

Excellent. Thank you. We will get it posted.

SAN DIEGO POLICE DEPARTMENT



COLLISION INVESTIGATION MANUAL

Portions of this document are deemed by the San Diego Police Department to be exempt from public disclosure because the public interest served by not disclosing the information clearly outweighs the public interest served by disclosure, pursuant to California Government Code section 7922.000.

GUIDE FOR REQUIRED FORMS AT COLLISIONS

The following matrix will assist you in determining the appropriate forms needed at the most common collisions. In ANY cases that involve prosecution, the arrest report must be able to "STAND SEPARATELY" from the collision report. Do not include sentences such as "see Collision Report for details." The two are independent of each other and are two separate investigations.

*The ARJIS 9 serves as the Narrative for the Arrest report. ** Only if there are injuries due to the collision.

SITUATION	CHP 555 PAGE 1	CHP 555 PAGE 2	CHP 555 PAGE 3 (INJURIES)	CHP 555 PAGE 4 (DIAGRAMS)	CHP 556 NARRATIVE	PD 154 COLLISION SUPPLEMENTAL	COLLISION DATA RECORD	PD154B EVIDENCE LEGEND	PD 161 HIT & RUN SUPPLEMENTAL	PD 347 DUI	ARJIS 3 WITNESS LIST	ARJIS 9	PHOTOGRAPHS
NON-INJURY COLLISION	X	X		X	X								
NON-INJURY W/ CITY EQUIP	X	X		X	X								X
NON-INJURY W/ POLICE EQUIP	X	X		X	X		X						X
MINOR INJURY COLLISION	X	X	X	X	X								
MINOR INJURY W/ CITY EQUIP	X	X	X	X	X								X
MINOR INJURY W/POLICE EQUIP	X	X	X	X	X		X						X
SEVERE INJURY COLLISION	X	X	X	X	X	X		X					X
FATAL INJURY COLLISION	X	X	X	X	X	X		X					X
FATAL COLL. W/ ARREST	X	X	X	X	X	X		X			X	X*	X
MISD DUI COLLISION W/ ARREST	X	X	X**	X	X					X		X*	
FEL DUI COLLISION W/ ARREST	X	X	X	X	X	X		X		X	X	X*	X
MISD HIT & RUN	X	X	X**	X	X				X				X
MISD HIT & RUN W/ ARREST	X	X	X	X	X							X*	X
FELONY HIT & RUN	X	X	X	X	X	X		X	X		X		X
FELONY HIT & RUN W/ ARREST	X	X	X	X	X	X		X			X	X*	X

NOTE: CITY (OTHER THAN SAN DIEGO), COUNTY, STATE, AND FEDERAL VEHICLES WILL BE REPORTED AS ANY OTHER COLLISION IN THE APPROPRIATE CLASSIFICATION.

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GENERAL INFORMATION

S.W.I.T.R.S.

S.W.I.T.R.S. is an acronym for State Wide Integrated Traffic Records System.

In 1996, the San Diego Police Department adopted the use of the S.W.I.T.R.S. system, which includes using the California Highway Patrol collision forms. These forms are used by almost all law enforcement agencies statewide.

Because of the vast differences between agencies and their policies, a conflict between the S.W.I.T.R.S. Manual and the S.D.P.D. Manual may arise in some rare cases. In the event of a conflict, the San Diego Police Collision Investigation Manual will prevail over the California Highway Patrol Collision Investigation Manual. The San Diego Police Policies and Procedures shall prevail over the San Diego Police Collision Manual.

WHAT IS A TRAFFIC COLLISION?

Definition: A traffic collision is an *unintentional* event involving an element of surprise, resulting from carelessness, unawareness, ignorance, or unavoidable causes, resulting in death, injury, or property damage, directly attributable to the movement of a vehicle.

Traffic collision reporting is the foundation for an effective traffic safety program. It provides the basic information regarding:

- *The magnitude of the overall traffic collision problem.* This enables meaningful comparisons to be made with other local, state, and national safety statistics.
- *The identification of specific traffic safety problems.* Traffic collision reports provide data concerning deficiencies in highway design features, enforcement policies, individual drivers, etc. from which traffic engineers, law enforcement agencies, driver improvement analysts, educators, and others, can develop and introduce effective countermeasures.
- *The effectiveness of collision-prevention efforts.* Traffic collision reports provide the foundation for most before and after statistics for measuring the effectiveness of collision-prevention programs.
- *The determination of negligence or fault.* Collision reports provide information regarding collision involvement for:
 - (1) Driver record files maintained by the Department of Motor Vehicle (DMV) to assist driver improvement analysts in identifying problem or negligent drivers.
 - (2) Determining if any laws were violated in connection with the incident.
 - (3) Use by the courts to determine negligence or fault in civil litigation.

The purpose of this Manual is to establish uniform policy and procedures for documenting traffic collisions.

Collision data, when collected in accordance with this Manual, will:

- Be uniform in type and definition.
- Provide knowledge of traffic collisions as the cause of mortality, injury, and economic loss.
- Identify where, when, and to whom, traffic collisions are a critical problem.
- Suggest lines of preventive action to be taken.
- Measure the effect of collision-preventive efforts.
- Assist in determining negligence or fault.

Collision data is used by many agencies, both public and private, who have responsibilities in the field of traffic safety. A partial list of users includes:

- | | |
|--------------------------------|--|
| · Law Enforcement | · Private Citizens |
| · Traffic Engineering | · Attorneys |
| · Courts | · Research Organizations |
| · Department of Motor Vehicles | · National Highway Traffic Safety Administration |
| · Division of Highways | · National Safety Council |
| · California Legislature | · Insurance Companies |

To be most effective in attaining our common goal, a reduction in the frequency and severity of traffic collisions, it is important that information be exchanged and shared among these users. This requires a uniform database, common in type of data and definition, and consistent in the level of documentation.

COLLISION REPORTING POLICY

Use of the following standards will assure a consistent level of collision documentation. Property damage only collisions not involving San Diego City owned vehicles or property will not be investigated unless they involve one of the conditions listed below.

Collision Investigation will be made when one or more of the following conditions apply:

- Any injury or fatality has occurred as a result of the collision.
- Supporting data is required for prosecution of either a felony or misdemeanor case.
- A school bus is involved in a collision that results in injuries (normally a CHP responsibility if students are on board or actively loading or unloading).
- Existing evidence suggests potential public liability, such as a City equipment collision.
- Hit and run cases.
- Cases involving DUI drivers.
- Cases involving any police or fire department vehicles.
- Government agencies property damage only, if a request is made.
- Extensive property damage or unusual circumstances (at the officer's discretion).
- Result of active police pursuit.

TYPES OF COLLISION REPORTS

California Vehicle Code Section 20008 requires that law enforcement agencies investigate and report all traffic collisions involving injury or death occurring within their jurisdictions. It is Department Policy (D.P. 7.02) to investigate *all collisions* which come to our attention that involve either a death, injury, drinking drivers, hit and run, City property or City vehicles, or vehicles owned by Federal, State, County or City Governments (when a request is made). Every reasonable effort should be made to obtain factual information on all items required for the report form.

Collision reports will fall into three categories:

1. Collision Investigations
2. Courtesy Reports
3. Walk-In, Counter Reports

COLLISION INVESTIGATIONS

Collision Investigation documentation consists of:

- Completion of those basic data elements contained on pages 1, 2, and 3 of the CHP 555 Traffic Collision Report.
- A factual diagram or diagrams.
- Completion of a Collision Narrative and Party/Witness interviews.
- A determination, based on evidence and witness statements, of who was primarily responsible for the collision and what the primary cause was.
- Completion of a Collision Supplemental form (PD154) and/or Hit and Run Field Report (PD-161), when required.

COURTESY REPORTS

A courtesy report is the documentation of a traffic collision by an officer of an agency other than the agency having jurisdiction where the collision occurred. The reporting officer should complete as much of the Traffic Collision Report form as possible *except*: beat number, NCIC number, and officer ID number. This original report should be sent to the agency having jurisdiction; this complies with 20008(a) CVC. A copy will be retained in the file of the documenting agency. "Courtesy Report" shall be written in the "SPECIAL CONDITIONS" box of the Collision Report on page one.

WALK-IN, COUNTER REPORTS

Walk-in or Counter reports are late-reported collisions reported by an involved party or parties at a police station. Section 20015 CVC prohibits an officer from determining fault in a "counter" collision investigation report without on-site investigation of physical evidence. The officer taking the report cannot feasibly obtain physical evidence from the scene of the collision, thus preventing him/her from finding someone at fault for the collision. In these cases the reporting officer should fill in the PRIMARY CAUSE box on page two with the words **NO FAULT DETERMINED**, and not refer to any involved party as being the primary cause or "at fault" for the collision. "COUNTER REPORT" should be written in the "SPECIAL CONDITIONS" box on page one. The involved vehicles and/or injured parties must be present. In hit-and-run cases, photographs **shall** be taken, and vehicle damage measurements **shall** be made.

The officer completing the counter report will obtain an event number and that number shall be included within the report.

FACTUAL DIAGRAMS

A factual diagram contains factual details only and does not include party movements or evidence. A sketch includes party movements and represents the officer's opinion of how the accident occurred. An evidence diagram includes points of evidence on a factual diagram. It should include all evidence necessary for a complete investigation and an eventual court presentation. All three diagrams are required for severe injury and fatal collisions.

AMENDMENT PROCEDURE ON COLLISION REPORTS (from Department Procedure 7.02)

Whenever it becomes necessary to make an amendment to a collision report that has been filed with the Traffic Records Section, officers will use the following procedure:

TRAFFIC COLLISION REPORT - MINOR AMENDMENTS:

Minor amendments are those that do not significantly change the investigator's conclusions or findings. The originating officer must prepare an Officer Report in the case folder listing the changes. No changes are to be made to the original collision report.

- The heading in the Incident Description will read: MINOR AMENDMENT.
- The Officer Report must be approved by a supervisor.

TRAFFIC COLLISION REPORT - MAJOR AMENDMENTS:

Amendments that alter the conclusions in the collision report or significantly affect the parties involved shall have the approval of the Commanding Officer of the Traffic Division.

- The officer or supervisor requesting an amendment shall create a new collision report (Add Collision Report) in the case file with the words AMENDED REPORT for the Call Type.
- A separate and confidential Officer Report documenting the reasons for the amendments will also be submitted in the case file. CONFIDENTIAL should be listed in the Incident Description line. The confidential report shall have the heading "FOR THE EXCLUSIVE USE OF THE CHIEF OF POLICE AND / OR THE CITY ATTORNEY" at the top and bottom of the Officer Report. The information will not be released without the approval of the Chief of Police or the City Attorney.
- Major Amendments shall be made and forwarded to the Traffic Division, Traffic Investigations Unit Bin in NetRMS as soon as it has been completed and reviewed by the preparer's supervisor. The Traffic Investigations Sergeant will obtain the approval from the Commanding Officer of the Traffic Division and approve the report. Once the report is approved, the amending officer or supervisor shall mail a copy of the amended report to the involved parties.

COLLISION REPORT PROCESSING

Once the collision report has been submitted and APPROVED in NetRMS, the report becomes available for public release and is forwarded to CHP in Sacramento for input into the DMV database.

TRAFFIC ENGINEERING REQUESTS / DEFICIENCY REPORT

These reports are designed for bringing a potential design improvement to an existing road condition. It is important for ALL OFFICERS who see such conditions to bring them to the attention of the appropriate division. In writing a request, officers MUST refrain from using exaggerated adjectives such as "extremely dangerous" or "hazardous" conditions. Traffic Engineers will review the request and respond to evaluate the requested changes or improvements.

- **ACCEPTABLE EXAMPLE:**

It is requested that a Traffic Engineer review the need for a stop sign at the intersection of Easy Street, at Hill Drive. This is due to increased traffic and a nearby elementary school on Easy Street.

- **UNACCEPTABLE EXAMPLE:**

I strongly recommend that a stop sign be placed on Easy Street at Hill Drive. The present yield signs are insufficient and are extremely hazardous. There have been many accidents at this dangerous intersection and a serious collision is imminent.

PHOTOGRAPHY

Photographs are required for all felony prosecution cases, fatal and severe injury collisions, hit-and-run collisions, police equipment collisions, or other collisions where photography would help clarify an event. Photographs are recommended for misdemeanor DUI collisions where they provide assistance in determining fault and extent of injuries, describing the scene and aiding in the prosecution. Only digital format is acceptable. Photographs should not be taken as a “courtesy” for the involved parties, or private insurance companies.

Photographs should include pertinent evidence, including but not limited to: debris, gouge marks, signs, signals, other control devices, and approaches to and including the initial contact area. Vehicles should be photographed from eight angles (four sides/four corners) and specific damage photographed from angles that most clearly depict the damage. Interior shots are encouraged (V.I.N. plates, deployed airbags, seatbelts, seat positions, or other physical evidence). In addition to vehicle damage, all four tires should be photographed. If necessary, photograph bodies to show position and trauma. Photographs are for reporting purposes only. Department policy and common sense prohibit personal use of collision scene photographs.

Photos and videos taken by department members on all collisions shall be uploaded into the Axon Capture app as the “original” of the files. Additionally, photos taken on felony prosecution cases, fatalities, severe injury collisions and police equipment collisions shall also be uploaded to NetRMS.

Requests for photos from private parties will be handled by Records Division. Additional photo discs will not be processed for private parties (insurance companies, law firms, etc.).

GENERAL PROCEDURES AT ALL TRAFFIC COLLISION SCENES

Attempt to approach the scene so that you do not become tied up in traffic that is backed up from the collision. Officer's Body Worn Camera (BWC) shall be activated while enroute to the scene. Observe the overall scene as you approach and call for additional equipment/personnel if needed.

After identifying all involved parties at the collision scene, talk to the independent witnesses and release them as soon as possible, except in those cases where a Traffic Investigator is responding to the scene. Collect all parties' information and any unsolicited statements. Use a field interview pad, a police pocket notebook, or a spiral notebook to legibly record all parties' information and any statements. Do not use random scraps of paper that are easily lost.

In cases involving a felony or fatality, attempt to have all witnesses remain at the scene. If a witness absolutely cannot wait, obtain a preliminary statement, satisfactory identification, and determine how to contact that witness within the next several hours. Obtain all information including home, cell, and work phone numbers.

Protect the scene(s) so evidence is not destroyed.

RESPONDING OFFICERS

The first priority is to arrive safely at the collision scene. Park your vehicle appropriately, either to temporarily protect the scene or legally at the curb. Activate BWC while enroute. Make general preliminary observations of the entire scene, capture scene documentation on BWC, check for any injuries, positions of vehicles, overall traffic conditions, and the immediate need for additional emergency assistance.

Check and care for the injured and advise Communications of the severity of the collision *before* adding license plate numbers, fire engine numbers, etc. to the event. Call for additional equipment/personnel as soon as you determine what is needed. However, do not call for equipment *until* it is needed. As an example: having tow truck drivers standing around waiting for the arrival of Traffic Division Investigators or the Medical Examiner at a fatal collision scene. Also, you may add information to the incident, including license plates, but do not infer fault by saying *P1* or *P2* over the air as it relates to a vehicle, or where an involved party may be located.

In severe injury, fatal collisions, and potential felonies, protect the scene the same as you would for a homicide. Remember to make sure the scene is large enough and try to create a safety zone between your vehicle and the collision scene. The media may arrive at a severe injury collision, so an area outside of the scene should be designated for them. Use your police unit for scene protection as appropriate. Use it *only* as long as necessary, and turn on your overhead lights and four-way flashers. Do not park "on or in" the collision scene. If your vehicle is not needed for scene protection, park it legally.

Do not allow other emergency personnel to move potential evidence. **THIS INCLUDES THE FIRE DEPARTMENT.** If needed, speak with the Fire Captain about preserving evidence. In some cases dirt, paint chips, or roadway surface scuffs could be critical evidence. Other important evidence in the scene may be either blood or tissue left on the roadway. Be sure to follow HAZMAT procedures when dealing with this type of evidence.

Traffic cones, barricades, or flares should be used to protect the scene and reroute traffic if necessary. Prior to placing flares, the officer should check for fluids flowing from the vehicles and hazardous roadway slopes. Do not compound the scene with a possible fire hazard. Properly placed devices will not only protect the scene, but will alert approaching motorists that a hazard exists ahead and will channel them away from the scene.

Remove unauthorized persons from the collision scene after you have identified parties involved and witnesses. Separate them until the investigator can contact them. If necessary, collect drivers' licenses to convince them to stay at the scene. **The scene should also be closed to ALL pedestrians, bicycles, and the media.** Once the scene is secure, officers should limit their own movement within the contained scene.

Evidence that may be moved or destroyed before the arrival of investigators must be marked, documented, or photographed. Photographs of the scene will help investigators later after items have been altered or moved. All photographic evidence will be handled according to Department policies and procedures.

In cases involving severe or fatal injuries, or a felony that will likely involve prosecution, **DO NOT** admonish or question the parties. Unsolicited and spontaneous statements, both from parties involved or witnesses that have been located, should be accurately recorded and given to the Traffic Investigator.

Direct traffic, protect the scene, and assist the investigators as needed. When you are no longer needed at the scene, a Traffic Supervisor will authorize your release and open up the flow of traffic.

TRAFFIC INVESTIGATOR

GENERAL SCENE RESPONSIBILITIES

Seek out the first officer at the scene and determine the current status of the investigation and what has been accomplished. Request additional equipment and personnel as needed.

Obtain preliminary information needed for the investigation such as witness statements taken by arriving officers and witness locations; locate fragile evidence that needs to be protected immediately; and ensure the scene is closed and protected. A Traffic Division supervisor must be notified of every severe/fatal injury collision, or traffic felony.

When the Traffic Division supervisor and other Collision Investigation Bureau personnel arrive, a team briefing should be held to determine the current status and scope of the investigation, and to determine investigative responsibilities.

Any notifications that have to be made such as other governmental agencies, utility companies, property owners, etc., should be relayed to the on scene Collision Investigation Bureau supervisor. The investigator may delegate the responsibility for the follow-up at hospitals on collisions involving injury.

At most collisions scenes, the investigative responsibilities will be a team effort. The primary investigator will assume responsibility for the overall investigation and another team member will assume the scene documentation responsibilities. Additional team members may arrive to assist as necessary and should coordinate activities with the investigator and Collision Investigation Bureau supervisor.

As a guideline, the investigative responsibilities should be divided as follows:

The **primary** investigator will be responsible for:

- Collection of information needed for basic collision reports such as identifying information of the parties, vehicles, and damaged property.
- Party and witness interviews, if practical.
- Information necessary for the completion of the narrative such as roadway information, vehicle movements and the dynamics of the collision, vehicle damage documentation and inspections, evidence observed and significance, and any other issues that may need to be addressed in the collision investigation.
- Ensuring that all elements of the required investigation are handled and the reports are submitted.

The officer documenting the scene should be responsible for:

- Coordinating all photographing of the scene, vehicles, evidence, and any photos that will be supportive to the investigation.
- Documenting and measuring all points of evidence and necessary roadway geometry, and preparing detailed diagrams as required.
- Collecting and impounding physical evidence from the scene as necessary.
- Vehicle measurements that may be needed to support the investigation.

An officer from Traffic Division should normally be assigned to go to the hospital to conduct an injury assessment and follow-up investigation. The officer will notify the investigator or scene supervisor of the severity of the injuries and ascertain any additional information or evidence that may be needed. The officer conducting the hospital follow-up investigation will prepare a follow-up report as required to be included in the narrative portion of the investigation. (See hospital follow-up form.)

SUPERVISORS

PATROL SUPERVISORS responding to collision scenes are responsible for ensuring scene protection and coordinating road closures and the rerouting of traffic. The Patrol supervisor is also the Incident Commander until the arrival of the Traffic supervisor. As the supervisor in-charge of the investigative team, the Traffic Division supervisor will assume the role of Incident Commander. The Traffic supervisor will coordinate with the Patrol supervisor the allocation of resources, security in and around the scene, and the issuance of public notices such as SIG-ALERTS.

TRAFFIC SUPERVISOR specific responsibilities at a major collision scene are:

- Ensuring scene security and safety.
- Supporting and facilitating the investigative process by acquiring necessary resources and assigning specific investigative duties and monitoring their progress.
- Acting as a liaison between other departments and agencies.
- Making necessary notification and providing briefings to the Watch Commander, Field Lieutenant, T.I.U. Supervisor, Area Captain, Fleet Safety Sergeant, City Claims (through Station 38), etc.
- Handling media inquiries and briefings relating to the investigation.

COLLISION CLASSIFICATIONS

PROPERTY DAMAGE ONLY COLLISIONS

NON-INJURY, NON-CITY EQUIPMENT COLLISIONS

Generally property damage collisions that do not involve City vehicles or property will not be investigated, with the exception of collisions involving hit and run, other government agency vehicles (when requested), DUI, collisions involving other felony crimes, extensive property damage, or at the officer's discretion.

Officers handling property damage only collision scenes will assist in clearing the scene, verify the exchange of information, and issue each party a Traffic Accident Information (T.A.I.) "11-82" card (PD-513-TS). The appropriate box on the back of the T.A.I. card shall be marked, indicating whether or not a report has been taken. Include the full event number on the card. Officers shall assist all motorists involved in non-injury collisions with the exchange of information including:

- Driver(s) names.
- Driver's license numbers.
- Address and phone numbers.
- Insurance information and policy number.
- Vehicle information.

Officers will assist citizens in obtaining tow trucks and transportation at the scenes. They will explain the Department Policy and the requirements of filing an SR-1 report with the Department of Motor Vehicles.

When the owner of damaged property or a vehicle cannot be located, a T.A.I. card will be completed and attached to the vehicle, or property. The appropriate box on the card will be checked indicating whether or not a report has been taken. Include the full event number on the card. This will help avoid the reporting of unfounded hit and run incidents by citizens.

CITY PROPERTY DAMAGE COLLISIONS

Includes traffic signals, fire hydrants, traffic control signs, etc. owned by the City of San Diego. Collisions resulting in damage to City property will be investigated. The CHP 555 report should include driver, passenger and witness statements. Patrol officers can investigate this type of collision. Traffic Division officers **are not** required to investigate "city property" damage collisions. The damaged City property should always be listed in the "Property Damage" section at the top of the CHP-555, page 2. This allows City Claims to be notified of the damage.

CITY VEHICLE COLLISIONS (On Roadway, excluding police vehicles)

The CHP 555 report should include driver, passenger and witness statements. Patrol officers can investigate this type of collision if Traffic Division officers are unavailable.

CITY VEHICLE COLLISIONS (Off-Roadway vs. another city vehicle or property)

No collision investigation (CHP 555) is required if the collision occurred within City owned property not open to the public, such as City Shops yards, police substation parking lot, etc., if there are no other (private) parties involved, the damage is only to city property or city vehicles, and there are no injuries. Injury collisions will require the appropriate CHP 555 investigation.

Examples of city vehicle collisions not requiring a police department investigation are;

- A City owned bulldozer at the Miramar Landfill backs into a City trash truck.
- A City fire engine pulling out of the fire station bay collides with the station door.
- A City Park Ranger driving off-road in Mission Trails Park collides with a tree.

HIT AND RUN COLLISIONS

All hit and run collisions are investigated. In addition to the CHP 555 report, a Hit & Run report (PD 161) must be completed. See "Instructions for the Completion of the PD-161 form" for details on the completion of this document. Do not make the comment "see PD 161" in the narrative portion of the report. The C.A.D. event number shall also be entered on the top of the hit and run worksheet. **DO NOT** tell victims to call Traffic Investigations. Photographs **shall** be taken, and vehicle damage measurements **shall** be made. For hit and run collisions involving animals, see section; "Collisions Involving Animals."

MINOR INJURY COLLISIONS

THE FOLLOWING INJURY TYPES WILL BE CLASSIFIED AS MINOR INJURY COLLISIONS:

- Any complaint of pain.
- Contusions.
- Lacerations requiring a small number of sutures with no additional treatment.
- Fractured fingers and/or toes.
- Closed fractures to the bones in the lower leg (fibula/tibia) or arm (humerus/radius/ulna), and closed fractures to the wrist and ankles.
- Fractured nose.
- Fractured ribs (not involving internal injuries).
- Minor concussion.
- Most dislocations.
- When consciousness is lost and then regained, even if the person feels like they are recovered.

A minor injury is an all-inclusive description, ranging from complaint of pain, to actual tissue damage, and broken bones. If the victim is treated in the emergency room and released, or is hospitalized for the purpose of observation *only*, then the collision will likely be classified as a minor injury collision. This includes “brain bleeds” where the only treatment would be observation or routine testing. Minor injury collisions may be investigated by any officer. Injury collisions involving a City vehicle should be investigated by Traffic Division officers if available.

The injury portion of CHP 555 page 3 is required to be filled out on all injury related collisions.

SEVERE INJURY COLLISIONS

All severe injury or fatal traffic collisions will be investigated by Traffic Division personnel except when they are not available due to other circumstances. The on-scene Traffic Division supervisor will make the final determination as to the status of the collision (11-80 or 11-81).

THE FOLLOWING INJURY TYPES WILL BE CLASSIFIED AS SEVERE INJURY COLLISIONS:

- Skull fractures, or severe closed head injuries.
- Partial or complete amputation of any limb.
- Fracture to the major bones in the upper leg (femur), and any fracture to the pelvis.
- Open fractures.
- Severe internal injuries. (punctured lung, ruptured spleen, etc.)
- Multiple facial fractures. (ie broken nose and orbital, orbital and jaw, etc.)
- Extensive/severe lacerations, or abrasions.
- Multiple fractures.
- Severe burns.
- Fatal injuries as a result of the collision.

The age of the injured person may play a factor in evaluating the severity of the injury. A Collision Investigation Bureau officer, or CIB supervisor, should be notified in any questionable situation. In a questionable situation, the scene should be preserved and protected until a hospital follow-up can be done to better determine the severity of the injuries. In addition to those documents required on a minor injury collision, witness interviews, the “Collision Narrative”, “Evidence Legend”, and three diagrams (or more as needed) are generally required. A CIB supervisor may determine that only one diagram is required for certain situations where the accident involves a single victim, and no prosecution will be sought. CIB supervisors will be cognizant of liability issues for the city in making the determination on the number of diagrams required as well.

TRAFFIC FELONY COLLISIONS

All (11-80) felony prosecution traffic collisions will be investigated by Traffic Division personnel unless unavailable due to other circumstances. Injuries required for felony prosecution are those which require medical treatment at an approved medical facility. Complaint of pain, abrasions, and small contusions, normally will not qualify for a felony complaint unless there are other extenuating circumstances. This standard is dictated by the issuing guidelines of the D.A.’s office. If there is any doubt as to the class of the collision, the case should be treated as a felony, the scene completely protected, and the Traffic Division should be notified. Felony (11-80 severe injury) collision scenes should be documented using the Total Station or FARO when conditions (i.e. weather, non-prosecution solo accidents as determined by CIB supervisor) do not preclude its use. The complexity of the scene and evidence to be documented should also be taken into consideration for Total Station use. The decision to use or not use the FARO or Total Station will be made by the on-scene Collision Investigation Bureau supervisor, or T.I.U. sergeant, after consulting with the C.I.B. officer ultimately

responsible for documenting the collision scene. **When using the Total Station or FARO, the officer(s) operating the equipment are required to follow the guidelines set forth in the [Total Station Manual and FARO Manual](#).**

All felony traffic cases require a complete collision package as outlined in the “Required Forms” matrix. All fatal and felony collision reports conducted by other commands shall immediately be hand delivered to the Traffic Investigations Unit supervisor.

Any fatal or severe injury collision scenes should be treated as a major crime scene. No vehicular, bicycle, or pedestrian traffic should be allowed to enter the scene. The scene should be well protected until the collision investigators arrive. It is very important to identify the witnesses and separate them. If a witness absolutely cannot wait, obtain satisfactory identification and find out how they may be contacted in the following several hours.

THE FOLLOWING TYPES OF COLLISIONS MAY BE CLASSIFIED AS A FELONY:

- When a DUI driver is **P-1** and injures **another** person, then some of the injuries in the “MINOR INJURY” category, such as fractures and cuts requiring sutures, may qualify it as a felony case.
- A collision where a hit and run is involved, and the hit and run driver is not the person injured. The hit and run vehicle does not have to be P-1. The act of fleeing is the felony.

Severe complaints of pain to the head and extended loss of consciousness should be evaluated on an individual basis. If there is any possibility that the collision may be a severe injury collision, or a felony, a field traffic supervisor should be notified immediately.

In instances where the injuries fall within the “Minor Injury” category, but are severe enough to be classified as a felony, a thorough 11-81 collision report may be completed with the approval of the field traffic supervisor. In such cases, the collision investigation should be completed by a traffic officer. In circumstances where a traffic officer is unable to conduct the collision investigation, a patrol unit can complete the investigation. For “In-Custody” investigations, the original collision report should be hand delivered to Traffic Division and given to the detective sergeant, or the traffic detective handling the case.

CITY CLAIMS RESPONSE TO FATAL / SEVERE INJURY COLLISIONS

The City Claims staff is responsible for the investigation and documentation of any incident resulting in death or injury wherein the City is alleged to be completely or partially responsible for the event.

The Collision Investigation Bureau supervisor will make the notification to City Claims via SDPD Communications notifying “Station 38” dispatch. SDPD will make the notification and “Station 38” will make the determination whether to notify City Claims to respond or not.

Those incidents when City Claims personnel should be notified via “Station 38” include:

- Any fatal or severe injury collision involving a City of San Diego vehicle.
- Collisions resulting in a fatality or severe injury on a City right-of-way. These injuries may include spinal cord involvement, brain damage, loss of vision, loss of limb(s) and other severe injuries as outlined in this manual.
- Collisions (vehicular or non-vehicular) resulting in severe injury or death on any other City property, e.g.: beaches, parks, public buildings, etc., or involving any City employee.

INSTRUCTIONS FOR WALK-IN OR COUNTER REPORTS:

Front Counter Officers will generate a Collision Report when contacted by a party to a hit and run or an injury collision.

The reporting party must bring their vehicle with them so that the front counter officer can document the damages. If the vehicle is not present, then a field patrol officer will need to be dispatched to the vehicle location and take the report at that location. If the vehicle is outside of the City of San Diego, the party will need to file a Courtesy Report with the agency having jurisdiction of the vehicle’s location.

All officers have been issued cellular phones that have the ability to take photographs. All front counter officers will take photographs of vehicles involved in hit and run collisions. The photos will be uploaded into the Axon Capture App.

On occasion, a party to a collision will show up at a front counter after exchanging information with another party at an 11-82 non-injury collision scene. That party may later experience a complaint of pain or may have sought medical attention after the fact and an injury was discovered. In a case like this, complete an 11-81 injury report in NetRMS. If the party has the other party’s information, place the parties in ALPHABETICAL ORDER on the face page of the CHP-555. Write in the narrative that the parties were placed in alphabetical order, select UNKOWN for the Primary Collision Factor and write NO FAULT DETERMINED next to it. Also, select “Counter Report” in the Special Conditions box.

DO NOT redirect people trying to file a collision report to other front counters. Current policy prohibits this action

COLLISION TYPES

COLLISIONS INVOLVING ANIMALS

Collisions that result in injury to a driver or occupants of a motor vehicle will be investigated and reported as a traffic collision. Injury to an animal alone would not be classified as an “injury” collision, as it does not meet the CVC definition. If a collision involves a dog or cat, and there are no injuries to the involved motorist, the responding officer should attempt to locate the animal’s owner. If the animal is injured and still alive, and the owner cannot be located, the officer should follow D.P. 6.09 to provide for care. A traffic collision report is not required.

If a police vehicle is involved in a collision with a dog, cat, or other animal and there is no damage to the police vehicle, an ARJIS 9 is required by the involved officer(s). If the police vehicle is damaged, a traffic collision report (11-82) is required.

The investigating officer should mark Item H, “Animal” in the MOTOR VEHICLE INVOLVED WITH box on page 2 of the report and indicate the animal type in this section. A hit and run investigation will be completed in cases where the motor vehicle driver is found to be at fault for the collision (P-1), and the owner of the animal is present to identify the “property” (dog, cat, etc.) since the animal owner is the “victim” of the hit and run.

COLLISIONS INVOLVING BICYCLES

All collisions involving a solo bicyclist, or a bicycle and any other object, including a moving or parked auto, pedestrian, or another bicycle, which occur on a highway, a paved shoulder of the highway, or a sidewalk adjacent to a highway (not separated by a physical barrier) will be investigated and reported as a traffic collision if there is an injury as a result of the collision. *Additionally*, if the bicycle collision involves a hit and run or severe injury, then the respective reporting format (and associated forms) shall be used. Per the City Attorney, a bicyclist *can* be charged with hit and run violations.

Non-motor vehicle involved bicycle collisions that occur anywhere other than a highway (e.g. within a park, lake roads, dirt roads, Fiesta Island, boardwalk, bike paths not adjacent to a highway, etc.) will not be investigated as a traffic collision. In the case of an injury bicycle incident not occurring on a highway or sidewalk, any patrol officer may prepare an ARJIS 9 documenting the incident if there is cause to believe City liability may be involved. The ARJIS 9 should be forwarded to the City Risk Management office, MS-51B. An “off-highway” bicycle incident would be classified as a medical aid/injured person (11-47) and not a traffic collision. A death report (ARJIS 2) will be required in cases of a death resulting from an “off-highway” bicycle incident. The Collision Investigation Bureau may be used as a resource in these types of incidents.

COLLISIONS INVOLVING BOATS

Collisions involving trailered boats on a highway will be reported as required (11-81, 11-80, etc.) as traffic collisions. For boating collisions occurring on San Diego Bay, the Unified Port District Harbor Police will assume responsibility for the investigation. In cases involving boating collisions on Mission Bay, City reservoirs, or City lakes, the watch commander shall be notified to request the appropriate personnel from the Northern Division Harbor Unit. The Harbor Unit has the investigative responsibility for all boating collisions regardless of the severity. If Harbor Units are not immediately available, Lifeguard Dispatch shall be contacted. Lifeguards will respond and gather the appropriate information regarding the collision and will forward the information to the Harbor Unit who will complete the investigation. The Traffic Investigations Unit **is not** called out to fatal or severe injury boating collisions. Traffic Division officers **are not** responsible for investigating any boating collisions on waterways. If the boat is “police equipment” related, then the completed report should be forwarded to the Fleet Safety Sergeant at MS-732.

COLLISIONS INVOLVING CITY EQUIPMENT

In general, San Diego City owned vehicle collisions follow the same reporting procedures as police vehicle collisions. Because the City may have some liability, a Traffic Division officer should handle the investigation if one is available. A patrol officer may handle the investigation if a traffic officer is not available. The investigation should include photographs and detailed witness statements. A supervisor from the involved employee’s department should also respond to the scene, and their name should be noted in the collision report. **DO NOT** list the City employee’s home address or telephone number on the report. Use the current work address (e.g. 3775 Morena Blvd.-Water Dept, 2700 Caminito Chollas-Street Div, etc.).

EXCEPTIONS:

- Collisions occurring outside our jurisdiction (e.g. freeways, other cities) should be investigated by the appropriate jurisdictional agency. An administrative report is **NOT** needed by the San Diego Police Department and SDPD units will not respond.
- In the event a City owned vehicle is involved in a collision outside of SDPD jurisdiction that results in a severe injury or death, the on-duty C.I.B. supervisor shall be notified and will determine if a Traffic Division officer will respond to the scene to conduct an independent investigation.

COLLISIONS INVOLVING DUI's

Whenever one or more drivers involved in a collision are suspected of DUI, it is the responsibility of the initial investigating officer(s) to develop the probable cause and make the arrest for DUI. In addition, the collision will be investigated and reported. The collision report is considered "hearsay evidence" in court. Therefore, the collision and the arrest reports are separate reports and must stand independent of each other. Officers shall not refer to the collision report in the arrest report (i.e. "See collision report") to obtain required information or statements. The collision events must be described in the arrest report and it is imperative to detail how the suspected DUI driver(s) was established as the person in control of the vehicle at the time of the collision. In addition, photographs of the collision scene should be taken.

Typically, patrol officers will handle both the DUI arrest and the collision investigation unless it involves a fatality or felony injuries to someone other than the suspected DUI driver(s). (Refer to "Traffic Felony Collisions" to determine when the severity of the injuries rises to the level of a felony DUI). When a felony DUI collision occurs or is suspected (or if the injuries are undetermined), the on-duty C.I.B. supervisor should be contacted immediately. Traffic Division will conduct the collision investigation if it is determined a felony DUI has, in fact, occurred. In addition, the C.I.B. supervisor will determine whether a patrol or traffic officer will evaluate, arrest and process the DUI driver(s).

COLLISIONS IN SAN DIEGO HARBOR POLICE JURISDICTION

All traffic collisions occurring within the jurisdiction of the San Diego Harbor Police Department (SDHPD) will be investigated by that agency unless a specific request for San Diego Police Department (SDPD) assistance is made. Severe injury, fatal, and felony collisions occurring in areas of shared jurisdiction will be investigated after consultation between supervisors of the SDPD Collision Investigation Bureau and the SDHPD to determine which agency will handle the investigation. All other collisions occurring in areas of shared jurisdiction will be handled by the first agency on scene.

INDUSTRIAL ACCIDENTS

Industrial accidents are defined as: accidents resulting in injury or death, on public or private property, involving work vehicles or mobile machinery, that are *in use* as industrial equipment such as graders, backhoes, scissor lifts, fork lifts or water trucks. They must be reported as outlined in D.P. 2.09 "Industrial Accidents."

Collisions occurring on dedicated highways, streets, alleys, or construction sites (when the equipment is being used as a motor vehicle), will be excluded from the industrial accident reporting procedures, when the vehicles involved *are not* in use as industrial machinery at the time of the event. If the collision involves a motor vehicle in transport and involves an injury or death, it will be reported as a traffic collision.

Examples of Industrial Accidents:

- A transit-mix concrete truck is a motor vehicle while driving to a job and mixing concrete, but is considered a machine when discharging its load or slowly moving to reposition itself while in the process of discharging the load. If an incident occurs during the time the truck is being used as a "machine", it is considered an industrial accident. Once the truck is again reconfigured to be driven away and is involved in a collision, even if still on the construction site, it is considered as being used as a motor vehicle, and would be a reportable traffic collision.
- A vehicle is in a repair shop. An employee starts the vehicle to reposition it within the work area. Another employee is in front of the vehicle directing the driver forward. The driver accidentally steps on the accelerator and hits the employee, causing a severe leg injury. Since the vehicle is not "in-transport" it is considered an industrial accident.
- A skip-loader moves forward and scoops a bucket of sand, then begins to back up to load a waiting truck. While backing, the loader runs over a person. The loader was being used as a machine, not a vehicle "in-transport", and this is considered an industrial accident.
- A person working on a vehicle in a driveway, parking lot, or on the highway and the vehicle is on a jack, jack stands, or "chock blocks." The vehicle is accidentally set into motion and falls on or runs over the individual. This would not be reported as a traffic collision because the vehicle is not considered to be "in transport" and there is no driver responsible for its movement.

COLLISIONS INVOLVING MEDICAL EMERGENCIES

A case in which a driver suffers a medical emergency and is then involved in a collision resulting in an injury would be reported as a traffic collision because it is considered a "motor vehicle in transport." When the extent of the injuries are limited to the medical ailment **only**, such as a heart attack or seizure (once verified by a doctor or medical examiner), then it can be considered a non-injury collision. If another driver or anyone else was injured as a result of the collision, then the investigation level would be based on the severity of the injuries, not the medical emergency. In cases of suspected or verified "medical emergency" collisions, the investigating officer should mark Item C, "Other than Driver" in the PRIMARY COLLISION FACTOR box on page 2.

COLLISIONS INVOLVING OBJECTS

Vehicles often strike objects on the roadway that cause damage. If an object is dropped from a moving vehicle and is still moving at impact, then it is considered part of a load, and therefore part of a vehicle, and would be reported as a traffic collision involving the two parties. If the object has come to rest, then is struck and causes damage, it would be considered a single vehicle collision into the object. If the driver of the vehicle dropping the object is at the scene, then the driver's information can be listed in the witness section and detailed in the narrative.

If a vehicle sets an object in motion which causes damage to another vehicle in transport, the party that set the object in motion is listed as a party on the report, if they stopped and provided information or it is corroborated by a witness. It is considered a collision because it was an unintended event directly attributed to the movement of a vehicle and caused damage or injury. In non-injury cases, the parties would exchange names and information. In the case where there is an injury, the appropriate collision report would be submitted.

If a vehicle in transport loses a wheel and the loss results in a collision and injury, the Primary Collision Factor (PCF) can be listed as "Other than Driver" *if* the mechanical failure was unforeseeable. If there are statements or evidence that suggest that the mechanical defect was known prior to the collision, then the PCF may be listed as 24002(a) CVC, operation of a vehicle in an unsafe condition.

UNFORSEEN ROADWAY HAZARD

Occasionally, a vehicle in traffic or a bicyclist on the roadway may be involved in an incident in which the vehicle or bicycle is damaged from an "unforeseen roadway hazard." Such an event can lead to severe injuries or death.

Some examples of unforeseen roadway hazards include: missing manhole covers, a large water-filled pothole on a rainy day, sink holes, a tree falling on a moving vehicle, or an animal running into traffic. All of these are simple examples of hazards that are unexpected, yet can cause serious damage or injuries.

The officer conducting the collision investigation should first secure the scene and arrange for the appropriate City department to respond to address the hazard. The officer should document the hazard with photographs and measurements, which will be submitted with the collision report.

The appropriate primary cause/collision factor for this category of accident would be identified as "Other than Driver," and would be documented by checking "Box C: Other than Driver*" on Page 2 of the CHP 555 form. An explanation would then be written in the space below Box D, such as "Missing manhole cover" or "Dog running into traffic."

COLLISIONS INVOLVING PARAMEDIC UNITS/BLS AMBULANCES

Currently, City of San Diego paramedic services are provided by FALCK, a private company. All paramedic ambulances, BLS ambulances, and staff vehicles are privately owned, they are not "City vehicles". Based on an agreement between the City of San Diego and FALCK, all collisions involving any of their vehicles (in our jurisdiction) will continue to be investigated following the same reporting guidelines as City vehicle collisions. FALCK command staff will decide if a *non-injury* collision will be investigated. They may decide to handle the incident privately with the other involved driver(s).

Collisions involving other private ambulance companies will only be investigated if an injury occurs. Minor injury collisions will be investigated by field traffic units if available. In cases that involve code-3 operations, there may be additional liability involved and the investigation should include photographs, diagram (or diagrams as necessary) and detailed witness statements. Many paramedic units have on-board (DriveCam) cameras that record video clips just prior to a collision. This information should be obtained from a FALCK Supervisor who by company policy, will respond to collision scenes.

Regardless of who is driving the ambulance (Fire Fighter, Paramedic, and EMT) all ambulance collisions will be documented as "On-Duty Emergency Vehicle" collisions per CVC Section 165. This applies even if the vehicle is not being operated in a code-3 manner. This exemption does not apply to AMR/Rural Metro staff vehicles, supply trucks, or other support vehicles not issued a CHP ambulance permit as described in CVC Sections 165(a), 165(f). Current vehicle registration, business address, phone numbers and insurance information can be obtained from AMR/Rural Metro Supervisors. **DO NOT** list home addresses or phone numbers for FALCK employees.

COLLISIONS INVOLVING POLICE EQUIPMENT

Police equipment collision investigations are the most litigated and highly scrutinized investigations conducted by Traffic Division. They have the greatest potential for resulting in monetary losses to the City, and are frequently used to make career-impacting decisions for employees. All traffic collisions involving Police Department employees will be investigated by Traffic Division personnel (when available). This includes all collisions occurring within other jurisdictions. In such cases, these reports will be used for administrative review purposes only. The Traffic Collision report prepared by the agency having jurisdiction will be used as the "official" report.

When police personnel are involved in on-duty collisions, they should not move any of the involved vehicles unless it is absolutely

necessary and then only after the vehicles' positions have been marked and/or photographed in the roadway. Statements concerning the collision should be made **only** to the investigating officers and supervisors.

A police supervisor must respond to the scene of any police equipment collision, and conduct an investigation independent of the Collision Investigation Bureau officer. The on-scene supervisor should be the involved employee's immediate supervisor, should they not be available, and the nearest patrol supervisor will be requested to the scene (see D.P. 1.14, Section I). Any employee involved in a traffic collision must prepare form CD-1551 (Employee Vehicle Accident/Industrial Incident Damage Report) within 24 hours of the collision.

The on-scene investigating supervisor must prepare form CD-1555 (Supervisors Vehicle Accident/Industrial Incident Investigation Report), within 48 hours of the collision, and insure that both forms are signed by the officer and the supervisor, and then forwarded to the Traffic Division. **ALL ORIGINAL COPIES** of the investigative reports will be sent to the Fleet Safety Sergeant, MS 732.

The following criteria are to be used in determining which report forms to prepare for police equipment collisions.

A simplified reporting procedure will be used for police equipment collisions which meet certain criteria. Property damage only collisions, involving only San Diego City vehicles, and occurring on limited access (i.e. no public access) San Diego City property can be documented on form CD -1555. For reporting purposes, City property such as the City Shops lot, or a substation lot, would qualify. However, a city street, park, or alley would not qualify. For qualifying collisions, the forms CD-1555 and CD-1551, are the only reports needed and should be completed by a supervisor at least one rank above the involved employee. The completed forms shall be sent to the Fleet Safety Sergeant at MS 732.

Property damage only not occurring on qualifying City property and any injury or fatal collisions involving a police vehicle, will require a traffic collision investigation including the following:

- CHP 555 form, pages 1 – 3.
- CHP 555 form page 4 (large diagram(s) as required).
- CHP 556 form, the narrative will include statements from all involved parties.
- SDPD Collision Supplemental (as required).
- Statements of the involved officer(s).
- An ARJIS 9 with statements by any witness officers.
- A police vehicle "Collision Data Record" will be included, but not numbered as a page of the report.

The following guidelines are intended to enhance the quality of police equipment collision investigations, and ensure that all available evidence and information are gathered for later review.

While this list does not include every collision scenario, 11-80 type collision diagramming (3-diagrams) will be required when investigating any of the listed police equipment collisions:

- Investigation could not determine fault.
- Collisions involving a red light or stop sign violation by either party.
- Police equipment collision occurs during, or as a result of a police pursuit. (An Administrative Investigation is required on collisions outside of SDPD jurisdiction).
- Collisions where the police driver is at fault, **and** any associated factor(s) can be identified on the part of either driver.
- Collisions occurring during Code-3 operations.
- Collisions where excessive speed on the part of the officer or other involved party caused, or was an associated factor to the collision.
- Collisions involving any party determined to be under the influence of alcohol or drugs. This includes collisions occurring while employees are driving City equipment in an off-duty capacity.

EVIDENCE COLLECTION REVIEW

Without exception, photographs shall be taken of **every** police equipment collision scene. Additionally, investigations should include speed calculations and photographs of skid marks left by any involved vehicle. C.I.B. Sergeants should ensure these requirements are met through personal response to police equipment collisions, and through their review of completed reports.

TIU shall review significant police equipment collisions at the direction of the Fleet Safety Sergeant. Insufficient or incomplete reports will be returned to the reporting officer via their supervisor for correction.

Traffic Division personnel will occasionally encounter situations that will require a more extensive investigation and the preparation of more reports than normal. It is very important that police equipment accidents are investigated and documented thoroughly.

For collision reporting purposes the following are reported as "On-duty emergency vehicle" collisions:

- Sworn Peace Officers.
- Park Rangers.

- Firefighters.
- Lifeguards.
- Reserve Police Officers.
- Deputized citizens (for the duration of their assignment only).
- Ambulance drivers who are police officers, firefighters, or ambulance drivers whose vehicle has an emergency vehicle permit issued by the California Highway Patrol, i.e. paramedics.

For collision reporting purposes the following are **not** reported as “On-duty emergency vehicle” collisions:

- Parking Enforcement Officers.
- Police civilian employees driving police equipment.
- Retired Senior Volunteers.
- Animal Control Officers.

The following information includes helpful hints and some of the most common errors/omissions in collision reports involving police equipment:

- All original reports involving police vehicles, or vehicles from other government agencies should be sent to the Fleet Safety Sergeant at M.S. 732.
- Photographs are required on all collisions involving police personnel. The severity of the collision should be considered when deciding the number and types of photos taken.
- “On-Duty Emergency Vehicle” will be written in the “Special Conditions” box on page 1 and again above the name of the qualifying employee in the “Name” box.
- Vehicle damage and/or injuries must be reported in detail.
- The employee’s identification number shall be written in the box behind the employee’s name on page 1.
- Police vehicle equipment numbers shall be written on the top sheet below the vehicle license number.
- Statements of witnesses and others involved in the collision should be quoted on the Collision Narrative form (CHP 556), or on the Witness Interview form (PD 154a). Write a brief statement of the driver officer. Do not state, “**See attached ARJIS-9**”.
- When vehicles are shown in excess of the speed limit, or speed too fast for conditions, the investigator must show in the reports how the speeds were determined.
- If the officer was responding to a radio call, a statement should be included as to the type of call. Was the officer responding Code 3? Were the lights and siren activated?
- On page 1, show where the officer is assigned. A detective working Eastern, for example, should have an address listed as “1401 Broadway - Eastern Investigations”. A patrol officer working Eastern Second Watch should be listed as “1401 Broadway – Eastern Patrol - 2ND”.
- The telephone number of the command where the employee works must be listed. Do not use the Communications Division phone number.
- A supervisor must respond to the scene of all police equipment accidents. The supervisor’s name, identification number and telephone number should be included in the narrative.
- Skid and scuff left by vehicles will be shown on diagrams, and the length of the marks shall be documented in the report.
- The Fleet Safety Sergeant will make the final determination as to whether an incident is “Industrial” vs. a traffic collision.

Any officers involved in a police equipment accident will complete a police equipment “Collision Data Record” form. The data sheet will be returned with the completed accident report, but will not be numbered as a part of the report.

The investigating officer shall document statements obtained from driver, passenger, and witness officers involved in police equipment collisions in the collision report.

ARJIS-9’s are **not** required to be completed by driver officers involved in police equipment collisions, and should **not** be requested by investigating officers or on-scene supervisors. An ARJIS-9 submitted by an officer involved in a police equipment collision, passenger officer, or other witness officer, should **not** be numbered as part of the collision report. ARJIS-9’S should contain the heading “Confidential, for use by the Chief of Police and/or the City Attorney only”.

COLLISIONS INVOLVING POLICE PURSUITS

When a vehicle being pursued by law enforcement officers is involved in a traffic collision, and police vehicles are not involved, the following reporting procedures shall be followed:

All traffic collisions involving property damage, injury or death, occurring within the jurisdiction of the City of San Diego, shall be investigated by Traffic Division personnel. If Traffic Division personnel are not available, a patrol officer may investigate property damage only, or minor injury collisions.

Traffic collisions occurring outside City of San Diego jurisdiction (freeway, other city) shall be investigated by the agency having

jurisdiction unless they request S.D.P.D. to complete the official investigation. If the collision involves severe injury or death, a Traffic Division supervisor will respond to the scene and notify the TIU sergeant. The Traffic Supervisor will ensure proper resources are present for a thorough investigation and provide necessary information to the pursuit unit's supervisor for completion of a detailed Pursuit Report (CHP187A).

The common protocol is for initiating pursuing units to handle arrests related to the pursuit and the agency of jurisdiction to handle the collision investigation. The Commanding Officer of Traffic Division may assign Traffic Division personnel to conduct an investigation if jurisdictional issues hinder a thorough collision investigation.

COLLISIONS INVOLVING THE SAN DIEGO TRANSIT (BUS) SYSTEM

Collisions involving San Diego Transit System and MTS buses are **not** classified as City vehicle/equipment collisions. MTS busses are privately owned and will be investigated as any other traffic collision as outlined in the Traffic Collision Investigation Manual. MTS has dedicated field supervisors that will respond to collisions involving busses. In cases of non-injury collisions, officers may assist with the exchange of information between involved parties if requested.

If a person is engaged in the *actual* entering or exiting of the bus, and, due to a movement of the bus, that person is injured, it is a traffic collision. For example, a bus stops at a curb and a passenger starts to enter/exit the bus. Before the entry or exit can be completed, the bus moves and the passenger is injured. This incident would be reported as a traffic collision.

COLLISIONS INVOLVING TRAINS-“HEAVY RAIL”

Under contract with the North County Transit District, the San Diego County Sheriff's Department-Rail Enforcement Unit has the responsibility for investigating all train (e.g. Amtrak, Coaster, and BNSF) collisions occurring along the “heavy rail” route from the Orange County line to the railroad maintenance yard at 1300 Cesar E. Chavez Parkway. Incidents involving a train vs. pedestrian, regardless of where they occur, are not documented as a CHP 555 collision due to the fact no motor vehicle is involved. Collisions involving a train vs. a motor vehicle at a grade crossing (or other location) will be reported using a CHP 555 reporting format...*The Sheriff's Department will handle all of these incidents.* As a matter of routine, traffic officers should respond to collisions involving trains to assist Sheriff's personnel (e.g. taking photographs prior to their arrival, scene and evidence containment, locating witnesses). Once Sheriff's personnel have arrived on-scene, they will determine how the incident will be documented and they will request the appropriate resources needed. The Sheriff's Department is usually notified immediately by the railroad entity once an incident occurs. Responding police personnel should contact Communications to ensure the Sheriff's investigators are responding. Railroad crossing arms, signals, etc. are property of, and maintained by the railroad authority.

COLLISIONS INVOLVING THE MTS TROLLEY-“LIGHT RAIL”

Injury collisions involving a motor vehicle vs. a trolley at any location will be documented by SDPD, using the appropriate CHP 555 format. Injury collisions involving a bicycle vs. a trolley will be documented as a collision by SDPD if it occurs on the highway or sidewalk. Any patrol officer may handle the investigation. The Metropolitan Transit System has specially trained collision investigators who will respond to all collisions involving the trolley and any other object. The trolley is not a “City vehicle.” Trolley collisions (not involving a motor vehicle) at other locations along the trolley right-of-way may be reported on an ARJIS 9 and if necessary, a death report (ARJIS 2). Traffic Division officers will investigate severe injury (11-80) trolley vs. motor vehicle collisions when available.

The following incidents are not traffic collisions and should be handled by the MTS investigators.

- Injury or fatality “strikes” involving a trolley and a pedestrian regardless of location. A trolley vs. pedestrian incident will not be documented as a CHP 555 collision due to the fact no motor vehicle is involved. SDPD officers will prepare a death report if necessary.
- Injuries to passengers entering or exiting the trolley, whether it is moving or not.
- Injuries to passengers inside the trolley, due to its movements. (Starting, stopping, etc.)

A fatal or severe injury collision will require the trolley to remain at the location of the incident. The MTS investigators will determine when the trolley can be moved and will strive for a minimum of delay to the trolley system without jeopardizing the investigation of the incident. The trolley system is a private entity and their investigators will document and properly report the incident. They may on occasion request assistance from traffic officers to help document the incident. An ARJIS 9 should only be completed if requested by MTS officials or if there appears to be “city liability” due to unusual factors outside the normal operation of the trolley service.

Additional Facts Concerning Train-Trolley System Operation:

Trolley/Train Operator Information:

A trolley or train is **not** a vehicle, per section 670 of the California Vehicle Code. Operators of the San Diego Trolley, or a train, ARE NOT required to have in their possession a driver's license while operating the train. For purposes of recording information as a result of a traffic collision involving a train, the following information from the operator involved may be provided:

Engineer:

- Operator's full name.
- *Do not* include the train operator's driver's license number on the collision report.
- Date of birth.
- Business address and phone number.
- Business address and phone number of the train company.
- Statement of operator.
 - Estimate of train's speed at collision.
 - Which horns/bells/lights were activated.
 - What braking actions the train took.

Train information:

- Lead engine number.
- Train identification number (from conductor).
- Number of cars / tonnage of train.
- Railroad Company operating the train and who owns the tracks.
- Conductor and additional crew-members.
- Disposition of event recorder on train.

Additional Information:

- Warning devices at crossing, (types and condition).
- Distance from last car to crossing.

COLLISIONS INVOLVING A SCHOOL BUS

Pursuant to Title 5 California Administrative Code Section 14204, the California Highway Patrol is charged with investigating traffic collisions involving school buses, when the bus is *transporting students*, or *when they are actively loading or unloading*. When there are no students aboard the bus, the CHP will not conduct a collision investigation if the collision occurs out of their jurisdiction. The SDPD will not investigate non-injury traffic collisions involving school buses. Though commonly referred to as "City Schools", San Diego Unified School District buses are not City owned vehicles. The school district is a private entity. In the event that the CHP is not able to respond to an injury collision involving a school bus with students aboard, Traffic Division units should conduct the collision investigation if available.

As a matter of routine, Communications will dispatch units to the scene to assist as needed until the CHP assumes control of the incident.

COLLISIONS INVOLVING TRUCKS AND BUSES

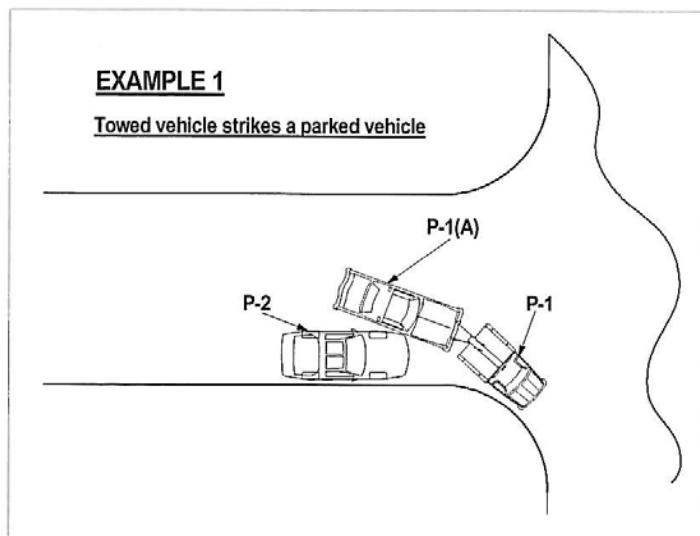
Pursuant to the Motor Carrier Act of 1991, law enforcement agencies are required to collect specific data about large trucks and buses that are involved in collisions. The CHP 555D supplemental form was created for this purpose. The collisions are investigated as outlined in this manual. In addition to the required reports, a CHP 555D form will also be completed when required. In more serious or complex collisions, Commercial Enforcement and Traffic Division officers can be used as a resource. There are specific reporting criteria. The qualifications can be found in the "Instructions for Completing the CHP 555D" section.

COLLISIONS INVOLVING VEHICLES / TRAILERS

The Department of Motor Vehicles mandates procedures for listing vehicle/trailer and truck-tractor trailers on the collision report forms. Following are examples of how these are to be referred to on the reports. Generally speaking, whenever a trailer or a towed vehicle strikes another object, (vehicle, pole, pedestrian, etc.) and causes damage and/or injury, the vehicle providing power must be listed as the "Party" before the towed vehicle or trailer. See the following examples for instructions.

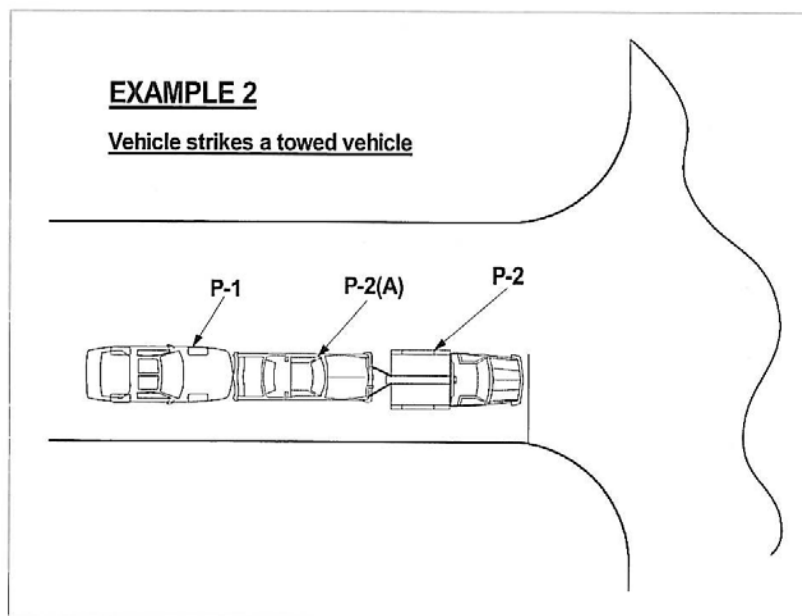
EXAMPLE 1:

A tow truck is towing a vehicle. The towed vehicle strikes a parked vehicle. The tow truck is "P-1", with all the driver and vehicle information. The towed vehicle is "P-1(A)", and the parked vehicle is "P-2" (vehicle info only). The information for P-1(A) would be included in the narrative. The notation "see narrative" would be entered on the second line of the vehicle description on the front page of the CHP-555 by entering the word "SEE" under vehicle year, and "NARRATIVE" in the model field.



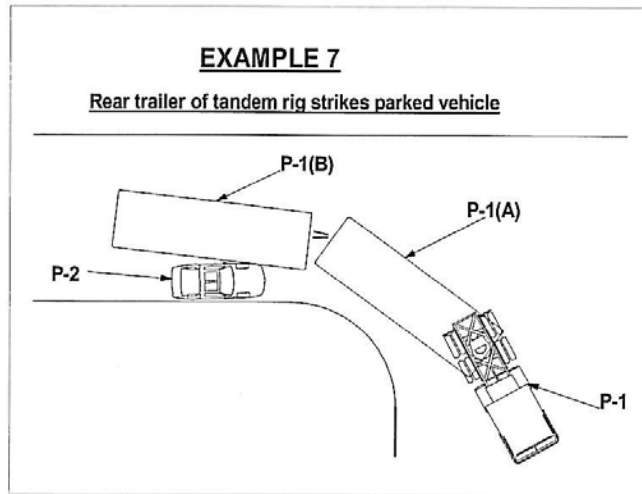
EXAMPLE 2:

A tow truck is towing a vehicle. While stopped at a red light, a vehicle strikes the rear of the towed vehicle. The striking vehicle would be "P-1". The tow truck would be listed as "P-2", with all the driver and vehicle information. The towed vehicle would be "P-2(A)", with all its information in the narrative. The tow truck information would be entered on the first line of P-2's vehicle information block on page 1 of the CHP-555. The notation "SEE NARRATIVE" would be entered on the second line of P-2's vehicle information block as described in Example 1.



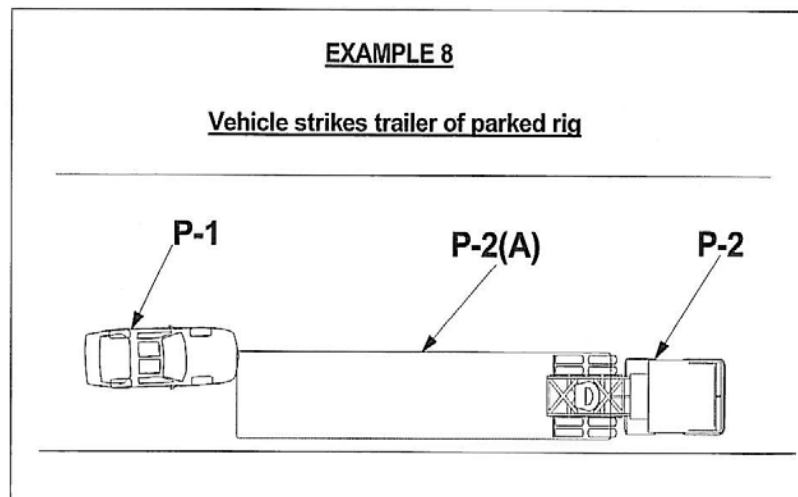
EXAMPLE 7:

A truck-tractor is towing two trailers in tandem. The rear trailer strikes a parked vehicle. The truck-tractor is "P-1", the first trailer is "P-1(A)", and the second trailer is "P-1(B)". The vehicle information for P-1 would be entered on the first line of the vehicle description, and its trailer descriptions would be placed in the narrative, with the notation "SEE NARRATIVE" in the second line of the vehicle description per Example 1.



EXAMPLE 8:

A truck-tractor and its attached trailer are parked at the curb. A vehicle strikes the trailer. The striking vehicle is "P-1", the truck-tractor is "P-2", and the struck trailer is "P-2(A)". Driver and vehicle information would be required for P-1. Vehicle information only is required for P-2, with the notation "SEE NARRATIVE" on the second line of P2's vehicle info (per example 1), and P-2(A)'s info included in the narrative.



Instructions for Completing the CHP-555 Traffic Collision Report Page 1

GENERAL INSTRUCTIONS

This section provides instructions for completing Page 1 of the CHP-555, beginning with the heading of the report followed by detailed instructions for completing each element on the page. These instructions correspond with the CHP-555 revision 4-11 forms.

When completing these forms, every reasonable effort should be made to obtain factual information on all required items. However, if factual information is not available, opinions should be expressed and substantiated by recorded information.

All information shall be printed legibly using black or blue ink. Reports may be typed or computer generated by using a currently supported and approved report writing program (i.e. CARS or Crossroads).

Fill in all applicable spaces unless otherwise indicated. Where a box is to be checked, check it with an "X". Use only recommended State abbreviations on the form.

STATE OF CALIFORNIA DEPARTMENT OF CALIFORNIA HIGHWAY PATROL TRAFFIC COLLISION REPORT CHP 555 Page 1 (Rev. 4-11) OPI 060												Page of						
SPECIAL CONDITIONS				NUMBER INJURED		HIT & RUN FELONY <input type="checkbox"/>		CITY		JUDICIAL DISTRICT		LOCAL REPORT NUMBER						
				NUMBER KILLED		HIT & RUN MISDEMEANOR <input type="checkbox"/>		COUNTY		REPORTING DISTRICT		BEAT		DAY OF WEEK S M T W T F S <input type="checkbox"/> YES <input type="checkbox"/> NO				
LOCATION	COLLISION OCCURRED ON						MO.		DAY		YEAR		TIME (2400)		NCIC #		OFFICER I.D.	
	MILEPOST INFORMATION						GPS COORDINATES						PHOTOGRAPHS BY: <input type="checkbox"/> NONE					
	FEET/MILES OF						LATITUDE						LONGITUDE					
	<input type="checkbox"/> AT INTERSECTION WITH						STATE HWY REL						<input type="checkbox"/> YES <input type="checkbox"/> NO					
	<input type="checkbox"/> OR: FEET/MILES OF																	

1. SPECIAL CONDITIONS

Enter one or more of the following Special Conditions in this box.

- **COUNTER REPORT**

Reported by an involved party, usually well after the fact, at a police facility. Counter reports are for property damage only. Counter reports are not processed into the S.W.I.T.R.S. database. Since the officer is not at the scene and is not able to interview witnesses or inspect the vehicles, the determination of fault cannot be assigned and is documented as "NO FAULT DETERMINED" per 20015 CVC.

- **COURTESY REPORT**

A courtesy report is the documentation of a traffic collision by an agency other than the agency having jurisdiction. The reporting officer should complete as much as possible of the Traffic Collision report except: BEAT NUMBER, NCIC NUMBER, and OFFICER ID NUMBER. A copy of the report should be sent to SDPD Records, which will retain a copy of the report. The original report is sent to the jurisdictional agency.

- **FARM LABOR VEHICLE**

Enter when the motor vehicle is designed, used or maintained for the transportation of nine or more farm workers in addition to the driver, (Refer to VC Section 322) and the driver is transporting one or more farm workers as specified in VC Section 12519(a).

- **FARM LABOR TRANSPORTER**

Any vehicle, other than farm labor vehicle as defined in VC Section 322 that is used to transport one to eight farm workers to or from work or work related activities. Includes passenger-type vehicles transporting farm workers.

- **FATAL**

A death has occurred as a result of an injury sustained in a collision.

- **HAZARDOUS MATERIALS**

A collision involving the transport of, or damage to containers with hazardous materials as defined in 353 CVC.

- **ON-DUTY EMERGENCY VEHICLE**

It is not necessary that the vehicle be operated with or equipped with emergency lights and siren for the "On Duty Emergency Vehicle" classification to apply. (See definition of On-Duty Emergency Vehicle).

- **PRELIMINARY**

A Preliminary investigation shall be submitted when the traffic collision investigation cannot be completed within 15 working days.

- **PRIVATE PROPERTY**

Property not owned or leased by public agency.

- **SCHOOL BUS**

California Highway Patrol use only.

- **SUSPECTED STAGED COLLISION**

Enter the code 550 to designate a suspected staged collision.

2. NUMBER INJURED / NUMBER KILLED

Enter the total number (numeric) of people injured or killed as a result of the collision. If none, enter "0" in each box. The number must be consistent with the number of people listed on the injured list on CHP -555 Page 3.

3. H & R FELONY/ H & R MISD.

Mark an "X" in the applicable box if the case is not field cleared and there is still an outstanding driver and/or vehicle wanted.

4. CITY

Enter the name of the city where the collision occurred. If not in a city, enter "Unincorporated" or "Union."

5. JUDICIAL DISTRICT

Enter the name of the applicable municipal, justice or superior court.

6. COUNTY

Enter the name of the county where the collision occurred.

7. REPORTING DISTRICT

Leave this blank.

8. BEAT

Enter the SDPD beat number. For collisions that occur outside the S.D. city limits use "999".

9. LOCAL REPORT NUMBER

Leave this section blank. Records Division will enter it.

10. PAGE ____ OF ____

Number each page of the report that is printed whether it is used or not. If the side of a sheet is preprinted, but not used, then it requires a page number. If the side of a sheet is completely blank, then it does not need a page number.

11. COLLISION OCCURRED ON

For intersection collisions, list the roadway that P-1 was traveling on as the roadway that the collision occurred on. Place an "X" in the "AT INTERSECTION WITH" box and list the secondary street. Be sure to include the hundred blocks for both roadways, in addition to the type of roadway, i.e. Street, Avenue, Boulevard, Parkway, etc. Do not abbreviate street names. Spell out the entire street name (i.e. Rancho Carmel Drive vs. Rcho Carmel Dr.).

For non-intersection collisions, list the roadway that P-1 was traveling on (including hundred block). Indicate in the "FEET/MILES" box the distance and direction to the nearest intersection. When a vehicle or bicyclist runs off the road, the first point of damage or a point of injury that can be documented is carried as the location of the collision.

Milepost Information measurements will typically not be used for collisions occurring in the City of San Diego. However, milepost measurements may be more practical reference points in certain situations. Refer to SWITRS on how to document these measurements if used. GPS Coordinate measurements are inherently less accurate and should only be used when obtaining measurements from roadway edges and cross streets is impractical (i.e. an off-road collision away from a roadway) and proper equipment is available to obtain the latitudinal and longitudinal coordinates. The coordinate measurement entries should include degrees and decimal degrees for a specific reference point. Coordinates shall be carried five places right of decimal for a specific reference point. See SWITRS for an example.

For private property collisions, the street address of the property should be entered, and also write out the location, such as private driveway, parking lot, etc. Do not abbreviate street names. Spell out the entire street name (i.e. 12034 Caminito Veracruz vs. Cmto Veracruz).

12. DATE / DAY OF WEEK

Enter the correct date in numeric format, using the four-digit year, i.e. 04-01-2005. In situations such as a hit & run where the exact date cannot be determined, the reporting officer should make an entry based upon the best estimate. Do not leave this section blank.

13. TIME

Enter the time using the 24-hour clock, i.e. 2315 hrs, 1345 hrs etc. Use 2359 hours for a collision occurring at exactly midnight. If the exact time cannot be determined, the reporting officer's best estimate should be used. Do not leave blank or write "Unknown". **If the time cannot be determined, use "2500" as the time.**

14. NCIC NUMBER

Enter 3711 for SDPD.

15. OFFICER ID

Enter the ID number of the primary investigating officer.

16. TOW AWAY

Enter an "X" in the "Yes" box when the collision results in a "tow-away" (see definitions) of any vehicle, i.e. the collision results in property damage to at least one vehicle to the extent that it cannot be driven or to a trailer so that it cannot be towed from the scene, after simple repairs.

17. PHOTOGRAPHS BY

Enter the name(s) and ID number(s) of the officer taking the **photographs**.

18. STATE HIGHWAY RELATED

Enter an "X" in the appropriate box. This would apply to a freeway or those portions of city streets that are also State Highways, i.e. SR78, SR905, etc., but are SDPD jurisdiction for purposes of collision investigations. Additionally, the area within 250 feet of the center of the intersection of a State Highway, or the center of state highway over crossings and under- crossings, and the area within 100 feet of a gore point or curb return on a freeway ramp intersection, should be marked as a State Highway related collision. If the relationship to the State Highway is undetermined, the "YES" box should be checked.

PARTY 1 <input type="checkbox"/> DRIVER <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> PARKED VEHICLE <input type="checkbox"/> BICYCLIST <input type="checkbox"/> OTHER	DRIVER'S LICENSE NUMBER		STATE	CLASS	AIR BAG	SAFETY EQUIP.	
	NAME (FIRST, MIDDLE, LAST)						
	STREET ADDRESS						
	CITY/STATE/ZIP						
	SEX	HAIR	EYES	HEIGHT	WEIGHT	Mo. BIRTHDATE Day Year	RACE
	HOME PHONE			BUSINESS PHONE			
	INSURANCE CARRIER			POLICY NUMBER			
DIR OF TRAVEL		ON STREET OR HIGHWAY			SPEED LIMIT		

19. INVOLVED PARTY

This collision report provides spaces for three involved parties. If more than three parties are involved, use another "top sheet" (CHP555) and change the party numbers. Mark an "X" in the box that best describes the party. This section will be used for drivers, pedestrians, parked vehicles, bicyclists and others. NOTE: If more than one top sheet is used, it is necessary to complete the LOCATION, DATE, TIME and OFFICER ID sections. Damaged property is not a "party" and should be listed on page 2.

PARTY NUMBER 1:

Party 1 refers to the party who is the primary cause of the collision. The party that is most responsible for causing the collision would be listed as Party 1. In the case of a Hit and Run vehicle or a DUI suspect, they are **not automatically** P-1. If the evidence indicates they are P-2, P-3, or P-4, that is how they should be listed. The other parties should be listed in the order of occurrence in the collision sequence.

"DRIVER":

The person who drives or is in actual physical control of the vehicle (305 CVC):

- In a "Hit and Run" collision, DO NOT list any of the driver information on page 1 **unless the driver is identified and contacted.**
- If the hit and run suspect vehicle is located, list the vehicle information on page 1. If both the driver and the vehicle are located and identified, then page 1 can be completed with the driver and vehicle information (and no PD 161 is required).
- If a "Non-Contact" vehicle is established as being involved, complete the investigation as a multiple vehicle collision. Non-contact or "phantom vehicles" should not be listed as a party on the collision report unless the vehicle and the driver remain at the scene and are identified by the driver or witnesses. Caution should be used to insure that evidence shows that they were, in fact, the cause of the collision. If it can be substantiated, the non-contact vehicle/driver would be listed as a party on page 1. You need an independent witness not associated with any party or other corroborating evidence to establish the existence of the actions or presence of the "non-contact vehicle".

EXAMPLES:

- A car pulls out from a stop sign and causes a motorcycle to lose control and go down onto the pavement, without contacting the car. The driver realizes what happened and remains at the scene. The car would be P-1 and the motorcycle would be P-2.
- A driver states that he was cut off by a "blue sedan" and struck a parked vehicle. The driver would be P-1 and the parked car would be P-2. If there is a witness that can verify the phantom or non-contact vehicle's presence, but the vehicle cannot be identified, that information should be included and detailed in the narrative section.
- A person operating a motor vehicle being propelled by other than its own motive power, such as a person operating a coasting motor vehicle, or a person operating a motor vehicle being pushed by human power,

would be listed as the driver.

- A driver that leaps to safety from a moving motor vehicle because of a vehicle malfunction.
- A person seated in the driver's seat of a vehicle stopped or disabled within a traffic lane is considered to be a vehicle in transport and would be listed as a driver.
- A driver jumps from a moving vehicle and the vehicle subsequently collides with another vehicle or object. The person that jumped out is listed as the driver. The driver had physical control of the vehicle and elected to leave the vehicle before it could be safely stopped.

When a vehicle is being towed or pushed, a determination must be made as to who is responsible for the collision. The following should be considered in determining classifications when a motor vehicle is being towed or is pushing another vehicle:

- When a motor vehicle is being towed by other than a rigid tow bar or tow truck, the person operating the towed motor vehicle is shown as party type "OTHER". The two vehicles are separate parties on the collision report. If the investigating officer determines that the driver of the towed vehicle directly contributed to the collision then the person would be listed as a driver.
- A person operating a motor vehicle that is being pushed is considered to be a "DRIVER".
- If the investigating officer determines that the pushing vehicle directly contributed to the collision then that person would be listed as a "DRIVER". If the pushing vehicle operator did not directly contribute to the collision then that person would be listed as a "WITNESS".
- A person pushing and steering a vehicle while walking or running alongside, and even if not completely within the vehicle, is still considered a driver.
- For additional information on towing of trailers, see page 18.

THE TERM "DRIVER" EXCLUDES:

- A tillerman, in an auxiliary capacity, that assists the driver in steering or operation of any articulated fire apparatus.
- A person pushing a vehicle while walking along side or behind it, and who was not steering it, and was not in the vehicle.
- An infant or child who obviously cannot be in control of the motor vehicle, but who sets the vehicle in motion would be listed as "OTHER" on the Collision Report.
- An individual that parks a vehicle and allows it to stand on a highway unattended, without setting the brakes or blocking the wheels to prevent movement, is listed as "OTHER" on the report.

"PEDESTRIAN":

A pedestrian is any person not in or upon a vehicle, bicycle, or animal, as defined in section 467 CVC. This includes a person in a fenced yard or on a conveyance such as a skateboard, roller skates, non-motorized wheel chair, and a person on a device moved by pedals that is not a bicycle. A motorized wheelchair that is operated by a handicapped person is considered a pedestrian. If the motorized wheelchair is being operated by a person that is not disabled, and does not require the use of it, then it is considered a motor vehicle for reporting purposes.

Do not mark the "PEDESTRIAN" box if a person within a residence or business dwelling is injured by a motor vehicle, i.e. a motor vehicle through the wall of a crowded restaurant. The "OTHER" box should be marked.

"PARKED VEHICLE":

A parked vehicle is a non-moving vehicle, occupied or not, which is outside the traffic lanes, in a parking area or building. This includes illegally parked vehicles outside the traffic lane. It excludes a stalled vehicle in a traffic lane. DO NOT list the R/O of the vehicle in the driver information box. Information on the last driver should be addressed in the narrative.

"BICYCLE":

Mark this box if it is a bicycle as defined in section 231 CVC. Riders of tricycles, unicycles, and wheeled toys are considered pedestrians unless they meet the 231 CVC definition. This excludes the rider of a motorized scooter, motorized skateboard or motorized bicycle whether the engine is running or not.

"OTHER":

If this box is checked, then do not place the driver's license number on page 1. Examples include:

- Driverless vehicles and run away vehicles.

- Operators of motorized scooters.
- A vehicle being towed by other than a rigid tow bar or tow truck.
- Animal drawn conveyances.
- Operators of a train, airplane or cable car.
- Operators of highway construction equipment while actively engaged in the performance of their duties.
- Injured parties in or upon a structure such as a house, phone booth, or bus bench.
- Person lying or sitting on a roadway or any other area who is not "afoot."

20. DRIVER'S LICENSE NUMBER / STATE / CLASS

List the alpha-numeric number exactly as it appears on the driver's license. For a valid government or military driver's license, list "GOV'T" after the number, *only* if the driver is a U.S. Government employee and is operating a federally owned or controlled vehicle while on official business.

Use the following codes for drivers without a valid license in the Driver's License Number box:

- Expired, enter "Exp" after license number if license has expired.
- Suspended, enter "Susp" after license number.
- Not in Possession, enter "No Valid I.D." after license number.
- Unlicensed, enter "None".
- If a licensed driver presents a valid state identification card, enter "ID" after license number.
- Other details such as endorsements or restrictions should be listed in the narrative portion of the report. If the driver is licensed in more than one class, enter the appropriate class for the vehicle that was being operated at the time of the collision.

Class box:

- If operating out of the licensed class, enter a "U".
- If unable to determine, leave it blank.
- When a driver is operating under a class A or B license and does not have a valid medical certificate, enter a "U".
- International or out-of-state licenses enter "F".
- For valid driving permits, enter the appropriate class for the vehicle driven if the conditions of the permit are in place.
- For unlicensed, suspended, expired or revoked licenses, list a "U".
- Diplomats, enter "D".

21. AIR BAG AND SAFETY EQUIPMENT

List the appropriate codes from the code legend on CHP 555 page 2.

22. PARTY INFORMATION

List the information exactly as it appears on the driver's license. Verify the driver information if the license is not in possession before entering the identification information. Use the four-digit year for the DOB. Enter the party's home (cell) and business (cell) telephone numbers, including area codes. When either of the telephone numbers is unknown, enter "UNK". If the party has no telephone number, enter "None".

23. INSURANCE INFORMATION

List the insurance company name and the policy number. If the person is unable to provide the name of their insurance carrier and policy number, enter "None" in the box.

24. DIRECTION OF TRAVEL

Enter the direction of vehicle motion at the time of the collision, or the direction the vehicle was facing, if stationary. List the direction for pedestrians as well. Use the direction of the roadway according to the general route direction rather than the true compass direction.

25. SPEED LIMIT

Enter the posted or prima facie speed limit for the streets on which the vehicles were traveling. Private property speed limits should not be listed on the top sheet. This applies to off-road collisions as well.

VEH. YEAR	MAKE/MODEL/COLOR	LICENSE NUMBER	STATE
OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER			
OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER			
DISPOSITION OF VEHICLE ON ORDERS OF: <input type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER			
PRIOR MECHANICAL DEFECTS: <input type="checkbox"/> NONE APPARENT <input type="checkbox"/> REFER TO NARRATIVE			
VEHICLE IDENTIFICATION NUMBER:			
VEHICLE TYPE	DESCRIBE VEHICLE DAMAGE		SHADE IN DAMAGED AREA
	<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		
CA _____ DOT _____	CAL-T _____ TCP/PSC _____ MC/MX _____		

26. VEHICLE INFORMATION

Enter the four digits of the vehicle model year. List the make, model, and color of the vehicle i.e., FORD / EXPEDITION / WHI, or FORD / EXPLORER / GREEN. The second line would be used for a trailer pulled by a non-commercial vehicle, or for the "SEE NARRATIVE" entry for commercial vehicles. The word "SEE" would be placed in the vehicle year field and the word "NARRATIVE" would be placed in the vehicle make field.

DO NOT list suspect vehicle or R/O information in these boxes if the collision involves a Hit and Run vehicle that has fled the scene. If the suspect vehicle remains at the scene or the investigation leads to a Field Cleared case, then the information can be listed. If not, then all suspect vehicle and driver information goes only on the blue Hit and Run sheet.

27. LICENSE NUMBER

Enter the information as it appears on the plate. Compare this with the registration and the VIN on the vehicle. The VIN may also be entered in the VIN space. If the registration is expired, enter "EXP" after the license number. The full VIN is required in the VIN space for commercial vehicles as described in the CHP-555D Report.

28. OWNER'S INFORMATION

Enter the registered owner's name and address. If the driver is the registered owner, place an "X" in the "SAME AS DRIVER" box.

29. DISPOSITION OF VEHICLE

List the tow company and phone number. Place an "X" in the appropriate box. If the vehicle is operable and the driver drives it from the scene, use "Driven from scene" and check the driver box. If the "Other" box is checked, list the name and phone number of the person taking possession of the vehicle.

30. PRIOR MECHANICAL DEFECTS

List any known mechanical defects that existed prior to the collision and explain them in the narrative.

31. VEHICLE TYPE

Enter the appropriate two-digit code in the left portion of the box. See page 64 for Vehicle Type codes.

32. VEHICLE DAMAGE

Enter the extent and location of the damage and mark an "X" in the applicable box.

- "NONE" is used when there is no damage to the involved vehicle. Place an "X" where the contact was made.
- "MINOR" is used for slight damage such as dents, scratches and broken glass.

- "MODERATE": More than slight, but damage is to one-fourth or less of the vehicle such as an entire fender, grille or hood etc.
- "MAJOR": Describes more than one-fourth such as the entire front end or an entire side.
- "ROLL-OVER": Damage to the vehicle and undercarriage that is attributed to overturning. Shade in the area on the pictured vehicle to represent the damaged area and approximate degree of damage.

33. REGULATED VEHICLES

When a vehicle that is regulated by the United States Department of Transportation (DOT), Interstate Commerce Commission (ICC), Public Utilities Commission (PUC), or California Highway Patrol (CHP or CA), is involved in a collision, mark an "X" in the appropriate box and enter all of the assigned numbers in the appropriate space.

- "CA" – contains one to seven digits and is issued to intrastate carriers.
- "CAL-T" (PUC) – contains one to seven digits and is prefaced with a CAL-T. PUC bus numbers contain one to four digits and are prefaced with TCP or PSC.
- USDOT – contains one to seven numbers and assigned to interstate private carriers and is becoming the most common number assigned to commercial vehicles.
- "MC", "MX", "ICC" - Companies based in Mexico are assigned numbers beginning with MX, or MC for Canada or the U.S. The ICC numbers are being phased out beginning in 2003.

PREPARER'S NAME	DISPATCH NOTIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	REVIEWER'S NAME	DATE REVIEWED
<i>An Internationally Accredited Agency</i>			Chp555_0411.pdf

34. PREPARER'S NAME/REVIEWER'S NAME AND DATE REVIEWED

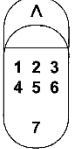
Clearly print the name and ID number of the person preparing the report in the "Preparer's Name" space. Print the reviewer's name, ID number and the date reviewed in the appropriate spaces.

35. DISPATCH NOTIFICATION

CHP use only. Mark the "NOT APPLICABLE" box (N/A).

Instructions for Completing The CHP-555 Traffic Collision Report Page 2

The Date, Time, NCIC number, and Officer ID are the same as on page 1.

STATE OF CALIFORNIA DEPARTMENT OF CALIFORNIA HIGHWAY PATROL TRAFFIC COLLISION CODING CHP 555 Page 2 (Rev. 4-11) OPI 060						Page of
DATE OF COLLISION (MO. DAY YEAR)		TIME (2400)	NCIC #	OFFICER I.D.	NUMBER	
PROPERTY DAMAGE	OWNER'S NAME			OWNER'S ADDRESS		NOTIFIED
						<input type="checkbox"/> YES <input type="checkbox"/> NO
DESCRIPTION OF DAMAGE						
SEATING POSITION		SAFETY EQUIPMENT		AIR BAG		INATTENTION CODES
 <p>1 - DRIVER 2 TO 6 - PASSENGERS 7 - STATION WAGON REAR 8 - REAR OCC. TRK. OR VAN 9 - POSITION UNKNOWN 0 - OTHER</p>		<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 P - NOT REQUIRED</p> <p>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</p> <p>M / C BICYCLE HELMET DRIVER PASSENGER V - NO X - NO W - YES Y - YES</p>		<p>B - UNKNOWN L - AIR BAG DEPLOYED M - AIR BAG NOT DEPLOYED N - OTHER P - NOT REQUIRED</p> <p>EJECTED FROM VEHICLE 0 - NOT EJECTED 1 - FULLY EJECTED 2 - PARTIALLY EJECTED 3 - UNKNOWN</p>		<p>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</p>

1. PROPERTY DAMAGE

Enter the owner's name and complete address of the damaged property. Mark an "X" in the box that indicates if they were notified or not. Leaving a note is considered notifying the owner. Describe the damage that occurred in the collision other than to vehicles. Create an **Additional Property Damage** subheading under the investigations heading to describe damage to additional owners' property. **Note:** If San Diego City property is damaged, it must be listed on page 2 and not in the narrative. This ensures Risk Management is notified of the damaged property.

2. SEATING POSITION / SAFETY EQUIPMENT LEGEND

This is the legend to supply numeric and alpha codes to be used in the "Air Bag" and "Safety Equipment" sections on page 1 and the "Seating Position, Air Bag, Safety Equipment" and "Ejected from Vehicle" sections on page 3.

SEATING POSITION

Select the appropriate seating position code and enter it in the "Seating Position" box for the correct party on page 3. The positions are self-explanatory.

- A collision involving a bus with up to 26 passengers should have "alpha" seating positions assigned to them. In collisions with buses having a seating capacity of more than 26 passengers, the box on page 3 is left blank and the positions are described in the narrative.
- With vehicles that have a center to right-side driver's position, the driver's position is listed as position 1 and explained in the narrative.
- The "0" code is used for other occupants such as the fourth occupant in the front seat of a pick-up truck, or the rear seat of a passenger vehicle.
- For cycles, the seating positions are:
 - The rider is position "1".
 - The passenger position "2" is directly behind the rider.
 - The passenger position "3" is the occupant of a sidecar.
- Passengers at any other location on the cycle would be a "0".

SAFETY EQUIPMENT

Select the appropriate safety equipment code and enter it in the "Safety Equipment" box for the safety equipment in use. The positions are self-explanatory. Select the safety equipment code from the legend and enter it on page 1 in the "SAFETY EQUIPMENT" box. If the party is injured, the same code should also be used on page 3 in the "SAFETY EQUIPMENT" box.

- A motorcyclist wearing an unapproved helmet is marked "V" (no helmet).
- A motorcycle passenger wearing an unapproved helmet is marked "X" (no helmet).

AIR BAG

Select the air bag code from the legend and enter it on page 1 in the "AIR BAG" box. If the party is injured, the same code should

- A collision in which the investigator believes the air bag should have deployed but does not or if the vehicle was originally manufactured with an air bag but one was not installed at the time of the collision should be marked “N” (Other) and explained in the narrative.
- A vehicle that was originally manufactured without air bags is marked “P” (Not Required) for each position without one.

Select the appropriate code and place an "X" in the box for the corresponding party.

28

private property and off highway collisions.

- A vehicle operating on private property is speeding and it then crashes. The 22350 CVC section requires that the violation occur on a highway.

C. Other than Driver:

Mark an "X" in this box if the PCF in the collision was beyond the control of the driver, and provide a detailed explanation in the narrative.

- Sudden medical event such as a seizure or heart attack.
- An unforeseen or unknown mechanical failure. The failure could not reasonably have been foreseen such as an axle breaking from metal fatigue.
- Unforeseen roadway hazard (bees, oil, ice, etc.).

D. Unknown:

This box is used when the **PCF cannot** be determined due to conflicting statements, or when lack of physical evidence makes it impossible to make a determination (i.e. 20002). The details should be explained in the narrative. This would include those reports classified as "NO FAULT DETERMINED."

WEATHER

Provide a simple description of the conditions at the time of the collision. Do not provide numeric temperatures or azimuth degrees of the sun, moon or horizon angles.

LIGHTING

Provide the best description of the conditions at the time of the collision.

ROADWAY SURFACE

Provide the best description of the conditions at the time of the collision, in the involved lane(s).

ROADWAY CONDITIONS

Provide the best description of the conditions at the time of the collision. Any condition other than "No Unusual Conditions" must be explained thoroughly in the narrative. The "Construction-Repair Zone" box should be marked if repair or maintenance is being performed whether work is actively being performed or not. The company that is responsible for the construction work and any traffic control devices should be detailed in the narrative.

TRAFFIC CONTROL DEVICES

Provide the best description of the conditions at the time of the collision, and any traffic control devices that may be related to the collision, or the collision events. This includes officials that are directing traffic, signs, signals, and markings.

TYPE OF COLLISION

Describe the general type of collision as determined by the first point of damage or injury-producing event.

A. Head-On

Two vehicles approaching from opposite directions make direct contact. For example, the front of a vehicle collides with the front of the other, or, just prior to contact, one vehicle skids and rotates causing the side of one vehicle to hit the front of the other.

B. Sideswipe

One vehicle strikes the side of another with a glancing blow, whether in the same direction or from opposing directions.

C. Rear-End

Two vehicles are traveling in the same direction and make direct contact. For example, the front of a vehicle collides with the rear of the other, or, just prior to contact, one vehicle skids and rotates causing the side of one vehicle to hit the rear of the other.

D. Broadside

One vehicle strikes another at an angle greater than a sideswipe.

E. Hit Object

A vehicle strikes an object whether that object is fixed or not.

F. Overturned

A vehicle overturns without a prior collision directly causing the vehicle to overturn. This would include a motorcycle losing control and falling onto its side. Do not use this when the vehicle hits an object and overturns.

G. Vehicle/Pedestrian

Use when a vehicle strikes a pedestrian.

H. Other

Use when one of the other boxes does not describe the event, such as a vehicle backing, passengers falling from a vehicle or a bicycle involved in a collision with a pedestrian or another bicycle.

MOTOR VEHICLE INVOLVED WITH

Mark an "X" in the box that best describes the collision with a motor vehicle in transport.

A. Non-collision

A collision involving a motor vehicle in transport which occurred in any manner other than a direct contact with another vehicle or object.

- A speeding vehicle loses control and overcorrects before overturning.
- A sudden load shift causes the vehicle to overturn.
- A motorcyclist loses control and falls onto its side.
- An occupant injured from striking the interior of the vehicle due to some motion of the vehicle, such as a quick stop.

B. Pedestrian

A collision between a bicycle or motor vehicle in transport, and a pedestrian.

C. Other motor vehicle

A collision between a motor vehicle in transport and a motor vehicle upon the same roadway or at an intersection. Falling loads and detached trailers are considered to be part of the original vehicle.

D. Motor Vehicle on Other Roadway

A collision between a motor vehicle in transport that leaves the roadway, and collides with another motor vehicle in transport on another roadway.

E. Parked Motor Vehicle

A collision between a motor vehicle in transport and another motor vehicle that is not in transport. This includes a stopped motor vehicle which is stopped or parked illegally, but otherwise is outside the traffic lanes.

F. Train

A collision between a motor vehicle in transport and a railway car operating on the tracks. This includes the trolley and excludes a train derailment that hits a vehicle after the derailment.

G. Bicycle

A collision involving a bicyclist as defined in 231 CVC and 21200 CVC. A person on other devices not defined as a motorized bicycle propelled by pedaling, is considered a pedestrian.

H. Animal

A collision involving a motor vehicle in transport and an animal. This includes wild animals if a person is injured or the vehicle is damaged. This excludes a collision involving only an injury to a wild animal, and there is no vehicle damage. Injury to a domestic animal is treated as a property damage only collision if there is not a person injured or damage to the vehicle. This excludes a collision between a ridden animal or an animal-drawn conveyance.

I. Fixed Object

A collision between a motor vehicle in transport and a fixed object. This includes any object attached to or part of the terrain, such as a dirt embankment, guardrails, poles etc.

J. Other Object

A collision between a motor vehicle in transport and an object that is not fixed. This would include an animal-drawn conveyance, a ridden animal or a fallen tree.

PEDESTRIAN'S ACTION

Mark the box that best describes the pedestrian's action just prior to the collision. If more than one pedestrian is involved, mark the action of the first pedestrian that was involved.

TYPE OF VEHICLE

Mark the box that best describes the type of vehicle involved.

SPECIAL INFORMATION

Mark the box that corresponds to the party number and any applicable items.

A. Hazardous Materials

Vehicles that carry hazardous materials are defined in 353 CVC and:

- There is a release of the hazardous materials from any container.
- There is a danger to life or health at the scene due to the hazardous material.

B. Cell Phone Handheld in Use

Mark if the party was preparing or making a call, or retrieving the cell phone while driving.

C. Cell Phone Hands Free in Use

Mark if the party was preparing or making a call, or retrieving the cell phone while driving.

D. Cell Phone Not in Use

Mark when a cell phone was located but was not in use at the time of the collision. If no cell phone is located or if there is a doubt as to whether the driver had a cell phone, leave it blank.

OTHER ASSOCIATED FACTORS

Mark this box when a secondary violation has been determined to contribute to the collision. A box may be marked for each party, and can list one or two items. The associated factor is not the same as the PCF. If a violation has occurred that may have contributed to the collision, but was not the PCF, it should be listed here.

- Whenever a driver is arrested for D.U.I., list 23152(A) as the associated factor for that party.
- A speeding vehicle fails to stop at a red signal and collides with another vehicle. The PCF is failure to stop at the red signal violation and speeding is an associated factor.
- Mark the "INATTENTION" box (F) if inattention is determined to be an associated factor in the collision. The appropriate code from the "Inattention Codes" listed at the top right of page 2 should be listed to the right of colon. For example: A driver is adjusting the radio and crosses a double yellow line into opposing traffic and hits a vehicle head-on. The PCF would be the driving to the left of the double yellow line violation, while the associated factor would be marked as inattention, code "D."
- The "RUNAWAY VEHICLE" box is marked if a vehicle is accidentally set into motion, out of control, or due to mechanical failure, directly contributes to the collision.

MOVEMENT PRECEDING COLLISION

Mark the box that best describes the action of each vehicle prior to the collision and before any evasive action was taken. This movement does not have to correspond to the PCF. Pedestrian movements should not be listed in this section. Use PD-154 in the event a pedestrian is involved.

A. STOPPED

A vehicle is not moving, but is on the roadway. This includes stalled or abandoned vehicles that are on the roadway. Do not use if the vehicle is in a designated parking area.

B. PROCEEDING STRAIGHT

A vehicle on a curved roadway is considered to be going straight as long as the vehicle stays on the designated portion of the travel lanes. A vehicle that runs off the road while on the curve should be marked as "RAN OFF ROAD".

C. RAN OFF ROAD

This would include a vehicle that leaves the roadway and before evasive action is taken. It also includes vehicles that would have left the roadway if their movement were not halted by colliding with a guardrail or other protective barrier.

D. MAKING RIGHT TURN

Includes vehicles making an illegal or out of position turn.

E. MAKING LEFT TURN

Includes vehicles making an illegal or out of position turn.

F. MAKING U TURN

A vehicle that is turning to proceed in the opposite direction.

G. BACKING

Mark when the vehicle is backing, except when associated with a parking movement.

H. SLOWING/STOPPING

The vehicle is in the process of slowing or stopping. Speed is not a factor in determining when this applies.

I. PASSING OTHER VEHICLES

Applies on a two lane roadway when a vehicle moves into the opposite direction lane to pass a vehicle going in the same direction. It does not apply when the vehicles are traveling in the same direction in separate lanes.

J. CHANGING LANES

This applies when the vehicles are traveling in the same direction of a marked multilane roadway. One vehicle changes lanes, or drifts, and strikes the vehicle in the next lane.

K. PARKING MANEUVER

Mark this box when the vehicle is in the process of parking, whether the parking spot is a legal spot or not.

L. ENTERING TRAFFIC

Applies to vehicles entering a designated lane from a shoulder, median, alley or private property.

M. OTHER UNSAFE TURNING

For vehicles that are making a turning movement that is not described elsewhere in this section.

N. XING INTO OPPOSING LANE

Mark this box for a vehicle that makes an involuntary or unplanned movement into an opposing lane of traffic on a two-lane roadway. Do not mark it for a vehicle that runs off the roadway, is making a turning movement, or for a vehicle that crosses a median prior to a collision on another roadway.

O. PARKED

Mark for vehicles that are not moving and are OUTSIDE of the traffic lanes. This includes a vehicle that is stopped on the side of the roadway, or other location where parking is permitted. It excludes a vehicle stopped on the roadway or parked in a traffic lane where prohibited, such as being double-parked.

P. MERGING

Use for a vehicle that is merging into a travel lane such as an onramp or where two lanes are merging together.

Q. TRAVELING WRONG WAY

Mark this box if the vehicle is proceeding in the opposite direction of traffic.


R. OTHER

Mark an "X" in this box for motor vehicle or bicycle movements not elsewhere defined. Do not use for pedestrian movements, e.g., a vehicle already traveling on the shoulder strikes a parked vehicle or object, or an animal-drawn conveyance or non-motor vehicle is involved in a collision.

Mark the box that best describes the driver's condition at the time of the collision

The Large Diagram on CHP 555 page 4 should be used for the scene diagram(s). Therefore, this box is left blank. (See “Instructions for Completing the CHP-555 Diagram Page 4” for diagramming details.)

This box should be used for additional details that may be listed elsewhere in the report.


- | SKETCH | MISCELLANEOUS |
|---|---------------|
|  <p>INDICATE NORTH</p> | |

Instructions for Completing The CHP-555 Injury / Witness Report Page 3

The Date, Time, NCIC number, and Officer ID are the same as on page 1.

The information entered on this page identifies an injured party, a witness, or a passenger. The parties should be listed in the same order as the form implies, injured, witnesses, and then passengers. List injured parties in order of injury severity.

- The term "injured" refers to a person who has incurred any injury and/or complaint of pain as a result of a collision.
- The term "witness" refers to a non-injured, non-involved person that can provide relevant information about the collision based on what they heard, saw, or otherwise observed.
- The term "passenger" refers to non-injured occupants of the vehicle, other than the driver. All occupants should be listed.

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
INJURED / WITNESS / PASSENGERS
CHP 555 Page 3 (Rev. 4-11) OPI 060 

Page of

DATE OF COLLISION (MO. DAY YEAR)				TIME (2400)		NOIC #		OFFICER I.D.					NUMBER				
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"/>					
NAME / D.O.B. / ADDRESS													TELEPHONE				
(INJURED ONLY) TRANSPORTED BY:													TAKEN TO:				
DESCRIBE INJURIES																	
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																	

AGE

Enter the age of the person.

SEX

Enter "M" for male, "F" for female or "X" if unknown.

EXTENT OF INJURIES

Mark an "X" in the ONE box that best describes the injured party. Officers should not mark the box indicating "severe injury" that does not meet the criteria for a "severe injury" collision. The Traffic Division shall investigate collisions involving "severe injuries."

- *Fatal Injury* – a death that results within 30 days as a result of an injury sustained in a traffic collision.
- *Severe Injury* – any injury that is listed as a severe injury in the SDPD Collision Investigation Manual (see page 8).
- *Other Visible Injury* – This includes swelling, bruises, abrasions and most minor fractures.
- *Complaint of Pain* – this category could include authentic internal or other non-visible injuries, persons that are limping, or have lost consciousness and then regained consciousness and appear to be okay, and any complaint of pain as a result of the collision.

INJURED WAS

Mark an "X" in the appropriate box.

PARTY NUMBER

Enter the party number, which is associated with the injured person.

SEATING POSITION

Enter the correct numeric code for the seating position of the injured party.

- Select from the "Seating Position" codes on page 2 of the CHP 555 form.
- Leave this blank for pedestrians.

SAFETY EQUIPMENT/AIR BAG/EJECTED

Enter the appropriate code for the subject.

- The codes may be found in the legends on page 2 of the CHP 555 form.
- Leave this blank for pedestrians.

NAME / DOB / ADDRESS/TELEPHONE

Enter the person's full name, date of birth, address with zip code, and primary phone number.

TRANSPORTED BY / TAKEN TO (injured only)

Enter the name of the medic unit or other person that transported the injured party to a medical facility. Enter the name of the hospital or other medical facility where the injured person was transported. If the injured person declines medical treatment, enter "Refused" or "Will seek own aid" for clarification under "TRANSPORTED BY." Do not leave it blank.

DESCRIBE INJURIES

Describe all known injuries sustained as a result of the collision. Abbreviations are acceptable (i.e. fx, COP- complaint of pain, LOC – loss of consciousness, rt, lft, etc.). Specific details should be addressed in the narrative section of the report.

NOTE:

In severe injury and fatal collisions, and in all felony cases that will likely be forwarded for prosecution where the full severe injury collision package is used, all law enforcement, firefighters and medics will be listed on an ARJIS 3 form and not on CHP555 page 3. Officers should only be listed on page three as witnesses if they are an actual witness, (i.e. pursuing officer sees a suspect vehicle involved in a collision during a pursuit). All citizen witnesses will be listed on the CHP 555 page 3.

Instructions for Completing the CHP-555 Diagram Page

4

The Date, Time, NCIC number, and Officer ID are the same as on page 1. The Large Diagram is to be used for all diagrams when a diagram or sketch is required. Diagrams become important in when the criminal or civil aspects of the investigation cause the matter to end up in a court presentation. They should be proportional and neat. The diagrams should show sufficient detail to depict the scene accurately.

DIAGRAMMING REQUIREMENTS FOR COLLISION REPORTS:

- A diagram(s) should be prepared for EVERY collision report except a Counter Report or any other investigation which was not done at the scene.
- For fatal, severe injury and certain police equipment collisions (see “Collisions Involving Police Equipment” section for details), a minimum of three diagrams are required.
 - An “Overall Scene” diagram, which is factual diagram depicting the collision scene (no party movements and no evidence points). It shall include lane markings and measurements, locations of objects that may be pertinent to the collision (trees, poles, parked vehicles, etc.), signal locations and overhead lighting (if they were a factor in the collision).
 - A “Party Movements” diagram, which is a sketch in that it shows the party movements and represents the investigators opinion of how the collision occurred. This diagram should show the pre-collision and post-collision movements of all parties, the initial impact location (labeled as the “ICA”), and subsequent impacts between parties or objects, witness locations, and points of rest for the parties.
 - An “Evidence” diagram, which depicts the points of evidence shown in the Evidence Legend using labels (letters or numbers) and their location at the scene. The reference lines, station line or reference points used for obtaining measurements should also be shown and labeled in this diagram. If a total station was used, the location of the total station will be one of the evidence points depicted in the diagram.
- For minor injury and non-injury collisions, one diagram, depicting the collision scene and party movements (as described in “Overall Scene” and “Party Movements” above), should normally be sufficient.
- Additional diagrams may sometimes be needed to depict large collision scenes (i.e. the entire scene cannot be shown on one piece of paper) or to “enlarge” certain aspects of the scene for greater detail and clarity.
- The number of diagrams generated for a felony prosecution collision should normally be dictated by the type of collision being investigated:
 - One (1) diagram for minor-injury felony prosecution investigations.
 - Three (3) diagrams for a severe injury/fatal felony prosecution investigations.
 - Additional diagrams may be generated as needed to fully depict the scene, party movements, evidence or detail as determined by the investigator and/or the scene supervisor.
- For fatal, severe injury and felony prosecutions investigations, the diagram should be created using an accepted diagramming program (i.e. CrashZone). This method is very accurate and the software can permit scale drawings to be produced.
- For all other diagrams, creating the diagram with a diagramming program is the preferred method but they may also be hand-drawn (pre-drawn diagrams are also acceptable).

DIAGRAMMING GUIDELINES

Although not all-inclusive, the guidelines below should be followed when creating a diagram:

- If hand-drawn, use a template and/or straight edge.
- The diagrams do not have to be to a prescribed “scale”, but should be as proportional as possible.
- Each diagram should indicate “North” with an arrow, at the top right corner of the diagram.
- Lane width measurements are required.
- All parties (P-1, P-2, etc.) and the location of the I.C.A. must be clearly labeled. Witnesses should also be labeled if their location is shown on the diagram.
- All streets and alleys appearing in the diagram must be labeled.
- Labels will be written parallel to the bottom of the page (depending on whether portrait or landscape mode is used).
- Traffic signal devices (including signs) should be shown and labeled if they were a factor in the collision.
- Party movements should be shown in enough detail to clearly depict the collision dynamics.

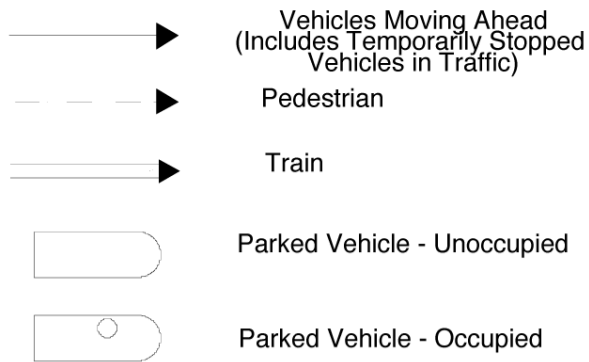
DATE OF COLLISION (MO. DAY YEAR)	TIME (2400)	NCIC #	OFFICER I.D.	NUMBER
----------------------------------	-------------	--------	--------------	--------

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

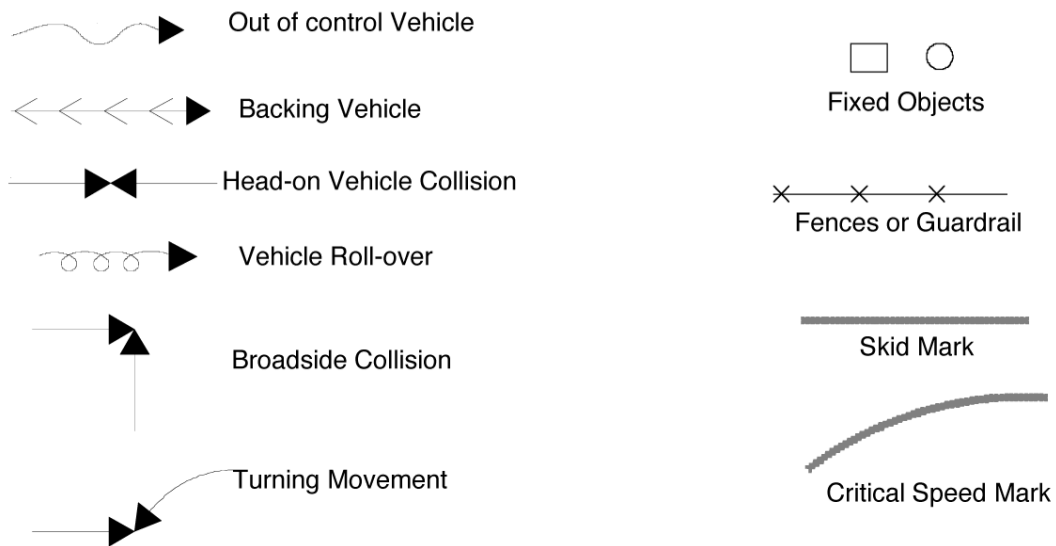


PREPARED BY	I.D. NUMBER	MO. DAY YEAR	REVIEWER'S NAME	MO. DAY YEAR
-------------	-------------	--------------	-----------------	--------------

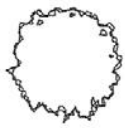
These are examples of symbols that can be used for collision sketches that involve property damage only, minor injury, or hit & run collisions that do not involve a felony



A Variation of These Symbols Are Used to Indicate Movements



These are examples of commonly used symbols on collision scene diagrams



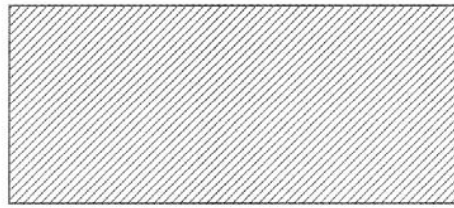
Tree



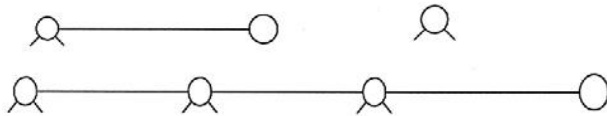
Center Mass



North arrow



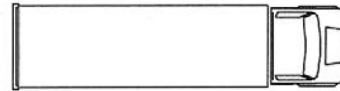
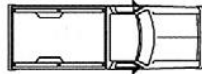
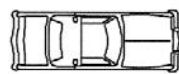
Building or visual obstruction



Traffic signals



Pedestrian examples



Vehicle examples



Cycle examples



Fire hydrant



Camera location/angle



Fluid puddle



Glass / Debris



Impact area



Overhead lights

+ 0.03 Grade (up)

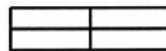
- 0.03 Grade (down)



Sign



Manhole cover



Storm drain



Utility pole

Roadway Line Examples

















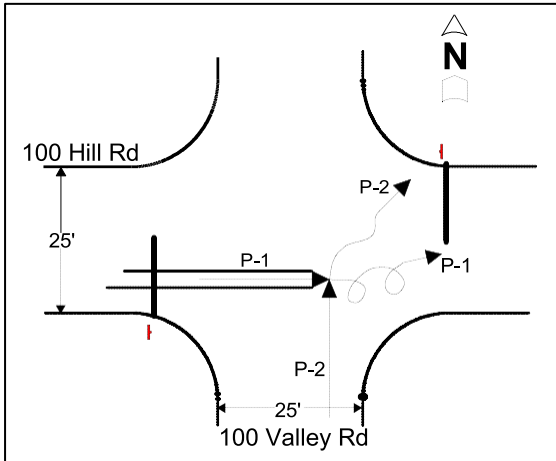
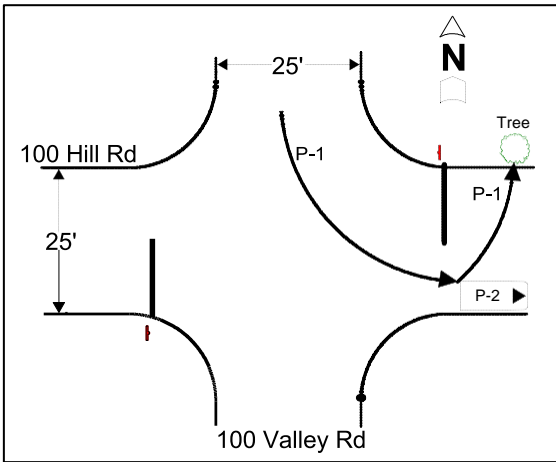
	Pavement edge or curb
	
	Lane lines
	
	Pavement edge or curb
	Embankment
	Sight or Center line
	Fence
	Guardrail
	Path of Travel
	
	Skidmark examples
	
	Surface scratch marks
	Railroad tracks
	Wall

DIAGRAM EXAMPLES



The sketch to the left indicates that P-1 was traveling east on Hill Road. P-2 was northbound on Valley Road. P-1 did not stop at the stop sign and left 25' of skid prior to impact. P-2 did not leave any skid marks. P-2 was struck on the left front. After the impact, P-1 was overturned and P-2 went out of control.



The sketch on the left indicates that P-1 was turning left and struck a parked vehicle. P-1 then veered off to its left, crossing the westbound lane, and then struck a tree.

Remember to include street measurements and individual lane measurements. Lanes are numbered from the center of the road out to the shoulder. (I.e. fast lane - no.1, slow lane - no.2, etc.)

Shown below are a few suggested symbols to be used on large diagrams. Any reasonable facsimile of these or other symbols used to show the scene is acceptable. All symbols should be labeled either on the diagram or in an attached legend.

Instructions for Completing SDPD Collision Supplemental PD-154 Form

The Collision Supplemental was designed to provide additional information about collisions to other City of San Diego departments that collect and use the data. Traffic Engineering and the City Attorney's office both use such data.

THE COLLISION SUPPLEMENTAL FORM (PD 154) WILL BE USED IN PEDESTRIAN COLLISIONS, ALL SEVERE INJURY, FATAL INJURY COLLISION INVESTIGATIONS, AND ALL TRAFFIC FELONY CASES. The form contains additional details that would be helpful to the investigation.

The following chapter will illustrate the PD 154 by sections. When completing this form, every reasonable effort should be made to obtain factual information on all applicable items.

COLLISION LOCATION

The collision location will be written the same as on page 1 of the Traffic Collision Report CHP555.

DATE, TIME

Use the numeric date, i.e. 04-01-2005, and military time, i.e. 1430 hrs.

INITIAL CONTACT AREA (I.C.A.)

The I.C.A. is the first point that the damage, injury, or death occurred during the sequence of events associated with the collision.

The I.C.A. must be measured from the curb lines of two different dedicated streets. The streets should intersect at an approximate 90- degree angle. Measuring from power poles, light poles, and street signs is not acceptable. In some rare cases, it may become necessary, due to the location, to use a mile marker or survey monument. If this cannot be avoided, make sure to document the measurements well enough that the scene can be located again at a later date. The NAME and ID of the officer actually doing the measuring, and the measuring device used should be in this box also.

The term I.C.P. (Initial Contact Point) should not be used.

HOW WAS I.C.A. (Initial Contact Area) ESTABLISHED

Describe how the I.C.A. was established, i.e. skid, scuff marks, gouges, witness/driver statements etc.

CLASS OF COLLISION

The first three choices refer to the type of collision. Mark an "X" in the correct box. The next four choices apply to where the collision took place. Place an "X" in the box that applies. No more than two of the boxes should be marked, one in the first section and one in the second section.

OCCURRED

- **ON- ROAD**

Pedestrians crossing within crosswalks (marked or unmarked) are considered "at intersection" collisions.

- **OFF-ROAD**

ON PUBLIC PROPERTY EXAMPLE: *Qualcomm Stadium.*

ON PRIVATE PROPERTY EXAMPLE: *Costco parking lot.*

INVESTIGATED

Place an "X" in the appropriate box.

PRIMARY CAUSE

Place an "X" in the correct box, or write the code section next to "OTHER".

TRAFFIC CONTROL

Place an "X" in the box that applies, even if the control devices did not apply to either party; use the box that best describes the traffic control at the scene.

DRIVER'S VISION OF PEDESTRIAN LIMITED BY

Place an "X" in the item that best describes any visual obstructions.

DRIVER TEST ADMINISTERED

Mark an "X" in the box that best applies. If the vehicle was parked, leave this box blank. THIS SECTION APPLIES TO DRIVERS ONLY, not pedestrians, bicyclists, etc.

PHYSICAL DEFECTS

If the party has a physical defect, place an "X" in the applicable box. For purposes of this report, a driver that is required to wear corrective lenses and is wearing them would not have a physical defect.

This form provides space for documenting a collision involving two pedestrians. "PEDESTRIAN #1" and "PEDESTRIAN #2" do not correspond to "P-1" or "P-2." Write the last name of the party next to "PEDESTRIAN #1" or "PEDESTRIAN #2".

WHERE WAS PEDESTRIAN?

Place an "X" in the column that applies. You may use up to two boxes.

WHAT WAS PEDESTRIAN DOING?

Place an "X" in the box that best describes what the pedestrian was doing at the time of the collision.

PEDESTRIAN CONDITION

These four lines refer to the sobriety of the pedestrian. If the pedestrian's condition may have contributed to the collision, it should be addressed in the narrative portion.

PEDESTRIAN ACTION

Place an "X" in the box that applies.

PREPARERS NAME

The name of the investigating Officer and ID number goes here. List the date and time that the report was actually prepared.

I.D. NUMBER

Preparer's I.D. number

MO/ DAY/ YEAR

Use 4-digit year

REVIEWER'S NAME**MO/DAY/YEAR**

Use 4-digit year

PEDESTRIAN'S CLOTHING COLOR

There is space provided for the clothing color of two pedestrians. The number should coincide with the correct party number on page 1. Describe the color of the clothing the pedestrian was wearing at the time of the collision, i.e. black shirt, dark blue jeans, white athletic shoes with white soles, etc.

SKID-SPEED INFORMATION**DESCRIPTION OF THE ROADWAY****TYPE OF ROAD / CONDITIONS**

This block describes the material used in the construction of the roadway surface. Examples of the various surfaces are:

- Asphalt
- Dirt
- Concrete
- Asphaltic-concrete

Conditions would include:

- Smooth
- Sand
- Rough
- Wet
- Ruts-holes

ROAD CONSTRUCTION

If there is construction in the immediate area of the collision, it is necessary to document that, and the name of the construction company, i.e. Daley Corp., Hazard Company, City of San Diego Water Dept., etc.

DIRECTION / GRADE

List what direction P-1 was traveling and if there is a grade for that direction. Was the grade up or down? If the grade is known or can be determined, comments would be placed in this box.

SKID DATA

This block is to document the braking skid that was found from the vehicles involved in the collision. Each skid mark should be measured and recorded. Only the longest skid is used for speed calculations.

CRITICAL SPEED SCUFF

- MARK USED: The front outside tire mark should be measured and used.
- CHORD: This measurement should be measured at the beginning of the scuffmark.
- MIDDLE ORDINATE: This measurement is taken at the midpoint of the chord to the outside edge of the scuffmark.

TEST SKID INFORMATION

To properly conduct test skids, a minimum of three officers is required. Either a radar unit or laser unit that has been checked for calibration must be used. If a radar unit is used, a tuning fork and the internal calibration should both be used. One officer will be the coordinator, while the two remaining officers will be the test driver and the radar or laser operator.

The test should be done at the approximate speeds that are believed to be involved in the collision. ANY test skids in excess of 35 mph should be approved by a supervisor. Unless the damage prohibits the use of the vehicle involved in the collision, they should be the ones used for the test. A vehicle of similar design, size and weight should be used if the collision vehicles are not available. The scene should be WELL secured during the skid tests.

List the time of EACH test. Measure and record EACH skid mark after each test.

TIRE INFORMATION

EXAMPLE: Goodyear 721, size and DOT numbers, maximum PSI rating. If possible, obtain the actual PSI of each tire of the collision vehicle and the test vehicle.

DRAG FACTOR

If applicable, describe how the surface friction value was determined, i.e. test skids, estimation, drag sled etc.

SSP (School Safety Patrol)

If the collision involves a school age child, fill in the name of the school that the child attends and grade.

VEHICLE DOCUMENTATION SECTION

Enter measurements taken from vehicles

CALCULATIONS

Calculations can be shown here, on a CHP556 or on the LARGE DIAGRAM form.

SAN DIEGO POLICE DEPARTMENT COLLISION SUPPLEMENTAL

Page of

LOCATION <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		DATE <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		TIME <div style="border: 1px solid black; height: 15px; width: 100%;"></div>	
INITIAL CONTACT AREA <div style="border: 1px solid black; height: 35px; width: 100%;"></div>					
MEASUREMENTS BY 		METHOD ROLL-A-TAPE AND REFERENCE LINE			
HOW WAS ICPI/ICA ESTABLISHED 					
CLASS OF COLLISION <input type="checkbox"/> FATAL <input type="checkbox"/> INJURY <input type="checkbox"/> PROPERTY DAMAGE ONLY		OCCURRED ON ROAD <input type="checkbox"/> AT INTERSECTION <input type="checkbox"/> NOT AT INTERSECTION		OFF ROAD <input type="checkbox"/> ON PUBLIC PROPERTY <input type="checkbox"/> ON PRIVATE PROPERTY	
INVESTIGATED <input type="checkbox"/> AT SCENE <input type="checkbox"/> NOT AT SCENE					
PRIMARY CAUSE <input type="checkbox"/> 1. SPEED <input type="checkbox"/> 2. VIOLATION PED RIGHT OF WAY <input type="checkbox"/> 3. VIOLATED AUTO RIGHT OF WAY <input type="checkbox"/> 4. PED IN VIOLATION <input type="checkbox"/> 5. FOLLOWING TOO CLOSE <input type="checkbox"/> 6. WRONG SIDE OF ROAD <input type="checkbox"/> 7. IMPROPER PASSING <input type="checkbox"/> 8. IMPROPER TURN <input type="checkbox"/> 9. DISREGARD STOP <input type="checkbox"/> 10. DISREGARD TRAFFIC SIGNAL <input type="checkbox"/> 11. IMPROPER SIGNAL <input type="checkbox"/> 12. IMPROPER BACKING <input type="checkbox"/> 13. UNSAFE MOVEMENT LEFT <input type="checkbox"/> 14. OTHER: 		TRAFFIC CONTROL <input type="checkbox"/> 1. TRAFFIC SIGNAL FUNCTIONING <input type="checkbox"/> 2. TRAFFIC SIGNAL NOT FUNCTIONING <input type="checkbox"/> 3. STOP SIGN <input type="checkbox"/> 4. WARNING OR YIELD <input type="checkbox"/> 5. FLASHING SIGNAL <input type="checkbox"/> 6. RAILROAD SIGNAL <input type="checkbox"/> 7. OFFICER <input type="checkbox"/> 8. NO CONTROL(S) PRESENT/FACTOR <input type="checkbox"/> 9. OTHER: 		DRIVER'S VIEW OF PED LIMITED BY <input type="checkbox"/> 1. NO PED INVOLVED <input type="checkbox"/> 2. STANDING TRAFFIC <input type="checkbox"/> 3. PARKED VEHICLE <input type="checkbox"/> 4. BUS AT BUS STOP <input type="checkbox"/> 5. NO STREET LIGHTS <input type="checkbox"/> 6. HEADLIGHT GLARE <input type="checkbox"/> 7. SUN GLARE <input type="checkbox"/> 8. NO OBSTRUCTION <input type="checkbox"/> 9. OTHER: 	
DRIVER TEST ADMINISTERED <div style="display: flex; justify-content: space-between;"><div>1 2 3 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></div><div>1. BLOOD 2. BREATH 3. COORDINATION 4. PAS DEVICE</div></div> PHYSICAL DEFECTS <div style="display: flex; justify-content: space-between;"><div>1 2 3 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></div><div>1. DEFECT IN VISION 2. PHYSICAL HANDICAP 3. ILL 4. SLEEPY/FATIGUED 5. APPARENTLY NORMAL 6. OTHER: </div></div>					
PEDESTRIAN #1			PEDESTRIAN #2		
WHERE WAS PED? <input type="checkbox"/> 1. LEGAL UNMARKED CROSSWALK <input type="checkbox"/> 2. MARKED CROSSWALK <input type="checkbox"/> 3. MARKED SCHOOL CROSSWALK <input type="checkbox"/> 4. NOT IN CROSSWALK <input type="checkbox"/> 5. CROSSING BET. SIGNAL DEVICE <input type="checkbox"/> 6. IN ROADWAY AT INTERSECTION <input type="checkbox"/> 7. IN ROADWAY NOT AT INTER. <input type="checkbox"/> 8. IN ALLEY <input type="checkbox"/> 9. ON SIDEWALK <input type="checkbox"/> 10. ON SHOULDER <input type="checkbox"/> 11. OTHER: 		PED PHYSICAL DEFECTS <input type="checkbox"/> 1. DEFECT IN VISION/HEARING <input type="checkbox"/> 2. PHYSICAL HANDICAP <input type="checkbox"/> 3. ILL <input type="checkbox"/> 4. SLEEPY/FATIGUED <input type="checkbox"/> 5. APPARENTLY NORMAL <input type="checkbox"/> 6. OTHER: 		WHERE WAS PED? <input type="checkbox"/> 1. LEGAL UNMARKED CROSSWALK <input type="checkbox"/> 2. MARKED CROSSWALK <input type="checkbox"/> 3. MARKED SCHOOL CROSSWALK <input type="checkbox"/> 4. NOT IN CROSSWALK <input type="checkbox"/> 5. CROSSING BET. SIGNAL DEVICE <input type="checkbox"/> 6. IN ROADWAY AT INTERSECTION <input type="checkbox"/> 7. IN ROADWAY NOT AT INTER. <input type="checkbox"/> 8. IN ALLEY <input type="checkbox"/> 9. ON SIDEWALK <input type="checkbox"/> 10. ON SHOULDER <input type="checkbox"/> 11. OTHER: 	
WHAT WAS PED DOING? <input type="checkbox"/> 1. CROSSING MID-BLOCK <input type="checkbox"/> 2. CROSSING WITH SIGNAL <input type="checkbox"/> 3. CROSSING AGAINST SIGNAL <input type="checkbox"/> 4. CROSSING UN-SIGNALIZED INTERSECTION <input type="checkbox"/> 5. CROSSING INTER. DIAGONALLY <input type="checkbox"/> 6. WALKING ALONG ROAD: WITH TRAFFIC <input type="checkbox"/> 7. GETTING ON/OFF VEHICLE <input type="checkbox"/> 8. PUSHING/WORKING ON VEHICLE <input type="checkbox"/> 9. OTHER WORKING IN ROAD <input type="checkbox"/> 10. GOING TO/FROM BUS <input type="checkbox"/> 11. GOING TO/FROM VENDOR <input type="checkbox"/> 12. PLAYING IN STREET <input type="checkbox"/> 13. PLAYING NEXT TO STREET <input type="checkbox"/> 14. ACCIDENTALLY ENTERED STREET <input type="checkbox"/> 15. ENTERING FROM BEHIND PARKED VEHICLE <input type="checkbox"/> 16. OTHER: 		PED CONDITION <input type="checkbox"/> 1. HAD NOT BEEN DRINKING <input type="checkbox"/> 2. HAD BEEN DRINKING <input type="checkbox"/> 3. UNDER DRUG INFLUENCE <input type="checkbox"/> 4. IMPAIRMENT NOT KNOWN		PED PHYSICAL DEFECTS <input type="checkbox"/> 1. DEFECT IN VISION/HEARING <input type="checkbox"/> 2. PHYSICAL HANDICAP <input type="checkbox"/> 3. ILL <input type="checkbox"/> 4. SLEEPY/FATIGUED <input type="checkbox"/> 5. APPARENTLY NORMAL <input type="checkbox"/> 6. OTHER: 	
DRIVER ATTEMPTED EVASIVE ACTION N/A		DRIVER ATTEMPTED EVASIVE ACTION N/A		DRIVER ATTEMPTED EVASIVE ACTION N/A	
PED ATTEMPTED EVASIVE ACTION N/A		PED ATTEMPTED EVASIVE ACTION N/A		PED ATTEMPTED EVASIVE ACTION N/A	
PED'S ACTION? <input type="checkbox"/> 1. WALKING <input type="checkbox"/> 2. RUNNING <input type="checkbox"/> 3. STANDING <input type="checkbox"/> 4. SITTING <input type="checkbox"/> 5. LAYING DOWN <input type="checkbox"/> 6. WALKING BICYCLE <input type="checkbox"/> 7. ON TRICYCLE <input type="checkbox"/> 8. ON SKATEBOARD <input type="checkbox"/> 9. ON OTHER TOY: <input type="checkbox"/> 10. OTHER: 		PED'S ACTION? <input type="checkbox"/> 1. WALKING <input type="checkbox"/> 2. RUNNING <input type="checkbox"/> 3. STANDING <input type="checkbox"/> 4. SITTING <input type="checkbox"/> 5. LAYING DOWN <input type="checkbox"/> 6. WALKING BICYCLE <input type="checkbox"/> 7. ON TRICYCLE <input type="checkbox"/> 8. ON SKATEBOARD <input type="checkbox"/> 9. ON OTHER TOY: <input type="checkbox"/> 10. OTHER: 		PED'S ACTION? <input type="checkbox"/> 1. WALKING <input type="checkbox"/> 2. RUNNING <input type="checkbox"/> 3. STANDING <input type="checkbox"/> 4. SITTING <input type="checkbox"/> 5. LAYING DOWN <input type="checkbox"/> 6. WALKING BICYCLE <input type="checkbox"/> 7. ON TRICYCLE <input type="checkbox"/> 8. ON SKATEBOARD <input type="checkbox"/> 9. ON OTHER TOY: <input type="checkbox"/> 10. OTHER: 	
PREPARENS NAME <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		ID NUMBER <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		MO DAY YEAR <div style="border: 1px solid black; height: 15px; width: 100%;"></div>	
REVIEWERS NAME <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		ID NUMBER <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		MO DAY YEAR <div style="border: 1px solid black; height: 15px; width: 100%;"></div>	

PD-154 (REV 6/17)

**SAN DIEGO POLICE DEPARTMENT
COLLISION SUPPLEMENTAL**

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LOCATION <input style="width:90%;" type="text"/>		DATE <input style="width:15%;" type="text"/>		TIME <input style="width:15%;" type="text"/>	
PEDESTRIAN'S CLOTHING					
PEDESTRIAN #1			PEDESTRIAN #2		
TOP: <input style="width:90%;" type="text"/>			TOP: <input style="width:90%;" type="text"/>		
BOTTOM: <input style="width:90%;" type="text"/>			BOTTOM: <input style="width:90%;" type="text"/>		
JACKET: <input style="width:90%;" type="text"/>			JACKET: <input style="width:90%;" type="text"/>		
SHOES: <input style="width:90%;" type="text"/>			SHOES: <input style="width:90%;" type="text"/>		
OTHER: <input style="width:90%;" type="text"/>			OTHER: <input style="width:90%;" type="text"/>		
PEDESTRIAN #3			PEDESTRIAN #4		
TOP: <input style="width:90%;" type="text"/>			TOP: <input style="width:90%;" type="text"/>		
BOTTOM: <input style="width:90%;" type="text"/>			BOTTOM: <input style="width:90%;" type="text"/>		
JACKET: <input style="width:90%;" type="text"/>			JACKET: <input style="width:90%;" type="text"/>		
SHOES: <input style="width:90%;" type="text"/>			SHOES: <input style="width:90%;" type="text"/>		
OTHER: <input style="width:90%;" type="text"/>			OTHER: <input style="width:90%;" type="text"/>		
SKID-SPEED INFORMATION		TIRE SKID MARK MEASUREMENTS		CRITICAL SPEED SCUFF MEASUREMENTS	
DESCRIPTION OF ROADWAY		V-1	V-2	V-3	V-4
TYPE OF ROAD / CONDITION \$ ASPHALTIC CONCRETE / <input style="width:10%;" type="text"/>		RF <input style="width:10%;" type="text"/>	RF <input style="width:10%;" type="text"/>	RF <input style="width:10%;" type="text"/>	RF <input style="width:10%;" type="text"/>
ROAD CONSTRUCTION <input style="width:100%;" type="text"/>		RR <input style="width:10%;" type="text"/>	RR <input style="width:10%;" type="text"/>	RR <input style="width:10%;" type="text"/>	RR <input style="width:10%;" type="text"/>
DIRECTION / GRADE <input style="width:100%;" type="text"/>		LF <input style="width:10%;" type="text"/>	LF <input style="width:10%;" type="text"/>	LF <input style="width:10%;" type="text"/>	LF <input style="width:10%;" type="text"/>
		LR <input style="width:10%;" type="text"/>	LR <input style="width:10%;" type="text"/>	LR <input style="width:10%;" type="text"/>	LR <input style="width:10%;" type="text"/>
MARK USED:					
LENGTH <input style="width:100%;" type="text"/>					
CHORD <input style="width:100%;" type="text"/>					
MIDDLE ORDINATE <input style="width:100%;" type="text"/>					
TIRE INFORMATION					
LEFT FRONT TIRE V-			LEFT REAR TIRE V-		
MANUFACTURER: <input style="width:90%;" type="text"/>			MANUFACTURER: <input style="width:90%;" type="text"/>		
MODEL: <input style="width:90%;" type="text"/>			MODEL: <input style="width:90%;" type="text"/>		
SIZE/RATING NUMBER: <input style="width:90%;" type="text"/>			SIZE/RATING NUMBER: <input style="width:90%;" type="text"/>		
DOT NUMBER: <input style="width:90%;" type="text"/>			DOT NUMBER: <input style="width:90%;" type="text"/>		
TIRE PRESSURE: <input style="width:90%;" type="text"/>			TIRE PRESSURE: <input style="width:90%;" type="text"/>		
OUTBOARD TREAD DEPTH: <input style="width:90%;" type="text"/>			OUTBOARD TREAD DEPTH: <input style="width:90%;" type="text"/>		
CENTER TREAD DEPTH: <input style="width:90%;" type="text"/>			CENTER TREAD DEPTH: <input style="width:90%;" type="text"/>		
INBOARD TREAD DEPTH: <input style="width:90%;" type="text"/>			INBOARD TREAD DEPTH: <input style="width:90%;" type="text"/>		
CONDITION: <input style="width:90%;" type="text"/>			CONDITION: <input style="width:90%;" type="text"/>		
RIGHT FRONT TIRE V-			RIGHT REAR TIRE V-		
MANUFACTURER: <input style="width:90%;" type="text"/>			MANUFACTURER: <input style="width:90%;" type="text"/>		
MODEL: <input style="width:90%;" type="text"/>			MODEL: <input style="width:90%;" type="text"/>		
SIZE/RATING NUMBER: <input style="width:90%;" type="text"/>			SIZE/RATING NUMBER: <input style="width:90%;" type="text"/>		
DOT NUMBER: <input style="width:90%;" type="text"/>			DOT NUMBER: <input style="width:90%;" type="text"/>		
TIRE PRESSURE: <input style="width:90%;" type="text"/>			TIRE PRESSURE: <input style="width:90%;" type="text"/>		
OUTBOARD TREAD DEPTH: <input style="width:90%;" type="text"/>			OUTBOARD TREAD DEPTH: <input style="width:90%;" type="text"/>		
CENTER TREAD DEPTH: <input style="width:90%;" type="text"/>			CENTER TREAD DEPTH: <input style="width:90%;" type="text"/>		
INBOARD TREAD DEPTH: <input style="width:90%;" type="text"/>			INBOARD TREAD DEPTH: <input style="width:90%;" type="text"/>		
CONDITION: <input style="width:90%;" type="text"/>			CONDITION: <input style="width:90%;" type="text"/>		
VEHICLE MEASUREMENTS					
	V-1	V-2	V-3	V-4	
WHEELBASE	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	
FRONT OVERHANG	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	
REAR OVERHANG	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	
FRONT TRACK	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	
REAR TRACK	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	
TOTAL VEHICLE WIDTH	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	
TOTAL VEHICLE LENGTH	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	
LEADING EDGE HEIGHT	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	
WINDSHIELD BOTTOM HEIGHT	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	
WINDSHIELD TOP HEIGHT	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	
ADDITIONAL MEASUREMENTS / NOTES					
<input style="width:100%; height:100%;" type="text"/>					
PREPARED BY NAME: <input style="width:80%;" type="text"/>		ID NUMBER: <input style="width:20%;" type="text"/>		MO DAY YEAR: <input style="width:40%;" type="text"/>	
REVIEWER'S NAME: <input style="width:80%;" type="text"/>		ID NUMBER: <input style="width:20%;" type="text"/>		MO DAY YEAR: <input style="width:40%;" type="text"/>	

PD-154 (REV 6/17)

Instructions for Completing SDPD Evidence Legend PD-154B Form

This form will be used for the Reference Line, Station Line, and the Expanded Triangulation methods. The LOCATION, DATE, and TIME will be the same as on page 1. Place an "X" in the box next to the method used. If the Reference Line method is used, identify the reference lines that the measurements were made from. If the Station Line or Expanded Triangulation method was used, use the space to describe where the origin point was located. In the legend heading, fill in "RL-1" and "RL-2" or "DIST. FROM PT#", depending on which method is used. For data collected electronically, a computer generated "Table of Evidence Points" can be used. Points may be labeled using letters or numbers. Evidence may be measured and recorded using feet and inches, or feet and tenths of feet. Whichever method is used, the investigator should be sure that all of the measurements are documented using the same method throughout the report. Do not "mix" measurements such as feet and inches, and feet and tenths of feet, in the "Evidence Legend" or "Table of Evidence."

Fill in the point and the description of the evidence. Use both sides and additional forms if needed.

The following are examples of points of evidence listed on the Evidence Legend:

Reference Line method:

POINT	RL-1	RL-2	DESCRIPTION
1	32'4" E	15'6" S	Start - light colored scuff mark

POINT	RL-1	RL-2	DESCRIPTION
1	32.3' E	15.5' S	Start - light colored scuff mark

Station Line method:

POINT	Origin	Distance	DESCRIPTION
1	0+32'4"	15'6" L	Start - light colored scuff mark

POINT	Origin	Distance	DESCRIPTION
1	0+32.3'	15.5' L	Start - light colored scuff mark

Expanded Triangulation method:

POINT	Point	Distance	Point	Distance	DESCRIPTION
1	5	15'6"	6	13'6"	Start - light colored scuff mark

POINT	Point	Distance	Point	Distance	DESCRIPTION
1	5	15.5'	6	13.5'	Start - light colored scuff mark



PAGE OF

[illegible]

(USE ANOTHER FORM 154B IF ADDITIONAL SPACE IS NEEDED FOR SUMMARY / NARRATIVE)



Instructions for Completing SDPD Hit & Run Field Report PD-161 Form

The Hit and Run Field Report is to be completed in ALL hit and run traffic collisions where the hit and run driver was not contacted and/or apprehended by the investigating officer. It is not required on cases that are cleared in the field by the investigating officer, whether or not prosecution was done.

In some cases, the information required in the form is not available to the investigating officer. If the information is unknown, DO NOT WRITE "UNKNOWN" in the box. This report does not replace any of the other reports that are required at a collision. It is to be completed in addition to the other forms.

This report is for follow up purposes only and is not available to the general public. The investigating officer may put opinions and conclusions that may or may not be supported by fact. These may help the follow-up investigator. Do not refer to this report in the collision investigation reports. Do not number the Hit and Run worksheet as part of the report and DO NOT write "NOT USED" on the back of the worksheet.

SAN DIEGO POLICE DEPARTMENT HIT & RUN FIELDREPORT

Event History # _____

COLLISION DATE	COLLISION LOCATION			
VICTIM'S INFORMATION				
NAME (FIRST MIDDLE LAST)	CELL PHONE ()	WORK PHONE ()	HOME PHONE ()	
ADDRESS	CITY		STATE	ZIP CODE
VICTIM'S VEHICLE (SHADE IN DAMAGED AREA)		SUSPECT'S VEHICLE (SHADE IN AREA OF PROBABLE DAMAGE)		
MEASUREMENTS: <input type="checkbox"/> ESTIMATED <input type="checkbox"/> MEASURED		MEASUREMENTS: <input type="checkbox"/> ESTIMATED <input type="checkbox"/> MEASURED		
HEIGHT FROM GROUND:	LENGTH:	HEIGHT FROM GROUND:	LENGTH:	

EVENT HISTORY NUMBER



All Hit & Run reports will have an event number. If the case is a walk-in or counter report, the officer taking the report will generate an event number.

COLLISION DATE AND LOCATION

This is the same as on page 1 of the collision report.

VICTIM'S INFORMATION

If more than one victim vehicle is involved, use an additional PD 161. Only ONE victim is to be shown per each PD 161 form. Contact information is critical. Detectives need to contact victims as soon as possible. Therefore, cell phone numbers first, then daytime work numbers followed by home numbers need to be listed for the victim. It is mandatory that you list an Area Code for each phone number provided.

VICTIM'S VEHICLE (SHADE IN DAMAGED AREA)		SUSPECT'S VEHICLE (SHADE IN AREA OF PROBABLE DAMAGE)	
MEASUREMENTS: <input type="checkbox"/> ESTIMATED <input type="checkbox"/> MEASURED		MEASUREMENTS: <input type="checkbox"/> ESTIMATED <input type="checkbox"/> MEASURED	
HEIGHT FROM GROUND:	LENGTH:	HEIGHT FROM GROUND:	LENGTH:
			
DISCRIBE PROBABLE DAMAGE TO SUSPECT'S VEHICLE			
DESCRIBE PROBABLE DAMAGE TO SUSPECTS VEHICLE			
PAINT TRANSFER YES <input type="checkbox"/> NO <input type="checkbox"/>		COLOR OF PAINT TRANSFER ONTO VICTIM'S VEHICLE	

VICTIM / SUSPECT VEHICLE DAMAGE DESCRIPTION

Diagrams for both the suspect and victim's vehicles are provided. The "VICTIM'S" vehicle diagram should depict the area of damage by shading. Refrain from shading the entire side of a car when only a 3-inch scratch exists. Mark the damage proportionate to the size of the vehicle in the diagram; avoid using an "X". Measurements are also crucial. Not everyone carries a measuring tape in the field. The average adult kneecap is approximately 20 inches from the ground. You can use your knee as an estimating tool. The length of your arm may be 30 inches. (If you don't have a measuring tape, try to give a good estimate.) On occasion, the measurements can make or break the case. The "SUSPECT'S" vehicle will normally be gone by the time you arrive to take a report. If known, shade in the area of probable damage on the suspect vehicle drawing. All measurements should be recorded in inches from the ground up. If you have access to a digital camera, photograph the damage. Insure the photographs include an overall shot of the vehicles and a close up of the impact damage. Describe the damage to both vehicles below the vehicle diagrams. A brief description is all that's needed.

PAINT TRANSFERS

If the suspect vehicle left paint transfer(s) on the victim's vehicle, use print tape and attempt a lift of the paint from the surface of the victim's vehicle. Occasionally the victim's paint may peel off with it. Simply note which is which. Place the tape onto the back page of the PD-161; there is no need to impound the paint sample if it is a misdemeanor. Traffic Division personnel will impound paint samples gathered at a Felony Hit and Run investigation as evidence.

<input type="checkbox"/> VICTIM <input type="checkbox"/> WITNESS / DESCRIPTION OF SUSPECT VEHICLE												
YEAR	MAKE		MODEL		BODY TYPE	COLOR	LICENSE #		STATE			
REGISTERED OWNER (FIRST MIDDLE LAST)							PHONE NUMBER					
ADDRESS					CITY		STATE	ZIP CODE				
VEHICLE IMPOUNDED?		TOW COMPANY		IMPOUND AUTHORITY IF OTHER THAN 22655.5(a) VC			EVIDENCE IMPOUNDED		PROPERTY TAG #			
<input type="checkbox"/> YES <input type="checkbox"/> NO							<input type="checkbox"/> YES <input type="checkbox"/> NO					
ADDITIONAL VEHICLE DESCRIPTION												
WANTED DRIVER												
NAME (FIRST MIDDLE LAST)							PHONE NUMBER					
ADDRESS					CITY		STATE	ZIP CODE				
RACE	SEX	HEIGHT	WEIGHT	HAIR	EYES	AGE	DATE OF BIRTH	FACIAL HAIR				
GLASSES <input type="checkbox"/> YES <input type="checkbox"/> NO		DRIVERS LICENSE #		STATE	OCCUPATION / EMPLOYER			OTHER DESCRIPTION / CLOTHING				
WITNESS IDENTIFICATION												
NAME OF WITNESS THAT CAN IDENTIFY THE DRIVER				CELL PHONE () () ()		WORK PHONE () () ()		HOME PHONE () () ()				
NAME OF WITNESS THAT CAN IDENTIFY THE DRIVER				CELL PHONE () () ()		WORK PHONE () () ()		HOME PHONE () () ()				
NAME OF WITNESS THAT CAN IDENTIFY THE DRIVER				CELL PHONE () () ()		WORK PHONE () () ()		HOME PHONE () () ()				
REPORTING OFFICER		LD. NUMBER	DIVISION	DATE	TIME	INVESTIGATED						

DESCRIPTION OF SUSPECT VEHICLE

This block of information **SHOULD NOT** contain information you accessed from the DMV database. It is made available for vehicle information which a victim or witness provided to you. On rare occasions, a victim or witness may know some portion of personal information about the suspect, such as the suspect driver's name, address or phone number which can be placed in these blocks. Some witnesses are able to provide specific information about the vehicle make, model or year. **DO NOT** provide victims or witnesses with any DMV information pertaining to the suspect vehicle. It will be up to the detective to decide if this information can be released. If the suspect vehicle is impounded for Hit and Run, use Vehicle Code section 22655.5 (a).

WANTED DRIVER

This block is for the information the victim or witness can provide. This block **IS NOT** for information you obtained from a computer database. **DO NOT** allow any victim or witness access to this information and especially **DO NOT** allow them to view any DMV photographs of potential suspects. Allowing the viewing of the suspect's photograph without a proper line-up and admonishment may void the identification of a suspect in any future photo line-up, and will jeopardize the prosecution of the case.

WITNESS IDENTIFICATION

Provide witness information of those witnesses who "**CAN IDENTIFY THE DRIVER**" from a photo lineup or have personal knowledge of the suspect's true identity.

INVESTIGATIVE NOTES TO DETECTIVE (Page #2)

This entire page is left for the investigating officer to use as a means of supplying information to the detective. Feel free to write anything you want the detective to know. There is no need to duplicate what has already been written in the narrative section of the CHP 555. For example, if you feel the collision may be a staged collision, then say so and provide what seems to be out of place. You may believe the damage to the victim's vehicle occurred elsewhere rather than where the victim is saying it occurred or how it occurred.

INSTRUCTIONS FOR COMPLETING TRUCK/BUS SUPPLEMENTAL CHP 555D Form

GENERAL INSTRUCTIONS:

The CHP 555D was created as a means to collect large truck and bus data pursuant to requirements set forth in the Motor Carrier Act of 1991, and approved by the National Governors' Association for entry into the Safety Net system.

It is required to be completed in all collisions that qualify. A "reportable collision" is an incident that is normally investigated by a police officer and reported on a standard collision reporting form, involving a truck or bus. In determining whether a CHP 555D is required or not the officer must determine if the vehicles qualify and if the reporting criteria are met.

When the collision is involving a large truck or bus and severe injuries, **a commercial enforcement trained officer should be used as a resource** in completing this form.

The National Governors' Association (NGA), with concern toward traffic safety, has requested special information to be collected on a CHP 555D when specific criteria have been met. This information is for a nationwide database; therefore, some of the definitions may vary from those used previously in this manual.

The collision must satisfy TWO conditions, Qualifying Vehicles and Severity of the Collision, before reporting is required. Both of these conditions must be met:

Qualifying Vehicles: (The back of the form describes reporting criteria and shows qualifying types of vehicles)

- Any power unit with a Gross Vehicle Weight Rating (GVWR) of 10,001 pounds or more,

OR

- Any vehicle requiring a hazardous material placard,

OR

- A bus with seating for more than 9 persons including the driver,

AND

Severity of the Collision; the collision must result in either:

- At least one fatality,

OR

- At least one injury severe enough for the injured person to require immediate medical attention and transport by any means from the scene to a medical facility,

OR

- At least one involved vehicle sustaining disabling damage (other than a flat tire) or a disabling event, which requires the vehicle be turned upright, repaired on scene (to render drivable) or otherwise assisted by emergency equipment.

NOTE: The severity criterion applies to any vehicle or person involved in the collision. If the collision is determined to be reportable, **a separate CHP 555D must be completed for each qualifying vehicle.**

COMPLETING THE FORM

Item #1: "Party Number"- Enter the party number the vehicle is listed as, on the CHP 555.

Item #2: "Number"-This box is for CHP use only and does not apply to SDPD.

QUALIFYING INFORMATION:

Item #3: "This form is being completed because this vehicle is:" - Mark all the boxes that apply.

Item #4 "Total involved vehicles in the crash" - Enter the total number of vehicles involved in the collision. For example, a tractor towing a semi-trailer would be counted as one vehicle. This number represents all vehicle types, not only those that fit within the qualifying vehicle criteria.

Item #5: "Number of persons sustaining fatal injuries" - Enter the number of fatalities in this collision.

Item #6: "Number of injured persons transported for immediate medical treatment" - Enter the number of injured parties with injuries severe enough for the injured person(s) to require immediate medical attention and transport by any means from the scene to a medical facility.

Item #7: "Number of vehicles towed from scene due to disabling damage" - Enter the number of vehicles sustaining disabling damage (other than a flat tire) or a disabling event, which requires the vehicle be turned upright, repaired on scene (to render drivable) or otherwise assisted by emergency equipment.

Item #8: "At the time of the crash, this vehicle was:" - Check only the box that applies ("**TRAFFICWAY**" is CHP's terminology for "**HIGHWAY**" which includes the outside edges of sidewalks or from property line to property line).

Item #9: "Commercial driver license (CDL):" - Check the "YES" box **ONLY** if the driver has either a Class A or Class B driver's license. **Then** check the class of the license that the driver ~~posses~~

VEHICLE INFORMATION

Item #10: "Vehicle configuration (enter one code from below)" - Select the code that best describes the vehicle or vehicle combination using the diagrams on page 2 of the form.

Item #11: "GVWR/GCWR (Enter one code from below. Use GCWR for truck combinations)". - **Gross Vehicle Weight Rating** is used for a single vehicle. **Gross Combined Weight Rating** is used for a combination of vehicles, i.e. Truck Tractor and trailer combination.

Item #12: "Bus use (Enter one code from below)". - Select the code that best describes the vehicle. For purposes of this form "School" includes public or private. "Transit" means passenger transportation with scheduled routes. "Intercity" means a company providing passenger transportation between cities (e.g. Greyhound). "Charter" means transportation, usually round trip for a tour group. "Other" means private transportation such as hotel shuttles, churches and government vehicles i.e. Department of Corrections.

Item #13: "Cargo body type (Enter one code from below)" - Select the code that best describes the vehicle or vehicle combination using the diagrams on page 2 of the form.

Item #14: "Hazardous materials involvement" / "Did the vehicle have a Haz-Mat Placard?" - Check the box that applies (A "square on-point"/"diamond" warning sign describing the type of materials transported within the vehicle). If placarded, then enter the Haz-Mat 4-digit number or name from the "square on-point" sign or from the box below the "square on-point" sign. Then enter the Haz-Mat class number from the bottom of the "square on-point" sign. Then check the appropriate box if Haz-Mat material was released from THIS vehicle's cargo (If Haz-Mat cargo leaked).

MOTOR CARRIER INFORMATION

Item #15: "Check one" - One of the four boxes that apply. INTERSTATE CARRIER- a carrier that travels between states or transports a load that originates from another state. INTRASTATE CARRIER- a carrier that operates entirely within California. NOT IN COMMERCE-GOVERNMENT- any vehicle whether it is operated by the local, state, or federal government. NOT IN COMMERCE-OTHER TRUCKS (Over 10,000 LBS GVWR/GCWR) - a rental vehicle (e.g. U-Haul, Ryder or Penske) that qualify by size (Over 10,000 LBS. GVWR/GCWR) that are rented and operated by a private individual. Then enter carrier name/address, phone number and **all** carrier identification numbers.

SEQUENCE OF EVENTS

Item #16: "Note: for this vehicle list up to four events" - Select the code(s) that best describe the actions of the vehicle (For the purposes of this form, a "Motor vehicle in-transport" is defined as cars or motorcycles that are being driven). A "Pedalcycle" is a moped or any 2, 3 or 4-wheeled vehicle with a motor attached under 150cc's.

DEFINITIONS SPECIFIC TO CHP TRUCK SUPPLEMENTAL

CHARTER BUS:

A company providing transportation, usually round trip, for a tour group.

GCWR:

The **Gross Combined Weight Rating** is located on the VIN plate; it is the vehicle's combined weight as coupled with any trailer(s) including the entire cargo and passengers.

GVWR:

The **Gross Vehicle Weight Rating** is located on the VIN plate; it is the vehicle's weight including the entire cargo and passengers.

INTERCITY:

A company providing transportation between cities within the state (e.g. Greyhound).

INTERSTATE CARRIER:

A trucking company 1) that operates in California 2) that transports a load (cargo) that originated outside of California **OR** crosses a state line with a load (i.e. a load of furniture picked up from Yuma Arizona and delivered to San Diego is an Interstate Carrier).

INTRASTATE CARRIER:

A trucking company 1) that operates entirely in California 2) that does not transport a load (cargo) that originated outside of California (i.e. a load of furniture picked up from El Centro and delivered to San Diego is an Intrastate Carrier).

*The key to understanding the difference between Intrastate and Interstate is **where did the load start and end.***

NOT IN COMMERCE - GOVERNMENT:

Any Governmental vehicle that qualifies by size (over 10,000 LBS GVWR/GCWR) whether it is operated by the local, State, or Federal Government.

NOT IN COMMERCE-OTHER TRUCKS:

A rental vehicle (e.g. U-Haul, Ryder or Penske) that qualifies by size (over 10,000 LBS GVWR/GCWR) that is rented and operated by a private individual.

PEDALCYCLE:

A "Moped" or any 2, 3 or 4-wheeled vehicle with a motor attached under 150 cc's.

TRAFFICWAY:

"Trafficway" is a descriptive term used by the Federal Motor Carrier Safety Administration for the collection of specific data (see attached diagram). The term "Trafficway" is not described in the California Vehicle Code.

TRUCK / BUS COLLISION SUPPLEMENTAL REPORT

CHP 555D (Rev. 1-07) OPI 062

PARTY NUMBER

DATE OF COLLISION

TIME (2400)

NCIC NUMBER

OFFICER I.D. NUMBER

NUMBER

GENERAL INSTRUCTIONS - COMPLETE THIS FORM FOR EACH QUALIFYING VEHICLE IF THE CRASH MEETS CRITERIA ON BACK OF THIS FORM.

QUALIFYING INFORMATION

THIS FORM IS BEING COMPLETED BECAUSE THIS VEHICLE IS:

- ☐ A truck or truck combination > 10,000 lbs. GVWR / GCWR
☐ A bus with seats for 9 or more persons, including driver
☐ A vehicle of any type with a hazardous materials placard (includes auto, light truck, van, 10,000 lbs. or less)

TOTAL INVOLVED VEHICLES IN THE CRASH

NUMBER OF PERSONS SUSTAINING FATAL INJURIES

NUMBER OF INJURED PERSONS TRANSPORTED FOR IMMEDIATE MEDICAL TREATMENT

NUMBER OF VEHICLES TOWED FROM SCENE DUE TO DISABLING DAMAGE

AT THE TIME OF THE CRASH, THIS VEHICLE WAS:

- ☐ Operating on a Trafficway open to the public (In-Transport)
☐ Parked on or off the Trafficway

COMMERCIAL DRIVER LICENSE (CDL):

- ☐ Yes ☐ No

CDL LICENSE CLASS (Check one):

- ☐ Class A ☐ Class B ☐ Class C ☐ Class D ☐ Class M

VEHICLE INFORMATION

VEHICLE CONFIGURATION (Enter one code from below)

- 1 - Passenger Car (only if vehicle has Hazardous Materials Placard)
2 - Light Truck (only if vehicle has Hazardous Materials Placard)
3 - Bus (seats for 9-15 people, including driver)
4 - Bus (seats for 16 people or more, including driver)
5 - Single-Unit Truck (2 axles, 6 tires)
6 - Single-Unit Truck (3 or more axles)
7 - Truck / Trailer(s) (Single-Unit Truck with Trailer(s))
8 - Truck / Tractor (without trailer, bobtail, or saddle mount)
9 - Tractor / Semi-Trailer (one trailer)
10 - Tractor / Doubles (two trailers)
11 - Tractor / Triples (three trailers)
99 - Other Truck > 10,000 lbs. (not listed above)

GVWR / GCWR (Enter one code from below. Use GCWR for truck combinations)

- 1 - 10,000 lbs. or Less
2 - 10,001 - 26,000 lbs.
3 - Greater than 26,000 lbs.

Bus Use (Enter one code from below)

- 0 - Not a Bus
1 - School (Public or Private)
2 - Transit
3 - Intercity
4 - Charter
5 - Other

CARGO BODY TYPE (Enter one code from below)

- 0 - Not Applicable / No Cargo Body
1 - Bus (seats for 9-15 people, including driver)
2 - Bus (seats for 16 people or more, including driver)
3 - Van / Enclosed Box
4 - Cargo Tank
5 - Flatbed
6 - Dump
7 - Concrete Mixer
8 - Auto Transporter
9 - Garbage / Refuse
10 - Grain, Chips, Gravel
11 - Pole
12 - Vehicle Towing Another Motor Vehicle
13 - Intermodal Chassis
14 - Logging
99 - Other Cargo Body (not listed above)

HAZARDOUS MATERIALS INVOLVEMENT

DID THE VEHICLE HAVE A HAZ-MAT PLACARD?

- ☐ Yes ☐ No

IF YES, INCLUDE THE FOLLOWING INFORMATION FROM THE PLACARD:

HM 4-Digit # or name from diamond or box:

HM Class # from bottom of diamond:

Was Haz-Mat released from THIS vehicle's cargo? ☐ Yes ☐ No

MOTOR CARRIER INFORMATION

CHECK ONE:

- ☐ Interstate Carrier ☐ Intrastate Carrier ☐ Not In Commerce - Government ☐ Not In Commerce - Other Trucks (Over 10,000 lbs. GVWR / GCWR)

Carrier Name:

Carrier Street Address (P.O. Box only if no street address):

City / State / ZIP Code:

Phone Number:

Carrier ID Number(s): NONE

USDOT#

MC / MX#

State# CA

SEQUENCE OF EVENTS

NOTE: FOR THIS VEHICLE, LIST UP TO FOUR EVENTS

Event 1: Event 2: Event 3: Event 4:

NON-COLLISIONS

- 1 Ran Off Road
2 Jackknife
3 Overtake (Rollover)
4 Downhill Runaway
5 Cargo Loss or Shift
6 Explosion or Fire
7 Separation of Units
8 Cross Median / Centerline

NON-COLLISIONS (continued)

- 9 Equipment Failure (Tires, Brakes, Steering, etc.)
10 Other Non-Collision

COLLISION INVOLVING / WITH

- 12 Pedestrian
13 Motor Vehicle In-Transport
14 Parked Motor Vehicle

COLLISION INVOLVING / WITH (continued)

- 15 Train
16 Pedalcycle
17 Animal
18 Fixed Object
19 Work Zone Maintenance Equipment
20 Other Moveable Object
99 Other (Describe):

PREPARED BY

REVIEWED BY

DATE

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REPORTING CRITERIA FOR TRUCK AND BUS CRASHES

IF THIS CRASH INCLUDES:





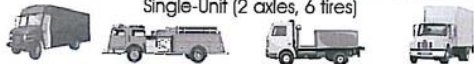
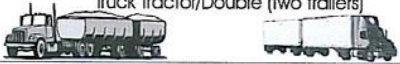

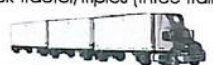

At least one motor vehicle in-transport operating on a trafficway open to the public, which results in:

- A FATALITY:** Any person(s) killed in or outside of any vehicle (truck, bus, car, etc.) involved in the crash or who dies within 30 days of the crash as a result of an injury sustained in the crash,
OR
AN INJURY: Any person(s) injured as a result of the crash who immediately receives medical treatment away from the crash scene,
OR
A TOW-AWAY: Any motor vehicle (truck or truck combination, bus, car, etc.) disabled as a result of the crash and transported away from the scene by a tow truck or other vehicle.











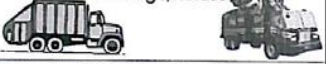

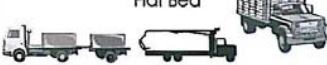


THEN COMPLETE THIS SUPPLEMENT FOR EACH OF THE FOLLOWING INVOLVED VEHICLES:

1. **Any** truck having a gross vehicle weight rating (GVWR) of more than 10,000 pounds or a gross combination weight rating (GCWR) over 10,000 pounds used on public highways,
2. **Any** motor vehicle with seats to transport nine (9) or more people, including the driver's seat,
3. **Any** vehicle displaying a hazardous materials placard (regardless of weight).

VEHICLE CONFIGURATION

<p>Bus - (9-15 Seats Including Driver)</p> 	<p>Truck Tractor (Bobtail)</p> 
<p>Bus - (16 or More Seats Including Driver)</p> 	<p>Tractor/Semi Trailer (one trailer)</p> 
<p>Single-Unit (2 axles, 6 tires)</p> 	<p>Truck Tractor/Double (two trailers)</p> 
<p>Single-Unit (3 or more axles)</p> 	<p>Truck Tractor/Triples (three trailers)</p> 
<p>Truck/Trailer (Single-Unit Truck pulling a trailer)</p> 	

CARGO BODY TYPE

<p>Bus - (9-15 Seats Including Driver)</p> 	<p>Dump</p> 	<p>Pole</p> 
<p>Bus - (16 or More Seats Including Driver)</p> 	<p>Concrete Mixer</p> 	<p>Log</p> 
<p>Van/Enclosed Box</p> 	<p>Auto Transporter</p> 	<p>Intermodal Chassis</p> 
<p>Cargo Tank</p> 	<p>Garbage/Refuse</p> 	<p>Vehicle Towing Vehicle</p> 
<p>Flat Bed</p> 	<p>Grain, Chips, Gravel</p> 	<p>No Cargo Body</p> 

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DEFINITIONS

(For definitions specific to the CHP truck supplemental, see page 65)

The following definitions and classifications of collisions are generally in accordance with the standards set forth in the American National Standard, Manual on Classification of Motor Vehicle Traffic Accidents, published by the National Safety Council. However, some of the definitions, interpretations, classifications, and examples have been adapted for use in reporting traffic collisions in California.

ACCIDENT OR COLLISION:

A traffic collision is an **unintentional** event involving an element of surprise, resulting from carelessness, unawareness, ignorance, or unavoidable causes resulting in death, injury, or property damage, directly attributable to the movement of a vehicle in transport. Although the term accident and collision are synonymous, the word *collision* should be used to describe the event. In a case of a person fleeing from a crime scene and who is involved in a collision, the collision is a separate event.

EXAMPLE:

- A shoplifter flees from a store and runs across a roadway. A passing car strikes him, causing injury. This would be an example of a separate traffic collision. The collision event went beyond the mere act of fleeing from the crime and is reported as a collision.
- As a result of an altercation on the roadway, two drivers pull over and begin to argue. One driver returns to his car, drives directly at the other person and hits them. This is a deliberate act and not a traffic collision. The vehicle then drives away from the scene in an attempt to flee and strikes a passing vehicle. This portion of the event is a traffic collision.

BICYCLE:

A bicycle is a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having one or more wheels. (231 CVC). Persons riding bicycles are subject to the provisions specified in CVC Sections 21200 and 21200.5.

BICYCLE PATHS:

A Class I Bike Path is separate and is intended for the exclusive use of bicycles. While it may be parallel to a roadway, it is separated by distance and/or a vertical barrier.

A Class II Bike Lane shares the right-of-way with a roadway or walkway. It is indicated by a bikeway pictograph on the pavement and a continuous stripe on the pavement or separated by a continuous or intermittent curb or other low barrier (also called a multi-use path).

A Class III Bike Route also shares the right-of-way with a roadway or walkway. It is not indicated by a continuous stripe on the pavement or separated by any type of barrier, but it is identified as a bikeway with signs.

CHAIN REACTION COLLISION:

Occasionally, in the same area within a short period, several motor vehicles may be involved in collisions under adverse driving conditions. Examples of this are reduced visibility due to fog, dust storms, heavy rain, etc. In such chain reaction collisions, it may be difficult to determine whether the event was one continuous event without stabilization or whether several separate collisions occurred, with the situation stabilizing between each collision. Consequently, for purposes of uniformity, a chain reaction collision should be considered a single motor vehicle collision. Also see Collisions After Stabilized Situations.

CLASSIFICATION OF INJURIES:

Injuries are classified in the following categories for reporting purposes on the CHP-555 form, page 3:

- **FATAL INJURY:**
Death as a result of injuries sustained in a collision. The death of a fetus of a pregnant female involved in a traffic collision will be documented as a fatal injury if the Medical Examiner attributes the death to the collision.
- **SEVERE INJURY:**
An injury, other than a fatal injury, which results in severely broken, dislocated or distorted limbs, severe lacerations. It does not include minor lacerations.
- **OTHER VISIBLE INJURIES:**
Includes bruises, which are discolored or swollen places where the body has received a blow (includes black eyes and bloody noses), and abrasions, which are areas of the skin where the surface is roughened or broken by scratching or rubbing (includes skinned shins, knuckles, knees, and elbows).

- **COMPLAINT OF PAIN:**

This classification could contain authentic internal, other non-visible injuries, and fraudulent claims of injury and includes:

- Persons who seem dazed, confused, or incoherent (unless such behavior can be attributed to intoxication, extreme age, illness, or mental infirmities).
- Persons who are limping but do not have visible injuries.
- Any person who is known to have been unconscious as a result of the collision, although it appears he/she has recovered.
- Persons who say they are injured and want to be listed as injured but do not appear to be.

COLLISIONS AFTER STABILIZED SITUATIONS:

A stabilized situation marks the end of an event. Nothing further will occur insofar as the event itself is concerned, but other events may follow because of subsequent actions arising from the first event. The stabilized situation may be brief, but definitely separates the end of one event from the beginning of another event. In some situations, a temporary position of safety may be reached. This is a position where a person would not be in jeopardy again if the position is maintained until rescue, or the hazard is removed. In a collision where a stabilized situation can be identified, subsequent injury or damage producing events are not considered a part of the original collision and should be documented as a separate collision(s). The following examples are illustrative of stabilized situations:

- After a motor vehicle collision, live electric wires fall on the involved vehicle, but there is no injury from the electric current because the occupants remain inside the motor vehicle.
- Subsequent injuries attributable to the electric current resulting from attempts to leave the motor vehicle or rescue attempts are not a part of the original motor vehicle collision.
- In a motor vehicle collision, objects are loosened which remain in place until all occupants are removed from the area of risk from the loosened objects. Any subsequent injury or damage attributable to the fall or roll of the loosened objects is not part of the original motor vehicle collision.
- After a motor vehicle collision, the driver regains control of his/her vehicle prior to or after coming to rest and flees from the scene. In the driver's haste to flee, the driver is involved in a subsequent collision. In this case, the first collision had stabilized once the driver regained control of his/her vehicle. The subsequent collision would be considered a separate event and not part of the original motor vehicle collision.
- The driver of a motor vehicle, while being pursued by police, collides with numerous other parked and/or moving motor vehicles. Following each collision, the pursued driver is able to regain control and continue on until eventually being halted. In this case, a stabilized situation is reached each time the driver regains control of his/her vehicle following a collision. Each set of stabilized events would be considered a separate collision and reported on separate forms.
- The driver of a motor vehicle on a freeway is involved in a collision involving property damage only. The individual exits his or her vehicle to check damage, at which time a passing vehicle strikes the vehicle or individual. In this case, there are two separate collisions, as the sequence of events that led to the first incident had ended. Furthermore, as the party is no longer within the vehicle, their status changes to that of a pedestrian or witness, depending upon their involvement in the second collision.
- A driver is uninjured in a collision. As the driver is getting out of the car and reaching for their insurance, they cut their hand on broken vehicle glass. This would not be reported as an injury collision, as the collision events had already stabilized.

DELIBERATE ACT:

An intentional act that, directly or indirectly, involves a motor vehicle in-transport, which purposely causes damage to property or injury to any person. If the intended act results in injury or damage that goes beyond the original intent, the additional event is accidental and is considered a motor vehicle traffic collision. Malicious mischief, such as throwing a rock at a motor vehicle, dropping an object from an overpass, or rolling an object upon a highway, is considered deliberate intent even though the act was not directed at a specific person or vehicle.

The following are examples of deliberate acts that are not motor vehicle traffic collisions, although a motor vehicle is used to inflict injury or damage:

- Suicide. A driver self-inflicts injury by driving a motor vehicle against a fixed object, into a body of water, or similarly misuses a motor vehicle in-transport, and this intent is verified in some manner.
- Homicide, Injury, or Damage Purposely Inflicted: A person deliberately intends to cause death, injury, or damage by driving a motor vehicle against persons, vehicles, or property.

DRIVER:

A person who drives or is in actual physical control of a vehicle. (305 CVC)

Driver would include a person steering a vehicle while:

- Walking alongside a pushed or towed vehicle and steering through the front window or open door.
- Seated behind the steering wheel while being pushed or towed.

Driver does not include the tiller-man or other person who, in an auxiliary capacity, assists the driver in the steering or operation of any articulated firefighting apparatus. Such persons are defined as passengers.

EDGE-LINE:

Edge-lines delineate the edge of the roadway and provide a visual reference. They are also used to reduce driving on paved shoulders or refuge areas of lesser structural strength than the adjacent pavement. Edge-lines are generally not continued through intersections and normally are not broken for driveways. Edge-lines are used on all state highways, except urban-type streets with curbs, and may be used on streets and highways under local jurisdiction.

EMBANKMENT:

A raised structure of natural terrain or constructed of natural soil from excavation.

GORE:

The triangular area of land between freeway lanes and an on-ramp or off-ramp and bounded by the edges of the roads, often referred to as a gore point.

HAZARDOUS MATERIAL:

As defined in VC Section 353, hazardous material is any substance, material, or device posing an unreasonable risk to health, safety, or property during transportation, as defined by regulations adopted pursuant to VC Section 2402.7. Hazardous material includes explosives and hazardous waste or substances as defined by regulations adopted pursuant to Health and Safety Code Section 25141.

HIGHWAY:

A highway is a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. (360 CVC)

Highway includes street.

- The term highway includes shoulders and sidewalks.
- A portion of the highway that is closed to vehicular travel, such as construction and repair zones or an area closed during collision investigation, no longer meets the definition of a highway. Consequently, a collision occurring solely within these areas would be considered a motor vehicle non-traffic collision.

IN-TRANSPORT:

This describes the state or condition of a vehicle when it is in use primarily for moving persons or property (including the vehicle itself) from one place to another.

- Motor vehicles are considered in-transport when on the roadway, whether moving, stopped, stalled, disabled, or abandoned. A vehicle is considered to be in a roadway when any part of it is in the roadway and might be struck by a vehicle that is moving entirely on the roadway. However, this does not include vehicles parked in compliance with VC Section 22502(a).
- Motor vehicles in designated parking stalls, shoulders, or off the highway are considered in-transport only when they are moving.

The following are examples of in-transport:

- The driver of a parked vehicle opens his/her driver's door into traffic where it is struck by a passing vehicle. The occupant of the parked vehicle is shown as a party type "Driver," as the vehicle is in-transport.
- An emergency vehicle is stopped in a traffic lane with the emergency equipment in operation. The driver of the emergency vehicle is seated in the driver's seat when the vehicle is rear-ended. The driver of the emergency vehicle is a "Driver," as the vehicle is in-transport.

INTERSECTION:

An intersection is the area located within the prolongations of the lateral curb lines, or, if none, the lateral boundary lines of the roadways of two highways that join one another at approximately right angles. It is also the area within which vehicles traveling upon different highways joining at any other angle may come in conflict. When the distance along a roadway between two areas meeting these criteria is less than 33 feet, the two areas and the roadway connecting them are considered to be parts of a single intersection. (365 CVC)

INITIAL CONTACT AREA (I.C.A.) or AREA OF IMPACT (A.O.I.):

The I.C.A. is the first point or area that damage, injury or death occurred during the sequence of events associated with the collision.

For example:

- A motorcycle leaves locked rear wheel skid and begins to rotate. The rear brake is released. The motorcycle falls onto its side, leaving a gouge on the roadway surface. The gouge would be designated as the I.C.A.
- A pedestrian is struck in the roadway and leaves a scuffmark from the shoe closest to the vehicle. The scuffmark would be considered the I.C.A.

LANE NUMBERING:

On a multi-lane roadway, traffic lanes available for through traffic traveling in the same direction are numbered from left to right when facing in the direction of traffic flow.

- A car-pool lane attached to a roadway is numbered depending on its position.
- A car-pool lane physically separated from a roadway as defined in VC Section 21655.3 is not numbered as part of the adjacent roadway. Lane numbering does not apply to acceleration and deceleration lanes.
- Separate turn pockets are not numbered as through lanes.

MEDIAN:

The portion of a divided highway separating the roadways for traffic in opposite directions. The median includes the median shoulders.

MOTORIZED BICYCLE:

A motorized bicycle or moped is any two-wheeled or three-wheeled device with or without pedals, an automatic transmission, two gross brake horsepower and a top speed of 30 mph. A motorized bicycle is subject to applicable rules of the road and collision reporting requirements. (406 CVC)

MOTORIZED SCOOTER:

A motorized scooter is any two-wheeled device that has handlebars, is designed to be stood or sat upon by the operator, and is powered by an electric motor (or any other type of motor) that is capable of propelling the device with or without human propulsion. (407.5 CVC)

MOTOR VEHICLE:

A motor vehicle is a vehicle that is self-propelled, not operated on rails, upon which or by which any person or property may be transported or drawn upon a highway. Motor vehicle does not include a self-propelled wheelchair, invalid tricycle, or motorized quadricycle when operated by a person who, by reason of physical disability, is otherwise unable to move about as a pedestrian. (415 CVC)

In the case of a person that is not disabled, and is operating a motorized wheelchair, the motorized wheelchair is considered a motor vehicle for reporting purposes. If the motorized wheelchair is being operated by a disabled person, then that person is considered a pedestrian.

MOTOR VEHICLE NON-TRAFFIC COLLISION:

Any motor vehicle collision involving a vehicle in-transport occurring entirely at a place other than a highway. This includes motor vehicle collisions occurring off-highway on public or private property. Off-highway collisions not involving a motor vehicle in-transport and events such as airplane crashes on highways or train collisions that do not meet the definition of a motor vehicle collision are not reported as traffic collisions.

A motor vehicle in-transport involved in a non-collision event:

- Occupants falling from a motor vehicle.
- Specific exclusions that are not reported as a collision include the following:
 - Property damage, personal injury, or death resulting from an organized racetrack or drag strip competition event.
 - Property damage, personal injury, or death resulting from an activity on a designated parade route.
 - Property damage, personal injury, or death sustained during an actual agricultural operation.
 - Property damage, personal injury, or death resulting from operation of a forklift vehicle within an industrial plant or other building.
 - Property damage, personal injury, or death sustained during a sanctioned bicycle race on the authorized closed course. The closed course must involve an actual highway closure.

MOTOR VEHICLE TRAFFIC COLLISION:

Any motor vehicle collision that occurs on a highway or which occurs after the motor vehicle runs off the road but before events are stabilized. This includes collisions occurring on a highway involving a motor vehicle in-transport setting an object in motion without the motor vehicle itself doing the actual striking.

For example:

- A vehicle's load or parts fall from the motor vehicle and before coming to rest, the object is struck by another motor vehicle.
- Occupants jumping from a motor vehicle prior to an imminent collision.
- Injury to an occupant of a motor vehicle due to the motion of the vehicle.

Excludes:

Cataclysmic events such as earthquakes, flash floods, lightning, etc.

- Motor vehicles not in-transport, such as snow removal equipment or construction equipment when actually engaged in operations.
- Collisions involving only the participants of a sanctioned on-highway bicycle event.
- Vehicle fires occurring while the vehicles are not in-transport.

NON-CONTACT INVOLVED PARTY:

When classifying collisions in California, the driver of a non-contact vehicle, bicycle rider, pedestrian, or other person(s) not making actual physical contact should be considered an involved party when:

- A driver, bicycle rider, pedestrian, or other person(s) commits a traffic or other violation that directly causes another party to become involved in a collision; and,
- The violation is corroborated by a disinterested witness, physical evidence, or statements of the non-contact party. For example: A pedestrian runs across the street in front of a moving motor vehicle (violation of VC Section 21950[a] as corroborated by evidence or statements). The driver of the motor vehicle avoids striking the pedestrian, but in applying the brakes, the driver skids into a parked motor vehicle. The pedestrian would be considered a non-contact involved party and will be listed as a Party on the CHP 555, page 1, Traffic Collision Report.
- A person is using a vehicle to evade arrest and commits a moving violation, which causes another person to become involved in a collision. The actions of the pursued suspect should be documented in the collision investigation as a Party.

NOTE: A person attempting to evade arrest is not considered a Non-contact Involved Party unless there is a clear violation, other than evading, which causes the involved party to crash. The mere fact that a person is being pursued in itself is not sufficient to make that person a Party in the collision.

ON-DUTY EMERGENCY VEHICLE COLLISION:

This applies to a peace officer, as defined in Chapter 4.5 (commencing with Section 830) of Part 2 of Title 3 of the California Penal Code, or a firefighter operating an authorized emergency vehicle as described in VC Sections 165(a), 165(b)(1) or (b)(2), or 165(f) at the time of the collision. This provision also applies to federal officers and federal customs agents while operating an official government vehicle during the performance of their duties. The Department of Motor Vehicles notes the "on-duty emergency vehicle collision" label on the officer's driving record. The collision must be identified by the reporting officer as occurring while on-duty by the notation "On-Duty Emergency Vehicle" in the upper right hand corner of the "Name" box and in the Special Conditions box. The purpose of the notation is to alert insurance companies that the driver of the involved emergency vehicle should be provided the protection of Insurance Code Sections 488.5, 557.5, and 669.5. It is important to understand that this provision applies only to a qualified individual operating a publicly owned emergency vehicle. Furthermore, to qualify as a publicly owned emergency vehicle, a lease or rental agreement must be in place for a period of 30 consecutive days or more. (VC Section 460)

Therefore, an on-duty officer operating a privately owned vehicle or a vehicle leased for less than 30 days would not qualify for this designation. A privately owned ambulance not issued a permit under the provisions of VC Section 165(f) is not considered an "On-Duty Emergency Vehicle."

PARTY:

Any person who operates a vehicle, motor vehicle, or a bicycle, or who is a pedestrian, who is involved in or causes a collision.

PASSENGER:

Any person inside or upon a vehicle, excluding the driver. Includes a person behind the wheel of a parked motor vehicle not in-transport.

PEDESTRIAN:

A pedestrian is any person who is afoot or using a means of conveyance propelled by human power, other than a bicycle. Pedestrian includes any person who is operating a self-propelled wheelchair, invalid tricycle or motorized quadricycle and by reason of physical disability, is otherwise unable to move about as a pedestrian. This excludes a motorized scooter. (467 CVC)

ROAD:

A road is any existing vehicle route established before January 1, 1979, with significant evidence of prior regular travel by vehicles subject to registration, and not necessarily publicly or privately maintained. A road is that way or place which does not meet the definition of a highway. The term road includes shoulders and sidewalks. (527 CVC)

ROADWAY:

A roadway is that portion of a highway improved, designed, or ordinarily used for vehicular travel. In the event a highway includes two or more separate roadways, the term roadway refers to any such roadway separately but not to all such roadways collectively. (530 CVC)

SHOULDER:

The portion of the road next to the roadway, used for accommodation of stopped vehicles, for emergency stops, and for lateral support of the roadway structure is the shoulder. The line between the roadway and the shoulder may be a painted edge line, a change in surface color material, or a curb (for example, a concrete drainage curb on a freeway.) On one-way roadways, there may be surfaced shoulders on both sides.

SIDEWALK:

The portion of a highway, other than the roadway, set apart by curbs, barriers, markings, or other delineation for pedestrian travel. The term highway includes sidewalks. (555 CVC)

STAGED TRAFFIC COLLISION:

A collision intentionally planned or contrived for fraudulent purposes. A report of a suspected staged traffic collision should be coded and forwarded to the California Highway Patrol as outlined in the California Highway Patrol Collision Investigation Manual. (HPM 110.5)

TOW AWAY:

The collision results in property damage to at least one vehicle to the extent that it cannot be driven, or to a trailer to the extent that it cannot be towed, from the scene during daylight after simple repairs. Simple repairs are repairs that can be made by a person who is generally lacking in knowledge or expertise in the art of auto repairs. This may include bending a fender away from a tire with a crowbar, changing a tire, or cutting a fan belt.

Tow away excludes the following:

- The vehicle is towed away only because the driver is incapacitated (sick, emotionally disturbed).
- The inoperative parts are not essential to the vehicle being driven away.
- A vehicle that would be towed away because of an illegal condition due to the accident.
- A vehicle towed back onto the roadway or up-righted, which can be driven away.
- A vehicle towed for enforcement action (suspended driver's license, unlicensed driver).

UNINVOLVED PARTY:

An additional party who an involved party claims contributed to the occurrence or collision but:

- Sustained no damage or injury, *and*
- There is no evidence to indicate that the additional party committed a violation that would cause the collision, *and*
- There is no corroboration by a disinterested witness or the additional party.

For example:

- A vehicle stopped to make a left turn at a stop sign, red light, or for a pedestrian. It is an uninvolved party when a vehicle approaching from behind evades it and collides with anything other than the stopped vehicle.
- A vehicle traveling at the legal speed limit is an uninvolved party when an over-taking vehicle evades it and collides with anything other than the vehicle proceeding at the legal speed limit.
- A vehicle sets a rock or debris in motion, which strikes another vehicle. The party whose vehicle set the object in motion denies involvement and there are no witnesses.

VEHICLE:

A vehicle is a device by which any person or property may be propelled, moved, or drawn upon a highway, excepting a device moved exclusively by human power or used exclusively upon stationary rails or tracks. (670 CVC)

WITNESS:

A person, other than an involved party or a passenger, who can provide information relevant to the collision. Includes a person who observed the collision or who observed pertinent details before or after a collision, such as a person who can testify to a party's intoxication, either before or after the collision.

RECOMMENDED ABBREVIATIONS

Abbreviations Approved for Report Use

DIRECTIONS

Northbound	N/B	Eastbound	E/B
Northeast	N/E	Southbound	S/B
Northwest	N/W	Southwest	S/W
Westbound	W/B	Southeast	S/E

STATES

ALABAMA	AL	KENTUCKY	KY	OHIO	OH
ALASKA	AK	LOUISIANA	LA	OKLAHOMA	OK
ARIZONA	AZ	MAINE	ME	OREGON	OR
ARKANSAS	AR	MARYLAND	MD	PENNSYLVANIA	PA
CALIFORNIA	CA	MASSACHUSETTS	MA	RHODE ISLAND	RI
COLORADO	CO	MICHIGAN	MI	S. CAROLINA	SC
CONNECTICUT	CT	MINNESOTA	MN	S DAKOTA	SD
DELAWARE	DE	MISSISSIPPI	MS	TENNESSEE	TN
DISTRICT OF COLUMBIA	DC	MISSOURI	MO	TEXAS	TX
FLORIDA	FL	MONTANA	MT	UTAH	UT
GEORGIA	GA	NEBRASKA	NB	VERMONT	VT
HAWAII	HI	NEVADA	NV	VIRGINIA	VA
IDAHO	ID	NEW HAMPSHIRE	NH	WASHINGTON	WA
ILLINOIS	IL	NEW JERSEY	NJ	WEST VIRGINIA	WV
INDIANA	IN	NEW MEXICO	NM	WISCONSIN	WI
IOWA	IA	NEW YORK	NY	WYOMING	WY
KANSAS	KS	N CAROLINA	NC		
		N DAKOTA	ND		

AUTO BODY TYPE CODES

COACH	CH	CONVERTIBLE	CV
COUPE	CP	HARDTOP	HT
HARDTOP	2-DR 2T	HARDTOP 4-DR	4T
HEARSE	HR	LIMOUSINE	LM
OPEN BODY	OP	HARDTOP RETRAC.	RH
ROADSTER	RD	SEDAN	SD
SEDAN 2-DR	2D	SEDAN 4 - DR	4D
STATION WAGON	SW		

VEHICLE TYPE CODES
(For use on CHP 555, Page 1)

Passenger Vehicles

- 01 - Passenger Car, Station Wagon, Jeep
- 02 - Motorcycle
- 03 - Motor Driven Cycle/Scooter
- 04 - Bicycle
- 05 - Motorized Bicycle
- 06 - All Terrain Vehicle
- 07 - Sport Utility Vehicle
- 08 - Mini-vans

Buses

- 09 - Paratransit
- 10 - Tour Bus
- 11 - Other Commercial
- 12 - Non-Commercial Bus
- 13 - School Bus Public Type I
- 14 - School Bus Public Type II
- 15 - School Bus Private Type I
- 16 - School Bus Private Type II
- 17 - School Bus Contractual Type I
- 18 - School Bus Contractual Type II
- 19 - General Public Paratransit Vehicle
- 20 - Public Transit Authority
- 63 - Youth Bus
- 64 - School Pupil Activity Bus Type I
- 65 - School Pupil Activity Bus Type II

Trucks/Truck Tractors

- 21 - Two Axle Tank Truck
- 22 - Pickups & Panels
- 23 - Pickup w/Camper
- 24 - Three Axle Tank Truck
- 25 - Truck Tractor
- 26 - Two Axle Truck
- 27 - Three or More Axle Truck

Specialized Vehicles

- 41 - Ambulance
- 42 - Dune Buggy
- 43 - Fire Truck
- 44 - Fork Lift
- 45 - Hwy. Construction Equip.
- 46 - Implement of Husbandry
- 47 - Motor Home
- 48 - Police Car
- 49 - Police Motorcycle
- 50 - Mobile Equipment
- 51 - Farm Labor Vehicle (Certified)
- 55 - Two-Axle Tow Truck
- 56 - Three-Axle Tow Truck
- 57 - Farm Labor Vehicle (Non-Certified)
- 58 - Farm Labor Transporter
- 59 - Motor Home > 40 Feet

Trailers

- 28 - Semi Tank Trailer
- 29 - Pull Tank Trailer
- 30 - Two Tank Trailer
- 31 - Semi
- 32 - Pull
- 33 - Two Trailers (Includes Semi & Pull)
- 34 - Boat
- 35 - Utility
- 36 - Trailer Coach
- 37 - Extralegal Permit Load
- 38 - Pole, Pipe, or Logging Dolly
- 39 - Three Trailers
- 40 - Federally Legal Semi
- 52 - Federally Legal Double Combo Over 75 Feet
- 53 - Fifth Wheel Travel Trailer
- 54 - Container Chassis

Miscellaneous

- 60 - Pedestrian
- 61 - Second or Additional Enforcement Action(s)
- 62 - Passengers
- 94 - Go-ped, ZIP Electric scooter, Motoboard
- 95 - Misc. Non-Motor Vehicle
- 96 - Misc. Motor Vehicle (Snowmobile, Golf Cart)
- 97 - Low Speed Vehicle
- 98 - Emergency Vehicle (On Emergency Run)
- 99 - Unknown Hit and Run Vehicle Involvement

Hazardous Material

- 71 - Passenger Car, Station Wagon, Jeep
- 72 - Pickups and Panels
- 73 - Pickup and Camper
- 75 - Truck Tractor
- 76 - Two-Axle Truck
- 77 - Three or More Axle Truck
- 78 - Two-Axle Tank Truck
- 79 - Three-Axle Tank Truck

Hazardous Waste or Hazardous Waste/Material

Combination

- 81 - Passenger Car, Station Wagon, Jeep
- 82 - Pickups and Panels
- 83 - Pickup and Camper
- 85 - Truck Tractor
- 86 - Two-Axle Truck
- 87 - Three or More Axle Truck
- 88 - Two-Axle Tank Truck
- 89 - Three-Axle Tank Truck

BODY CODES

AMBULANCE	AM	LINE CONSTRUCTION	LC
ARMORED CAR	AR	LIVESTOCK	LS
AUTO CARRIER	AC	LOW BED	LB
BEVERAGE RACK	BR	LUNCH WAGON	LW
BICYCLE	BI	MOBILE HOME	HS
BOAT	BT	MOTORIZED HOMES	MH
BUS	BU	ONE WHEEL	1W
CONCRETE MIXER	CM	PALLET	PL
CRANE	CR	REFRIGERATED	RF
FIRE TRUCK	FT	SHOVEL	SH
FORK LIFT	FL	TOW TRUCK	TT
GARBAGE / REFUSE	GG	TRACTOR (TRACK TYPE)	2W
GLASS RACK	GR	FARM TRACTOR	TF
GONDOLA	GA	TRUCK W/ CAMPER	TW
GRAIN HOPPER	GN	CHASSIS	CB
HORSE	HE	DUMP	DP
CARRYALL	LL	FLAT BED	FB
PANEL	PN	PICK UP	PK
SEMI	SE	SPORTS VAN	SV
STAKE BED	ST	TANK	TN
VAN	VN	VANETTE (METRO STEP TYPE)	VT

MOTORCYCLE BODY TYPE CODES

MINI BIKE	MK	MOPED	MP
MOTORBIKE	MB	MOTORCYCLE	MC
MOTORSCOOTER	MS		

VEHICLE MAKE ABBREVIATIONS

ALFA ROMEO	ALFA	KARMANN-GHIA	KARG
ALPINE	ALPI	LAMBORGHINI	LAMB
AMERICAN MOTORS	AMER	LANCIA	LANC
ASTON-MARTIN	ASTO	LINCOLN	LINC
AUDI	AUDI	LOTUS	LOTU
AVIA	AVIA	MASERATI	MASE
AUSTIN	AUST	MERCEDES-BENZ	MERZ
AUSTIN-HEALY	AUHE	MERCURY	MERC
B M W	BMW	MG	MG
BUICK	BUIC	MORRIS	MORR
CADILLAC	CADI	NASH	NASH
CHECKER	CHEC	NISSAN	NISS
CHEVROLET	CHEV	OLDSMOBILE	OLDS
CHRYSLER	CHRY	OPEL	OPEL
CITROEN	CITR	PACKARD	PACK
DAIMLER	DAIM	PANTERA	PANT
DATSUN	DATS	PEUGEOT	PEUG
DELOREAN	DELO	PLYMOUTH	PLYM
DESOTO	DESO	PONTIAC	PONT
DODGE	DODG	PORSCHE	PORS
EDSEL	EDSE	RAMBLER	RAMB
ENGLISH FORD	ENGF	RENAULT	RENA
FERRARI	FERR	ROLLS ROYCE	ROL
FIAT	FIAT	SAAB	SAAB
FORD	FORD	SHELBY AMERICAN	SHEB
HILLMAN	HILL	SIMCA	SIM
HONDA	HOND	* SPECIAL VEHICLE	SPEC
HUDSON	HUDS	STUDEBAKER	STU
INTERNATIONAL	INTL	SUBARU	SUBA
ISUZU	ISUZ	SUNBEAM	SUNB
JAGUAR	JAGU	TOYOTA	TOYT
JEEP	JEEP	TRIUMPH	TRIU
JENSEN	JENS	VOLKSWAGEN	VOLK
		VOLVO	VOLV

* DUNEBUGGY, HOMEBUILTS ETC.

REPORT EXAMPLES

Each officer has the responsibility to develop report writing and investigative skills that will lead to high quality and professional documentation of collisions. The following pages have example reports that show a typical collision investigation. The examples are simply an illustration of the different standards of an investigation. In many cases, there will be additional details that should be documented, depending on the severity of the collision. The investigator should identify any surrounding issues of the collision and address them in the investigation. Additional sketches or diagrams can be used to document details and issues that must be included, but would make the required diagrams appear cluttered. An example would be a collision that occurs in a large intersection. A separate diagram may be used to show traffic signal locations, lighting, or sign locations. The completed report should illustrate the entire event accurately.

The following are examples of collision reports utilizing the formats outlined in this manual:

- Severe injury collision forms and narrative format.
- Example diagram set of a severe injury collision utilizing the reference line method.
- Example diagram set of a severe injury collision utilizing the expanded triangulation method.
- Example diagram set of a severe injury collision utilizing the station line method.
- Example diagram set of a severe injury collision utilizing the station line method on a curve.
- Example of non-injury/minor injury collision forms and narrative format.
- Example diagram of a non-injury/minor injury collision.

**Example Diagram Set of a Serious Injury Collision
Utilizing the Reference Line Method**

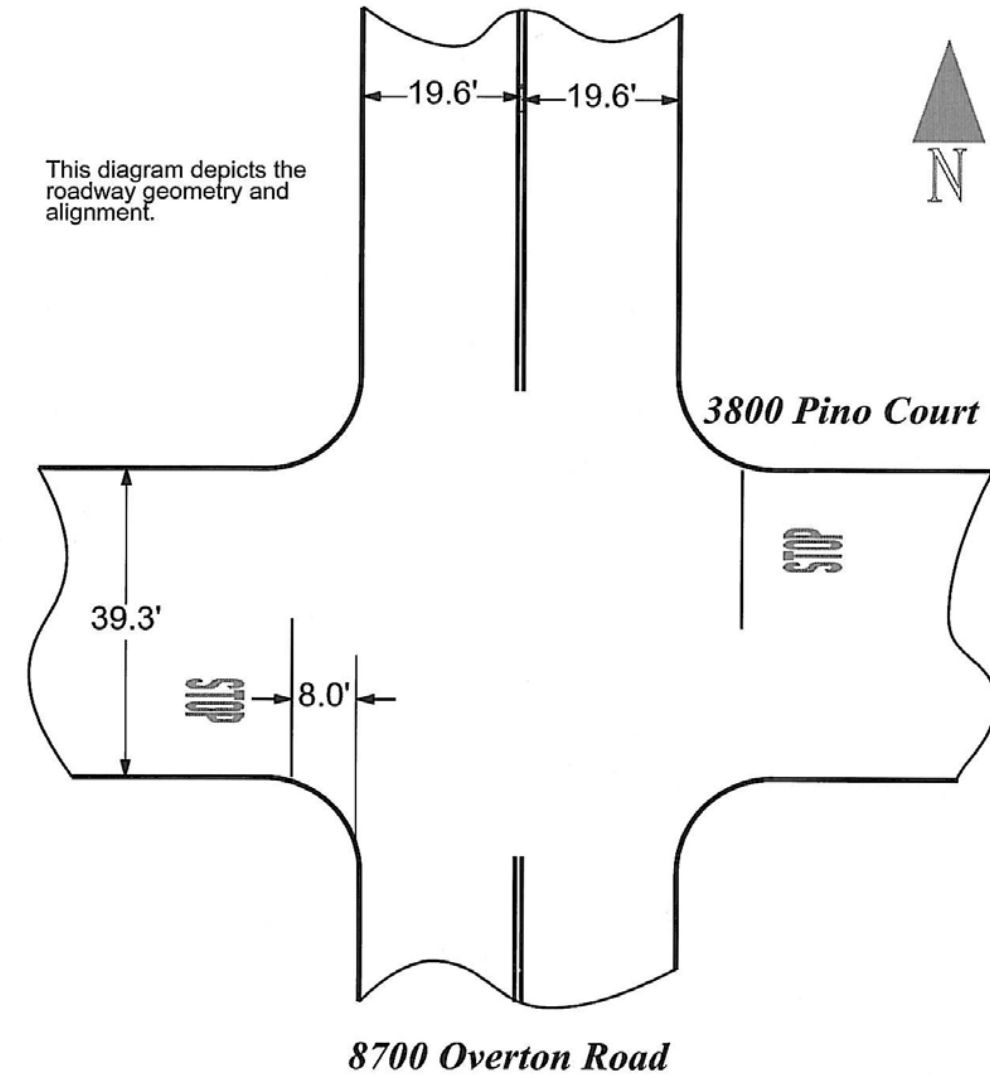
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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PAGE OF

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
x	x	x	x	x

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



PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
x	x	x	x	x

Example Diagram Set of a Serious Injury Collision Utilizing the Reference Line Method

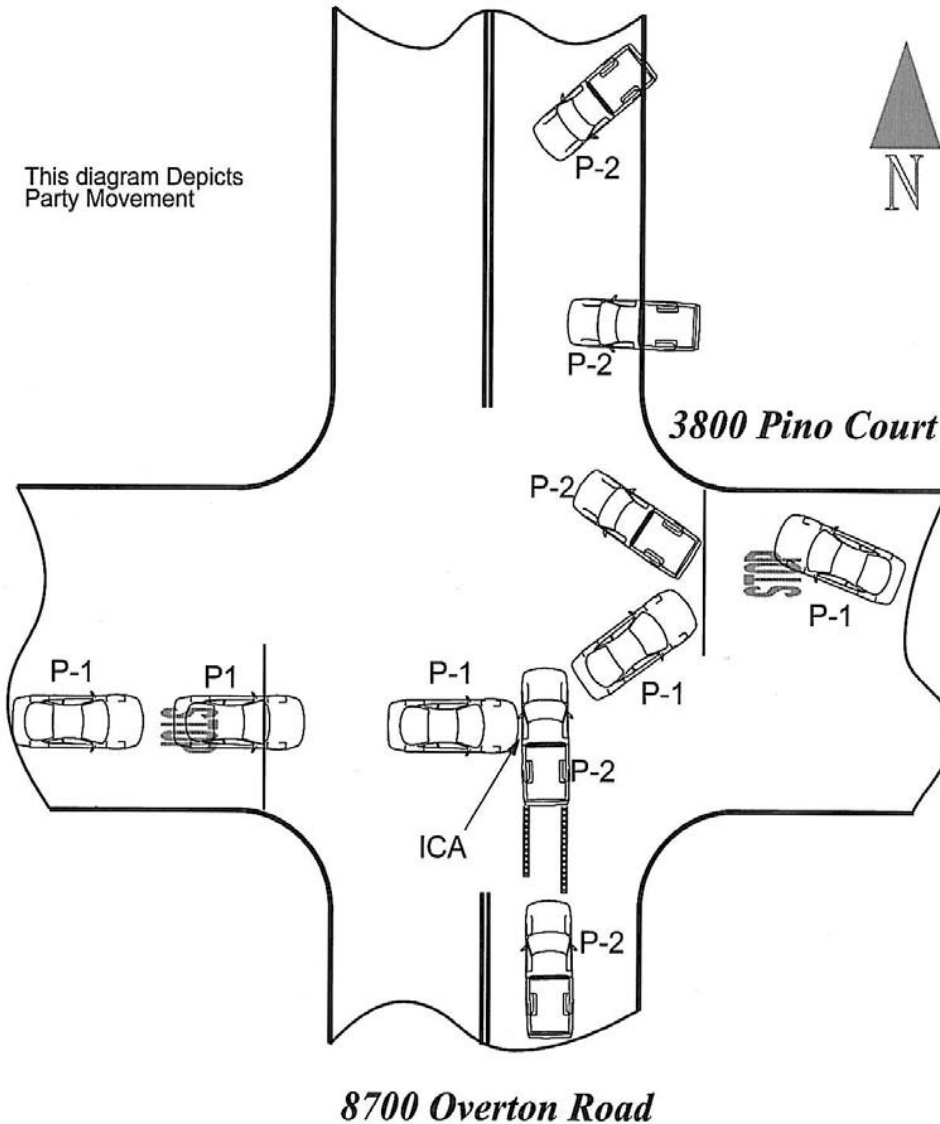
STATE OF CALIFORNIA FACTUAL DIAGRAM

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

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	PAGE OF NUMBER
x	x	x	x	x

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

This diagram Depicts
Party Movement



PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
x	x	x	x	x

Example Diagram Set of a Serious Injury Collision Utilizing the Reference Line Method

STATE OF CALIFORNIA **FACTUAL DIAGRAM**

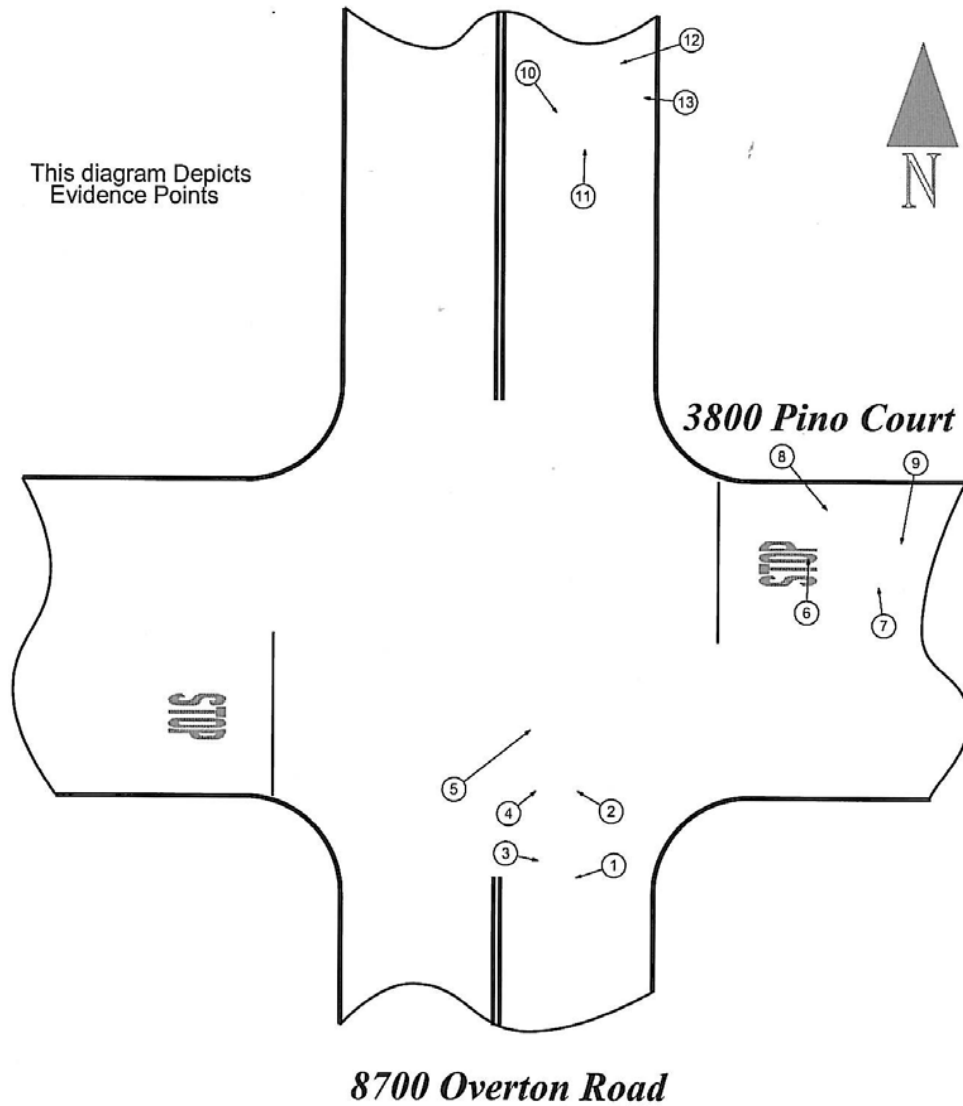
CHP 555 Page 4 (Rev. 8-97) OPI 042

PAGE OF

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
x	x	x	x	x

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

This diagram Depicts
Evidence Points



PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
x	x	x	x	x

PAGE OF

[illegible]

SAN DIEGO POLICE DEPARTMENT COLLISION SUPPLEMENTAL

Page of

LOCATION <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		DATE <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		TIME <div style="border: 1px solid black; height: 15px; width: 100%;"></div>	
INITIAL CONTACT AREA <div style="border: 1px solid black; height: 20px; width: 100%;"></div>					
MEASUREMENTS BY METHOD ROLL-A-TAPE AND REFERENCE LINE 					
HOW WAS ICPI/CA ESTABLISHED 					
CLASS OF COLLISION <input type="checkbox"/> FATAL <input type="checkbox"/> INJURY <input type="checkbox"/> PROPERTY DAMAGE ONLY		OCCURRED ON ROAD <input type="checkbox"/> AT INTERSECTION <input type="checkbox"/> ON PUBLIC PROPERTY <input type="checkbox"/> NOT AT INTERSECTION <input type="checkbox"/> ON PRIVATE PROPERTY		INVESTIGATED <input type="checkbox"/> AT SCENE <input type="checkbox"/> NOT AT SCENE	
PRIMARY CAUSE <input type="checkbox"/> 1. SPEED <input type="checkbox"/> 2. VIOLATION PED RIGHT OF WAY <input type="checkbox"/> 3. VIOLATED AUTO RIGHT OF WAY <input type="checkbox"/> 4. PED IN VIOLATION <input type="checkbox"/> 5. FOLLOWING TOO CLOSE <input type="checkbox"/> 6. WRONG SIDE OF ROAD <input type="checkbox"/> 7. IMPROPER PASSING <input type="checkbox"/> 8. IMPROPER TURN <input type="checkbox"/> 9. DISREGARD STOP <input type="checkbox"/> 10. DISREGARD TRAFFIC SIGNAL <input type="checkbox"/> 11. IMPROPER SIGNAL <input type="checkbox"/> 12. IMPROPER BACKING <input type="checkbox"/> 13. UNSAFE MOVEMENT LEFT <input type="checkbox"/> 14. OTHER: 		TRAFFIC CONTROL <input type="checkbox"/> 1. TRAFFIC SIGNAL FUNCTIONING <input type="checkbox"/> 2. TRAFFIC SIGNAL NOT FUNCTIONING <input type="checkbox"/> 3. STOP SIGN <input type="checkbox"/> 4. WARNING OR YIELD <input type="checkbox"/> 5. FLASHING SIGNAL <input type="checkbox"/> 6. RAILROAD SIGNAL <input type="checkbox"/> 7. OFFICER <input type="checkbox"/> 8. NO CONTROL(S) PRESENT/FACTOR <input type="checkbox"/> 9. OTHER: 		DRIVERS VIEW OF PED LIMITED BY <input type="checkbox"/> 1. NO PED INVOLVED <input type="checkbox"/> 2. STANDING TRAFFIC <input type="checkbox"/> 3. PARKED VEHICLE <input type="checkbox"/> 4. BUS AT BUS STOP <input type="checkbox"/> 5. NO STREET LIGHTS <input type="checkbox"/> 6. HEADLIGHT GLARE <input type="checkbox"/> 7. SUN GLARE <input type="checkbox"/> 8. NO OBSTRUCTION <input type="checkbox"/> 9. OTHER: 	
PEDESTRIAN #1		PEDESTRIAN #2			
WHERE WAS PED? <input type="checkbox"/> 1. LEGAL UNMARKED CROSSWALK <input type="checkbox"/> 2. MARKED CROSSWALK <input type="checkbox"/> 3. MARKED SCHOOL CROSSWALK <input type="checkbox"/> 4. NOT IN CROSSWALK <input type="checkbox"/> 5. CROSSING BET. SIGNAL DEVICE <input type="checkbox"/> 6. IN ROADWAY AT INTERSECTION <input type="checkbox"/> 7. IN ROADWAY NOT AT INTER. <input type="checkbox"/> 8. IN ALLEY <input type="checkbox"/> 9. ON SIDEWALK <input type="checkbox"/> 10. ON SHOULDER <input type="checkbox"/> 11. OTHER: 		PED PHYSICAL DEFECTS <input type="checkbox"/> 1. DEFECT IN VISION/HEARING <input type="checkbox"/> 2. PHYSICAL HANDICAP <input type="checkbox"/> 3. ILL <input type="checkbox"/> 4. SLEEPY/FATIGUED <input type="checkbox"/> 5. APPARENTLY NORMAL <input type="checkbox"/> 6. OTHER: 		WHERE WAS PED? <input type="checkbox"/> 1. LEGAL UNMARKED CROSSWALK <input type="checkbox"/> 2. MARKED CROSSWALK <input type="checkbox"/> 3. MARKED SCHOOL CROSSWALK <input type="checkbox"/> 4. NOT IN CROSSWALK <input type="checkbox"/> 5. CROSSING BET. SIGNAL DEVICE <input type="checkbox"/> 6. IN ROADWAY AT INTERSECTION <input type="checkbox"/> 7. IN ROADWAY NOT AT INTER. <input type="checkbox"/> 8. IN ALLEY <input type="checkbox"/> 9. ON SIDEWALK <input type="checkbox"/> 10. ON SHOULDER <input type="checkbox"/> 11. OTHER: 	
WHAT WAS PED DOING? <input type="checkbox"/> 1. CROSSING MID-BLOCK <input type="checkbox"/> 2. CROSSING WITH SIGNAL <input type="checkbox"/> 3. CROSSING AGAINST SIGNAL <input type="checkbox"/> 4. CROSSING UN-SIGNALIZED INTERSECTION <input type="checkbox"/> 5. CROSSING INTER. DIAGONALLY <input type="checkbox"/> 6. WALKING ALONG ROAD: WITH TRAFFIC <input type="checkbox"/> 7. GETTING ON/OFF VEHICLE <input type="checkbox"/> 8. PUSHING/WORKING ON VEHICLE <input type="checkbox"/> 9. OTHER WORKING IN ROAD <input type="checkbox"/> 10. GOING TO/FROM BUS <input type="checkbox"/> 11. GOING TO/FROM VENDOR <input type="checkbox"/> 12. PLAYING IN STREET <input type="checkbox"/> 13. PLAYING NEXT TO STREET <input type="checkbox"/> 14. ACCIDENTALLY ENTERED STREET <input type="checkbox"/> 15. ENTERING FROM BEHIND PARKED VEHICLE <input type="checkbox"/> 16. OTHER: 		DRIVER ATTEMPTED EVASIVE ACTION N/A		DRIVER ATTEMPTED EVASIVE ACTION N/A	
PED'S ACTION? <input type="checkbox"/> 1. WALKING <input type="checkbox"/> 2. RUNNING <input type="checkbox"/> 3. STANDING <input type="checkbox"/> 4. SITTING <input type="checkbox"/> 5. LAYING DOWN <input type="checkbox"/> 6. WALKING BICYCLE <input type="checkbox"/> 7. ON TRICYCLE <input type="checkbox"/> 8. ON SKATEBOARD <input type="checkbox"/> 9. ON OTHER TOY: <input type="checkbox"/> 10. OTHER: 		PED'S ACTION? <input type="checkbox"/> 1. WALKING <input type="checkbox"/> 2. RUNNING <input type="checkbox"/> 3. STANDING <input type="checkbox"/> 4. SITTING <input type="checkbox"/> 5. LAYING DOWN <input type="checkbox"/> 6. WALKING BICYCLE <input type="checkbox"/> 7. ON TRICYCLE <input type="checkbox"/> 8. ON SKATEBOARD <input type="checkbox"/> 9. ON OTHER TOY: <input type="checkbox"/> 10. OTHER: 		PED'S ACTION? <input type="checkbox"/> 1. WALKING <input type="checkbox"/> 2. RUNNING <input type="checkbox"/> 3. STANDING <input type="checkbox"/> 4. SITTING <input type="checkbox"/> 5. LAYING DOWN <input type="checkbox"/> 6. WALKING BICYCLE <input type="checkbox"/> 7. ON TRICYCLE <input type="checkbox"/> 8. ON SKATEBOARD <input type="checkbox"/> 9. ON OTHER TOY: <input type="checkbox"/> 10. OTHER: 	
PREPARER'S NAME 		ID NUMBER 		MO DAY YEAR 	
REVIEWER'S NAME 		MO DAY YEAR 		MO DAY YEAR 	

PD-154 (REV 5/17)

**SAN DIEGO POLICE DEPARTMENT
COLLISION SUPPLEMENTAL**

Page of

LOCATION				DATE		TIME	
PEDESTRIAN'S CLOTHING							
PEDESTRIAN #1				PEDESTRIAN #2			
TOP: 				TOP: 			
BOTTOM: 				BOTTOM: 			
JACKET: 				JACKET: 			
SHOES: 				SHOES: 			
OTHER: 				OTHER: 			
PEDESTRIAN #3				PEDESTRIAN #4			
TOP: 				TOP: 			
BOTTOM: 				BOTTOM: 			
JACKET: 				JACKET: 			
SHOES: 				SHOES: 			
OTHER: 				OTHER: 			
SKID-SPEED INFORMATION		TIRE SKID MARK MEASUREMENTS				CRITICAL SPEED SCUFF MEASUREMENTS	
DESCRIPTION OF ROADWAY		V-1	V-2	V-3	V-4	MARK USED:	
TYPE OF ROAD / CONDITIONS ASPHALTIC CONCRETE / 		RF 	RF 	RF 	RF 	LENGTH 	
ROAD CONSTRUCTION 		RR 	RR 	RR 	RR 	CHORD 	
DIRECTION / GRADE 		LF 	LF 	LF 	LF 	MIDDLE ORDINATE 	
LR 		LR 	LR 	LR 	LR 		
TIRE INFORMATION							
LEFT FRONT TIRE V-				LEFT REAR TIRE V-			
MANUFACTURER: 				MANUFACTURER: 			
MODEL: 				MODEL: 			
SIZE/RATING NUMBER: 				SIZE/RATING NUMBER: 			
DOT NUMBER: 				DOT NUMBER: 			
TIRE PRESSURE: 				TIRE PRESSURE: 			
OUTBOARD TREAD DEPTH: 				OUTBOARD TREAD DEPTH: 			
CENTER TREAD DEPTH: 				CENTER TREAD DEPTH: 			
INBOARD TREAD DEPTH: 				INBOARD TREAD DEPTH: 			
CONDITION: 				CONDITION: 			
RIGHT FRONT TIRE V-				RIGHT REAR TIRE V-			
MANUFACTURER: 				MANUFACTURER: 			
MODEL: 				MODEL: 			
SIZE/RATING NUMBER: 				SIZE/RATING NUMBER: 			
DOT NUMBER: 				DOT NUMBER: 			
TIRE PRESSURE: 				TIRE PRESSURE: 			
OUTBOARD TREAD DEPTH: 				OUTBOARD TREAD DEPTH: 			
CENTER TREAD DEPTH: 				CENTER TREAD DEPTH: 			
INBOARD TREAD DEPTH: 				INBOARD TREAD DEPTH: 			
CONDITION: 				CONDITION: 			
VEHICLE MEASUREMENTS							
	V-1	V-2	V-3	V-4			
WHEELBASE							
FRONT OVERHANG							
REAR OVERHANG							
FRONT TRACK							
REAR TRACK							
TOTAL VEHICLE WIDTH							
TOTAL VEHICLE LENGTH							
LEADING EDGE HEIGHT							
WINDSHIELD BOTTOM HEIGHT							
WINDSHIELD TOP HEIGHT							
ADDITIONAL MEASUREMENTS / NOTES							
PREPARER'S NAME		ID NUMBER		MO DAY YEAR		REVIEWER'S NAME	
							

PC-134 (REV 5/17)

Example Diagram Set of a Serious Injury Collision Utilizing the Triangulation Method

STATE OF CALIFORNIA **FACTUAL DIAGRAM**

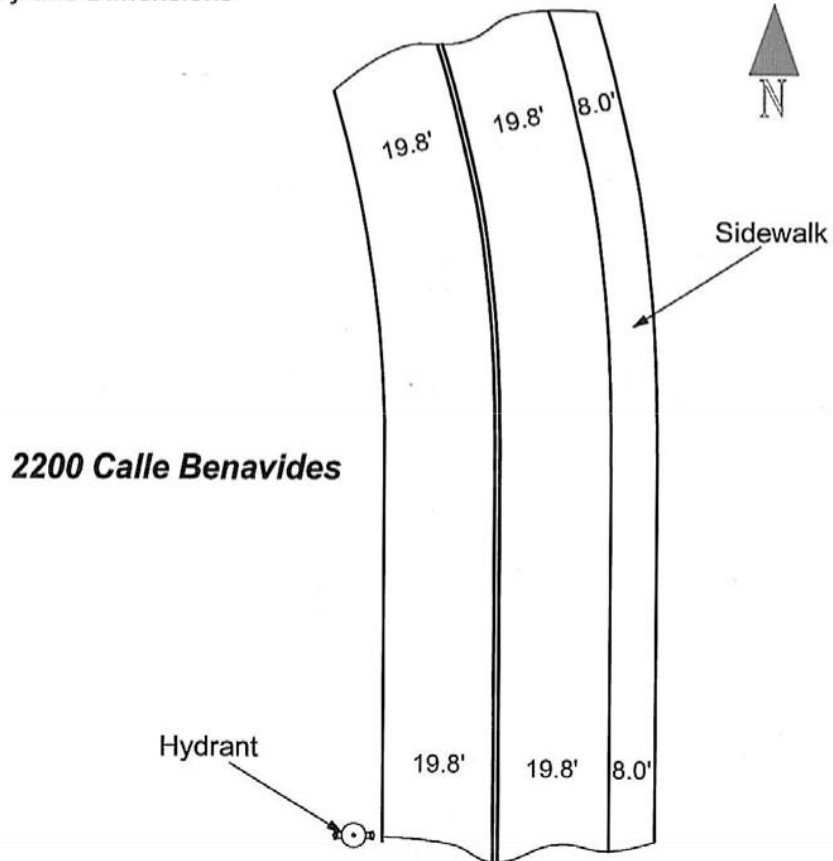
CHP 555 Page 4 (Rev. 8-97) OPI 042

PAGE OF

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D. NUMBER	NUMBER
x	x	x	x	x

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

This Diagram Depicts Roadway
Geometry and Dimensions



PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
x	x	x	x	x

Example Diagram Set of a Serious Injury Collision Utilizing the Triangulation Method

STATE OF CALIFORNIA
FACTUAL DIAGRAM

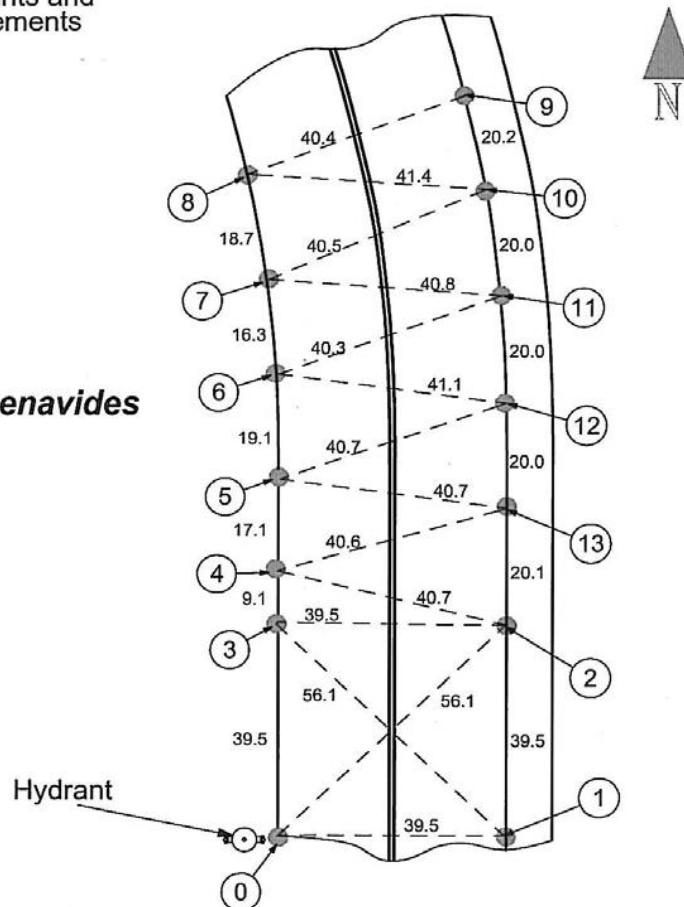
CHP 555 Page 4 (Rev. 8-97) OPI 042

PAGE OF

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
x	x	x	x	x

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

This Diagram Depicts
Triangulation Points and
Related Measurements



PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
X	X	X	X	X

Example Diagram Set of a Serious Injury Collision Utilizing the Triangulation Method

STATE OF CALIFORNIA
FACTUAL DIAGRAM

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

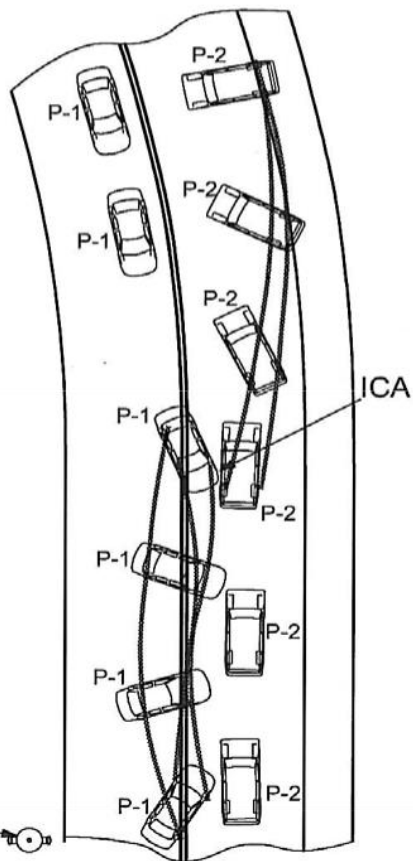
DATE OF INCIDENT		TIME	NCIC NUMBER	OFFICER I.D.	PAGE OF NUMBER
x		x	x	x	x

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

This Diagram Depicts
Party Movements

2200 Calle Benavides

Hydrant



PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
x	x	x	x	x

Example Diagram Set of a Serious Injury Collision Utilizing the Triangulation Method

STATE OF CALIFORNIA
FACTUAL DIAGRAM

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

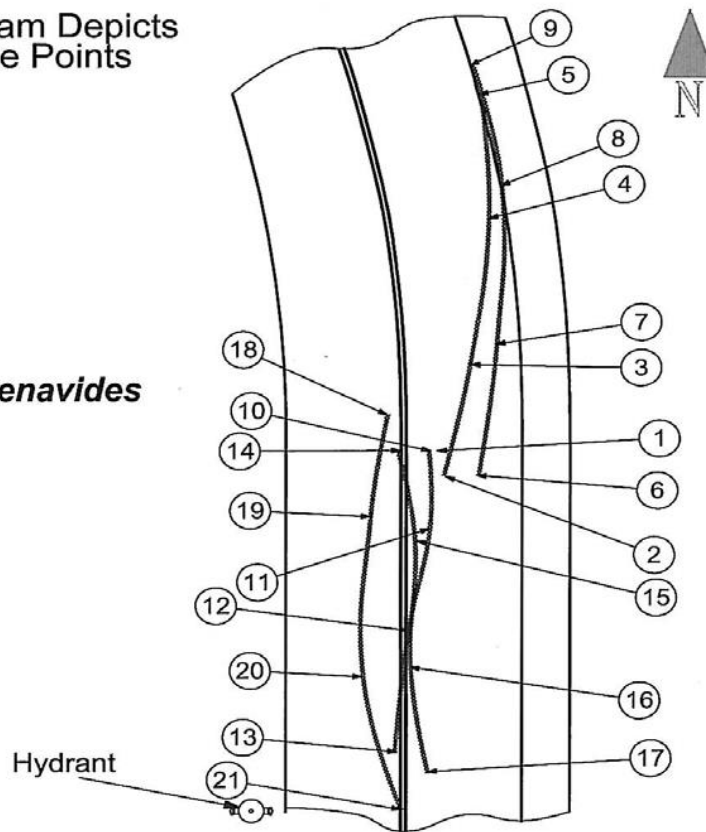
PAGE OF

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
X	X	X	X	X

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

This Diagram Depicts
Evidence Points

2200 Calle Benavides



PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
X	X	X	X	X

SAN DIEGO POLICE DEPARTMENT EVIDENCE LEGEND

EVENT HISTORY #

PAGE OF

COLLISION LOCATION 2200 CALLE BENAVIDES	DATE 09-09-09	TIME 0900
---	-------------------------	---------------------

<input type="checkbox"/>	REFERENCE LINE 1: _____
	REFERENCE LINE 2: _____
<input checked="" type="checkbox"/>	EXPANDED TRIANGULATION METHOD: <input type="checkbox"/> STATION LINE: (GIVE DESCRIPTION BELOW)

ROADWAY GEOMETRY POINTS WERE ESTABLISHED ALONG THE TOP OF THE CURB FACE ON THE EAST AND WEST CURBS. THE ORIGIN (GEOMETRY POINT 0) WAS ESTABLISHED AT THE CENTERLINE OF THE FIRE HYDRANT LOCATED ADJACENT TO THE WEST CURB, APPROXIMATELY 294 FEET NORTH OF THE NORTH CURBLINE OF PALM AVENUE.

POI NT	GP/ D	GP/ D	DESCRIPTION
1	12 / 18.1	13 / 16.0	INITIAL CONTACT AREA (ICA)
2	12 / 20.3	13 / 13.5	START- LEFT REAR TIRE MARK- VAN
3	12 / 10.2	11 / 16.1	CONTINUATION- LEFT REAR TIRE MARK- VAN
4	11 / 14.2	10 / 6.4	CONTINUATION- LEFT REAR TIRE MARK- VAN
5	9 / 0	9 / 0	END- LEFT REAR TIRE MARK- VAN (POINT OF REST)
6	12 / 17.3	13 / 8.6	START- RIGHT REAR TIRE MARK- VAN
7	11 / 11.3	12 / 9.6	CONTINUATION- RIGHT REAR TIRE MARK- VAN
8	10 / 0	10 / 0	CONTINUATION- RIGHT REAR TIRE STRIKES CURB- VAN
9	8 / 41.3	9 / 5.9	END- RIGHT REAR TIRE MARK- VAN (POINT OF REST)
10	12 / 18.3	13 / 17.0	START- LEFT FRONT TIRE MARK -CAR
11	4 / 24.8	5 / 27.0	CONTINUATION- LEFT FRONT TIRE MARK- CAR
12	2 / 19.7	1 / 38.0	CONTINUATION- LEFT FRONT TIRE MARK- CAR
13	2 / 34.4	1 / 23.7	END- LEFT FRONT TIRE MARK- CAR
14	12 / 22.6	13 / 21.7	START- RIGHT FRONT TIRE MARK- CAR
15	13 / 20.3	2 / 21.5	CONTINUATION- RIGHT FRONT TIRE MARK- CAR
16	2 / 21.7	1 / 32.7	CONTINUATION- RIGHT FRONT TIRE MARK- CAR
17	1 / 17.7	2 / 34.7	END- RIGHT FRONT TIRE MARK- CAR (POINT OF REST)
18	12 / 23.2	13 / 27.0	START- RIGHT REAR TIRE MARK- CAR
19	13 / 25.9	2 / 30.0	CONTINUATION- RIGHT REAR TIRE MARK- CAR
20	2 / 29.7	1 / 36.5	CONTINUATION- RIGHT REAR TIRE MARK- CAR
21	1 / 20.1	2 / 43.3	END- RIGHT REAR TIRE MARK- CAR (POINT OF REST)
REPORTING OFFICER			<div>I. D. NUMBER</div> <div>DIVISION</div> <div>DATE</div> <div>TIME</div>

PAGE OF

Example Diagram Set of a Serious Injury Collision Utilizing the Station Line Method

STATE OF CALIFORNIA FACTUAL DIAGRAM

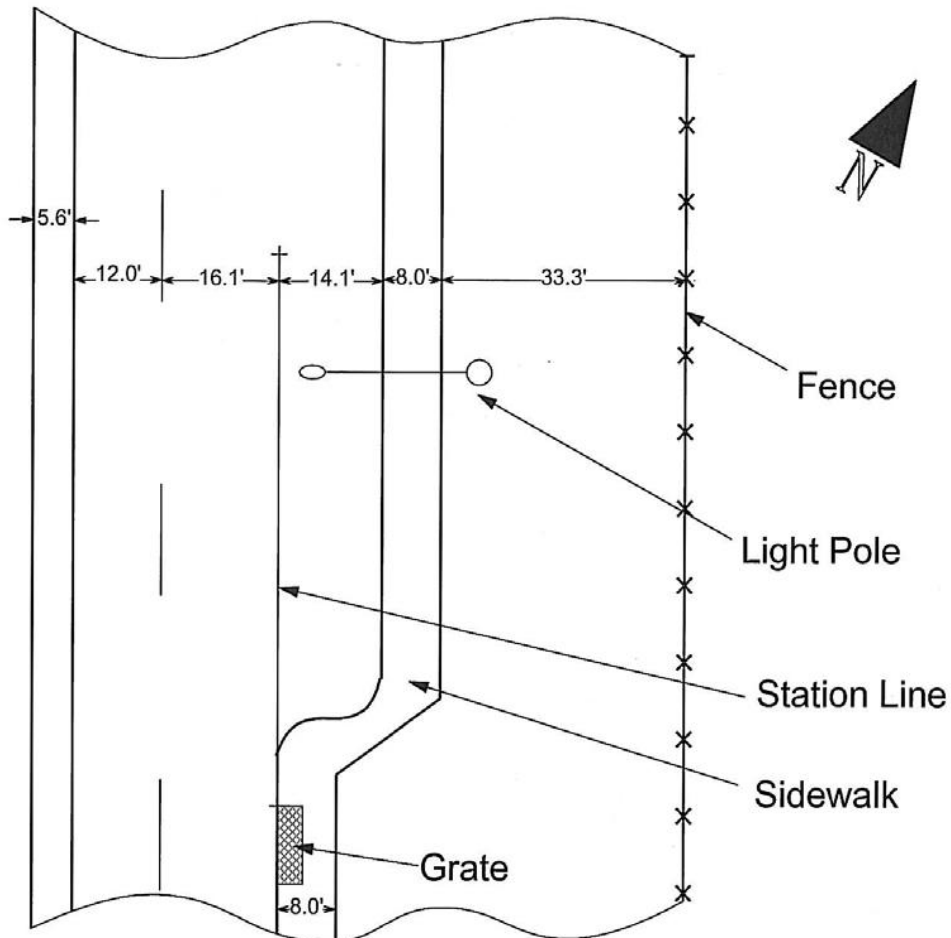
CHP 555 Page 4 (Rev. 8-97) OPI 042

PAGE OF

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
x	x	x	x	x

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

This Diagram Depicts The
Roadway Geometry and The
Location of Associated Structures



5900 Via Verduzco
(Northbound Lanes Only)

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
x	x	x	x	x

Example Diagram Set of a Serious Injury Collision Utilizing the Station Line Method

STATE OF CALIFORNIA FACTUAL DIAGRAM

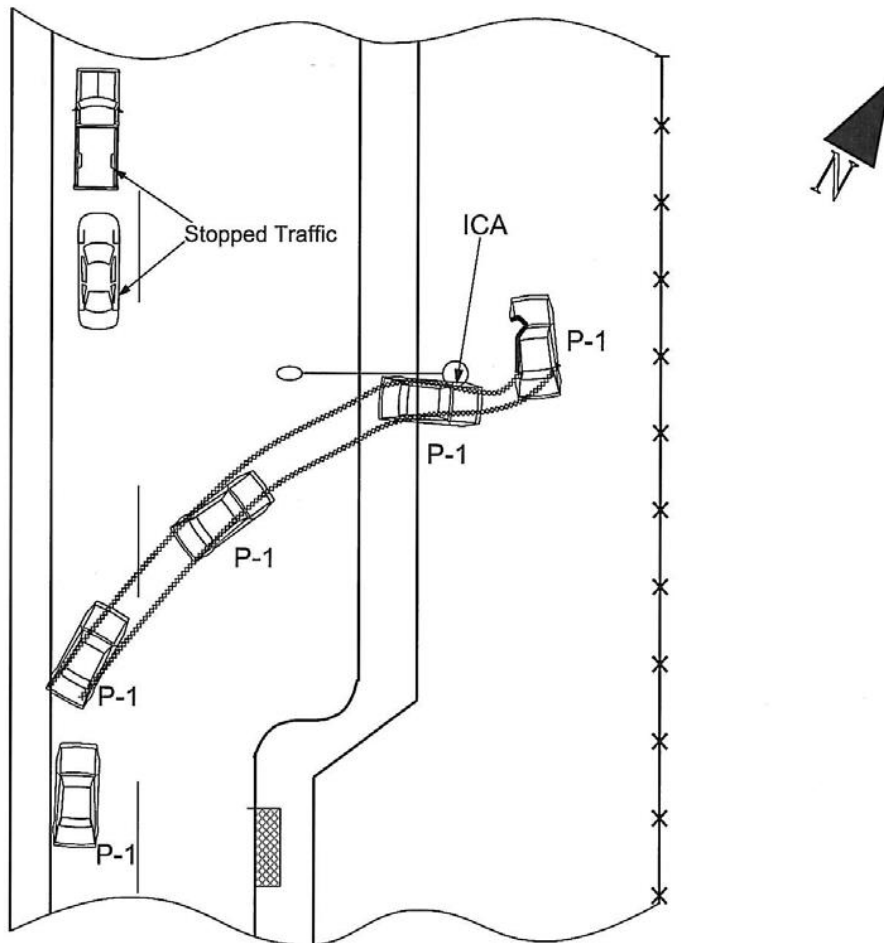
CHP 555 Page 4 (Rev. 8-97) OPI 042

PAGE OF

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D. NUMBER
x	x	x	x

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

This Diagram Depicts
Party Movements



5900 Via Verduzco
(Northbound Lanes Only)

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
x	x	x	x	x

Example Diagram Set of a Serious Injury Collision Utilizing the Station Line Method

STATE OF CALIFORNIA
FACTUAL DIAGRAM

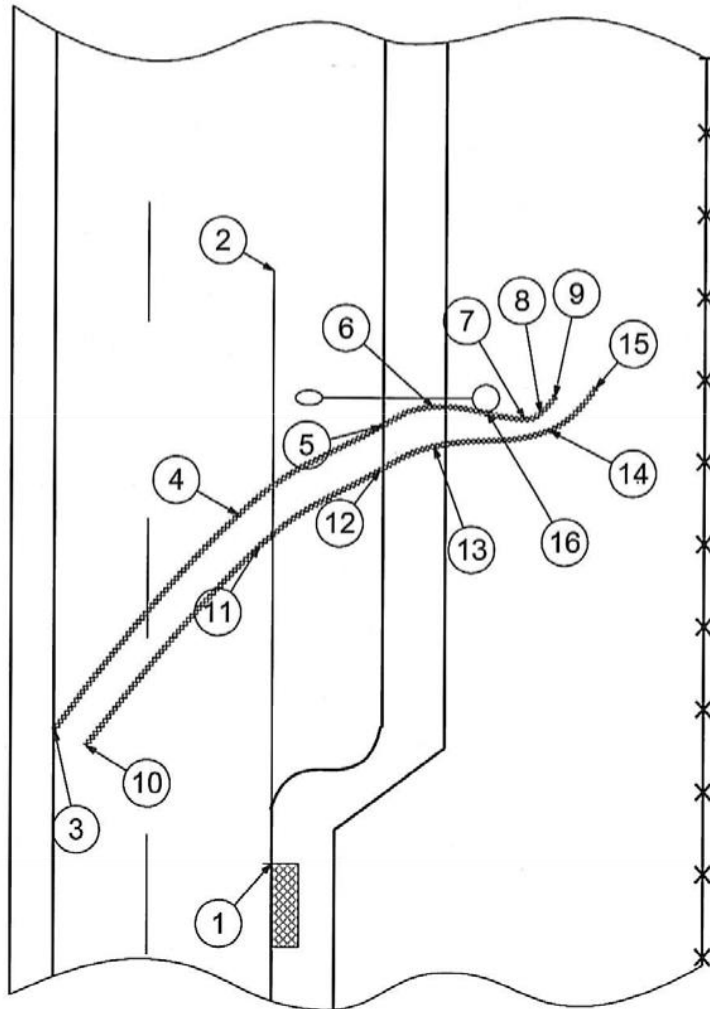
CHP 555 Page 4 (Rev. 8-97) OPI 042

PAGE OF

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
x	x	x	x	x

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

This Diagram Depicts The
Location of Evidence Points



5900 Via Verduzco
(Northbound Lanes Only)

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
x	x	x	x	x

SAN DIEGO POLICE DEPARTMENT

EVIDENCE LEGEND

INCIDENT HISTORY #

PAGE OF

COLLISION LOCATION 5900 VIA VERDUZCO		DATE 09-09-09	TIME 0900
<input type="checkbox"/> REFERENCE LINE 1: _____ REFERENCE LINE 2: _____			
<input type="checkbox"/> EXPANDED TRIANGULATION METHOD: <input checked="" type="checkbox"/> STATION LINE: (GIVE DESCRIPTION BELOW)			
A Station Line was established along the base of the east curb. The Origin was established at the north corner of a permanent storm drain and labeled as Evidence Point #1. It continued ina positive direction for 75 feet, N/B along the base and into the N-2 traffic lane. It terminated at Evidence Point #2, 13.9 feet west of the curb base.			
POINT	Origin	Baseline	DESCRIPTION
1	0+00	0'	STATION LINE ORIGIN
2	0+75.0'	13.9' R	STATION LINE END - BASE OF EAST CURB
3	0+16.8'	28.0' L	START - LEFT REAR TIRE MARK
4	0+44.1'	4.5' L	CONTINUATION - LEFT REAR TIRE MARK
5	0+55.4'	13.9' R	CONTINUATION - LEFT REAR TIRE MARK/CURB
6	0+57.8'	20.5' R	CONTINUATION - LEFT REAR TIRE MARK
7	0+56.3'	32.3' R	CONTINUATION - LEFT REAR TIRE MARK
8	0+57.1'	34.3' R	CONTINUATION - LEFT REAR TIRE MARK
9	0+59.2'	36.2' R	END -LEFT REAR TIRE MARK/POINT OF REST
10	0+14.8'	23.9' L	START - RIGHT REAR TIRE MARK
11	0+40.1'	1.7' L	CONTINUATION - RIGHT REAR TIRE MARK
12	0+49.8'	13.7' R	CONTINUATION - RIGHT REAR TIRE MARK
13	0+52.8'	20.6' R	CONTINUATION - RIGHT REAR TIRE MARK
14	0+54.9'	35.5' R	CONTINUATION - RIGHT REAR TIRE MARK
15	0+60.3'	41.4' R	END - RIGHT REAR TIRE MARK
16	0+57.2'	27.4' R	IMPACT WITH POLE (INITIAL CONTACT AREA)
REPORTING OFFICER	I.D. NUMBER 0000	DIVISION	DATE 00-00-0000
			TIME 0000

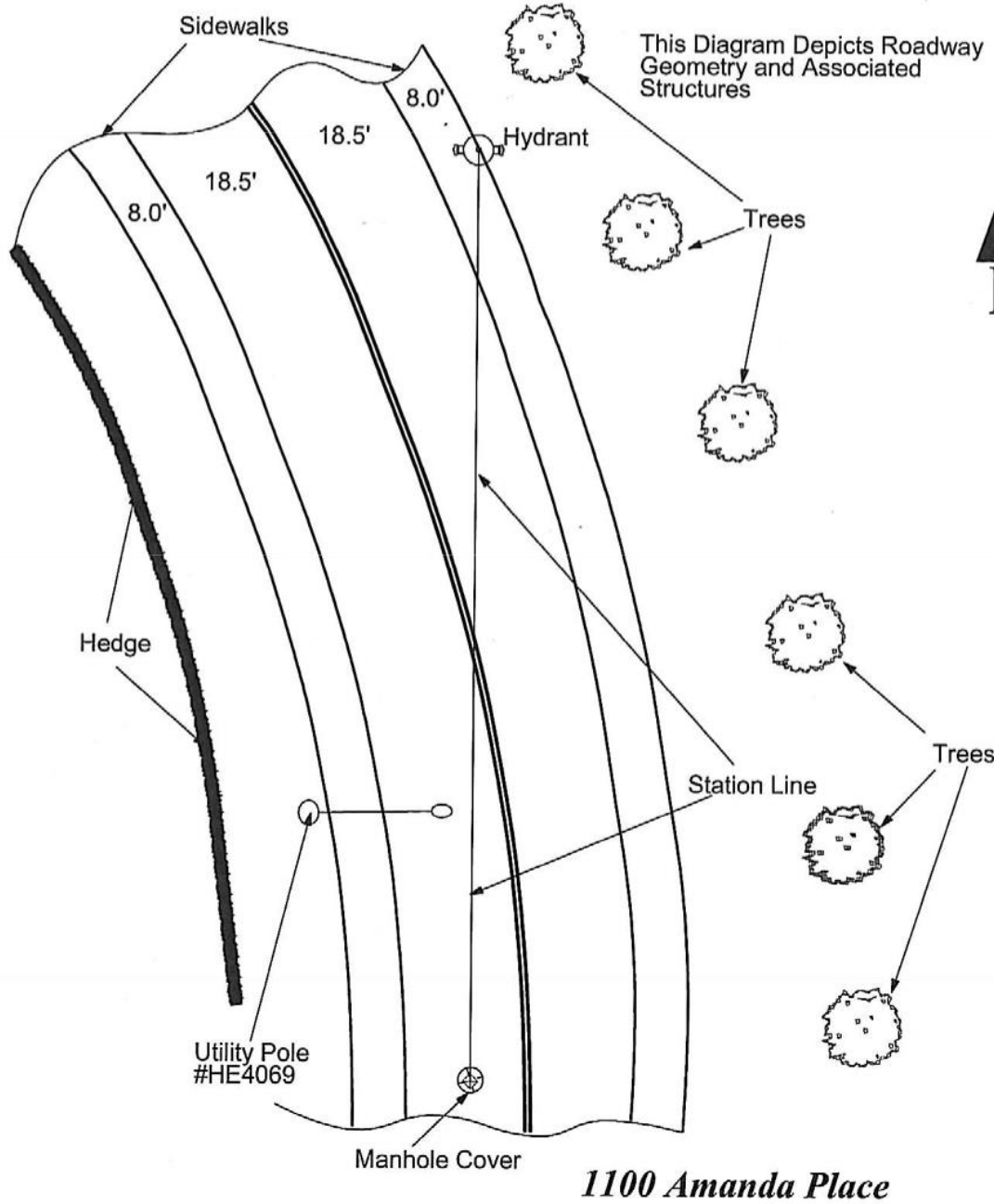
Example Diagram Set Of A Serious Injury Collision Utilizing the Station Line Method On A Curve

STATE OF CALIFORNIA **FACTUAL DIAGRAM**

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

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	PAGE OF NUMBER
X	X	X	X	X

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



1100 Amanda Place

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
X	X	X	X	X

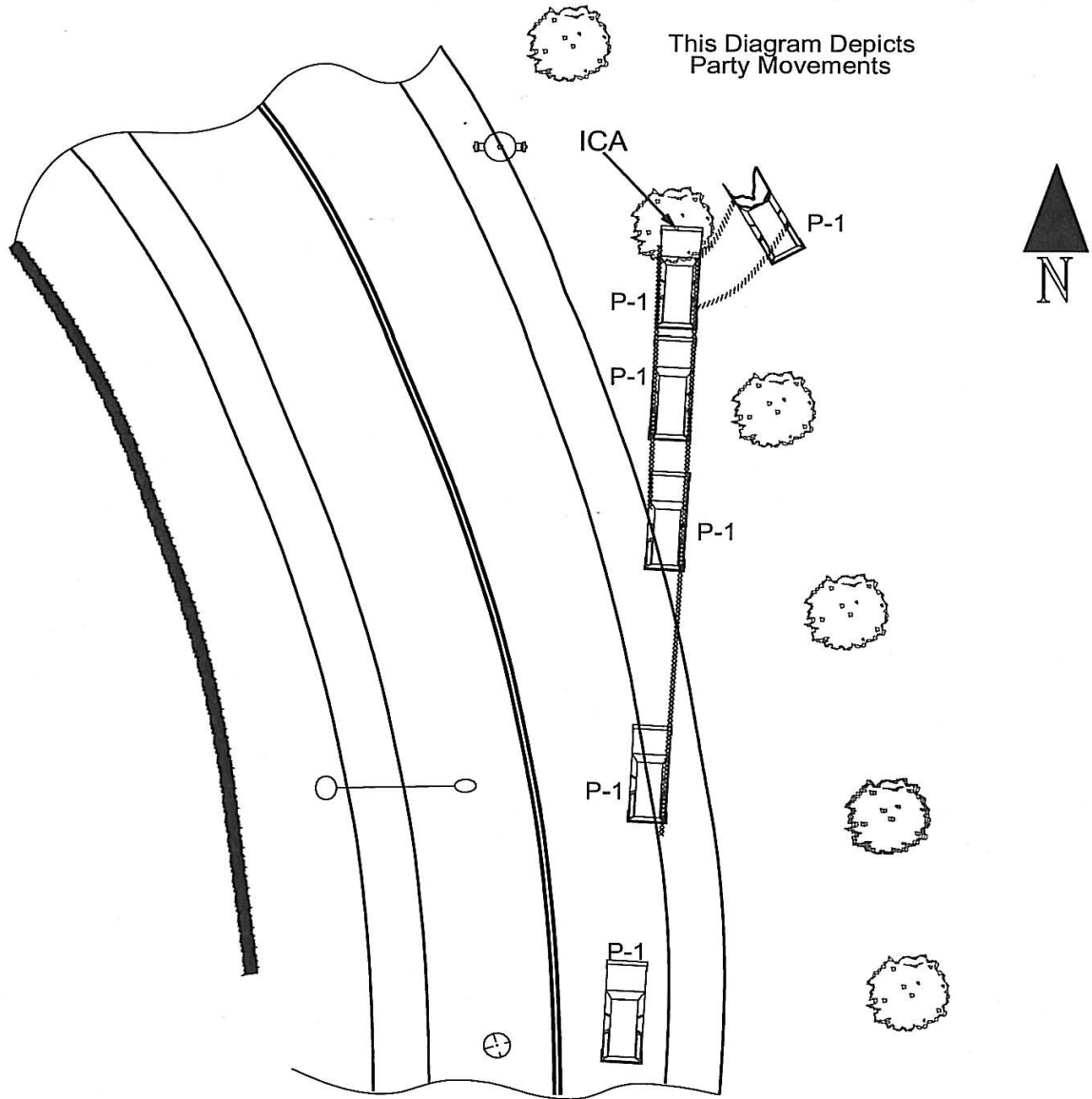
Example Diagram Set Of A Serious Injury Collision Utilizing the Station Line Method On A Curve

STATE OF CALIFORNIA **FACTUAL DIAGRAM**

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

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	PAGE OF NUMBER
x	x	x	x	x

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



1100 Amanda Place

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
x	x	x	x	x

Example Diagram Set Of A Serious Injury Collision Utilizing the Station Line Method On A Curve

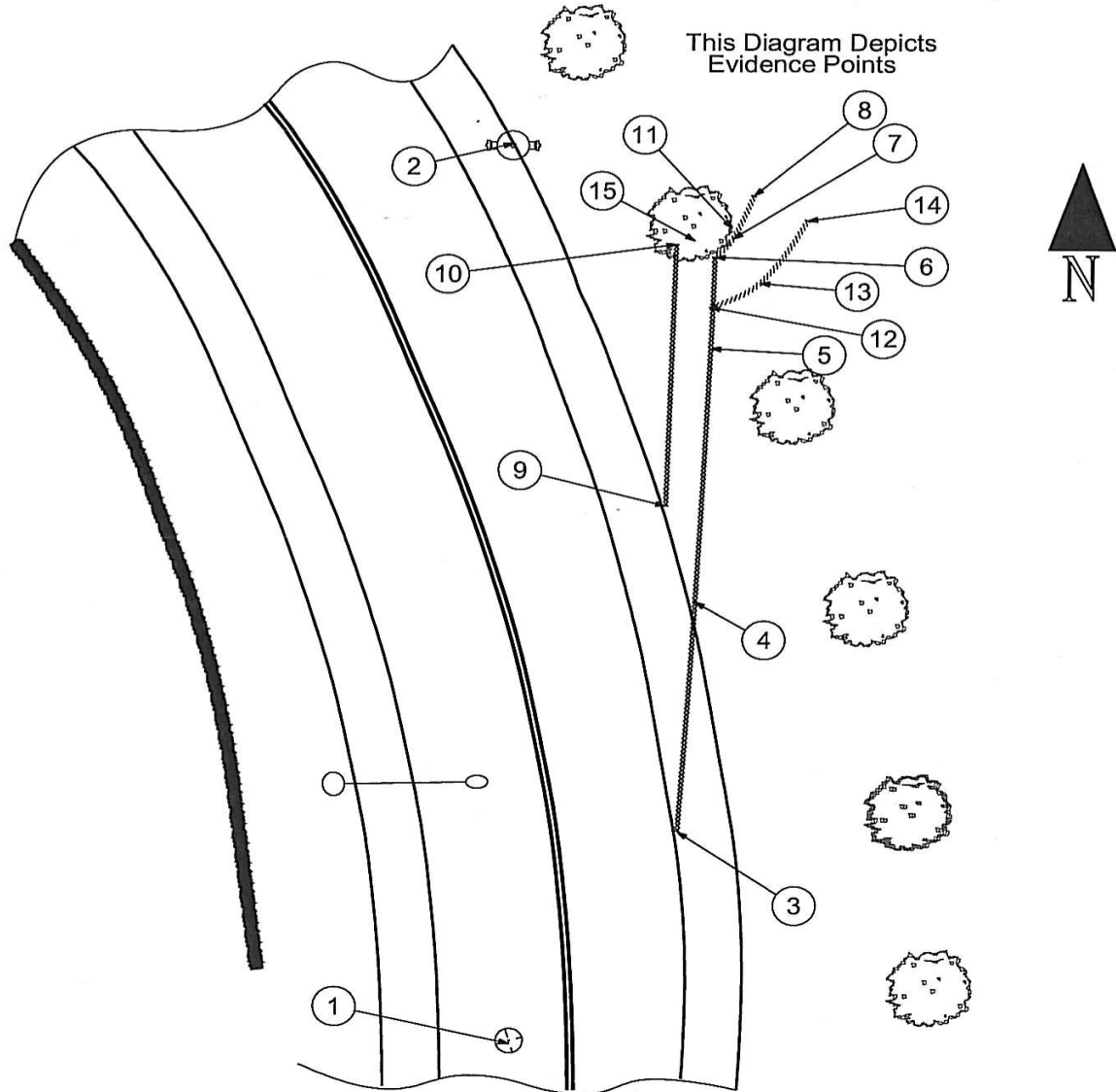
STATE OF CALIFORNIA **FACTUAL DIAGRAM**

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

PAGE OF

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
X	X	X	X	X

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



1100 Amanda Place

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
X	X	X	X	X

SAN DIEGO POLICE DEPARTMENT
EVIDENCE LEGEND

INCIDENT HISTORY #: P1234567890
 DATE: Dec 24 2004
 TIME: 1433 hours
 COLLISION LOCATION: 1100 Amanda Pl

STATION LINE:

A Station Line (SL) was established beginning in the southbound lane and measured in a positive direction as it continued north. The origin (0+00) was centered on the manhole cover in the southbound lane and was labeled as evidence point #1. The SL over-rode the east curb at a measurement of 1+20.1'. The end (1+40.3') was at the base of a fire hydrant along the north edge of the sidewalk and was labeled as evidence point #2

Point	Origin	Distance	Description
1	0'	0'	SL Origin / Center of Manhole Cover
2	1+40.3'	0'	SL End / Base of Hydrant
3	0+32.9'	23.7' R	Right Front Tire Strikes Curb
4	0+69.0'	26.0' R	Right Side Tires Leave Sidewalk
5	1+08.8'	28.0' R	Furrow from Right Side Tires
6	1+23.2'	28.5' R	Continuation/Deviation Right Front Tire Mark
7	1+26.1'	31.0' R	Continuation Right Front Tire Mark
8	1+32.8'	33.9' R	Right Front Tire Mark End – POR
9	0+84.1'	21.8' R	Left Tires Leave Sidewalk
10	1+25.2'	23.1' R	Furrow from Left Tires End
11	1+27.9'	30.6' R	Left Front Tire POR
12	1+15.3'	27.8' R	Right Rear Tire Mark Starts
13	1+19.1'	34.8' R	Right Rear Tire Mark/Furrow Continuation
14	1+28.9'	41.5' R	Right Rear Tire Furrow Ends – POR
15	1+25.8'	25.7' R	Impact with Tree

Roadway Geometry

Point	Origin	Distance	Description
20	0+00'	25.3' R	East Curb
21	0+00'	9.7' L	West Curb
22	0+25.0'	24.7' R	East Curb
23	0+25.0'	10.8' L	West Curb
24	0+50.0'	21.3' R	East Curb
25	0+50.0'	14.5' L	West Curb
26	0+75.0'	16.2' R	East Curb
27	0+75.0'	21.0' L	West Curb
28	1+00'	8.4' R	East Curb
29	1+00'	30.5' L	West Curb
30	1+20.1'	0'	East Curb
31	1+20.1'	0'	West Curb
32	1+40.3'	11.9' L	East Curb
33	1+40.3'	51.9' L	West Curb

REPORTING OFFICER

I.D. NUMBER

DIVISION

DATE

TIME

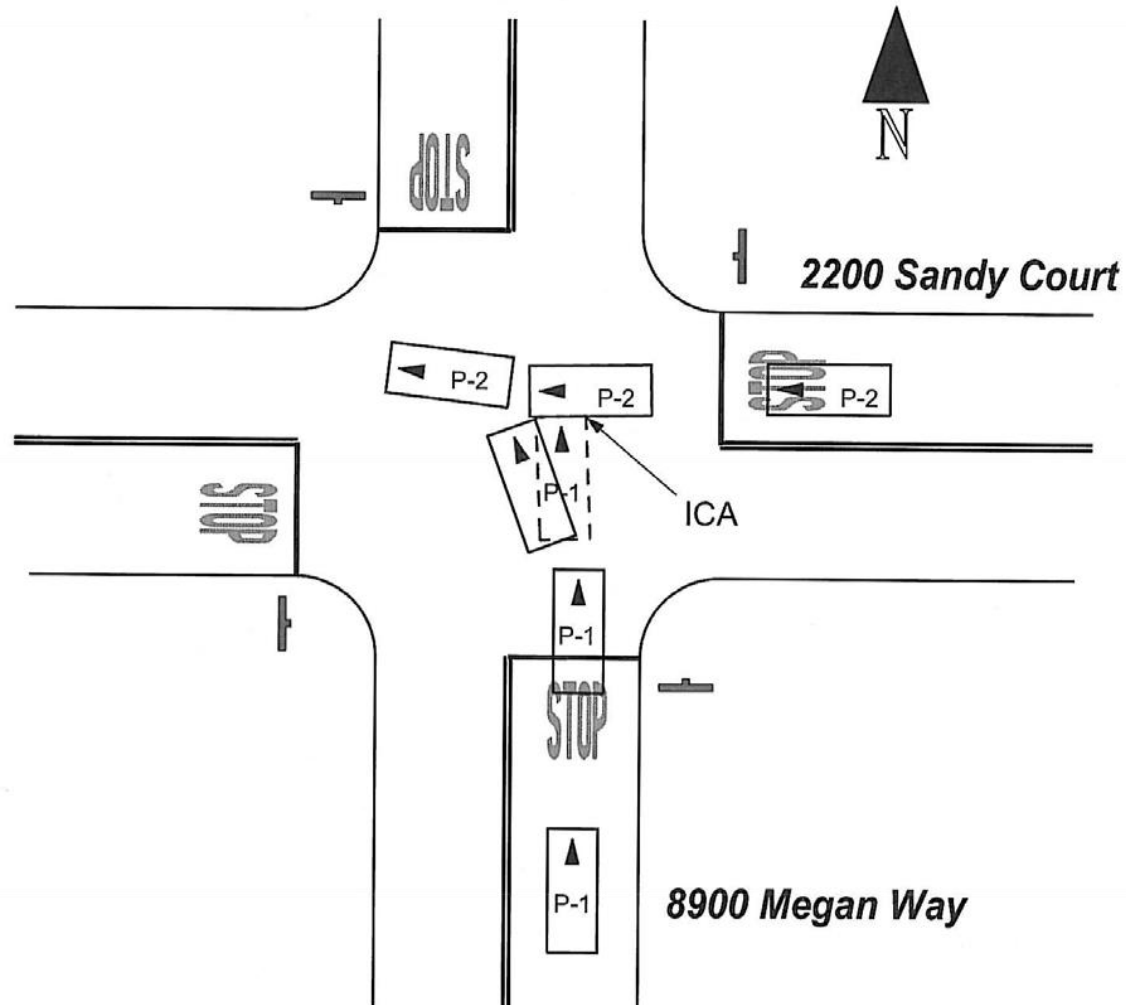
Example Diagram of a Non-Injury/Minor Injury Collision

STATE OF CALIFORNIA FACTUAL DIAGRAM

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

			PAGE	OF
DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
x	x	x	x	x

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



PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
x	x	x	x	x

MATHEMATICAL EQUATIONS
Variables and Units

<u>Variable List:</u>		<u>Typical Units</u>
a, α	= Acceleration rate	(fps ² , ft./sec ²)
T, α, θ	= Launch angle	(degrees)
C	= Chord length	(feet)
C_m	= Center of mass	
d	= Distance (Horizontal displacement)	(feet)
$d_1 d_2 d_3 d_n$	= Distances at different phases	
d_o	= Initial position	
d_f	= Final position	
d_T	= Total distance	
Δd	= Change in distance	
f	= Coefficient of friction	
f_k	= Coefficient of kinetic friction	
f_s	= Coefficient of static friction	
f_r	= Resultant drag factor	
F	= Force	(lbs.)
g	= Gravitational constant	(32.2 fps ²)
$G's$	= Unit of acceleration based upon the gravitational constant	
h	= Height (Vertical displacement)	(feet)
Δh	= Change in height	
KE	= Kinetic energy	(ft·lbs)
KE_o	= Initial Kinetic Energy	
KE_T	= Total kinetic energy	
ΔKE	= Change in kinetic energy	
m	= Grade, slope	
m	= Tangent of angle α	
m	= Mass	(kilograms or slugs)
M, m	= Middle ordinate	(feet)
μ	= Coefficient of friction	
μ_k	= Coefficient of kinetic friction	

μ_s	=	Coefficient of static friction	
N	=	Normal force	(lbs.)
R	=	Radius	(feet)
S	=	Speed	(MPH)
t	=	Time	(seconds)
t_o	=	Initial Time	
t_f	=	Final time	
Δt	=	Change in time	
v	=	Velocity	(fps, ft./sec)
v_c	=	Combined velocity	
v_o	=	Initial velocity	
v_i	=	Impact velocity	
v_f	=	Final velocity	
$v_1 v_2 v_3 v_n$	=	Velocities at different phases	
Δv	=	Change in velocity	
W	=	Weight	(lbs.)
W	=	Work	(ft·lbs)
W1	=	Weight of vehicle #1	
W2	=	Weight of vehicle #2	
x	=	Horizontal distance / component	
y	=	Vertical distance / component	

Greek Symbols Used in Advanced Collision Investigation:

α	=	Alpha -	Launch angle
θ, Θ	=	Theta -	Launch angle
Δ	=	Delta -	Change in
Σ	=	Sigma -	The sum of

Notes and Conventions:

Summation Notation:

$$\sum_{i=1}^n \alpha_i = \alpha_1 + \alpha_2 + \alpha_3 + \dots + \alpha_n$$

The Greek capital letter Σ sigma indicates a sum of.

α_i = α to the 'i'th term

i = the index of summation or the summation variable.

$1 \dots n$ = the extreme values of the summation variable.

Average or Constant Quantities:

A bar over any variable indicates an average or constant quantity.

\bar{v} = average or constant velocity

Initial Values:

A variable with a subscript of '0' represents the initial value of the variable
(The value at the beginning of your period of study)

v_0 = initial velocity

Impact Values:

A variable with a subscript of 'I' represents the impact value of the variable
(The value at the point of impact when there is a velocity change)

v_I = impact velocity

Final Values:

A variable with a subscript of 'f' represents the final value of the variable
(The value at the end of your period of study)

v_f = final velocity

Change in Variables:

The Greek capital letter delta (Δ), when used in conjunction with a variable, denotes a change in the value of the variable.

Δv = a change in velocity

Quadratic Equations:

A quadratic equation in one unknown variable is an equation in which the highest power of the unknown is to the second. The standard form of a quadratic equation is:

$$ax^2 + bx + c = 0$$

Where:

$$\begin{aligned} a, b, c, &= \text{known numbers or values} \\ x &= \text{unknown variable} \\ a &\neq 0 \end{aligned}$$

Given a quadratic equation in standard form, the roots of the equation are given by:

$$x_{1,2} = \frac{-b \pm \sqrt{b^2 - 4ac}}{2a}$$

If a, b, and c are real, then:

If $b^2 - 4ac > 0$ the roots are real and unequal

If $b^2 - 4ac = 0$ the roots are real and equal

(If $b^2 - 4ac < 0$ the roots are imaginary)

Air Resistance:

An object moving or falling through the air is subject not only to the forces of gravity but also to the resistance offered by the medium (air) through which the movement takes place. This resistance is generally modeled as being proportional to the velocity or the square of the velocity depending on the surrounding circumstances. Due to the relatively low speeds and the short airborne time periods dealt within the material in this course, the effects of wind resistance are neglected.

Vector Notation:

A physical entity, which may be characterized by a specific real number, is often referred to as a scalar quantity or a scalar (temperature, mass, density, etc.). Vector quantities possess both magnitude and direction. A vector is a directed line segment, where the length and direction of the segment indicates the magnitude and direction of the quantity.

The following notation will be used:

An arrow over any variable denotes a vectored quantity

$$\vec{v} = \text{velocity vector}$$

Vertical bars around a vectored quantity denote the magnitude of the vector.

$$|\vec{v}| = S$$

The magnitude of the velocity vector is equal to its speed

Equations and Resulting Units:

This equation sheet was designed for use by law enforcement officers who routinely operate within the British System of units. The units of the constants routinely used in the solution process dictate the units of the result and are so noted.

Terms & Abbreviations:

MPH	=	miles per hour
fps	=	feet per second
gravity	=	32.2 fps ² (negative if vertical direction is important)

MATHEMATICAL EQUATIONS

Equations and Conversions

This is not an all-inclusive list of equations that may be used. The investigator may use any equation deemed appropriate, provided the source of that equation is documented.

An **(INT)** after the description denotes an Intermediate Collision Investigation class equation.

An **(ADV)** after the description denotes an Advanced Collision Investigation class equation.

1. Newton's 2nd law of motion (Basic definition). (INT)

$$a = g\mu \qquad f = \frac{a}{g}$$
$$a = gf \qquad \mu = \frac{a}{g}$$

2. Average acceleration rate, from an initial velocity to a final velocity. (ADV)

$$\begin{array}{cc} \text{(fps)} & \text{(fps)} \\ \bar{a} = \frac{v_f - v_0}{t} & \bar{a} = \frac{v_f^2 - v_0^2}{2d} \end{array}$$

3. Average acceleration rate, over a specified distance and time. (ADV)

$$\begin{array}{c} \text{(fps)} \\ \bar{a} = \frac{2d}{t^2} \end{array}$$

4. Average acceleration rate, to or from a stop. (INT)

$$\begin{array}{cc} \text{(fps)} & \text{(fps)} \\ \bar{a} = \frac{v}{t} & \bar{a} = \frac{v^2}{2d} \end{array}$$

5. Distance traveled using average velocity, over a specified time. (INT)

$$\begin{array}{c} \text{(fps)} \\ d = \bar{v}t \end{array}$$

6. Distance traveled while accelerating to or from a stop.**(INT)**

(fps)

(MPH)

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

$$d = \frac{S^2}{30f}$$

$$d = \frac{1}{2}at^2$$

$$d = \frac{v^2}{2g\mu}$$

$$d = \frac{1}{2}g\mu t^2$$

7. Distance while accelerating from any initial velocity, over specified time.**(ADV)**

(fps)

(Note: acceleration is “+a”, deceleration is “-a”)

$$d = v_0t + \frac{1}{2}at^2$$

$$d = v_0t + \frac{1}{2}g\mu t^2$$

8. Distance traveled while accelerating from an initial velocity to a final velocity.**(ADV)**

(fps)

(Note: acceleration is “+a”, deceleration is “-a”)

$$d = \frac{v_f^2 - v_0^2}{2a}$$

$$d = \frac{v_f^2 - v_0^2}{2g\mu}$$

9. Mass and weight relationships.**(INT)**

$$m = \frac{W}{g}$$

10. Grade: ascending, descending, crown, or super-elevation.**(INT)**

$$m = \frac{\text{rise or fall}}{\text{horizontal distance}} = \frac{\Delta y}{\Delta x}$$

11. Radius of a Circle used to approximate the shape of an arc on critical speed scuff marks. (See equation #22 for velocity from critical speed scuff). (INT)

$$R = \frac{C^2}{8M} + \frac{M}{2}$$

12. Time, when constant or average velocity over a specified distance is known. (INT)
(fps)

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

13. Time while accelerating to or from a stop. (INT)

$$t = \sqrt{\frac{2d}{a}}$$

$$t = \sqrt{\frac{2d}{g\mu}}$$

$$t = 0.25 \sqrt{\frac{d}{f}}$$

14. Time to accelerate a distance from any initial velocity. (ADV)
(fps) (Note: acceleration is “+a”, deceleration is “-a”)

$$t = \frac{-v_0 \pm \sqrt{v_0^2 + 2ad}}{a}$$

15. Time while accelerating to or from a stop.**(INT)**

(fps)

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

$$t = \frac{v}{g\mu}$$

16. Time while accelerating from an initial velocity to a final velocity.**(ADV)**

(fps)

$$t = \frac{v_f - v_0}{a}$$

$$t = \frac{v_f - v_0}{g\mu}$$

17. Airborne time (Projectile Motion)**(ADV)***Note: "g" is +32.2 ft/sec² in this equation and θ = launch angle*

(fps)

$$t = \frac{x}{v_0 \cos \theta}$$

$$t = \frac{v_0 \sin \theta \pm \sqrt{(v_0 \sin \theta)^2 - 2gy}}{g}$$

18. Velocity at the end of a period of acceleration, to or from a stop.**(INT)**

(fps)

$$v = at$$

$$v = g\mu t$$

- 19. Velocity (final) from any initial velocity after a period of acceleration.** (ADV)
 (fps) (Note: acceleration is “+a”, deceleration is “-a”)

$$v_f = v_0 + at$$

$$v_f = v_0 + g\mu t$$

- 20. Constant (average) velocity over a distance.** (INT)
 (fps)

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

- 21. Velocity while accelerating to or from a stop.** (INT)
 (fps) (MPH)

$$v = \sqrt{2ad}$$

$$S = \sqrt{30df}$$

$$v = \sqrt{2g\mu d}$$

$$v = \sqrt{2g(\mu \pm m)d}$$

- 22. Velocity from critical speed scuff, uniform circular motion.** (INT)
 (Obtain R from equation #11).
 (fps) (MPH)

$$v = \sqrt{Ra}$$

$$S = \sqrt{15R(f \pm m)}$$

$$v = \sqrt{Rg\mu}$$

$$S = 3.87\sqrt{R(f \pm m)}$$

$$v = \sqrt{Rg(\mu \pm m)}$$

23. Combined velocity equations.**(INT/ADV)***(Note: acceleration is “+a”, deceleration is “-a”)***To or from a stop****From any initial velocity**

$$V_C = \sqrt{\sum_{i=1}^n V_1^2}$$

$$V_C = \sqrt{\sum_{i=1}^n V_1^2}$$

$$V_C = \sqrt{V_1^2 + V_2^2 \dots + V_n^2}$$

$$V_C = \sqrt{V_1^2 + V_2^2 \dots + V_n^2}$$

$$V_f = \sqrt{2ad}$$

$$V_f = \sqrt{V_0^2 + 2ad}$$

$$V_f = \sqrt{2g\mu d}$$

$$V_f = \sqrt{V_0^2 + 2g\mu d}$$

$$V_f = \sqrt{2g\mu(d_2 - d_1)}$$

$$V_f = \sqrt{V_0^2 + 2g\mu(d_2 - d_1)}$$

$$V_f = \sqrt{2g\mu(d_T - d_I)}$$

$$V_f = \sqrt{V_0^2 + 2g\mu(d_T - d_I)}$$

$$V_f = \sqrt{2(a_1d_1 + a_2d_2 + a_3d_3)}$$

$$V_f = \sqrt{V_0^2 + 2(a_1d_1 + a_2d_2 + a_3d_3)}$$

$$V_f = \sqrt{2g(\mu_1d_1 + \mu_2d_2 + \mu_3d_3)}$$

$$V_f = \sqrt{V_0^2 + 2g(\mu_1d_1 + \mu_2d_2 + \mu_3d_3)}$$

24. Projectile motion. Velocity based upon trajectory information.**(ADV)**

Note: “g” is +32.2 ft/sec² in this equation and θ = launch angle (fps)

$$v = \sqrt{\frac{-gx^2}{(2\cos^2 \theta)(y - x \tan \theta)}}$$

$$v = \sqrt{\frac{16.1d^2}{(\cos \theta)(\sin \theta)(d) - (\cos^2 \theta)(h)}}$$

$$v = \frac{4.01d}{\cos \theta \sqrt{d \tan \theta \pm h}}$$

25. Range (Projectile Motion).**(ADV)**

Note: “g” is +32.2 ft/sec² in this equation and θ = launch angle (fps)

$$x = v_0(\cos\theta)t$$

$$x_{1,2} = \frac{v_0^2 \sin 2\theta \pm \sqrt{(v_0^2 \sin 2\theta)^2 - 8gy(v_0 \cos\theta)^2}}{2g}$$

26. Height at any point along the trajectory path of projectile motion.**(ADV)**

Note: “g” is +32.2 ft/sec² in this equation and θ = launch angle (fps)

$$y = (v_0 \sin \theta)t - \frac{1}{2}gt^2$$

$$y = x \tan \theta - \frac{gx^2}{2v_0^2 \cos^2 \theta}$$

27. Effective drag factor, to or from a stop. (Used in test skids)**(INT)**

(fps)

(MPH)

$$\mu = \frac{v^2}{2gd}$$

$$f = \frac{S^2}{30d}$$

28. Effective drag factor, to or from a stop, with a known time.**(INT)**

(fps)

$$\mu = \frac{v}{gt}$$

$$\mu = \frac{2d}{gt^2}$$

29. Coefficient of friction differentiated between static and kinetic.

(ADV)

$$f = \frac{\begin{matrix} \rightarrow \\ |F| \\ \rightarrow \end{matrix}}{|N|}$$

30. Resultant drag factor.

(ADV)

$$f_r = (f)(BrakingEfficiency)$$

$$f_r = \sum_{i=1}^n \left(\frac{W_i}{W_t} \right) \left(\frac{d_i}{d_t} \right) f_i$$

$$\Rightarrow \left(\frac{W_l}{W_t} \right) \left(\frac{d_l}{d_t} \right) f_l + \dots + \left(\frac{W_n}{W_t} \right) \left(\frac{d_n}{d_t} \right) f_n$$

31. Resultant drag factor from a drag sled.

(INT)

$$f_r = \frac{\begin{matrix} \rightarrow \\ F \\ \rightarrow \end{matrix}}{W}$$

32. Conversion Equation.

(INT)

$$\frac{1mile}{1hour} = \frac{5280feet}{3600seconds} = \frac{22}{15}(fps)$$

$$(Xfps)\left(\frac{15mph}{22fps}\right) = Ymph$$

$$(Ymph)\left(\frac{22fps}{15mph}\right) = Xfps$$

$$\begin{aligned} MPH \times 22 \div 15 &= fps \\ MPH \times 1.467 &= fps \end{aligned}$$

$$\begin{aligned} fps \times 15 \div 22 &= MPH \\ fps \div 1.467 &= MPH \end{aligned}$$

Derivation of 1 Mile Per 1 Hour to 5280 Feet Per 3600 Seconds

(Conversion By Factorization)

5280 Feet

$$2 \bullet 2640$$

$$2 \bullet 2 \bullet 1320$$

$$2 \bullet 2 \bullet 2 \bullet 660$$

$$2 \bullet 2 \bullet 2 \bullet 2 \bullet 330$$

$$2 \bullet 2 \bullet 2 \bullet 2 \bullet 2 \bullet 165$$

$$2 \bullet 2 \bullet 2 \bullet 2 \bullet 2 \bullet 5 \bullet 33$$

$$2 \bullet 2 \bullet 2 \bullet 2 \bullet 2 \bullet 5 \bullet 3 \bullet 11$$

3600 Seconds

$$2 \bullet 1800$$

$$2 \bullet 2 \bullet 900$$

$$2 \bullet 2 \bullet 2 \bullet 450$$

$$2 \bullet 2 \bullet 2 \bullet 2 \bullet 225$$

$$2 \bullet 2 \bullet 2 \bullet 2 \bullet 5 \bullet 45$$

$$2 \bullet 2 \bullet 2 \bullet 2 \bullet 5 \bullet 5 \bullet 9$$

$$2 \bullet 2 \bullet 2 \bullet 2 \bullet 5 \bullet 5 \bullet 3 \bullet 3$$

$$\frac{5280}{3600} \Rightarrow \frac{2 \bullet 2 \bullet 2 \bullet 2 \bullet 2 \bullet 2 \bullet 5 \bullet 3 \bullet 11}{2 \bullet 2 \bullet 2 \bullet 2 \bullet 5 \bullet 5 \bullet 3 \bullet 3}$$

$$\Rightarrow \frac{\underline{2} \bullet \underline{2} \bullet \underline{2} \bullet \underline{2} \bullet \underline{2} \bullet \underline{2} \bullet \underline{5} \bullet \underline{3} \bullet \underline{11}}{\underline{2} \bullet \underline{2} \bullet \underline{2} \bullet \underline{2} \bullet \underline{5} \bullet \underline{5} \bullet \underline{3} \bullet \underline{3}}$$

$$\Rightarrow \frac{2 \bullet 11}{5 \bullet 3} \Rightarrow \frac{22}{15}$$

UNITS OF MEASUREMENT

BE CONSISTENT IN ANY EQUATION

TYPE	Weight	Mass	Distance	Time	Velocity	Acceleration
English (science)	Lb	Slug	Ft	Sec	ft/sec	ft/sec ²
Common Usage	Lb	Slug	Mi	hr	mi/hr	mi/hr ²
Mks	Newton	Kg	Meter	sec	m/sec	m/sec ²
Cgs	Dyne	Gram	centimeter	sec	cm/sec	cm/sec ²

UNIT CONVERSION FACTORS

12 inches	=	1 foot	1 kilometer	=	1000 meters
1 foot	=	12 inches	1000 meters	=	1 kilometer
5280 feet	=	1 mile	100 centimeters	=	1 meter
1 mile	=	5280 feet	1 meter	=	100 cm
2000 lbs	=	1 ton	1 inch	=	2.54 cm
1 ton	=	2000 lbs	2.54 centimeters	=	1 inch
1 ft ³	=	7.481 gallons	1 kilometer	=	0.6214 mile
7.481 gal	=	1 ft ³	0.6214 mile	=	1 kilometer
1 gallon	=	3.785 liters	1 kilogram	=	2.205 lbs
3.785 liters	=	1 gallon	2.205 lbs	=	1 kilogram
22 fps	=	15 MPH	1000 grams	=	1 kilogram
15 MPH	=	22 fps	1 kilogram	=	1000 grams
980 cms ²	=	32.2 fps ²			
32.2 fps ²	=	980 cms ²			

Basic Physics Equations:

1. Basic Linear Motion Equation

$$\Delta d = v_0 t + \frac{1}{2} a t^2 \quad (\text{Note: "a" can be positive or negative})$$

2. Basic definition of velocity

$$v = \frac{\Delta d}{\Delta t} = \frac{d_f - d_0}{t_f - t_0}$$

3. Basic definition of acceleration

$$a = \frac{\Delta v}{\Delta t} = \frac{v_f - v_0}{t_f - t_0}$$

4. Relationship of acceleration and coefficient of friction / drag factor

$$a = fg \qquad f = \frac{a}{g}$$

5. Newton's 2nd law of motion

$$F = ma$$

6. Relationship between mass and weight

$$W = mg$$

7. Physics equation for force or friction

$$F = \mu N$$

8. Kinetic Energy

$$KE = \frac{1}{2} m v^2$$

9. Work equation

$$W = Fd$$

$$KE = Fd$$

10. Centripetal acceleration

$$a_c = \frac{v^2}{R}$$

COMPARISON OF PEDESTRIAN SPEEDS WHILE CROSSING AN INTERSECTION

(Based on observations of 543 pedestrians)

Pedestrian Age Group* (Years)	Pedestrian Sample Size	<u>Ped Crossing Speeds (<i>feet per second</i>) **</u>		
		15th Percentile	50th Percentile	85th Percentile
5 - 9	26	4.6	6.0	7.9
10 - 14	37	4.5	5.5	6.9
15 - 19	47	4.8	5.4	6.8
20 - 24	65	4.6	5.3	6.1
25 - 34	70	4.8	5.3	6.5
35 - 44	67	4.4	5.3	6.4
45 - 54	73	4.3	5.0	5.7
55 - 64	90	4.2	4.8	5.5
65+	67	3.5	4.2	4.8
MALE	238	4.5	5.3	6.6
FEMALE	305	4.1	5.9	5.7
OVER-ALL AVERAGE	543	4.3	5.0	6.1

* Ages of pedestrians estimated by observer

** Based on percentage of pedestrians, in groups, crossing at speeds slower than those shown.

From:
Study of Pedestrian Velocities,
Bruce Hermes,
City of San Diego 1970
Traffic Engineering Section

Additional Pedestrian Velocity Studies

Roller Bladers

Total Tested: 453

Measured Distance: 30 feet

Velocities given are in feet per second (FPS)

Males

Age	Sample Size	Slowest	Average	Fastest
<10	7	14.4	17.7	21.4
10-19	6	13.0	16.5	19.5
20-29	134	8.1	12.0	19.6
30-39	112	7.4	11.9	21.4
40-49	33	7.0	12.4	16.5
50-59	3	11.4	13.3	15.1
60+	1	14.1	14.1	14.1

Females

Age	Sample Size	Slowest	Average	Fastest
<10	3	16.4	18.0	19.0
10-19	8	14.2	15.5	17.1
20-29	74	7.8	11.4	20.3
30-39	63	4.9	11.6	25.0
40-49	8	9.0	11.4	14.5
50-59	1	10.9	10.9	10.9
60+	0	n/a	n/a	n/a

Combined

Age	Sample Size	Slowest	Average	Fastest
<10	10	14.4	17.8	21.4
10-19	14	13.0	15.9	19.5
20-29	208	7.8	11.8	20.3
30-39	175	4.9	11.9	25.0
40-49	41	7.0	12.2	16.5
50-59	4	10.9	12.7	15.1
60+	1	14.1	14.1	14.1

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Adults - Walking

Total Tested: 770

Measured Distance: 50 feet

Location: Recreational park , timed while walking across a roadway

Velocities given are in feet per second (FPS)

Females

Age	Sample Size	15 th Percentile	50 th Percentile	85 th Percentile
20	109	4.5	5.4	6.5
30	122	4.6	5.4	5.8
40	118	4.2	5.3	6.4
50	42	4.3	5.0	5.5
60+	16	3.8	4.1	4.6

Males

Age	Sample Size	15 th Percentile	50 th Percentile	85 th Percentile
20	70	5.0	5.7	6.6
30	101	4.8	5.4	6.0
40	111	4.5	5.1	5.8
50	57	4.3	4.9	5.7
60+	24	3.8	4.1	4.6

Combined

Age	Sample Size	15 th Percentile	50 th Percentile	85 th Percentile
20	179	4.7	5.5	6.5
30	223	4.7	5.4	5.9
40	229	4.3	5.2	6.1
50	99	4.3	4.9	5.6
60+	40	3.8	4.1	4.6

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Adults - Jogging

Total Tested: 541

Measured Distance: 50 feet

Location: Beach – Resort area

Velocities given are in feet per second (FPS)

Males

Age	Sample size	15 th Percentile	50 th Percentile	85 th Percentile
20	82	10.3	11.6	14.1
30	111	8.9	11.0	12.1
40	81	7.9	9.5	11.3
50	22	7.8	9.3	10.5
60+	20	7.5	8.1	9.1

Females

Age	Sample size	15 th Percentile	50 th Percentile	85 th Percentile
20	52	9.2	11.6	13.9
30	93	8.8	11.0	12.5
40	57	7.9	9.5	11.3
50	13	7.8	9.3	10.5
60+	10	6.4	8.1	8.9

Combined

Age	Sample Size	15 th Percentile	50 th Percentile	85 th Percentile
20	134	9.9	11.6	14.0
30	204	8.8	11.0	12.3
40	138	7.9	9.5	11.3
50	35	7.8	9.3	10.5
60+	30	7.1	8.1	9.0

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Elementary School Ages - Walking

Total Tested: 407

Measured Distance: 50 feet – Normal Walking Pace

Location: Elementary School

Velocities given are in feet per second (FPS)

Males

Age	Sample Size	15 th Percentile	50 th Percentile	85 th Percentile
5	26	3.60	4.61	5.35
6	49	4.09	4.76	6.22
7	38	4.20	5.00	6.52
8	42	4.17	4.99	6.52
9	32	4.29	5.11	5.82
10	25	4.79	5.48	5.91
11	18	4.96	5.19	6.10

Females

Age	Sample Size	15 th Percentile	50 th Percentile	85 th Percentile
5	33	3.75	4.46	6.15
6	27	4.45	4.99	6.02
7	34	4.00	5.04	6.02
8	22	4.53	5.32	6.03
9	29	4.62	5.37	5.88
10	26	4.45	5.40	6.57
11	6	4.64	5.21	5.73

Combined

Age	Sample Size	15 th Percentile	50 th Percentile	85 th Percentile
5	59	3.68	4.53	5.80
6	76	4.22	4.84	6.19
7	72	4.11	5.02	6.28
8	64	4.29	5.10	6.35
9	61	4.45	5.23	5.85
10	51	4.62	5.44	6.25
11	24	4.88	5.20	6.01

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Elementary School Ages - Running

Total Tested: 407

Measured Distance: 50 feet – Fast as Possible

Location: Elementary School

Velocities given are in feet per second (FPS)

Males

Age	Sample Size	15 th Percentile	50 th Percentile	85 th Percentile
5	26	9.80	11.18	13.09
6	49	11.35	12.89	15.18
7	38	7.65	13.15	15.08
8	42	12.44	14.25	17.17
9	32	12.72	15.09	18.71
10	25	13.03	15.36	17.27
11	18	13.35	15.38	17.33

Females

Age	Sample Size	15 th Percentile	50 th Percentile	85 th Percentile
5	33	9.41	10.95	15.98
6	27	10.60	11.73	14.54
7	34	11.03	12.55	14.61
8	22	7.35	12.61	15.03
9	29	12.60	14.25	16.55
10	26	12.57	14.29	17.91
11	6	14.45	15.69	17.52

Combined

Age	Sample Size	15 th Percentile	50 th Percentile	85 th Percentile
5	59	9.58	11.05	14.71
6	76	11.08	12.48	14.95
7	72	9.25	12.87	18.86
8	64	10.69	13.69	16.43
9	61	12.66	14.69	17.68
10	51	12.80	14.81	17.60
11	24	13.63	15.46	17.38

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12 to 18 Years Old - Walking

Total Tested: 645

Measured Distance: 30 feet – Normal Walking Pace

Location: Middle and High School

Velocities given are in feet per second (FPS)

Females

Age	Sample Size	Slowest	15 th Percentile	50 th Percentile	85 th Percentile	Fastest
12	22	4.8	5.1	5.7	6.6	7.7
13	52	4.3	4.6	5.6	6.7	8.6
14	75	3.8	4.4	5.3	6.0	7.5
15	61	3.5	4.7	5.3	5.9	7.1
16	47	4.1	4.7	5.4	6.3	7.0
17	19	4.3	4.4	5.4	6.5	6.6
18	2	5.4	n/a	n/a	n/a	7.4

Males

Age	Sample Size	Slowest	15 th Percentile	50 th Percentile	85 th Percentile	Fastest
12	15	4.8	5.1	5.8	6.5	7.3
13	44	3.5	4.4	5.3	6.1	6.8
14	113	3.6	4.3	5.1	5.9	8.8
15	90	3.9	4.7	5.6	6.0	8.3
16	64	3.3	4.5	5.2	5.9	7.1
17	30	4.0	4.5	5.2	5.9	6.3
18	11	4.2	4.3	4.9	5.6	5.8

Combined

Age	Sample Size	Slowest	15 th Percentile	50 th Percentile	85 th Percentile	Fastest
12	37	4.8		5.8		7.7
13	96	3.5		5.5		8.6
14	188	3.8		5.2		8.8
15	151	3.5		5.3		8.0
16	111	4.1		5.3		7.1
17	49	4.3		5.3		6.3
18	13	4.2		5.2		7.4

Eubanks, J.J. *Pedestrian Accident Reconstruction and Litigation 2nd Edition*
Lawyers and Judges Publishing Co. 1999
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12 to 18 Years Old - Running

Total Tested: 645

Measured Distance: 30 feet – Fast as Possible

Location: Middle and High School

Velocities given are in feet per second (FPS)

Females						
Age	Sample Size	Slowest	15 th Percentile	50 th Percentile	85 th Percentile	Fastest
12	22	10.7	11.2	14.1	16.1	17.3
13	52	9.1	10.6	12.8	15.2	16.6
14	75	7.9	9.7	12.3	14.9	17.4
15	61	8.5	12.9	12.5	14.8	16.1
16	47	8.6	10.3	12.3	14.2	17.1
17	19	9.6	10.0	12.7	15.0	16.3
18	2	11.9	n/a	n/a	n/a	12.9

Males						
Age	Sample Size	Slowest	15 th Percentile	50 th Percentile	85 th Percentile	Fastest
12	15	11.8	12.1	13.3	16.2	16.3
13	44	9.1	12.5	14.5	16.8	18.8
14	113	8.2	12.3	14.6	16.6	18.4
15	90	8.1	12.6	14.4	16.6	18.8
16	64	9.1	12.2	14.6	16.9	18.3
17	30	9.8	12.4	14.9	17.0	17.7
18	11	12.1	12.4	15.1	16.4	17.4

Combined						
Age	Sample Size	Slowest	15 th Percentile	50 th Percentile	85 th Percentile	Fastest
12	37	10.7		13.6		17.3
13	96	9.1		13.6		18.8
14	188	7.9		13.7		18.4
15	151	8.5		13.7		18.8
16	111	8.6		13.6		18.3
17	49	9.6		14.0		17.7
18	13	11.9		14.7		17.4

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Instructions for Completing CHP-556 Collision Narrative (11-80 Investigation)

SYNOPSIS: This should be a brief introductory statement. In most cases, this can be accomplished in a single sentence.

EXAMPLE: A severe injury traffic collision occurred when a vehicle failed to stop for a red traffic signal light and struck a pedestrian.

ORIGIN: Describe how and when you were notified of the collision, and your location at the time of notification. Provide the time of your arrival on scene. Provide the complete event number.

INVESTIGATION: The Investigation section should list the major investigative steps in chronological order. This section should describe those activities not included under subsequent headings. This section should include, but not be limited to, the following activities:

- Investigative assignments
- Who briefed you regarding the current investigative status, and the details of the briefing, e.g.:
 - Current location of involved parties
 - Current location of injured parties and injury assessment
 - Witness locations
- How the scene was secured
- Your subsequent activities, e.g.:
 - Obtained statements
 - Scene walk-through, and location and marking of evidence
 - Vehicle inspections
 - Investigation of driver histories
 - Actions of responding personnel (police, fire, medics, etc.) that might serve to clarify an issue not addressed under a separate heading

SCENE DESCRIPTION: Describe the immediate collision scene in detail. Refer to the below listed information when describing the scene.

- Overall scene description.
- The direction of the primary and secondary streets, alleys and sidewalks.
- The number of lanes in each direction.
- How the roadway was divided and/or marked.
- Any grades or elevations.
- Any curvature in the roadway.
- Any visual obstructions (what and where they were).
- Any pre-collision debris (what and where they were) or the lack of it.
- The posted speed limit signs or warning signs (what and where they were).
- If the collision occurred during darkness; the existence of, location and functional status of lighting devices.
- The location and type of any traffic control devices (functional status if a traffic signal light).
- The type of road surface (asphaltic-concrete, Portland cement, dirt, etc.).
- Existence of construction activity or barricades.
- Any special conditions that may have been a factor in the collision.

WEATHER CONDITIONS: Describe the weather conditions that were present **at the time** of the collision. Interview involved parties and witnesses to determine this information. The below listed information should be addressed.

- General weather conditions (fog, rain, overcast, cool, warm, hot, clear, sunny). Do not use a numeric value of temperature or azimuth degrees of the sun, moon or horizon angles.
- Condition of street surface (wet or dry).

- Wind conditions.
- If the moon was visible or not.
- If the sun was setting, rising or obstructing the view of an involved party.
- Visibility restrictions due to fog, rain, dust, snow or smoke. Estimate approximate sight distance.

DRIVER / OCCUPANT IDENTIFICATION: There is no need to duplicate the information already recorded on pages 1 or 3. **Describe how the involved parties and occupants (bicyclist and pedestrians as well) were identified (Driver's license, Passport, identification card, school identification card, verbally, or computer system used) and who identified each person.** List the seating positions of occupants in the vehicle at the time of the collision. The below listed bullets will assist in the identification or placement in a vehicle.

- Driver/ passengers/ witnesses.
- Positions in the vehicle as observed by the officer or other emergency personnel.
Injuries consistent with vehicle interior components or matching injury/damage patterns (seatbelt abrasions, hair in windshield, blood splattering).

VEHICLE IDENTIFICATION: There is no need to duplicate information located on page 1. Use this space to indicate how ownership was determined (i.e. DMV computer, DMV registration slip, other documentation). DMV data should be compared with the VIN on the vehicle for a match. The vehicle identification number (VIN) **should always** be recorded in the space provided on page one.

VEHICLE DAMAGE: Describe vehicle damage in detail. Officers should familiarize themselves with basic vehicle nomenclature. Describe the following:

- Location of direct and induced damage.
- Direction of damage and measurements.
- Damage patterns, paint transfers, marks on vehicles or objects that match vehicle damage.
- Condition of vehicle components such as restraint systems or tire condition/pressures.
- If warranted, photograph the interior of the vehicle. All evidence (blood, hair, other matter) should be photographed as well.

INJURIES: A severe injury collision investigation requires precise medical description of injuries. *WRONG:* "broken left leg" *CORRECT:* "fractured left femur or tibia or fibula." *NOTE:* If you are unsure as to how to spell a medical term, ask a medical expert or rely on a medical dictionary. The following data is required of a hospital follow-up investigation.

- Transporting medic number.
- First/last names and I.D. number of transporting personnel.
- First/last name(s) of treating physician(s).
- Precise date and time of death including source of determination (i.e. emergency room physician or via medic radio).
- In the case of a fatality: the first/last name and I.D number of Deputy Medical Examiner taking possession of the deceased party and Medical Examiner case number.
- Statements should be obtained from any party (paramedics and physicians included), who might shed light on the positions of occupants inside vehicles or potential for intoxication. This is critical for prosecution cases.

STATEMENTS: Driver, passenger and witness statements should be included here. Statements or interviews prepared by other officers can be inserted into the report elsewhere. There are times when quoted statements are absolutely necessary, but generally statements should be paraphrased. *It is unacceptable and unprofessional to limit your questioning to the single question: "what happened?"* Witnesses may not have seen the collision, but may be able to answer questions concerning what happened immediately before and/or after the collision, e.g., the status of traffic signals, the sound of passing vehicles, etc. The below listed information should be addressed:

- Location and time of interview.
- Location before collision.
- What was actually seen or heard, (not what was relayed to them by others or what they think happened).
- Actions or statements of parties immediately after the collision.
- Witnesses and speed estimations: an attempt should be made to build a foundation during the interview, *i.e. does the witness drive a vehicle, how much experience driving or any other expertise in determining speed.*

NOTE: STATEMENTS MAY BE WRITTEN IN A FIRST PERSON OR THIRD PERSON FORMAT. HOWEVER, AVOID SWITCHING BACK AND FORTH BETWEEN FIRST AND THIRD PERSON IN THE STATEMENT.

(FIRST PERSON)

Statement of P-1 Driver (John Doe): I was driving northbound on 16th Street. I approached Broadway and stopped for the stop sign. I started forward and was hit by a school bus. I never saw the bus.

(THIRD PERSON)

Paraphrased Statement of P-1 Driver (John Doe): DOE stated that he was driving northbound on 16th Street. He approached and stopped for the stop sign at Broadway. He proceeded forward and was hit by the bus. He said that he never saw the bus prior to impact.

EVIDENCE: Describe any evidence and list evidence barcode numbers. Photograph barcode numbers should be listed here as well. State who collected each item of evidence as well as the person who impounded it and where it was impounded.

VEHICLE ACTIONS / CONCLUSIONS: The narrative is the summation of all information acquired during the course of the collision investigation. It should be so written, that a reader is able to develop a mental picture of the sequence of events. The narrative should be detailed, concise, to the point and should support a conclusion. It should describe:

- **WHO-** was responsible for the collision.
- **WHAT-** happened.
- **WHEN** – it happened.
- **WHERE** – it happened.
- **WHY** - it occurred (causative factors)
- **HOW** - the collision occurred.

The narrative should follow a logical pattern and include:

- Actions and directions of the parties and witnesses prior to the collision.
- Actions of the parties at impact.
- Actions and movements of parties following impact.
- How the Initial Contact Area (I.C.A.) was established.
- Violation(s) of law.
- Justification for the primary cause factor of the collision as well as all associated factors.

SAMPLE 11-80 REPORT

This sample report depicts a fictional incident and represents a basic severe injury collision investigation and reporting effort. A more complex collision might require additional headings and potentially greater detail.

SYNOPSIS:

A severe injury traffic collision occurred when a pedestrian ran into the path of a moving vehicle.

ORIGIN:

At approximately 0337 hours, I received a radio call informing me of a severe injury traffic collision at 3500 Ruffin Road. I responded from the Traffic Division, arriving at the scene at approximately 0356 hours. The event number is 17120099999.

INVESTIGATION:

I observed that the intersection had been closed to vehicular and pedestrian traffic by San Diego Police officers. Paramedics (Medic 36) were attending to the injured pedestrian inside the ambulance. The ambulance would leave for Sharp Memorial Hospital within minutes. The roadway surface was littered with broken vehicle glass and vehicle parts.

Blood was present on the road surface at the location where the pedestrian had come to rest. San Diego Fire Department Engine 28 personnel had assisted with medical aid and were preparing to leave. SDPD Traffic Sergeant M. **Verduzco** #2554 had arrived prior to my arrival and provided an overview of the collision. **Verduzco** indicated that a witness to the collision was present and standing at the southwest corner of the intersection. **Verduzco** pointed out the involved vehicle, parked at the south curb of 9200 Aero Drive, approximately 150 feet east of the intersection. The damaged vehicle was still running and the headlights were on. Traffic Officers Smith #4321 and Jones #1234 assisted me at the scene. Officer Smith obtained measurements and completed the scene diagrams. Officer Jones conducted the hospital follow-up with P-1 and then returned to collect evidence at the scene.

SCENE / STREET DESCRIPTION:

Aero Drive is an east-west roadway. Ruffin Road a north-south roadway. The two roadways intersect, resulting in a "T" intersection, with 3500 Ruffin Road terminating at 9100-9200 Aero Drive. Traffic signal lights control vehicle and pedestrian movement at the intersection. The traffic signal lights are positioned on fixed metal poles, with additional overhanging signal lights attached to the poles. The intersection is illuminated by overhead low sodium streetlights. The pedestrian control devices are actuated by manually pushing a button affixed to the signal light poles. Red illuminated international hand symbols prohibit pedestrian travel, while white illuminated walking pedestrian symbols permit pedestrian travel. The traffic signal lights, pedestrian signal devices and streetlights were operational and functioning properly when examined. The road surface is constructed of asphaltic-concrete and is in a good state of repair. The roadway surface within the intersection is relatively level. Sidewalks border the east and west sides of Ruffin Road and the south side of Aero Drive. There is no sidewalk on the north side of Aero Drive. There is a bus stop located on the north side of the intersection, approximately 100 feet east of Ruffin Road.

There are two through traffic lanes for eastbound Aero Drive at the approach to Ruffin Road. The through traffic lanes are separated by white painted dashed lines. An international sign prohibits U-turns from eastbound Aero Drive to westbound Aero Drive. There are two through traffic lanes for westbound Aero Drive at Ruffin Road. The through traffic lanes are separated by white painted dashed lines. There is a separate lane for vehicles turning left onto Ruffin Road or making U-turns from westbound Aero Drive to eastbound Aero Drive. Left and U-turns are controlled by signal lights displaying an illuminated green arrow. East and westbound traffic lanes are separated by a raised center island. The posted speed limit on Aero Drive is 45 miles per hour.

There is a single mandatory right turn lane for northbound Ruffin Road to eastbound Aero Drive. There are two mandatory left turn lanes from northbound Ruffin Road to westbound Aero Drive. U-turns are prohibited. Left turns onto Aero Drive are controlled by signal lights displaying an illuminated green arrow. The northbound traffic lanes are separated by white painted solid lines. There are two through traffic lanes for southbound Ruffin Road. The southbound lanes are separated by white painted dashed lines. The northbound and southbound traffic lanes are separated by a painted simulated island and four foot high orange delineators. The posted speed limit for Ruffin Road is 35 miles per hour.

Aero Drive had a 1.5% uphill grade east/west at the Initial Contact Area. Other than collision debris, there was no significant debris on the roadway.

WEATHER CONDITIONS:

The collision occurred during the hours of darkness. Light rain was falling at the time of the collision. The moon was not visible. The rain had subsided by the time I arrived on scene. The road surface was wet and the gutters full due to water run-off.

DRIVER / OCCUPANT IDENTIFICATION:

The driver of the vehicle (**Rodriguez**) was identified by his valid California driver's license. He was the sole occupant of the vehicle. The pedestrian (**Nelson**) was identified by a valid California identification card recovered from his wallet by hospital personnel at Sharp Memorial Hospital.

VEHICLE IDENTIFICATION:

The driver provided a valid California vehicle registration slip and a valid insurance card.

VEHICLE DAMAGE:

The vehicle sustained major damage as a result of impact with the pedestrian. The right front bumper was crushed inward and the right front headlight assembly destroyed. The right and center portions of the hood were compressed downward and the windshield shattered. The roofline was buckled inward and the top of the roof scratched. Both right side windows were shattered.

INJURIES:

The P-2 driver sustained minor injuries. He complained of back pain. Small glass lacerations from the shattered windshield were evident on his face. He refused paramedic assistance. The P-1 pedestrian sustained major injuries. P-1 was transported to Sharp Memorial Hospital by San Diego Fire Department Medic 36; staffed by Paramedic Joe **White** #0651 and EMT John **Black** #0123. Trauma physician, Dr. Robert **Fritz**, M.D., treated P-1 at the hospital. Dr. **Fritz** described the injuries as potentially life threatening. The injuries included: a skull fracture with inner cranial bleeding, fractured clavicle, lacerated liver and spleen, fractured left femur, tibia and fibula and major abrasions. P-1 was unconscious. The injuries were consistent with the impact.

STATEMENTS:

Statement of P-2 Driver (Jason **Rodriguez**): I was driving east on Aero Drive in the fast lane. I was going about 40 miles per hour. I know I was going under the speed limit because of the rain. It was raining, but not very hard. I had my windshield wipers on and could see just fine. My light was green and had been green as far back as I can remember. I saw the two guy standing on the corner. I got distracted by my cell phone ringing. When I looked up, I was entering the intersection. All of a sudden, this guy is right in front of me. I hit the brakes, but I couldn't avoid hitting him. I saw him go up on my hood and fly over the top of my car. I stopped my car and ran back to help him. He looked pretty bad. I called 911 on my cell-phone.

Statement of Witness 1 (George Wilson): We had been drinking all night; down the street by the school (Taft Middle School). We were both pretty much wasted. We were going to cross the street to get to the bus stop. I don't know why he did it, but he just ran across the street. I guess he didn't see the car. The car wasn't speeding. He flew in the air. The driver called for the medics. The car had the green light. Our light was red.

Paraphrased Statement of Paramedic (Joe White): White told me P-1 (**Nelson**) was unconscious from the time we arrived at the scene. He reeked of alcohol.

EVIDENCE:

Officer Smith took 98 digital photographs of the collision scene. Officer Smith transferred the digital photographs onto a CD-R disc and created two additional copies. Officer Jones impounded the original disc at the Traffic Division on barcode #1723413. The two additional copies of the disc were submitted with the collision report. In addition, Officer Jones impounded V2's right front fender on barcode #7462524 at Eastern Division's property room.

CALCULATIONS: (If applicable)

VEHICLE ACTIONS/ CONCLUSIONS:

Prior to the collision, P-2 was driving east on 9100 Aero Drive, in the E-1 traffic lane, at a speed of approximately 40 miles per hour. P-2 approached and entered the traffic signal light controlled intersection at 3500 Ruffin Road. P-2 entered into the intersection with a green signal light. Prior to the collision, P-1 (pedestrian) had been standing on the southwest corner of the intersection of Aero Drive and Ruffin Road, with a companion. P-1 left a position of safety and ran north into the path of the hazardous oncoming vehicle. P-2 braked but was unable to avoid hitting P-1. P-1 first impacted the right side of the vehicle front bumper. He impacted the hood, windshield and roofline of the vehicle before vaulting over the vehicle and falling to the ground. P-1 sustained severe injuries as a result of the impact. P-2 braked to a controlled stop at the south curb, 9200 Aero Drive, 150 feet east of the point of impact.

P-1 was the proximate cause of this collision and his injuries. P1 violated section 21456(b) CVC "Flashing or steady "DONT WALK" or "WAIT" or approved "Upraised Hand" symbol. In addition, P-2 was distracted by his cell phone just prior to the collision. This prevented him from observing P-1 step into the intersection, which was an associated factor in this collision.

NARRATIVE HEADINGS FOR 11-81 TRAFFIC COLLISION REPORTS

COLLISION INVESTIGATION

This should be a generalized portrayal of the collision. The narrative should include party movements prior to, during, and if necessary, following impact. Do not replicate information already described on pages one and three. Injuries will be described on page three of the CHP 555 report. Describe vehicle damage. Add as much information as is necessary for report clarity. This might include factors such as unusual weather or road conditions, presence of traffic control devices or signs, means of determining ICA, speed of vehicles or any unusual circumstances relative to the collision. A conclusion/opinion statement is not necessary!

STATEMENTS (DRIVERS/ PASSENGERS/ WITNESSES)

Statements should be paraphrased. Quoted statements may be used when necessary. *Thorough statements are an expectation for any police report!*

Example: Paraphrased Statement of P1 Driver (John Doe): Statement.

OR

Statement of P1 Driver (John Doe): "Quoted statement."

SAMPLE 11-81 REPORT

COLLISION INVESTIGATION:

Prior to the collision, P1 was moving north, 900 Fifth Avenue, in the N-1 traffic lane. P2 was moving east, 500 Broadway, in the E-2 traffic lane. P3 was legally parked (unoccupied), facing north at the east curb of 1000 Fifth Avenue. P1 and P2 approached and entered into the signalized intersection of Fifth Avenue and Broadway at approximately the same time. P1 failed to stop for the red traffic signal light and struck the left side of the P2 vehicle. The P2 vehicle spun clockwise and struck the left side of the parked P3 vehicle. The P2 driver was injured as a result of the initial impact. During the investigation, I checked the signal lights and they were functioning properly.

STATEMENTS:

Statement of P-1 Driver (John Doe): I was talking to a friend on my cell phone. I looked up at the last moment and saw that the light was red. I braked, but couldn't stop in time. I was going about 25 miles per hour.

Statement of P-1 Passenger (Jane Doe): My husband was talking on his cell phone. I thought he was paying attention to the light. When I realized he wasn't going to stop, I yelled, "Stop!"

Statement of P-1 Driver (Jack Smith): I was driving to work. I was going fifteen to twenty miles per hour. Traffic was too heavy to go any faster. I never saw him until he hit me. My light had been green all the time.

Paraphrased Statement of Witness 1 (Anne Jones): Jones told me she was standing on the southwest corner of the intersection, waiting for her bus. She said she couldn't believe the guy in the green car (P1) because his light was red when he collided with the other car.

HOSPITAL FOLLOW-UP INVESTIGATIONS (REQUIRED INFORMATION)

- **Injured person(s) full name.**
- **Dates of birth.**
- **Addresses.**
- **Physical descriptions.**
- **Telephone numbers (home, business, cell).**
- **Insurance information.**
- **Seating positions in vehicle if applicable.**
- **Transporting medic unit number.**
- **Full names and identification numbers of transporting personnel.**
- **Full names of treating physician(s).**
- **Detailed list of injuries. Use correct medical terms. *Correct: fractured right femur incorrect: broken right leg.***
- **Statements should be detailed and complete. Use your interrogation skills. It is unacceptable to merely ask the question “what happened?” When writing statements, avoid using police jargon. For example, it would be unusual for non-police people to use terms such as P-1 or P-2 to describe various parties. Use plain language.**
- **Collect all clothing for pedestrian fatalities or felony hit and run incidents involving pedestrians. Be sure to air dry all bloody items prior to impounding as evidence.**

If necessary, contact the on-scene investigator to get a better idea of the collision dynamics. Share this information with the treating physician.

HOSPITAL FOLLOW-UP WORKSHEET

Date _____ Arrival Time _____ Officer _____

Injured Party _____ DOB _____

Address _____

Ht _____ Wt _____ Hair _____ Eyes _____ Phone (Hm) _____ - _____ - _____

(Bus) _____ - _____ - _____ (Cell) _____ - _____ - _____ Position in Veh (or Ped) _____

Insurance Company _____ Policy # _____

Medic Unit # _____ Clothing Collected (Y/N) _____ Clothing List _____

Medic Personnel (Name/ID) _____

Medic Personnel (Name/ID) _____

Medic Personnel (Name/ID) _____

Hospital Name/Address _____

Physician's Full Name _____

Injuries (Detailed) _____

Statement of Injured Party: _____

HOSPITAL FOLLOW-UP INVESTIGATION (SAMPLE REPORT)

INVESTIGATION: I was dispatched to Scripps Mercy Hospital to ascertain the extent of injuries sustained in a traffic collision involving a pedestrian that had been struck by a motorcycle. The collision occurred at the intersection of El Cajon Boulevard and 52ND Street. Upon arrival at the hospital, I contacted a companion of the injured party. He was a witness to the collision and his statement appears below. I identified the injured party as James Joseph **Davis** from his California ID card located by the hospital staff in his pants pocket. Medic 63 (Paramedic Elaine **Todd** #P1234 and EMT Jane **Smith** #I8976) transported **Davis** to Scripps Mercy Hospital. The attending physician, Jack **Freemont**, M.D., described **Davis**' injuries as being life threatening. The injuries include, but are not limited to the following: bleeding in the abdominal cavity, fractured left and right femurs, a closed head injury and a twelve centimeter laceration to the occipital area of the head. **Davis** was unconscious and could not be interviewed.

INJURED PARTY: (Deleted – records of (Deleted – records of security Telephone (Deleted – records of security) (W)
(Deleted – records of (Deleted – records of security)
San Diego, CA. 92117 (Deleted – records of security)

WITNESS: (Deleted – records of security) (Deleted – records of security) Telephone (Deleted – records of security) (W)
(Deleted – records of security) (Deleted – records of security)
San Diego, CA. 92123 (Deleted – records of security)

Statement of Witness 2 (Randall): We had been drinking all night at the “Neptune Bar” down the street. The bar closed and we decided to get something to eat. We were standing on the corner of 52nd Street and El Cajon Boulevard. There is a taco shop across the street. We didn’t see any cars. Jim started to cross the street in front of me. He had only walked about eight feet into the street when hit by the motorcycle. I don’t know where the motorcycle had come from. I was still standing on the sidewalk when he was hit. People were standing around the taco shop. I told them to call 911.

NARRATIVE/SUPPLEMENTAL

CHP 556 (Rev 7-90) OPI 042

Page

DATE OF INCIDENT/OCCURRENCE		TIME (2400)	NCIC NUMBER	OFFICER I.D. NUMBER	NUMBER
X ONE <input type="checkbox"/> Narrative <input type="checkbox"/> Supplemental		*X* ONE <input type="checkbox"/> Collision report <input type="checkbox"/> Other:		TYPE SUPPLEMENTAL (*X* APPLICABLE) <input type="checkbox"/> BA update <input 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				REPORTING DISTRICT/BEAT	CITATION NUMBER
LOCATION/SUBJECT				STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input type="checkbox"/> No	
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31. PREPARER'S NAME AND I.D. NUMBER			DATE	REVIEWER'S NAME	DATE

Use previous editions until depleted.

OSP 98 16969

Original to Officer; copy(ies) to involved party(ies)

Destroy previous editions.

HIPAA PRIVACY RULE

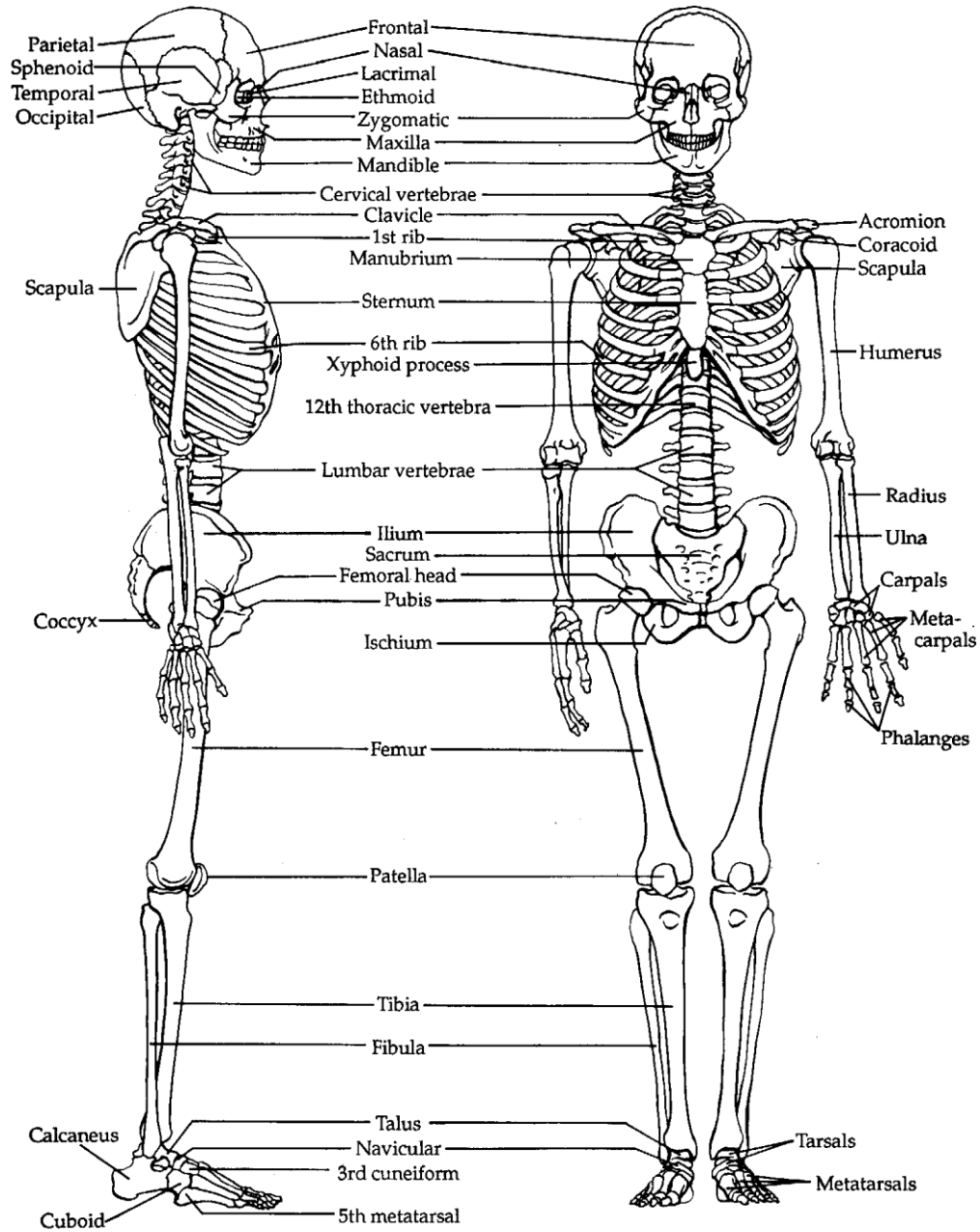
(Health Insurance Portability and Accountability Act of 1996)

HIPAA was enacted by Congress on August 21, 1996 with a major goal being to assure that an individual's health information is properly protected while allowing the flow of health information needed to provide and promote high quality care and to protect the public's health and well-being. HIPAA Privacy Rule standards address the use and disclosure of an individual's health information by organizations (i.e. hospitals) subject to the Rule, or "*covered entities*". Officers conducting Hospital Follow-up Investigations may encounter medical providers who are unwilling to divulge medical information such as nature of injuries, treatment forthcoming, prognosis for recovery, etc., for fear of violating Privacy Rule standards. In order to avoid potential conflicts, officers need a basic understanding of what information medical providers are required, and not required to share with law enforcement.

The Privacy Rule protects all "*individually identifiable health information*" held or transmitted in any form, including oral, by a "*covered entity*". Covered entities may disclose protected health information, without the consent of the injured party, to law enforcement officials for law enforcement purposes in six (6) specific circumstances, including when in response to a law enforcement official's request for information about a victim or suspected victim of a crime. This provides the covered entity with a protective exclusion from the Privacy Rule if it chooses to cooperate with police. However, since collision investigations are not covered under the mandatory reporting requirements established in PC 11160(d), this exclusion does not mandate that the covered entity (medical provider) share certain information with police.

In short, the Privacy Rule is focused on protecting the injured party first and foremost. As written, the law shields medical providers who choose not to share information with police. Most emergency and trauma physicians and staffs are eager to assist law enforcement. However, in those rare instances where immediate information on a victim's injuries is not forthcoming from hospital staff, investigators are left with obtaining the information from the injured party directly, or through legal processes such as a Court Order. The only exception to this is in cases resulting in death. Medical providers must provide any and all information relating to a deceased person's injuries requested by the Medical Examiner's Office. The Medical Examiner, in turn, is free to share that information with the investigating agency.

SKELETON KEY



AREA HOSPITAL INFORMATION

ALVARADO HOSPITAL MEDICAL

(619) 229-3100
6655 Alvarado Road San Diego, CA 92120

NAVAL MEDICAL CENTER

SAN DIEGO (BALBOA) (619) 532-6400
34800 Bob Wilson Drive San Diego, CA 92134

CHILDRENS HOSPITAL AND HEALTH

(858) 576-1700
3020 Childrens Way San Diego, CA 92123

GREEN HOSPITAL OF SCRIPPS CLINIC

(858) 455- 9100
10666 North Torrey Pines Road
San Diego, CA 92037

GROSSMONT HOSPITAL

(619) 465-0711
5555 Grossmont Center Drive La Mesa, CA 91942

KAISER PERMANENTE HOSPITAL

(858) 266-5000
9455 Clairemont Mesa Blvd San Diego, CA 92123

PALOMAR MEDICAL CENTER

(442) 281-5000
2185 Citracado Pkwy Escondido, CA 92029

PARADISE VALLEY HOSPITAL

(619) 470-4321
2400 East 4th Street National City, CA 91950

POMERADO HOSPITAL

(858) 613-4670
15615 Pomerado Road Poway, CA 92064

SCRIPPS MEMORIAL HOSPITAL- CHULA VISTA

(619) 691-7000
435 "H" Street Chula Vista, CA 91910

SCRIPPS MEMORIAL HOSPITAL- ENCINITAS

(760) 753-6501
354 Santa Fe Drive Encinitas, CA 92024

SCRIPPS MEMORIAL HOSPITAL- LA JOLLA

(858) 626-4123
9888 Genesee Avenue San Diego, CA 92037

SCRIPPS MERCY HOSPITAL

(619) 260-7000
4077 5th Avenue San Diego, CA 92103

SHARP CHULA VISTA MEDICAL CENTER

(619) 482-5800
751 Medical Center Court San Diego, CA 91911

SHARP CORONADO HOSPITAL

(619) 522-3600
250 Prospect Place Coronado, CA 92118

SHARP MEMORIAL HOSPITAL

(858) 939-3400
7901 Frost Street San Diego, CA 92123

TRI-CITY MEDICAL CENTER

(760) 724-8411
4002 Vista Way Oceanside, CA 92056

UCSD MEDICAL CENTER HILLCREST

(619) 543-6222
200 West Arbor Drive San Diego, CA 92103

UCSD MEDICAL CENTER- THORNTON HOSPITAL

(858) 657-7000
9300 Campus Point Drive San Diego, CA 92037

VETERANS AFFAIRS MEDICAL CENTER

(858) 552-8585
3350 La Jolla Village Drive San Diego, CA 92161

ADDRESSES FOR VEHICLE AND PROPERTY DAMAGE

DAMAGED S.D.P.D. POLICE VEHICLES

(Redacted – record exempt)

DAMAGED S.D.F.D. FIRE VEHICLES/ DAMAGED PARAMEDIC/EMT VEHICLES

(Redacted – record exempt)

SAN DIEGO FIRE DISPATCH (FIRE AND MEDIC DATA)

(Redacted – record exempt)

ALL OTHER CITY OF SAN DIEGO VEHICLES

(Redacted – record exempt)

DAMAGED CITY PROPERTY (SIGNS, SIGNALS, FIRE HYDRANTS, FENCING, ETC)

(Redacted – record exempt)

DAMAGED STATE PROPERTY

(Redacted – record exempt)

DAMAGED SAN DIEGO GAS & ELECTRIC PROPERTY

8330 CENTURY PARK COURT
SAN DIEGO, CA. (619) 696-2000

DAMAGED AT&T (SBC) PROPERTY

666 FOLSOM STREET
SAN FRANCISCO, CA. 94107 1-800-894-0374

DAMAGED TIME WARNER PROPERTY

8949 WARE COURT
SAN DIEGO, CA. 92121 (858) 695-3220

DAMAGED COX CABLE PROPERTY

5159 FEDERAL BOULEVARD
SAN DIEGO, CA. 92105 (619) 266-5507

COLLISION REPORT PACKAGES

NON-INJURY AND MINOR INJURY COLLISIONS

CHP-555 PAGE 1 TOP SHEET
CHP-555 PAGE 2 COLLISION CODING
CHP-555 PAGE 3 INJURED/ WITNESSES/ PASSENGERS
CHP-555 PAGE 4 SKETCH (LARGE) DIAGRAM
PD-154 (ONLY IF A PEDESTRIAN IS INVOLVED)
CHP-556 NARRATIVE/ INTERVIEWS
ANY ADDITIONAL FORMS

SEVERE INJURY, FELONY, FATAL COLLISIONS

CHP-555 PAGE 1 TOP SHEET
CHP-555 PAGE 2 COLLISION CODING
CHP-555 PAGE 3 INJURED/ WITNESSES/ PASSENGERS
CHP-555 PAGE 4 FACTUAL (ORIGINAL WITH STREET MEASUREMENTS)
CHP-555 PAGE 5 SKETCH DIAGRAM (PARTY MOVEMENTS)
CHP-555 PAGE 6 FACTUAL DIAGRAM (POINTS OF EVIDENCE)
PD-154B EVIDENCE LEGEND
PD-154 COLLISION SUPPLEMENTAL
CHP-556 NARRATIVE
WITNESS STATEMENTS (IF NOT WRITTEN BY REPORTING OFFICER)
HOSPITAL FOLLOW-UP (IF NOT WRITTEN BY REPORTING OFFICER)
“RED SHEETS” (FOR PROSECUTION CASES)
3 CD’S OF TOTAL STATION DATA AND PHOTOGRAPHS FOR PROSECUTION

D.U.I. PAPERWORK FLOW CHART

ON ALL DUI ARRESTS MAKE TWO (2) COPIES OF YOUR ARREST REPORT, ADMIN PER SE AND CHP-555 (WHEN YOUR ARREST INVOLVES AN ACCIDENT).

RECORDS GETS:

- ORIGINAL ARREST REPORT-WRITE "ORIGINAL" IN UPPER RIGHT CORNER
- COPY OF BREATH INTOXILYZER SHEET
- COPY OF DMV FORMS PAGE 1, 2, 3 (YELLOW COPY)
- COPY OF BLOOD DRAW FORM
- PINK COPY OF SEARCH WARRANT
- PINK COPY OF BOOKING INTAKE FORM AND STAPLE PAY RECEIPT TO FORM
- DMV RECORDS
- ORIGINAL OF CHP-555 (DO NOT STAPLE TO ARREST REPORT, KEEP IT SEPARATE)

CITY ATTORNEY GETS:

- COPY OF ARREST REPORT-WRITE "CITY ATTORNEY" OR "CA" IN UPPER RIGHT CORNER
- ORIGINAL OF BREATH INTOXILYZER SHEET
- COPY OF DMV FORMS PAGE 1, 2, 3
- COPY OF DMV RECORDS
- COPY OF CHP-555 (WHEN APPLICABLE)
- COPY OF VEHICLE IMPOUND REPORT
- ORIGINAL OF AFN BLOOD DRAW FORM (YELLOW)
- EVIDENCE: DASH CAM VIDEO, PHOTOS, ETC

DMV GETS:

- ORIGINAL DMV FORMS PAGE 1, 2, 3
- COPY OF ARREST REPORT
- COPY OF BREATH SHEET
- COPY OF CHP-555 (WHEN APPLICABLE)
- COPY OF VEHICLE IMPOUND REPORT
- CDL IN ENVELOPE (DO NOT STAPLE THROUGH CDL)

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