEMS MARKED BELOW FOLLOWED BY AN ASTERISK (\*) SHOULD BE EXPLAINED IN THE NARRATIVE. PRIMARY CRASH FACTOR LIST NUMBER (#) OF PARTY AT FAULT TRAFFIC CONTROL DEVICES 4 5 6 VEHICLE AUTOMATION LEVEL 5 6 MOVEMENT PRECEDING CRASH X A CONTROLS FUNCTIONING XXX A SAE LEVEL - 0 X A STOPPED VC 21658(A) B CONTROLS NOT FUNCTIONING B SAE LEVEL - 1 B PROCEEDING STRAIGHT X B OTHER IMPROPER DRIVING\*: C CONTROLS OBSCURED C SAE LEVEL - 2 C RAN OFF ROAD D NO CONTROLS PRESENT / FACTOR\* D SAE LEVEL - 3 D MAKING RIGHT TURN C OTHER THAN DRIVER\* TYPE OF CRASH E SAE LEVEL - 4 E MAKING LEFT TURN D UNKNOWN\* A HEAD - ON F SAE LEVEL - 5 F MAKING U TURN B SIDE SWIPE G UNKNOWN\* G BACKING C REAR END H SLOWING / STOPPING 5 VEHICLE AUTOMATION ENGAGED WEATHER (MARK 1 TO 2 ITEMS) D BROADSIDE PASSING OTHER VEHICLE A CLEAR E HIT OBJECT A NO AUTOMATION CHANGING LANES B CLOUDY F OVERTURNED B DRIVER ASSISTANCE K PARKING MANEUVER C RAINING G VEHICLE / PEDESTRIAN C PARTIAL AUTOMATION L ENTERING TRAFFIC D SNOWING H OTHER\*: **D** CONDITIONAL AUTOMATION M OTHER UNSAFETURNING E FOG / VISIBILITY FT MOTOR VEHICLE INVOLVED WITH E HIGH AUTOMATION N XING INTO OPPOSING LANE (MARK 1 TO 2 ITEMS) F OTHER\* F FULL AUTOMATION O PARKED G WIND A NONCOLLISION G UNKNOWN\* P MERGING LIGHTING B PEDESTRIAN Q TRAVELING WRONG WAY C OTHER MOTOR VEHICLE X A DAYLIGHT OTHER ASSOCIATED FACTOR(S)
(MARK 1 TO 2 ITEMS) R OTHER \*: 5 4 6 B DUSK - DAWN D MOTOR VEHICLE ON OTHER ROADWAY S LANE SPLITTING E PARKED MOTOR VEHICLE CVC SECTION VIOLATION: C DARK - STREET LIGHTS SOBRIETY - DRUG - PHYSICAL (MARK ALL THAT APPLY) YES 4 5 6 F TRAIN D DARK - NO STREET LIGHTS \_l NO E DARK - STREET LIGHTS NOT G BICYCLE CVC SECTION VIOLATION X X X A HAD NOT BEEN DRINKING YES X NO X FUNCTIONING' VC 22350 H ANIMAL: B HBD - UNDER INFLUENCE CVC SECTION VIOLATION **ROADWAY SURFACE** FIXED OBJECT: C HBD - NOT UNDER INFLUENCE\* YES X A DRY D HBD - IMPAIRMENT UNKNOWN\* B WET OTHER OBJECT: UNDER DRUG INFLUENCE\* C SNOWY - ICY E VISION OBSCUREMENT DRE EXAM. CONDUCTED D SLIPPERY (MUDDY, OILY, ETC.) K ADDITIONAL OBJECT(S) STRUCK F INATTENTION\* STIMULANT ROADWAY CONDITION(S) PEDESTRIAN'S ACTIONS G STOP & GO TRAFFIC HALLUCINOGEN (MARK 1 TO 2 ITEMS) X A NO PEDESTRIANS INVOLVED H ENTERING / LEAVING RAMP DISSOCIATIVE ANESTHETICS A HOLES, DEEP RUT\* B CROSSING IN CROSSWALK PREVIOUS CRASH NARCOTIC ANALGESIC B LOOSE MATERIAL ON ROADWAY\* AT INTERSECTION UNFAMILIAR WITH ROAD INHALANT C OBSTRUCTION ON ROADWAY\* CROSSING IN CROSSWALK - NOT K DEFECTIVE VEH. EQUIP,: CANNABIS YES AT INTERSECTION D CONSTRUCTION - REPAIR ZONE DEPRESSANT E REDUCED ROADWAY MIDTH D CROSSING - NOT IN CROSSWALK L UNINVOLVED VEHICLE IMPAIRMENT - PHYSICAL\* E IN ROAD - INCLUDES SHOULDER F FLOODED\* M OTHER\*: G IMPAIRMENT NOT KNOWN G OTHER\* F NOT IN ROAD N NONE APPARENT H NOT APPLICABLE X H NO UNUSUAL CONDITIONS G APPROACHING / LEAVING SCHOOL BUS O RUNAWAY VEHICLE SLEEPY / FATIGUED\* 5 4 6 SPECIAL INFORMATION REFER TO SKETCH PAGE(S) A HAZARDOUS MATERIAL INDICATE NORTH B CELL PHONE HANDHELD IN USE C CELL PHONE HANDSFREE IN  $X \mid D$ CELL PHONE NOT IN USE CELL PHONE USE UNKNOWN SCHOOL BUS RELATED 5 BIKEWAY FACILITY 4 6 A SHARED ROADWAY B CLASS I - BIKE PATH\* C CLASS II - BIKE LANE\* D CLASS III - BIKE ROUTE\* CLASS IV - SEPARATED REFER TO NARRATIVE FOR ADDITIONAL INFORMATION BIKEWAY\* An Internationally Accredited Agency

CRASH DATE (MO. DAY YEAR)	CRA	ASH TIME (2400)	NCIC#					OFFICER ID			T	NUM	BER
11/24/2022	1	239	9335					018053				933	35-2022-02256
PROPERTY OWNER'S NAME	1 :		0'	WNER'S A	DDRE	ss		<del>!</del>					
DAMAGE PERSON NOTIFIED	-		-										
PERSON NOTIFIED		SAME AS OWNER TEL	EPHONE NUMBER			M	ETH IN	OD OF NOTIFICATION PERSON PHO			LY)	422	LOG / INCIDENT NUMBER
DESCRIPTION OF DAMAGE				***************************************							J 47 (I	722	
								-	T-12-2-3-3-3-3-3-3-3-3-3-3-3-3-3-3-3-3-3-				
SEATING POSITION	oc	CUPANTS	SAFETY EC						AIR BAG				INATTENTION CODES
	Α'-	NONE IN VEHICLE			HLD.				B - UNKNOWN L - AIR BAG DEPLOY	/ED			A - CELLPHONE HANDHELD
1 TO 9 – STANDARD SEATING POSITION		UNKNOWN LAP BELT USED						NOT USED	M - AIR BAG NOT DE N - OTHER	EPLC	YED		B - CELLPHONE HANDSFREE C - ELECTRONIC EQUIPMENT
( <del>/ \</del>	D-	LAP BELT NOT USED						USE UNKNOWN IMPROPER USE	P-NOT REQUIRED				D - RADIO / CD
1 2 3 10 - REAR OCC. TRK., VAN, STATION WAGON, ETC.*		SHOULDER HARNESS SHOULDER HARNESS						HICLE	EJECTED FROM	VEL	IICI :		E - SMOKING F - EATING
4 5 6	G-	LAP/SHOULDER HAR	NESS USED -	М	/ C B	BICY	CLE.	HELMET	0 - NOT EJECTED	v E.	IICL	=	G - CHILDREN
7 8 9 11 - POSITION UNKNOWN*		LAP/SHOULDER HARI PASSIVE RESTRAINT		DF	RIVER		PA	SSENGER	1 - FULLY EJECTED				H - ANIMALS I - PERSONAL HYGIENE
10 0-OTHER*	K-	PASSIVE RESTRAINT			- NO - YE	s	X - Y -	NO YES	2 - PARTIALLY EJEC 3 - UNKNOWN	יובט			J - READING
ITE		NOT REQUIRED	OLLOWED BY						INED IN THE NARR				K - OTHER
PRIMARY CRASH FACTOR	1013			AN AS IE						<del> </del>	T		
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		B CONTROLS NOT			<u> </u>			B SAE LEVEL - 1		X	X		B PROCEEDING STRAIGHT
B OTHER IMPROPER DRIVING*:		C CONTROLS OBSC D NO CONTROLS P		D*				C SAE LEVEL - 2	·	<del> </del>	├		C RAN OFF ROAD
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D UNKNOWN*		A HEAD - ON						F SAE LEVEL - 5			<del>                                     </del>		F MAKING U TURN
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E FOG / VISIBILITY FT.		MOTOR VEHICLE I						E HIGH AUTOMAT					N XING INTO OPPOSING LANE
F OTHER*:		(MARK 1 TO	2 ITEMS)					F FULL AUTOMAT	ION	<u> </u>			O PARKED
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B DUSK - DAWN		D MOTOR VEHICLE	ON OTHER ROAD	WAY	7	8	9	(MARK 1	TO 2 ITEMS)		<u> </u>		S LANE SPLITTING
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ROADWAY SURFACE	-	FIXED OBJECT:						C CVC SECTION VIOLATIO	N: CITED				B HBD - UNDER INFLUENCE C HBD - NOT UNDER INFLUENCE*
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A HOLES, DEEP RUT*		B CROSSING IN CRO				$\neg$		PREVIOUS CRA		<del>                                     </del>			NARCOTIC ANALGESIC
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An Internationally Accredited Agency													

CHP 555	D / WITN Page 3 (Re	ev. 2-2	2) OPI	060 CRASH TIM		NCIC #			Torrior	ID.				Time		F	Page 7	of 2	4
CRASHDATE	11/24/2022	YEAR)		123		NCIC #	9335		OFFICER	ID	018053	3		NUMBER		5-2022	-0225	6	
WITNESS	PASSENGER	AGE	SEX				JURY ("X" ONE	Ξ)		INJUF	ED W	AS ("X"	ONE)		PARTY	SEAT	AIR	SAFETY	,
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MO. DAY YEAR

REVIEWER'S NAME

G PUMPHREY, 020068

ID NUMBER

018053

PREPARER'S NAME

H TAM

VICTIM OF VIOLENT CRIME NOTIFIED

MO. DAY YEAR

12/07/2022

STATE OF CALIFORNIA DEPARTMENT OF CALIFORNIA HIGHWAY PATROL INJURED / WITNESS / PASSENGERS CHP 555 Page 3 (Rev. 2-22) OPI 060

CRASH DATE	(MO. DAY	YEAR)	-/	CRASH TIN		NCIC #			OFFICER					NUMBE			_		,
-	11/24/2022		Γ	123		OF IN	9335 JURY ("X" OI		ļ		01805		- Nie	L	933	5-2022	:-022	56	
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REVIEWER'S NAME

G PUMPHREY, 020068

ID NUMBER

018053

VICTIM OF VIOLENT CRIME NOTIFIED

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12/07/2022

### **SKETCH DIAGRAM**

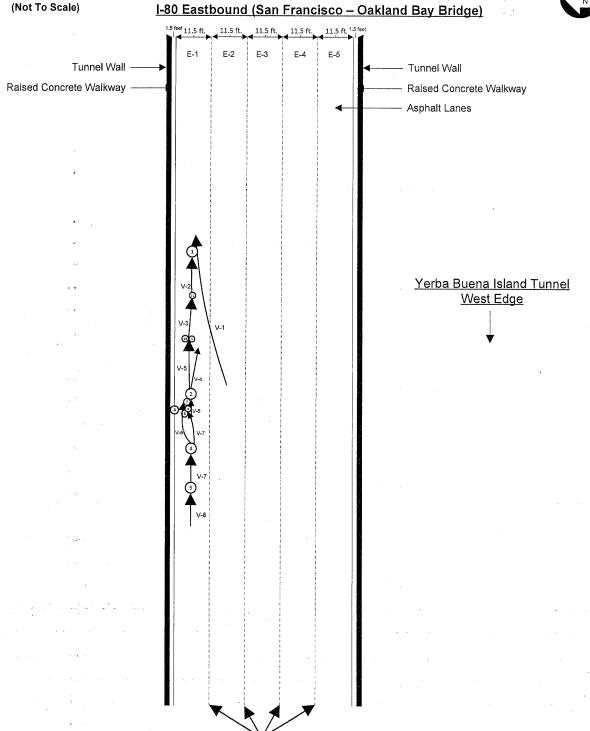
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CRASH DATE (MO. DAY YEAR)	CRASH TIME (2400)	NCIC#	OFFICER ID	NUMBER
11/24/2022	1239	9335	018053	9335-2022-02256

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





PREPARED BY	ID NUMBER	MO, DAY YEAR	REVIEWER'S NAME	 MO. DAY YEAR
H TAM	018053	11/24/2022	G PUMPHREY, 020068	12/07/2022

Painted Broken White Lines and Raised Reflectors

#### **FACTUAL DIAGRAM**

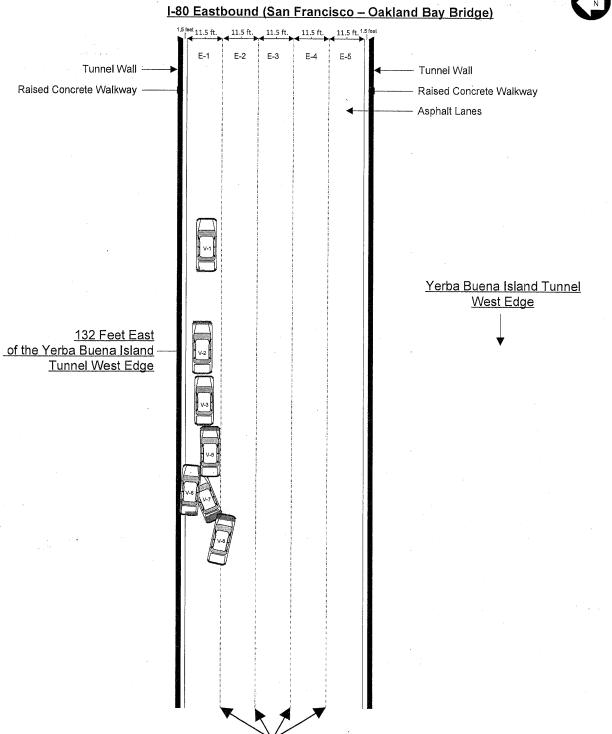
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CRASH DATE (MO. DAY YEAR)	CRASH TIME (2400)	NCIC#	OFFICER ID	NUMBER
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Painted Broken White Lines and Raised Reflectors

\*VEHICLE #1, #2, #3, #5, #6, #7 AND #8 ARE PLACED AT AN APPROXIMATE POINT OF REST UPON ARRIVAL\*

\*VEHICLE #4 WAS MOVED PRIOR TO CHP ARRIVAL\*

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DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER	
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#### 1 PHYSICAL EVIDENCE LEGEND

2

3 Vehicles are placed at approximate point of rest upon arrival. All measurements were visually estimated

4 from the approximate point of rest.

5

## 6 VEHICLE POINTS OF REST:

7

8 V-1's front left wheel was located 172 feet east of the Yerba Buena Island Tunnel West Edge and 3.5 feet

9 south of the north roadway edge of I-80 eastbound.

10

11 V-1's rear left wheel was located 161.5 feet east of the Yerba Buena Island Tunnel West Edge and 3.5 feet

12 south of the north roadway edge of I-80 eastbound.

13

14 V-2's front left wheel was located 138.5 feet east of the Yerba Buena Island Tunnel West Edge and 2.5 feet

15 south of the north roadway edge of I-80 eastbound.

16

17 V-2's rear left wheel was located 128 feet east of the Yerba Buena Island Tunnel West Edge and 2.5 feet

18 south of the north roadway edge of I-80 eastbound.

19

20 V-3's front left wheel was located 121.5 feet east of the Yerba Buena Island Tunnel West Edge and 3 feet

21 south of the north roadway edge of I-80 eastbound.

22

23 V-3's rear left wheel was located 111.5 feet east of the Yerba Buena Island Tunnel West Edge and 3 feet

24 south of the north roadway edge of I-80 eastbound.

25

26 V-5's front left wheel was located 105.5 feet east of the Yerba Buena Island Tunnel West Edge and 5 feet

27 south of the north roadway edge of I-80 eastbound.

28

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PREPARED BY		I.D. NUMBER	DATE	 REVIEWER'S NAME	 DATE
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NARRATIVE/SUPPLEMENTAL			PAGE 14 OF 24		
DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER	===
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#### **VEHICLE POINTS OF REST - continued:**

2

3 V-5's rear left wheel was located 94.5 feet east of the Yerba Buena Island Tunnel West Edge and 5 feet

south of the north roadway edge of I-80 eastbound.

5

6 V-6's front left wheel was located 93 feet east of the Yerba Buena Island Tunnel West Edge and 1 feet north

7 of the north roadway edge of I-80 eastbound.

8

V-6's rear left wheel was located 82 feet east of the Yerba Buena Island Tunnel West Edge and 1.5 feet

10 north of the north roadway edge of I-80 eastbound.

11

12 V-7's front left wheel was located 90 feet east of the Yerba Buena Island Tunnel West Edge and 2.5 feet

13 south of the north roadway edge of I-80 eastbound.

14

15 V-7's rear left wheel was located 78.5 feet east of the Yerba Buena Island Tunnel West Edge and 6 feet

16 south of the north roadway edge of I-80 eastbound.

17

18 V-8's front left wheel was located 77 feet east of the Yerba Buena Island Tunnel West Edge and 10 feet

19 south of the north roadway edge of I-80 eastbound.

20

21 V-8's rear left wheel was located 66 feet east of the Yerba Buena Island Tunnel West Edge and 8 feet south

22 of the north roadway edge of I-80 eastbound.

23

24

25

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28

PREPARED BY H TAM

NARRATIVE/SUPPLEMENTAL			PAGE 15 OF 24		
DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER	
11/2//2022	1220	0225	040050	0005 0000 00050	

- 1 All times, speeds, and measurements throughout this report are approximate. Measurements were obtained
- 2 by visual estimation, GPS, and Google Maps. All opinions and conclusions were based on evidence and/or
- 3 statements.

4

#### 5 SCENE:

6

- 7 This crash occurred on I-80 eastbound on the San Francisco Bay Bridge which is a State of California
- 8 maintained freeway located in the city and county of San Francisco. There are five lanes designated for
- 9 eastbound traffic, approximately 11.5 inches in width, which are delineated by painted broken white lines
- 10 and raised reflectors. The north edge of the roadway is bordered by a raised concrete walkway. The south
- 11 edge of the roadway is bordered by a raised concrete walkway. The speed limit is 50 miles per hour, as
- 12 indicated by black and white regulatory signs. There were no visual obstructions noted or claimed. For
- 13 further details, refer to the factual diagram.

14

#### 15 **PARTIES**:

16

- 17 Party #1 (P-1)(Jollymore) was located at the scene of the crash in the #1 lane. P-1 was identified by his
- 18 California Driver's License. P-1 was determined to be the driver of Vehicle #1 (Tesla) by his statement of
- 19 being the driver of V-1 and being the registered owner of V-1.

20

- 21 Vehicle #1 (V-1)(Tesla) was located at the scene of the crash facing in an easterly direction in the #1 lane.
- 22 V-1 sustained minor damage to the vehicle consisting of, but not limited to, dented rear bumper, dented
- 23 driver side quarter panel, broken camera/sensor, and a dented trunk hatch. P-1 claimed V-1's Full Self-
- 24 Driving Capability malfunctioned at the time of the crash.

25

- 26 Party #2 (P-2)(Shappell) was first contacted and located by Officer McCanless #21588 in the #1 lane. P-2
- 27 was identified by his California Driver's License and was determined to be the driver of Vehicle #2 by his
- 28 statement and registered owner of Vehicle #2.

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NARRATIVE/SUPPLEMENTAL			P.A	PAGE 16 OF 24		
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#### 1 PARTIES - continued:

2

- 3 Vehicle #2 (V-2)(Subaru) was located at the scene of the crash facing in an easterly direction in the #1
- 4 lane. V-2 sustained minor damage to the vehicle consisting of, but not limited to, dented/displaced front
- 5 bumper, hood displacement and a dented/cracked/scratched rear bumper. No mechanical defects were
- 6 noted or claimed.

7

- 8 Party #3 (P-3)(Herrera) was first contacted and located by Officer Oka #18804 standing in the #1 lane. P-
- 9 3 was identified by her California Driver's License and was determined to be the driver of Vehicle #3 by her
- 10 statement registered owner of Vehicle #3.

11

- 12 Vehicle #3 (V-3)(Jeep) was located at the scene of the crash facing in an easterly direction in the #1 lane.
- 13 V-3 sustained minor damage to the vehicle consisting of, but not limited to, dented/scratched rear bumper,
- 14 and a broken rear bumper lip. No mechanical defects were noted or claimed.

15

- 16 Party #4 (P-4)(Ahern) was located and contacted by Officer Robrecht #20658 east of the Yerba Buena
- 17 Island tunnel stopped on the left shoulder. P-4 was subsequently moved to the Bay Bridge East Parking Lot.
- 18 P-4 was identified by his California Driver's License. P-4 was determined to be the driver of Vehicle #4
- 19 (Toyota) by his statement of being the driver and registered owner of V-4.

20

- 21 Vehicle #4 (V-4)(Toyota) was located east of the scene of the crash facing in an easterly direction on the
- 22 left shoulder. V-4 sustained minor damage to the vehicle consisting of, but not limited to,
- 23 scratched/dented/bent rear bumper and a broken left taillamp assembly. No mechanical defects were noted
- 24 or claimed.

25

- 26 Party #5 (P-5)(Sesler) was located at the scene of the crash in the #1 lane. P-5 was identified by her
- 27 California Driver's License and was determined to be the driver of Vehicle #5 by her statement.

28

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NARRATIVE/SUPPLEMENTAL			PAGE 17 OF 24		
DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER	
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#### 1 PARTIES - continued:

2

- 3 Vehicle #5 (V-5)(Acura) was located at the scene of the crash facing in an easterly direction in the #1 lane.
- 4 V-5 sustained moderate damage to the vehicle consisting of, but not limited to, impacted front end damage,
- 5 dented/displaced impacted front bumper, buckled front hood, dented front passenger side quarter panel,
- 6 dented driver side rear quarter panel, and a scratched/dented rear bumper. Front driver side airbag
- 7 deployment. No mechanical defects were noted or claimed.

8

- 9 Party #6 (P-6)(Lee) was located at the scene of the crash in the #1 lane. P-6 was identified by his
- 10 California Driver's License and was determined to be the driver of Vehicle #6 by his statement.

11

- 12 Vehicle #6 (V-6)(Hyundai) was located at the scene of the crash facing in an easterly direction resting on
- 13 top of Vehicle #7 (Honda) and wedged in between V-5 and the tunnel wall. V-6 sustained moderate
- 14 damage to the vehicle consisting of, but not limited to, dented/scratched front quarter panels, front right side
- 15 bumper displacement and bent hood, dented/scratched/displaced rear bumper and rear driver side quarter
- 16 panel, and a displaced trunk. No mechanical defects were noted or claimed.

17

- 18 Party #7 (P-7)(Shaw) was located at the scene of the crash in the #1 lane. P-7 was identified by his
- 19 California Driver's License and was determined to be the driver of Vehicle #7 by his statement and is one of
- 20 the registered owners of Vehicle #7.

21

- 22 Vehicle #7 (V-7)(Honda) was located at the scene of the crash facing in a north easterly direction with V-6
- 23 resting on top of V-7's hood and in the #1 and #2 lane. V-7 sustained major damage to the vehicle
- 24 consisting of, but not limited to, impacted front end, engine displacement, buckled hood, front bumper
- 25 displacement, dented front quarter panels, crushed rear body, buckled rear quarter panels, dented/displaced
- 26 truck lid. Frontal air bag deployment. No mechanical defects were noted or claimed.

27

28

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NARRATIVE/SUPPLEMENTAL			PAGE 18 OF 24		
DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER	
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#### 1 PARTIES - continued:

- 2 Party #8 (P-8)(Warren) was located at the scene of the crash in the #1 lane. P-8 was identified by his
- 3 California Driver's License and was determined to be the driver of Vehicle #8 by his statement and being
- 4 the registered owner.

5

- 6 Vehicle #8 (V-8)(Honda) was located at the scene of the crash facing in a south easterly direction in the #1
- 7 and #2 lanes. V-8 sustained moderate damage to the vehicle consisting of, but not limited to, crushed front
- 8 end, displaced/cracked front bumper, broken headlamp assemblies, buckled hood and dented front quarter
- 9 panels. Frontal air bag deployment. No mechanical defects were noted or claimed.

10

#### 11 PHYSICAL EVIDENCE:

- 12 V-5's seating capacity is rated as a 7 passenger vehicle, 9 occupants were accounted for in V-5. The seating
- 13 position and safety equipment listed on the passenger information page may not be correctly reflected.

14

- 15 I checked with Transportation Management Center (TMC) if the cameras on the Bay Bridge captured the
- 16 crash. TMC informed me the cameras captured the crash. Four videos were copied on DVD and booked
- 17 into the area photo file.

18

- 19 I reviewed the four videos provided by TMC which recorded the pre/at/post crash. The videos showed V-
- 20 1's left signal activated, V-1's brakes activated and V-1 moved into the #1 lane slowing to a stop.
- 21 Subsequently, a multi vehicle chain reaction crash occurred to the rear of V-1.

- 23 P-1 stated V-1 was in Full Self Driving mode at the time of the crash, I am unable to verify if V-1's Full
- 24 Self-Driving Capability was active at the time of the crash. On 11/24/2022, the latest Tesla Full Self
- 25 Driving Beta Version was 11 and is classified as SAE International Level 2. SAE International Level 2 is
- 26 not classified as an autonomous vehicle. Under Level 2 classification, the human in the driver seat must
- 27 constantly supervise support features including steering, braking, or accelerating as needed to maintain
- 28 safety. If the Full Self Driving Capability software malfunctioned, P-1 should of manually taken control of
- 29 V-1 by over-riding the Full Self Driving Capability feature.

PREPARED BY	LD NUMBER	DATE	REVIEWER'S NAME	DATE
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H TAM	018053	11/2//2022	G PUMPHREY: 020068	12/07/2022
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DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
11/2//2022	1230	0225	010052	0005 0000 00050

#### 1 PHYSICAL EVIDENCE - continued:

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- 3 Located on 11/30/2022 on Tesla's website support under Autopilot and Full Self-Driving Capability at
- 4 https://www.tesla.com/support/autopilot

5

#### Do I still need to pay attention while using Autopilot?

Yes. Autopilot is a hands-on driver assistance system that is intended to be used only with a fully attentive driver. It does not turn a Tesla into a self-driving car nor does it make a car autonomous.

Before enabling Autopilot, you must agree to "keep your hands on the steering wheel at all times" and to always "maintain control and responsibility for your car." Once engaged, Autopilot will also deliver an escalating series of visual and audio warnings, reminding you to place your hands on the wheel if insufficient torque is applied. If you repeatedly ignore these warnings, you will be locked out from using Autopilot during that trip.

You can override any of Autopilot's features at any time by steering, applying the brakes, or using the cruise control stalk to deactivate.

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NARRATIVE/SUPPLE	MENTAL	PAGE 20 OF 24			
DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER	
11/24/2022	1239	9335	018053	9335-2022-02256	

#### 1 STATEMENTS:

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- 3 Party #1 (P-1)(Jollymore) was contacted by Officer McCanless #21588 at the scene in the #1 lane.
- 4 Jollymore related to Officer McCanless in essence the following: He was driving V-1 on I-80 eastbound
- 5 traveling at 50 miles per hour in the #1 lane. V-1 was in Full Auto mode when V-1 slowed to 20 miles per
- 6 hour when he felt a rear impact.
- 7 On 11/27/2022 at approximately 1330 hours, I contacted P-1 via telephone to clarify his statement. He
- 8 related to me in essence the following: He was driving V-1 on I-80 eastbound in Full Self Driving Mode
- 9 Beta Version traveling at approximately 55 miles per hour. Prior to the Yerba Buena Island tunnel entrance
- 10 V-1 moved from the #1 lane to the #2 lane. When V-1 was in the tunnel, V-1 moved from the #2 lane into
- 11 the #1 lane and started slowing down unaccountably. When V-1 was about 20 miles per hour, he felt a rear
- 12 impact.

13

- 14 Party #2 (P-2)(Shappell) was contacted by Officer McCanless #21588 at the scene in the #1 lane. Shappell
- 15 related to Officer McCanless in essence the following: He was driving V-2 on I-80 eastbound in the #1 lane
- 16 traveling at approximately 50 miles per hour when he observed V-1 change lanes into the #1 lane and
- 17 suddenly slowed down. P-2 applied V-2's brakes and V-2 came to a stop. V-2 got hit from behind and was
- 18 pushed forward and into the rear of V-1.

19

- 20 Party #3 (P-3)(Herrera) was contacted by Officer Oka #18804 at the scene in the #1 lane. Herrera related
- 21 to Officer Oka in essence the following: She was driving V-3 on I-80 eastbound in the #1 lane traveling at
- 22 approximately 50 miles per hour when she observed V-1 and V-2 stopped ahead. She applied V-3's brakes
- 23 and V-3 came to a stop right behind V-2. After a few seconds later, she felt a big impact and V-3 was
- 24 pushed forward.

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# NARRATIVE/SUPPLEMENTAL PAGE 21 OF 24 DATE OF INCIDENT TIME NCIC NUMBER OFFICER I.D. NUMBER 11/24/2022 1239 9335 018053 9335-2022-02256

#### STATEMENTS - continued:

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- 3 Party #4 (P-4)(Ahern) was contacted by Officer Robrecht #20658 at the Bay Bridge East Parking Lot and
- 4 related in essence the following: He was driving V-4 on I-80 eastbound in the #1 lane traveling at
- 5 approximately 65 miles per hour. P-4 noticed the car in front of V-4 braked heavily and applied V-4's
- 6 brakes. As V-4 was slowed down, V-4 was hit from the rear. P-4 related V-4 was possibly hit from a black
- 7 sport utility vehicle. After the collision, P-4 stopped V-4 on the left shoulder and waited for CHP
- 8 assistance.

9

- 10 Party #5 (P-5)(Sesler) was contacted at the scene in the #1 lane, and related in essence the following: She
- 11 was driving V-5 on I-80 eastbound in the#1 lane traveling at approximately 35 miles per hour. A white car
- 12 ahead of V-5, possibly a pickup stopped. She applied V-5's brakes and hit the car ahead of the pickup.
- 13 Then a car hit V-5.

14

- 15 Party #6 (P-6)(Lee) was contacted at the scene in the #1 lane, and related in essence the following: He was
- 16 driving V-6 on I-80 eastbound in the #1 lane traveling at approximately 50 miles per hour when he observed
- 17 the vehicles ahead of him had collided. He applied V-6's brakes and V-6 came to a stop approximately 10
- 18 feet to the rear of V-5. V-6 was stopped for a second when V-6 was hit from the rear and pushed V-6
- 19 forward. A second impact occurred and V-6 was lifted up on top of V-7.

20

- 21 Party #7 (P-7)(Shaw) was contacted at the scene in the #1 lane, and related in essence the following: He
- 22 was driving V-7 on I-80 eastbound in the #1 lane traveling at approximately 70 miles per hour when he
- 23 observed V-6 suddenly braked fast. He applied V-7's brakes. V-7 did not stop in time and rear ended V-6.

24

- 25 Party #8 (P-8)(Warren) was contacted at the scene in the #1 lane, and related in essence the following: He
- 26 was driving V-8 on I-80 eastbound in the #1 lane traveling at approximately 70 miles per hour when he
- 27 observed a white truck/hatchback ahead of V-8 went to the right. The vehicles ahead were stopped and he
- 28 applied V-8's brakes and hit the rear of V-7.

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#### 1 AREA OF IMPACTS (A.O.I.s):

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- 3 A.O.I. #1 (V-2 versus V-1) was located 132 feet east of the Yerba Buena Island Tunnel west edge and 5.5
- 4 feet south of the north roadway edge of I-80 eastbound.

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- 6 A.O.I. #2 (V-5 versus V-4) was located 84 feet east of the Yerba Buena Island Tunnel west edge and 5 feet
- 7 south of the north roadway edge of I-80 eastbound.

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- 9 A.O.I. #3 (V-5 versus V-3) was located 100 feet east of the Yerba Buena Island Tunnel west edge and 5.5
- 10 feet south of the north roadway edge of I-80 eastbound.

11

- 12 A.O.I. #4 (V-7 versus V-6) was located 68 feet east of the Yerba Buena Island Tunnel west edge and 5 feet
- 13 south of the north roadway edge of I-80 eastbound.

14

- 15 A.O.I. #5 (V-8 versus V-7) was located 52 feet east of the Yerba Buena Island Tunnel west edge and 6 feet
- 16 south of the north roadway edge of I-80 eastbound.

17

- 18 A.O.I. #6 (V-7 versus V-6) was located 90 feet east of the Yerba Buena Island Tunnel west edge and 5 feet
- 19 south of the north roadway edge of I-80 eastbound.

20

- 21 A.O.I. #7 (V-7 versus V-5) was located 92 feet east of the Yerba Buena Island Tunnel west edge and 5 feet
- 22 south of the north roadway edge of I-80 eastbound.

23

- 24 A.O.I. #8 (V-6 versus Tunnel Wall) was located 82 feet east of the Yerba Buena Island Tunnel west edge
- 25 and 1.5 feet north of the north roadway edge of I-80 eastbound.

26

- 27 A.O.I. #9 (V-6 versus V-5) was located 93 feet east of the Yerba Buena Island Tunnel west edge and 5 feet
- 28 south of the north roadway edge of I-80 eastbound.

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#### AREA OF IMPACTS (A.O.I.s) - continued:

- 2 A.O.I. #10 (V-5 versus V-3) was located 102 feet east of the Yerba Buena Island Tunnel west edge and 5
- 3 feet south of the north roadway edge of I-80 eastbound.

4

- 5 A.O.I. #11 (V-3 versus V-2) was located 118 feet east of the Yerba Buena Island Tunnel west edge and 5
- 6 feet south of the north roadway edge of I-80 eastbound.

7

#### 8 <u>SUMMARY/CAUSE:</u>

- 10 P-1, P-2, P-3, P-4, P-5, P-6, P-7 and P-8 were driving their respective vehicles on I-80 eastbound, east of the
- 11 Yerba Buena Island West Edge in the #1 lane except for V-1 who was in the #2 lane. V-2 was to the rear of
- 12 V-1 traveling at approximately 50 miles per hour. V-3 was to the rear of V-2 traveling at approximately 50
- 13 miles per hour. V-4 was to the rear of V-3 traveling at approximately 65 miles per hour. V-5 was to the
- 14 rear of V-4 traveling at a speed greater than 35 miles per hour. V-6 was to the rear of V-5 traveling at
- 15 approximately 50 miles per hour. V-7 was to the rear of V-6 traveling at approximately 70 miles per hour.
- 16 V-8 was to the rear of V-7 traveling at approximately 70 miles per hour. V-1 was traveling at
- 17 approximately 55 miles per hour. P-1 claims V-1's Full Self Driving mode was active and malfunctioned.
- 18 In any event, V-1's left signal activated, V-1's brakes activated and V-1 moved into the #1 lane slowing to a
- 19 stop. P-2 observed V-1 stopping and applied V-2's brakes. V-1 made an unsafe lane change (21658(a)
- 20 California Vehicle Code) and was slowing to a stop directly into V-2's path of travel. This caused the front
- 21 of V-2 to collide into the rear of V-1 (A.O.I. #1). P-2 did not have enough time to perceive and react to V-
- 22 1's lane change. P-3 observed traffic ahead stopping and applied V-3's brakes. P-4 observed V-3 stopping
- 23 and applied V-4's brakes. V-3 came to a stop to the rear of V-2. P-5 observed V-4 stopping and applied V-
- 24 5's brakes. As V-4 slowed down, P-4 steered V-4 towards the #2 lane. Due to P-5's unsafe speed for
- 25 stopped traffic ahead (22350 California Vehicle Code), P-5 failed to safely stop behind V-4 and V-3. The
- 26 front of V-5 collided into the rear of V-4 (A.O.I. #2). V-4 moved into the #2 lane without colliding into any
- 27 other vehicles. V-5 came to a stop in the #1 lane after colliding into the rear of V-3 (A.O.I. #3). P-6
- 28 observed traffic ahead stopping and applied V-6's brakes while steering slightly to the left side. P-7
- 29 observed traffic ahead stopping and applied V-7's brakes.

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<u>11/24/2022</u> 1239 9335 018053 9335-2022-02	2256

#### 1 SUMMARY/CAUSE - continued:

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3 P-8 observed traffic ahead stopping and applied V-8's brakes. V-6 came to a stop to the rear of V-5. Due to

4 P-7's unsafe speed for stopped traffic ahead (22350 California Vehicle Code), P-7 failed to safely stop

5 behind V-6. The front of V-7 collided into the rear of V-6 (A.O.I. #4). The force from the crash between

6 V-7 and V-6 caused V-6 to be pushed forward. Due to P-8's unsafe speed for stopped traffic ahead (22350

7 California Vehicle Code), P-8 failed to safely stop behind V-7. The front of V-8 collided into the rear of V-

8 7 (A.O.I. #5). The impact from the crash between V-8 and V-7 forced V-7 into V-6 (A.O.I. #6). V-6 was

9 pushed forward and collided into V-5's rear left bumper (A.O.I. #7). The force shoved the left side of V-6

0 against the tunnel wall (A.O.I. #8) and ultimately forced the front of V-7 underneath V-6 and V-6's right

11 side to collided into V-5's rear left side (A.O.I. #9). V-5 was pushed forward into the rear of V-3 (A.O.I.

12 #10) and V-3 was pushed forward into the rear of V-2 (A.O.I. #11). V-1, V-2, V-3 and V-5 came to a stop

3 on its-wheels in the #1 lane facing in an easterly direction. V-6 came to a rest facing in an easterly direction

4 resting on top of V-7 and wedged in between V-5 and the tunnel wall. V-7 came to stop on its wheels

5 facing in a north easterly direction with V-6 resting on top of V-7's hood and in the #1 and #2 lane. V-8

6 came to a stop on its wheels facing in a south easterly direction in the #1 and #2 lanes. P-4 drove V-4 to the

17 left shoulder, east of the crash scene where V-4 came to a stop on its wheels facing in an easterly direction.

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The Summary, Area of Impacts, and Cause are based on statements, vehicle damage, physical evidence, and

20 my own observations at the scene.

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### 22 RECOMMENDATIONS:

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24 None.

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