


## **Note to readers**

This is the final investigation report of the Dec. 12, 2023, bus crash on the UC Santa Cruz campus. Please note that redactions were made to remove the personally-identifying information of witnesses, except the names of those who were acting in their capacity as UC Santa Cruz employees and the decedent. Redactions were also made to remove the witnesses' and decedent's personal information while preserving the relevant conclusions derived from that information.

UC SANTA CRUZ POLICE DEPARTMENT, FOR OFFICIAL USE ONLY

SPECIAL CONDITIONS FATAL		NO. INJURED 5	HIT & RUN FELONY <input type="checkbox"/>	CITY SANTA CRUZ	JUDICIAL DISTRICT SANTA CRUZ	LOCAL REPORT NUMBER 23-999	
		NO. KILLED 1	HIT & RUN MISD <input type="checkbox"/>	COUNTY SANTA CRUZ	REPORTING DISTRICT 1	BEAT	DAY OF WEEK TUESDAY
						TOWAWAY <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
L O C A T I O N	COLLISION OCCURRED ON: COOLIDGE DRIVE				MO DAY YEAR 12/12/2023	TIME 2026	NCIC # OFFICER I.D. 809RF
	MILEPOST INFORMATION				GPS Coordinates LATITUDE 37.00037, LONGITUDE -122.06324		PHOTOGRAPHS BY: <input type="checkbox"/> NONE
	<input type="checkbox"/> AT INTERSECTION WITH				STATE HWY REL <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		LUIS RUIZ
<input checked="" type="checkbox"/> OR 645 FEET S OF RANCH VIEW RD							
PARTY 1	DRIVERS LICENSE NUMBER	STATE CA	CLASS B	AIRBAG P	SAFETY EQUIP. C	VEH. YEAR 93	MAKE/MODEL/COLOR GILG/WHI
DRIVER	NAME DANIEL THEODORE STEVENSON						OWNER NAME <input type="checkbox"/> SAME AS DRIVER
PEDEST	STREET ADDRESS						UNIVERSITY OF CA SANTA CRUZ
PKD VEH	CITY/STATE/ZIP						OWNER ADDRESS 1156 High St, Santa Cruz (Campus), CA 95064
BICYCLST	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE	RACE
OTHER		HOME PHONE		BUSINESS PHONE		VEHICLE IDENTIFICATION NUMBER: 15GCB0919P1084951	
OPERATOR		INSURANCE CARRIER SELF/ UC REGENTS		POLICY NUMBER		VEHICLE TYPE 11	
		DIR OF TRAVEL SOUTH		ON STREET OR HIGHWAY COOLIDGE DRIVE		DOT CA 40015	
		LANE 1		THRU LANES 2		TOTAL LANES 2	
		SPD LIMIT 25		CAL-T		TCP/PSC	
		MC/MX		SHADE IN DAMAGED AREA		F R O N T	
		UNK. <input type="checkbox"/>		NCNE <input type="checkbox"/>		MINOR <input type="checkbox"/>	
		MOD. <input type="checkbox"/>		MAJOR <input checked="" type="checkbox"/>		ROLL-OVER <input type="checkbox"/>	
		DISPOSITION OF VEHICLE ON ORDERS OF:		<input checked="" type="checkbox"/> OFFICER		<input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER	
		PRIOR MECHANICAL DEFECTS:		<input checked="" type="checkbox"/> NONE APPARENT		<input type="checkbox"/> REFER TO NARRATIVE	
PARTY 2	DRIVERS LICENSE NUMBER	STATE	CLASS	AIRBAG	SAFETY EQUIP.	MAKE/MODEL/COLOR	LICENSE NUMBER
DRIVER	NAME (FIRST, MIDDLE, LAST)						OWNER NAME <input type="checkbox"/> SAME AS DRIVER
PEDEST	STREET ADDRESS						OWNER ADDRESS <input type="checkbox"/> SAME AS DRIVER
PKD VEH	CITY/STATE/ZIP						DISPOSITION OF VEHICLE ON ORDERS OF:
BICYCLST	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE	RACE
OTHER		HOME PHONE		BUSINESS PHONE		VEHICLE IDENTIFICATION NUMBER:	
OPERATOR		INSURANCE CARRIER		POLICY NUMBER		VEHICLE TYPE	
		DIR OF TRAVEL		ON STREET OR HIGHWAY		DOT	
		LANE		THRU LANES		TOTAL LANES	
		SPD LIMIT		CAL-T		TCP/PSC	
		MC/MX		SHADE IN DAMAGED AREA		F R O N T	
		UNK. <input type="checkbox"/>		NONE <input type="checkbox"/>		MINOR <input type="checkbox"/>	
		MOD. <input type="checkbox"/>		MAJOR <input type="checkbox"/>		ROLL-OVER <input type="checkbox"/>	
		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	
PARTY 3	DRIVERS LICENSE NUMBER	STATE	CLASS	AIRBAG	SAFETY EQUIP.	MAKE/MODEL/COLOR	LICENSE NUMBER
DRIVER	NAME (FIRST, MIDDLE, LAST)						OWNER NAME <input type="checkbox"/> SAME AS DRIVER
PEDEST	STREET ADDRESS						OWNER ADDRESS <input type="checkbox"/> SAME AS DRIVER
PKD VEH	CITY/STATE/ZIP						DISPOSITION OF VEHICLE ON ORDERS OF:
BICYCLST	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE	RACE
OTHER		HOME PHONE		BUSINESS PHONE		VEHICLE IDENTIFICATION NUMBER:	
OPERATOR		INSURANCE CARRIER		POLICY NUMBER		VEHICLE TYPE	
		DIR OF TRAVEL		ON STREET OR HIGHWAY		DOT	
		LANE		THRU LANES		TOTAL LANES	
		SPD LIMIT		CAL-T		TCP/PSC	
		MC/MX		SHADE IN DAMAGED AREA		F R O N T	
		UNK. <input type="checkbox"/>		NONE <input type="checkbox"/>		MINOR <input type="checkbox"/>	
		MOD. <input type="checkbox"/>		MAJOR <input type="checkbox"/>		ROLL-OVER <input type="checkbox"/>	
		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	
PREPARED BY RAYMOND FAULK 809RF		DISPATCH NOTIFIED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		REVIEWED BY RAMON ROMO 801RR		DATE REVIEWED 07/25/2024	

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DATE OF CRASH (MO. DAY YEAR) 12/12/2023		TIME (2400) 2026		NCIC # CA0449700		OFFICER I.D. 809RF		NUMBER 23-999	
PROPERTY DAMAGE		OWNER UNIVERSITY OF CA SANTA CRUZ				OWNER ADDRESS 1156 HIGH ST, SANTA CRUZ (CAMPUS), CA 95064			
PERSON NOTIFIED WORK ORDER DESK		<input type="checkbox"/> SAME AS OWNER		TELEPHONE NUMBER 831-459-4444		METHOD OF NOTIFICATION <input type="checkbox"/> IN PERSON <input type="checkbox"/> PHONE <input checked="" type="checkbox"/> DISPATCH <input type="checkbox"/> CHP422			LOG/INCIDENT NUMBER 2312120042
DESCRIPTION OF DAMAGE 100 feet of barbed wire perimeter fence and posts damage. Damage to the Kiln Building. Damage to paddle marker. Displaced		No Bicycles" sign.							
SEATING POSITION  1 TO 9 - STANDARD SEATING POSITION 10 - REAR OCC. TRUCK/VAN STATION WAGON, ETC. 11 - POSITION UNKNOWN 0 - OTHER		OCCUPANTS A - NONE IN VEHICLE B - UNKNOWN C - LAP BELT USED D - LAP BELT NOT USED E - SHOULD 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		SAFETY EQUIPMENT CHILD RESTRAINT Q - IN VEHICLE USED R - IN VEHICLE NOT USED S - IN VEHICLE USE UNKNOWN T - IN VEHICLE IMPROPER USE U - NONE IN VEHICLE M/C BICYCLE - HELMET DRIVER PASSENGER V - NO X - NO W - YES Y - YES		AIR BAG B - UNKNOWN L - AIR BAG DEPLOYED M - AIR BAG NOT DEPLOYED N - OTHER P - NOT REQUIRED EJECTED FROM VEHICLE 0 - NOT EJECTED 1 - FULLY EJECTED 2 - PARTIALLY EJECTED 3 - UNKNOWN		INATTENTION CODES A - CELLPHONE HANDHELD B - CELLPHONE HANDSFREE C - ELECTRONIC EQUIPMENT D - RADIO/CD E - SMOKING F - EATING G - CHILDREN H - ANIMALS I - PERSONAL HYGIENE J - READING K - OTHER	
ITEMS MARKED BELOW FOLLOWED BY AN ASTERISK (*) SHOULD BE EXPLAINED IN THE NARRATIVE.									
PRIMARY COLLISION FACTOR LIST NUMBER (#) OF PARTY AT FAULT		TRAFFIC CONTROL DEVICES			VEHICLE AUTOMATION LEVEL			MOVEMENT PRECEDING COLLISION	
1 A CVC SECTION VIOLATED. CITED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO 22107 VC		A CONTROLS FUNCTIONING			1 A SAE LEVEL - 0			A STOPPED	
B OTHER IMPROPER DRIVING*		B CONTROLS NOT FUNCTIONING			2 B SAE LEVEL - 1			B PROCEEDING STRAIGHT	
C OTHER THAN DRIVER*		C CONTROLS OBSCURED			3 C SAE LEVEL - 2			C RAN OFF ROAD	
D UNKNOWN*		D NO CONTROLS PRESENT/FACTOR*			4 D SAE LEVEL - 3			D MAKING RIGHT TURN	
		E TYPE OF COLLISION			5 E SAE LEVEL - 4			E MAKING LEFT TURN	
		A HEAD-ON			6 F SAE LEVEL - 5			F MAKING U TURN	
		B SIDE SWIPE			7 G UNKNOWN			G BACKING	
		C REAR END			8 VEHICLE AUTOMATION ENGAGED			H SLOWING/STOPPING	
WEATHER (MARK 1 TO 2 ITEMS)		D BROADSIDE			9 A NO AUTOMATION			I PASSING OTHER VEHICLE	
X A CLEAR		E HIT OBJECT			10 B DRIVER ASSISTANCE			J CHANGING LANES	
B CLOUDY		F OVERTURNED			11 C PARTIAL AUTOMATION			K PARKING MANEUVER	
C RAINING		G VEHICLE-PEDESTRIAN			12 D CONDITIONAL AUTOMATION			L ENTERING TRAFFIC	
D SNOWING		H OTHER			13 E HIGH AUTOMATION			M OTHER UNSAFE TURNING	
E FOG/VISIBILITY					14 F FULL AUTOMATION			N XING INTO OPPOSING LANE	
F OTHER*		MOTOR VEHICLE INVOLVED WITH			15 G UNKNOWN			O PARKED	
G WIND		A NON-COLLISION						P MERGING	
LIGHTING		B PEDESTRIAN						Q TRAVELING WRONG WAY	
A DAYLIGHT		C OTHER MOTOR VEHICLE						R OTHER*	
B DUSK - DAWN		D MOTOR VEHICLE ON OTHER RDWAY			1 2 3 OTHER ASSOCIATED FACTORS (MARK 1 TO 2 ITEMS)			S LANE SPLITTING	
C DARK - STREET LIGHTS		E PARKED MOTOR VEHICLE			A CVC SECTION VIOLATED. CITED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			SOBRIETY - DRUG - PHYSICAL (MARK ALL THAT APPLY)	
X D DARK - NO STREET LIGHTS		F TRAIN			B CVC SECTION VIOLATED. CITED <input type="checkbox"/> YES <input type="checkbox"/> NO			A HAD NOT BEEN DRINKING	
E DARK - STREET LIGHTS NOT FUNCTIONING		G BICYCLE			C CVC SECTION VIOLATED. CITED <input type="checkbox"/> YES <input type="checkbox"/> NO			B HBD - UNDER INFLUENCE	
ROADWAY SURFACE		H ANIMAL:						C HBD - NOT UNDER INFLUENCE*	
X A DRY		I FIXED OBJECT: BUILDING			D			D HBD - IMPAIRMENT UNKNOWN*	
B WET		J OTHER OBJECT:			E VISION OBSCUREMENT:			E UNDER DRUG INFLUENCE*	
C SNOWY - ICY		K ADDITIONAL OBJECT(S) STRUCK			F INATTENTION*			DRE EXAM CONDUCTED	
D SLIPPERY (MUDDY, OILY, ETC.)		PEDESTRIAN ACTIONS			G STOP & GO TRAFFIC			STIMULANT	
ROADWAY CONDITIONS (MARK 1 TO 2 ITEMS)		A NO PEDESTRIANS INVOLVED			H ENTERING /LEAVING RAMP			HALLUCINOGEN	
A HOLES, DEEP RUT*		B CROSSING IN CROSSWALK AT INTERSECTION			I PREVIOUS COLLISION			DISSOCIATIVE ANESTHETICS	
B LOOSE MATERIAL ON RDWAY*		C CROSSING IN CROSSWALK - NOT IN INTERSECTION			J UNFAMILIAR WITH ROAD			NARCOTIC ANALGESIC	
C OBSTRUCTION ON ROADWAY*		D CROSSING - NOT IN CROSSWALK			K DEFECTIVE VEH EQUIP: CITED <input type="checkbox"/> YES <input type="checkbox"/> NO			INHALANT	
D CONSTRUCTION - REPAIR ZONE		E IN ROAD - INCLUDES SHOULDER			L UNINVOLVED VEHICLE			CANNABIS	
E REDUCED ROADWAY WIDTH		F NOT IN ROAD			M OTHER*			DEPRESSANT	
F FLOODED*		G APPROACHING/LEAVING SCH BUS			N NONE APPARENT			F IMPAIRMENT - PHYSICAL*	
G OTHER*					O RUNAWAY VEHICLE			G IMPAIRMENT NOT KNOWN	
X H NO UNUSUAL CONDITIONS								H NOT APPLICABLE	
SKETCH		MISCELLANEOUS						I SLEEPY/FATIGUED	
INDICATE NORTH								SPECIAL INFORMATION	
								A HAZARDOUS MATERIAL	
								B CELL PHONE HANDHELD IN USE	
								C CELL PHONE HANDSFREE IN USE	
								D CELL PHONE NOT IN USE	
								E CELL PHONE USE UNKNOWN	
								F SCHOOL BUS RELATED	
								BIKEWAY FACILITY	
								A SHARED ROADWAY	
								B CLASS I - BIKE PATH	
								C CLASS II - BIKE LANE	
								D CLASS III - BIKE ROUTE	
								E CLASS IV - SEPARATED BIKEWAY	

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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	SUSPECTED SERIOUS INJURY	SUSPECTED MINOR INJURY	POSSIBLE INJURY	DRIVER	PASS.	PED.	BICYCLIST	OTHER						OPER
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	P	C	0
NAME/D.O.B./ADDRESS DANIEL THEODORE STEVENSON ( )														TELEPHONE (C) ( )				
(INJURED ONLY) TRANSPORTED BY			EMS RUN NUMBER					TAKEN TO										
DESCRIBE INJURIES																		
																	<input type="checkbox"/>	VICTIM OF VIOLENT CRIME NOTIFIED
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	11	P	P	0
NAME/D.O.B./ADDRESS														TELEPHONE (C) ( )				
(INJURED ONLY) TRANSPORTED BY			EMS RUN NUMBER					TAKEN TO										
DESCRIBE INJURIES																		
																	<input type="checkbox"/>	VICTIM OF VIOLENT CRIME NOTIFIED
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	11	P	P	0
NAME/D.O.B./ADDRESS														TELEPHONE (C) ( )				
(INJURED ONLY) TRANSPORTED BY			EMS RUN NUMBER					TAKEN TO										
DESCRIBE INJURIES																		
																	<input type="checkbox"/>	VICTIM OF VIOLENT CRIME NOTIFIED
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	11	P	P	0
NAME/D.O.B./ADDRESS														TELEPHONE (H) ( )				
(INJURED ONLY) TRANSPORTED BY			EMS RUN NUMBER					TAKEN TO										
DESCRIBE INJURIES																		
																	<input type="checkbox"/>	VICTIM OF VIOLENT CRIME NOTIFIED
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	11	P	P	0
NAME/D.O.B./ADDRESS														TELEPHONE (C) ( )				
(INJURED ONLY) TRANSPORTED BY			EMS RUN NUMBER					TAKEN TO										
DESCRIBE INJURIES																		
																	<input type="checkbox"/>	VICTIM OF VIOLENT CRIME NOTIFIED
NAME OF PREPARER RAYMOND FAULK				I.D. NUMBER 809RF		MO. DAY YEAR 12/12/2023		NAME OF REVIEWER				MO. DAY YEAR						

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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	SUSPECTED SERIOUS INJURY	SUSPECTED MINOR INJURY	POSSIBLE INJURY	DRIVER	PASS.	PED.	BICYCLIST	OTHER	OPER						
<input checked="" type="checkbox"/> #1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NAME/D.O.B./ADDRESS [REDACTED]														TELEPHONE (C) [REDACTED]					
(INJURED ONLY) TRANSPORTED BY				EMS RUN NUMBER				TAKEN TO											
DESCRIBE INJURIES																			
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																			
<input checked="" type="checkbox"/> #2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NAME/D.O.B./ADDRESS [REDACTED]														TELEPHONE (C) [REDACTED]					
(INJURED ONLY) TRANSPORTED BY				EMS RUN NUMBER				TAKEN TO											
DESCRIBE INJURIES																			
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																			
<input checked="" type="checkbox"/> #3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NAME/D.O.B./ADDRESS [REDACTED]														TELEPHONE (C) [REDACTED]					
(INJURED ONLY) TRANSPORTED BY				EMS RUN NUMBER				TAKEN TO											
DESCRIBE INJURIES																			
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																			
<input checked="" type="checkbox"/> #4	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NAME/D.O.B./ADDRESS ADAM KRATEN [REDACTED]														TELEPHONE (H) 831-459-3228 (B) 831-459-3228 (C) [REDACTED]					
(INJURED ONLY) TRANSPORTED BY				EMS RUN NUMBER				TAKEN TO											
DESCRIBE INJURIES																			
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																			
<input checked="" type="checkbox"/> #5	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NAME/D.O.B./ADDRESS [REDACTED]														TELEPHONE (H) [REDACTED] (B) [REDACTED]					
(INJURED ONLY) TRANSPORTED BY				EMS RUN NUMBER				TAKEN TO											
DESCRIBE INJURIES																			
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																			
<input checked="" type="checkbox"/> #6	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NAME/D.O.B./ADDRESS [REDACTED]														TELEPHONE (C) [REDACTED]					
(INJURED ONLY) TRANSPORTED BY				EMS RUN NUMBER				TAKEN TO											
DESCRIBE INJURIES																			
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																			
NAME OF PREPARER RAYMOND FAULK				I.D. NUMBER 809RF				MO. DAY YEAR 12/12/2023				NAME OF REVIEWER				MO. DAY YEAR			

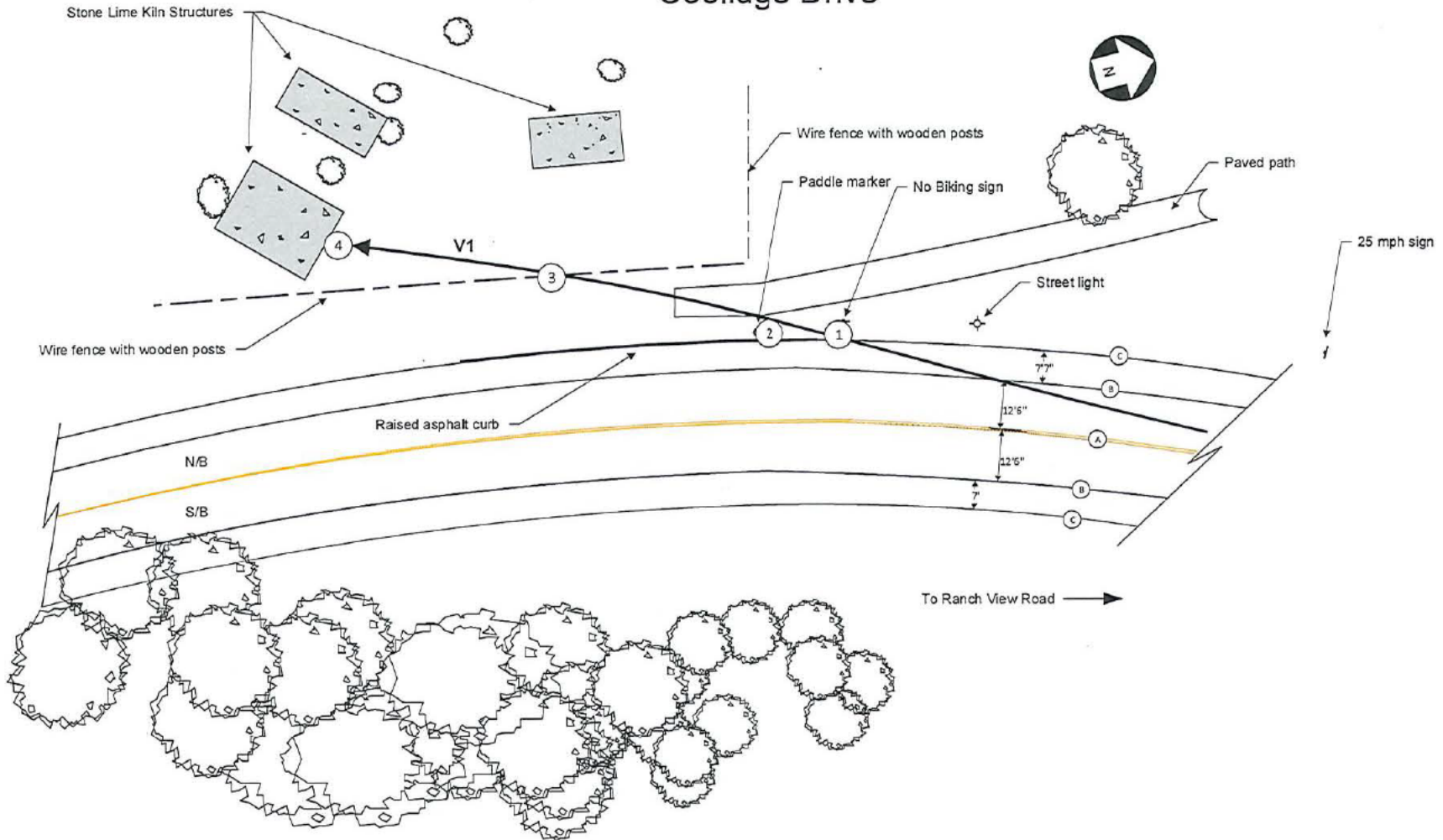
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				FATAL INJURY	SUSPECTED SERIOUS INJURY	SUSPECTED MINOR INJURY	POSSIBLE INJURY	DRIVER	PASS.	PED.	BICYCLIST	OTHER	OPER						
<input checked="" type="checkbox"/> #7	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NAME/D.O.B./ADDRESS TRACY L FREEMAN (██████████) (██████████)												TELEPHONE (H) (██████████) (B) 831-459-4206							
(INJURED ONLY) TRANSPORTED BY				EMS RUN NUMBER				TAKEN TO											
DESCRIBE INJURIES																			
																<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED			
<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NAME/D.O.B./ADDRESS												TELEPHONE							
(INJURED ONLY) TRANSPORTED BY				EMS RUN NUMBER				TAKEN TO											
DESCRIBE INJURIES																			
																<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED			
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NAME OF PREPARER RAYMOND FAULK						I.D. NUMBER 809RF		MO. DAY YEAR 12/12/2023				NAME OF REVIEWER				MO. DAY YEAR			

DATE OF CRASH (MO. DAY YEAR)	TIME (P:40)	ACC #	OFFICER ID	NUMBER
12/12/2023	2026	CA0449700	809RF	23-999

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

## Coolidge Drive

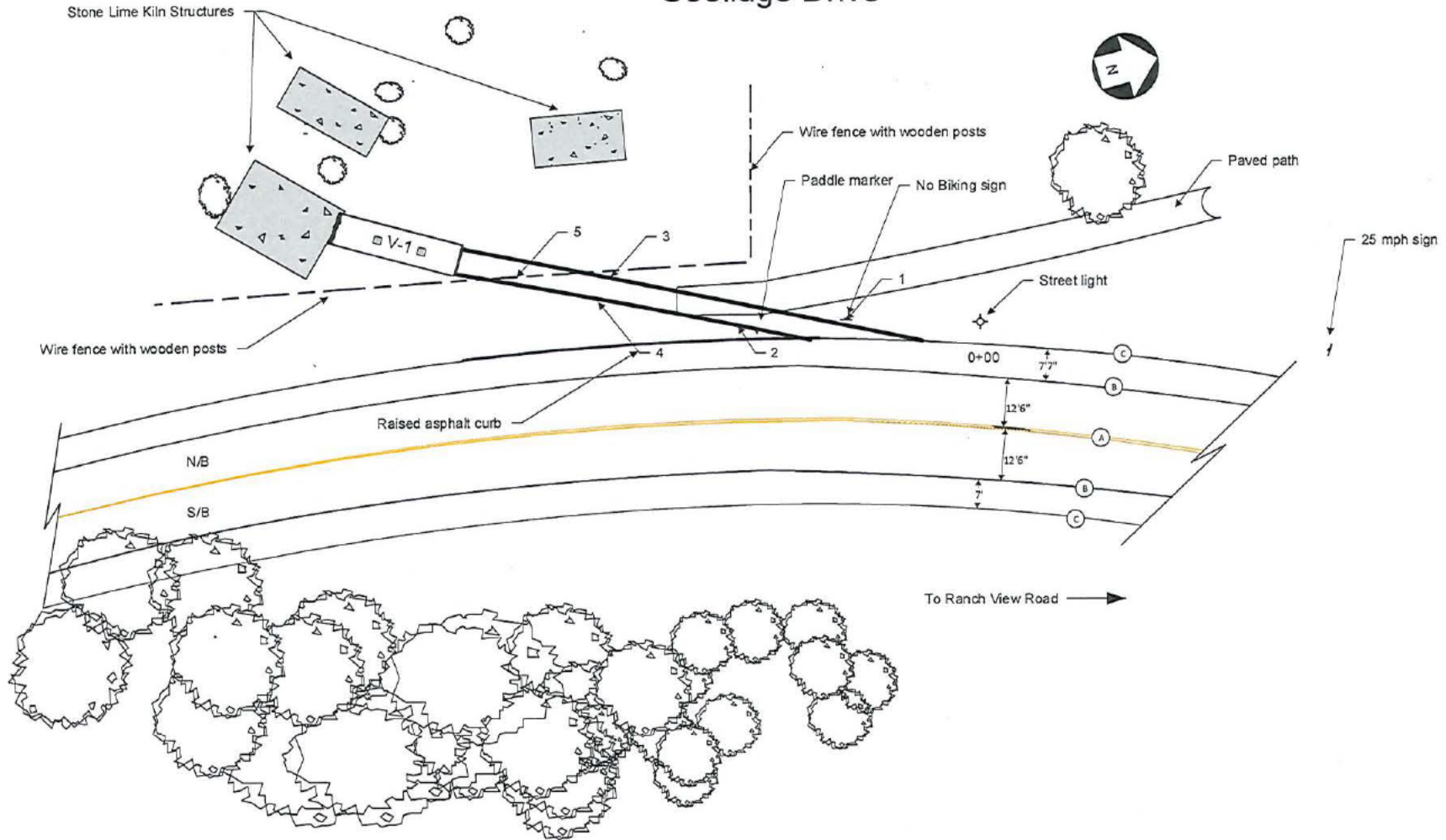


PREPARED BY	ID NUMBER	MO. DAY YEAR	REVIEWER'S NAME	MO. DAY YEAR
R. Romo	801	12/19/2023	K. Dombay ID 800	07/24/2023

DATE OF CRASH (MO. DAY YEAR)	TIME (2400)	NCC #	OFFICER ID	NUMBER
12/12/2023	2026	CA0449700	809RF	23-999

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# Coolidge Drive



PREPARED BY	ID NUMBER	NO. DAY YEAR	REVIEWER'S NAME	NO. DAY YEAR
R. Romo	801	12/19/2023	K. Dobby ID 800	07/24/2023



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CITY/COUNTY/JUDICIAL DISTRICT SANTA CRUZ/SANTA CRUZ/SANTA CRUZ				REPORTING DISTRICT/BEAT 1	CITATION NUMBER
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**FACTUAL DIAGRAM LEGEND****ROADWAY CHARACTERISTICS:**

Item A - Double yellow painted lines

Item B - Solid white painted line

Item C - Roadway edge

**STATION LINE (STA)**

A station line was established on the west roadway edge line. 0+00 was established 498' 1" south of the north roadway edge prolongation of Ranch View Road. The station line increases in a southerly direction. Measurements were made right or left of the station line at right angles. All measurements were obtained by fiberglass tape and roll meter.

**VEHICLE #1 (V-1) POSITION OF REST:**

V-1, L/R tire; 131' 6" S/STA and 33' 5" W/W roadway edge of Coolidge Drive.

V-1, L/F tire; 146' 5" S/STA and 38' 0" W/W roadway edge of Coolidge Drive.

V-1, corner of R/R bumper; 118' 9" S/STA and 40' 5" W/W roadway edge of Coolidge Drive.

V-1, corner of L/R bumper; 126' 8" S/STA and 31' 4" W/W roadway edge of Coolidge Drive.

**PHYSICAL EVIDENCE DESCRIPTION AND LOCATION:**

Item 1: "No Bicycles" sign; 37' 6" S/STA and 13' 2" W/W roadway edge of Coolidge Drive.

Item 2: Paddle Marker; 58' 6" S/STA and 11' 4" W/W roadway edge of Coolidge Drive.

Item 3: Start of R/ tire furrow; 20' 7" S/STA and 7' 3" W/W roadway edge of Coolidge Drive.

End of R/ tire furrow; 130' 0" S/STA and 40' 0" W/W roadway edge of Coolidge Drive.

Item 4: Start of L/ tire furrow; 42' 8" S/STA and 6' 10" W/W roadway edge of Coolidge Drive.

End of L/ tire furrow; 131' 6" S/STA and 33' 5" W/W roadway edge of Coolidge Drive.

Item 5: Start of fence damage; 84' 8" S/STA and 26' 4" W/W roadway edge of Coolidge Drive.

End of fence damage; 165' 8" S/STA and 21' 1" W/W roadway edge of Coolidge Drive.

**INVESTIGATORS NOTE:**

The Area of impact (AOI), V-1 vs LIME KILN; 152' 6" S/STA and 40' 5" W/W roadway edge of

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<p>Coolidge Drive. The south roadway edge prolongation of Hagar Drive is 1,197' 7" north of the AOI. The north roadway edge prolongation with Ranch View Road is 650' 7" north of the AOI.</p> <p><b><u>FACTS</u></b></p> <p><b><u>Notification</u></b> On December 12, 2023, at approximately 2031 hours, University of California, Santa Cruz Police Department (UCSC PD) Officers A. Medeiros ID 824, A. Heebner ID 819, L. Ruiz ID 816, and Sergeant M. Okubo ID 806, were dispatched to an injury collision involving a University of California, Santa Cruz (UCSC) "Loop Bus" on Coolidge Drive south of Ranch View Road and arrived on scene at 2034 hours.</p> <p>I was notified by UCSC PD dispatch concerning this crash at 2043 hours and responded from my residence. I arrived on scene at 2132 hours.</p> <p>Upon arrival, I contacted Incident Commander (IC) Deputy Chief R. Romo, ID 801, and Sergeant M. Okubo. Chief K. Domy, ID 800, arrived a short time later and assumed IC. Santa Cruz Police Department officers and Santa Cruz Fire Department had also arrived on scene to assist by providing traffic control and emergency medical services. Officers Medeiros and Heebner were initially on scene and left shortly after my arrival to secure a landing zone for an air ambulance at the East Field near Hagar Drive. All of the injured occupants of Vehicle #1 (V-1, Gillig multi-passenger bus) were eventually transported by ground transport. Officer Ruiz took scene photographs which were later entered into UCSC PD evidence. See Officers Ruiz, Medeiros and Heebner supplemental reports for further regarding their involvement in this investigation.</p> <p>I remained on the scene until approximately 2230 hours assisting with the investigation. The time of the collision was established at 2026 hours by video evidence later collected from a UCSC surveillance camera which captured V-1 turning right onto Coolidge Drive from Hagar Drive seconds before the crash and after failing to come to a complete stop at a steady red traffic signal.</p>				
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<p><b><u>Scene Description</u></b></p> <p>This crash occurred on Coolidge Drive south of Ranch View Road within the unincorporated area of Santa Cruz County and on the campus of UCSC.</p> <p>Coolidge Drive, at this location, is a two-way designated north/south roadway owned and maintained by the County of Santa Cruz but located on UCSC property. The speed limit is posted at 25 mph and the roadway surface is made of asphalt and in fair condition. The roadway surface has a descending grade as it proceeds south and curves to the left or east for southbound traffic. The northbound and southbound lanes are separated by a solid yellow double line and the roadway is demarcated by solid white lines. Paved shoulders border the roadway edges on both the east and west sides of the roadway with faded marking for bike lanes. There is minimal overhead lighting on the west side of the road just prior to the scene, approximately 200 feet north of the point of rest of V-1.</p> <p>Additionally, there are two large structures on the west side of the road. One is located where the bus came to rest and is known as the "Lime Kiln" and was part of a working lime kiln at one time. The other is a building just south of the Lime Kiln known as the "Cook House" which is an abandoned wood and stone house. The Lime Kiln is constructed of large rocks, is approximately 25 feet high from the base and is located 650' 7" south of the north roadway edge prolongation of Ranch View Road. On the west side of the road, the dirt and grass shoulder slopes upward beginning approximately 40 feet from the west road edge. A wire fence is constructed on the west shoulder separating the Lime Kiln from the shoulder area in order to prevent pedestrian access to the structure itself.</p> <p>There are two intersections controlled by traffic signal lights with one located north of the scene on Coolidge Drive at Ranch View Road and the other located south of the scene at Coolidge Drive and High Street which serves as a UCSC campus entrance and exit. A station line was established on the west roadway edge of Coolidge Drive, with station line 0+00 being set at 498 feet, 1 inch south of the north roadway edge of Ranch View Road. See the factual diagram for further.</p> <p><b><u>Parties</u></b></p> <p><u>Driver #1 (D-1, Stevenson)</u> was transported prior to my arrival on scene. D-1 was determined to be driver of Vehicle #1 (V-1, Gillig multi-passenger bus) as he was located by Officer Medeiros seat-belted and trapped in the driver's seat of V-1, Gillig upon UCSC PD and emergency services personnel arrival.</p>				
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<p>Officer Medeiros assisted in the extrication of D-1 which was captured on Officer Medeiros' Body Worn Camera (BWC) footage.</p> <p>D-1 was later identified by his valid California Class B Driver License with a valid medical card that he had in his possession. D-1 suffered major injuries including [REDACTED] as a result of this crash. D-1 was transported to [REDACTED] by [REDACTED] ground ambulance and later flown to [REDACTED] by [REDACTED] medical helicopter.</p> <p>D-1 remained at [REDACTED]. D-1 was pronounced dead on [REDACTED]. The cause of death was determined by Santa Cruz County Sheriff's Office-Coroner (SCCSOC) Chief Forensic Pathologist Dr. Stefany Fiore as [REDACTED]. Dr. Fiore also determined "there is no clear evidence of a natural event that would explain the driver's behavior preceding the accident." See Sheriff-Coroner report #23-10621 for further.</p> <p><u>Vehicle #1 (V-1, Gillig multi-passenger bus).</u> V-1 is a 1993 Gillig multi-passenger, 35 feet, full size passenger bus owned by UCSC and assigned to the Transportation and Parking Services (TAPS) Department. V-1 contains bench seats arranged both side to side and along the length of the bus. The front most seats are situated so that the passengers sit facing each other and these two seats are located directly behind the driver's compartment and front bi-fold door opening. There is a second bi-fold door opening located in the middle of the right side of V-1. The passenger seats are not equipped with seat belts.</p> <p>V-1 was located at its point of rest west of the west roadway edge of Coolidge Drive on its wheels facing southwest against a rock wall of an abandoned lime kiln. V-1 had major front end damage with all six tires inflated with the air brakes activated and locked. The rock wall of the lime kiln had partially intruded into the interior of V-1 dislodging several interior panels and poles.</p>					
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<p><b><u>24 Hour Profile</u></b></p> <p>The 24 hour profile examines information obtained during the course of the investigation to determine possible human factors which may have influenced the cause of the crash.</p> <p>D-1 was a UCSC employee and was assigned to TAPS as a bus driver at the time of this crash. D-1 started working at UCSC in August of 2021 and had worked for UCSC TAPS for the past two (2) years and four (4) months, having previously worked for the Santa Cruz Metro as a bus driver for a reported twenty-two (22) years. D-1's current assignment was as a "loop" driver that operates V-1 as a "loop bus" on a route mostly internal to the campus. On the date of the crash, D-1 was driving the loop known as the L5-2 route which runs clockwise on the west side of campus. The clockwise route starts at the base and entrance/exit of the UCSC campus where High Street meets Empire Grade Road. The route then proceeds up Empire Grade Road, turns right onto the UCSC campus west entrance/exit and Heller Drive. The route proceeds on Heller Drive and then turns right onto McLaughlin Drive, turns right onto Hagar Drive before turning right onto Coolidge Drive and heads back to the starting point at High Street and Empire Grade Road.</p> <p><u>Witness #7, (W-7, Freeman)</u> On December 27, 2023, I received an email from one of D-1's supervisors, UCSC TAPS Transit Manager, Tracy Freeman (W-7). W-7 related the following: On December 12, 2023, D-1's shift started at 2:00pm and he was scheduled to end at 10:30pm. D-1 had his dinner break at 5:25pm-5:55pm, and a break from 7:50pm-8:10pm. The crash occurred at the tail end of his first loop after his break. D-1 had driven various routes for TAPS, as well as numerous charters in all of the UCSC's various buses. W-7 estimated D-1 has done the clockwise loop (which he was doing the night of December 12, 2023) at least 1,300 times during his tenure with TAPS. Typically, each loop takes approximately 20 minutes to complete. In a typical eight (8) hour shift a driver will complete between 12-15 loops with breaks, lunch, standby times and coordination with other shifts during busy class changes. D-1's Fall Quarter 2023 assignment had him doing clockwise loop shifts twice a week, counterclockwise shifts once a week and the upper campus route twice a week. On Tuesday December 12, 2023, D-1 was on his 10th loop of the L5-2. D-1 had two more loops which would have started at 8:30pm and 8:50pm at the "Barn Theater" bus stop on High Street at the base of campus. Ridership was relatively low and traffic light due to final exams being conducted providing D-1 with plenty of time to complete his assigned loops without any pressure.</p>				
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<p>did not see any evidence of activity on the extraction indicating D-1's cellular phone was in use at the time of the crash. See Officer Watson's supplemental for further.</p> <p><b><u>Other Factual Information</u></b> D-1's Class B Commercial Driver License with a passenger transportation endorsement was valid at the time of the crash [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p> <p>During an inspection of the driver's compartment on the night of the collision, I found that the steering wheel, which had to be cut to remove D-1 and left side of the compartment had what appeared to be blood and a brownish liquid substance containing unknown debris spattered about the area. On February 28, 2024, at 1500 hours, Detective De Ocampo, ID 815 and Officer Mercado entered V-1 in order to obtain a sample of the previously described brownish liquid substance located to the left driver's area of the bus. Detective De Ocampo stated he used two swabs, one a control swab from a clean area of the bus driver's area and one of the brownish liquid substance. These swabs were properly stored in their receptacles and placed in the UCSC PD evidence locker.</p> <p>On December 18, 2024, Chief Dombay contacted California Highway Patrol (CHP) Coastal Division Multidisciplinary Accident Investigation Team (MAIT) to request assistance with a mechanical inspection of V-1. The mechanical inspection of V-1 occurred over the next several months and was impacted by weather and availability of MAIT personnel. On July 2, 2024, MAIT provided UCSC PD with their mechanical inspection report which revealed no mechanical issues that would have caused or contributed to the crash. See MAIT's supplemental report #MS040-23 for further.</p> <p><b><u>STATEMENTS</u></b></p> <p><u>D-1 (Stevenson)</u> No statement was obtained from D-1 due to his injuries and subsequent death.</p> <p>Witnesses #1-3 were identified from camera footage of their vehicles exiting the campus just south of the crash location on Coolidge Drive.</p>				
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<p><u>Witness #1 (W-1, [REDACTED])</u> On December 21, 2023, Officer James Watson contacted W-1 who related on December 12, 2023, she was driving her vehicle on Hagar Drive with V-1 directly behind her. W-1 related she made a right turn onto Coolidge Drive from southbound Hagar Drive and was followed by V-1. W-1 related that as she traveled on Coolidge Drive toward the base of campus she drove through a solid green light at Ranch View Road at an estimated 30 mph. She recalled seeing V-1 at a distance in her rear view mirror behind her but did not see the crash.</p> <p><u>Witness #2 (W-2, [REDACTED])</u> On December 21, 2023, Officer James Watson contacted W-2. At the time of the collision he was entering campus on northbound on Coolidge Drive, in his black Toyota RAV4 around 2000 hours. He was rushing to a "dance thing" for a friend. There was no collision when he entered. He didn't observe anything out of the ordinary.</p> <p><u>Witness #3 (W-3, [REDACTED])</u> On December 21, 2023, Officer James Watson contacted W-3 who related he went to pick up his daughter/student [REDACTED] on campus in his 2013 Acura and left around 2000 hours but did not see the collision and only recalled hearing about it in the news later.</p> <p><u>Witness #4 (W-4, Kraten)</u> On December 18, 2023, W-4 a TAPS Assistant Transit Manger provided the following statement concerning D-1's schedule for December 12, 2023: W-4 related he was first on the scene following the crash and the first to enter V-1. W-4 related he asked the injured passengers on V-1 if they were warned or heard the driver yell out anything. They related they did not.</p> <p>D-1 was a direct report to W-4 prior to D-1 reporting to Mr. Dennis Cowell. W-4 described D-1 as being very professional, detailed, punctual and aware of traffic issues. W-4 knew D-1 to conduct thorough pre and post trip checks including a full air brake test. D-1 would report any issue with the bus he was assigned to drive and W-4 recalled on one occasion D-1, unable to get a headlight working brought the bus in for exchange rather than drive it. W-4 related D-1 observed the speed limit, used lower gears coming downhill and was very alert to potential hazards.</p>				
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CITY/COUNTY/JUDICIAL DISTRICT SANTA CRUZ/SANTA CRUZ/SANTA CRUZ				REPORTING DISTRICT/BEAT 1	CITATION NUMBER
LOCATION/SUBJECT COOLIDGE DRIVE/RANCH VIEW RD				STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<p>W-4 recalled on the evening of the crash, D-1 came into his office at the beginning of his lunch (about 5:30pm) and asked if he was needed to stay to cover the Late-Night Upper Campus runs until shift end of 12:45am (as he often did on Tuesday nights). W-4 advised D-1 he had it covered and D-1 would just need to cover his own shift. W-4 related D-1 did not appear fatigued or out of sorts in any way.</p> <p>W-4 related he felt with D-1's experience at Metro and UCSC, that D-1 would have handled any mechanical failure in the bus in a professional and safe manor, warned the passengers and minimized the danger.</p> <p><u>Witness #5 (W-5, [REDACTED])</u> On December 12, 2023 Officer Heebner contacted W-5 standing outside the rear entry door to V-1. W-5 related he did not witness the crash but told Officer Heebner there were five (5) injured passengers on V-1. See Officer Heebner's supplemental #1 for further.</p> <p><u>Passenger #1 (PA-1, [REDACTED])</u> PA-1 was seated on the left rear side of V-1 and had boarded at the Science and Engineering bus stop. PA-1 related D-1 was driving V-1 at a fast rate of speed and braking hard during the entirety of his ride on V-1 which he described as unstable. PA-1 had difficulty providing any detail of events leading up to the time of the crash. See Officer Medeiros' supplemental #9 for further.</p> <p><u>Passenger #2 (PA-2, [REDACTED])</u> PA-2 was seated on the left middle of V-1 and facing forward. PA-2 related she boarded V-1 at Porter College and felt D-1 was bothered by her question about the route of V-1. PA-1 related that at Hagar Drive and Coolidge Drive she rang the bell of V-1 to indicate she wanted to exit at the next stop. PA-2 related that as V-1 began to travel downhill on Coolidge Drive toward the base of campus, V-1 was not making the turn with the road and left the roadway. PA-2 related everything then went black and she woke up on the floor of V-1. See Detective De Ocampo's supplemental #10 for further.</p> <p><u>Passenger #3 (PA-3, [REDACTED])</u> PA-3 was seated in the left rear of V-1 and had boarded at the College 9-10 bus stop. PA-3 did not note anything abnormal about the trip prior to the crash. PA-3 related as V-1 approached the base of campus (on Coolidge Drive) V-1 was traveling at approximately 30-40 mph when he felt a "bump" and realized V-1 was no longer on the roadway. PA-3 then felt he lost consciousness as he was thrown to the floor of V-1 near where he was seated. See</p>					
PREPARER'S NAME AND I.D. NUMBER RAYMOND FAULK 809RF			Date: 12/13/2023	REVIEWER'S NAME RAMON ROMO	DATE 07/25/2024

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**UC SANTA CRUZ POLICE DEPARTMENT, FOR OFFICIAL USE ONLY**

**NARRATIVE/SUPPLEMENTAL**

CHP 556 (Rev. 7-90) OPI 042

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DATE OF INCIDENT/OCCURENCE 12/12/2023	TIME (2400) 2026	NCIC NUMBER CA0449700	OFFICER I.D. NUMBER 809RF	NUMBER 23-999
"X" ONE <input checked="" type="checkbox"/> Narrative <input type="checkbox"/> Supplement	"X" ONE <input checked="" type="checkbox"/> Collision Report <input type="checkbox"/> Other:	TYPE SUPPLEMENTAL ("X" APPLICABLE) <input type="checkbox"/> BA update <input type="checkbox"/> Hazardous Materials <input type="checkbox"/> Fatal <input type="checkbox"/> School bus <input type="checkbox"/> Hit and run update <input type="checkbox"/> Other:		
CITY/COUNTY/JUDICIAL DISTRICT SANTA CRUZ/SANTA CRUZ/SANTA CRUZ			REPORTING DISTRICT/BEAT 1	CITATION NUMBER
LOCATION/SUBJECT COOLIDGE DRIVE/RANCH VIEW RD			STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

Officer Medeiros' supplemental #9 for further.

Passenger #4 (PA-4, [REDACTED]) PA-4 was unsure of his seating location and did not have any memory of where he had boarded V-1. PA-4 added that he normally sits near the middle exit doors so he can get off the bus easily. See Detective De Ocampo's supplemental #10 for further.

Passenger #5 (PA-5, [REDACTED]) PA-5 was seated in the left rear of V-1 and had boarded V-1 at the Science Hill bus stop. PA-5 did not notice any abnormal driving by D-1. See Officer Medeiros' supplemental # 9 for further.

### OPINIONS AND CONCLUSIONS

#### Summary

On December 12, 2023, at approximately 2030 hours, D-1 was driving V-1 southbound on Coolidge Drive in a downhill, sweeping, left hand turn south of Ranch View Road while transporting five (5) UCSC students. For an unknown reason, D-1 failed to provide sufficient steering input or braking and allowed V-1 to exit the west roadway edge of Coolidge Drive. V-1 then struck a metal sign, paddle marker, metal/wood fence, and stone wall (lime kiln) before coming to rest.

#### Area of Impact (AOI)

The areas of impact were determined by witness statements, physical evidence, damage to V-1.

AOI#1, (V-1 vs. "No Bicycles" sign) was located 13' 2" west of the west roadway edge of Coolidge Drive and 535' 7" south of the north roadway prolongation of Ranch View Road.

AOI #2, (V-1 vs. paddle marker) was located 11' 4" west of the west roadway edge of Coolidge Drive and 556' 7" south of the north roadway edge of Ranch View Road.

AOI #3, (V-1 vs. wood and wire fence) was located 26' 4" west of the west roadway edge of Coolidge Drive and 582' 1" south of the north roadway edge of Ranch View Road.

AOI #4 (V-1 vs. lime kiln) was located 40' 5" west of the west roadway edge of Coolidge Drive and 645'

PREPARER'S NAME AND I.D. NUMBER RAYMOND FAULK 809RF	Date: 12/13/2023	REVIEWER'S NAME RAMON ROMO	DATE 07/25/2024
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**UC SANTA CRUZ POLICE DEPARTMENT, FOR OFFICIAL USE ONLY**

**NARRATIVE/SUPPLEMENTAL**

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DATE OF INCIDENT/OCCURENCE 12/12/2023	TIME (2400) 2026	NCIC NUMBER CA0449700	OFFICER I.D. NUMBER 809RF	NUMBER 23-999
"X" ONE <input checked="" type="checkbox"/> Narrative <input type="checkbox"/> Supplement	"X" ONE <input checked="" type="checkbox"/> Collision Report <input type="checkbox"/> Other:	TYPE SUPPLEMENTAL ("X" APPLICABLE) <input type="checkbox"/> BA update <input type="checkbox"/> Hazardous Materials		
CITY/COUNTY/JUDICIAL DISTRICT SANTA CRUZ/SANTA CRUZ/SANTA CRUZ			REPORTING DISTRICT/BEAT 1	CITATION NUMBER
LOCATION/SUBJECT COOLIDGE DRIVE/RANCH VIEW RD			STATE HIGHWAY RELATED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<p>7 "south of the north roadway edge of Ranch View Road.</p> <p><b><u>CAUSE</u></b></p> <p>The cause of this crash was determined by the witness statements, physical evidence and damage to V-1.</p> <p>D-1 caused this collision by failing to navigate the left curve of the road, causing V-1 to veer off the west side of the roadway in violation of California Vehicle Code Section 22107, which states in part: <i>"No person shall turn a vehicle from a direct course or move right or left upon a roadway until such a movement can be made with reasonable safety..."</i></p> <p>An associated factor in this collision was that P-1 failed to maintain V-1 on the right half of the roadway in violation of California Vehicle Code section 21650, which states in part: <i>"Upon all highways, a vehicle shall be driven upon the right half of the roadway..."</i></p> <p><b><u>RECOMMENDATIONS</u></b></p> <p>None.</p>				
PREPARER'S NAME AND I.D. NUMBER RAYMOND FAULK 809RF	Date: 12/13/2023	REVIEWER'S NAME RAMON ROMO	DATE 07/25/2024	

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**UC SANTA CRUZ POLICE DEPARTMENT, FOR OFFICIAL USE ONLY**

# TRUCK / BUS CRASH SUPPLEMENTAL REPORT

CHP 555D (Rev. 2-18) OPI 062

PARTY NUMBER

1

DATE OF CRASH 12/12/2023	TIME (2400) 20:26	NCIC NUMBER CA0449700	OFFICER I.D. NUMBER 809	REPORT NUMBER 23-999
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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 with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater than 10,000 pounds
- A bus with seats for 9 or more persons, including driver
- A vehicle of any type displaying hazardous materials (HM) placards (includes auto, light truck, van, 10,000 lbs. or less)

TOTAL INVOLVED VEHICLES IN THE CRASH 1	AT THE TIME OF THE CRASH, THIS VEHICLE WAS: <input checked="" type="checkbox"/> Operating on a trafficway open to the public (in-transport) <input type="checkbox"/> Parked on or off the trafficway
NUMBER OF PERSONS SUSTAINING FATAL INJURIES 1	COMMERCIAL DRIVER LICENSE (CDL): <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
NUMBER OF INJURED PERSONS TRANSPORTED FOR IMMEDIATE MEDICAL TREATMENT 5	CDL CLASS (Check only one): <input type="checkbox"/> Class A <input checked="" type="checkbox"/> Class B <input type="checkbox"/> Class C <input type="checkbox"/> Class D <input type="checkbox"/> Class M
NUMBER OF VEHICLES TOWED FROM SCENE DUE TO DISABLING DAMAGE 1	

## VEHICLE INFORMATION

<b>VEHICLE CONFIGURATION</b> (Enter one code from below) <div style="border: 1px solid black; width: 30px; text-align: center; margin: 5px auto;">4</div> <p>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 &gt; 10,000 lbs. (not listed above)</p>	<b>CARGO BODY TYPE</b> (Enter one code from below) <div style="border: 1px solid black; width: 30px; text-align: center; margin: 5px auto;">2</div> <p>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 98 - Other Cargo Body (not listed above)</p>
<b>GVWR / GCWR</b> (Enter one code from below. Use GCWR for truck combinations) <div style="border: 1px solid black; width: 30px; text-align: center; margin: 5px auto;">2</div> <p>1 - 10,000 lbs. or Less 2 - 10,001 - 26,000 lbs. 3 - Greater than 26,000 lbs.</p>	<b>HAZARDOUS MATERIALS INVOLVEMENT</b> WAS THE VEHICLE DISPLAYING HM PLACARDS? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, INCLUDE THE FOLLOWING INFORMATION FROM ONE OF THE PLACARDS: 4-Digit UN/NA identification number or placard name, if none: _____ Hazard Class or Division from bottom of placard: _____ Was HM released from this vehicle's cargo? <input type="checkbox"/> YES <input type="checkbox"/> NO
<b>Bus Use</b> (Enter one code from below) <div style="border: 1px solid black; width: 30px; text-align: center; margin: 5px auto;">2</div> <p>0 - Not a Bus 1 - School (Public or Private) 2 - Transit 3 - Intercity 4 - Charter 5 - Other</p>	

## MOTOR CARRIER INFORMATION

CARRIER TYPE (Check only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Intrastate <input type="checkbox"/> Non-commerce - government <input checked="" type="checkbox"/> Non-commerce - other trucks > 10,000 lbs. GVWR / GCWR			
CARRIER NAME University of California, Santa Cruz, Transportation and Parking Services		PHONE NUMBER (831) 459-4543	
CARRIER ADDRESS (NUMBER AND STREET/P.O. BOX) 1156 High Street		CITY Santa Cruz	STATE / ZIP CODE CA / 95604
CARRIER IDENTIFICATION NUMBERS <input type="checkbox"/> None	USDOT N/A	MC / MX N/A	CA 40015

## SEQUENCE OF EVENTS

NOTE: FOR THIS VEHICLE, LIST UP TO FOUR EVENTS

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

<b>NON-COLLISIONS</b> 1 Ran Off Road 2 Jackknife 3 Overturn (Rollover) 4 Downhill Runaway 5 Cargo Loss or Shift 6 Explosion or Fire 7 Separation of Units 8 Cross Median / Centerline	<b>NON-COLLISIONS (continued)</b> 9 Equipment Failure (Tires, Brakes, Steering, etc.) 10 Other Non-Collision	<b>COLLISION INVOLVING / WITH (continued)</b> 15 Train 16 Pedalcycle 17 Animal 18 Fixed Object 19 Work Zone Maintenance Equipment 20 Other Moveable Object 98 Other (Describe):
<b>COLLISION INVOLVING / WITH</b> 12 Pedestrian 13 Motor Vehicle In-Transport 14 Parked Motor Vehicle		

PREPARED BY Sergeant Ray Faulk, ID 809	REVIEWED BY Deputy Chief Ramon Romo, ID 801	DATE 07/25/2024
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**MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE**

CHP 558D (Rev. 9/08) OPI 065 (MAIT use only)

DATE OF COLLISION (MONTH/DAY/YEAR)	TIME (2400)	NCIC	OFFICER ID	AGENCY CASE NUMBER	MAIT CASE NUMBER	PAGE
12/12/2023	2030	4497	809RF	23-999	MS-040-23	i

**MS-040-23**

University of California, Santa Cruz Police Department

**MAIT SUPPLEMENTAL**

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



**MAIT PERSONNEL**

Sergeant A. McFarland, ID 17292, Coastal Division MAIT Team Leader  
Officer R. Grindy, ID 18728, Coastal Division MAIT Investigator  
Officer D. Ritter, ID 19745, Coastal Division MAIT Investigator  
Officer A. Banks, ID 20211, Coastal Division MAIT Investigator  
Motor Carrier Specialist-I L. Iunker, ID A9784, Coastal Division MAIT Investigator  
Motor Carrier Specialist-I R. Torres, ID A17491, Coastal Division Motor Carrier Unit  
Officer K. Cho, ID 21776, Coastal Division MAIT Apprentice Investigator

**SUBPOENAS FOR MAIT PERSONNEL SHOULD BE DIRECTED TO:**

California Highway Patrol  
Coastal Division Special Services Unit/MAIT  
4115 Broad Street, Suite B-10  
San Luis Obispo, California 93401-7992  
Attention: Sergeant McFarland

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE**

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<u>Vehicle Identification</u> .....	3	Grindy
<u>Mechanical Inspection</u> .....	4-15	lunker
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**MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE**

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**INTRODUCTION**

Notification

On December 18, 2023, University of California, Santa Cruz Police Department (UCSC PD) Chief K. Domy, ID 800, requested the assistance of Coastal Division MAIT in the investigation of a fatal collision that occurred on December 12, 2023. The request was approved by Coastal Division Special Services Commander, Captain E. Zivic, ID 17981, the same day.

The collision occurred on Coolidge Drive south of Ranch View Road, within the University of California, Santa Cruz (UCSC) campus, in the County of Santa Cruz. Daniel Stevenson was driving a 1993 Gillig transit bus (Vehicle 1) southbound on Coolidge Drive when he drove off the roadway and struck a stone structure. As a result of the collision, Stevenson sustained fatal injuries and five passengers sustained suspected serious injuries.

On January 3, 2024, MAIT personnel began their investigation.

Issues

A supplemental investigation was requested which included a mechanical inspection of Vehicle 1.

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE**

CHP 558D (Rev. 9/08) OPI 065 (MAIT use only)

DATE OF COLLISION (MONTH/DAY/YEAR)	TIME (2400)	NCIC	OFFICER ID	AGENCY CASE NUMBER	MAIT CASE NUMBER	PAGE
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**INVESTIGATIVE TIMELINE**

The table below outlines the significant events that occurred during the investigation.

TABLE 1 INVESTIGATIVE TIMELINE	
DATE	DESCRIPTION
December 12, 2023	Immediately following the collision, Vehicle 1 was impounded pursuant to California Vehicle Code (CVC) section (§) 22655.5 and towed from the scene by Auto Care Towing to the UCSC PD Emergency Response Center (ERC) located at 114 Carriage House Road on the UCSC campus.
December 18, 2023	Chief Dombay requested the assistance of Coastal Division MAIT. Captain Zivic approved the request.
January 3, 2024	Investigator lunker arrived at the UCSC PD ERC and photographed Vehicle 1.
January 16, 2024	Investigators lunker, Grindy, and Banks arrived at the UCSC PD ERC and began a mechanical inspection of Vehicle 1. Investigator lunker conducted the inspection and took photographs, while Investigator Banks took photographs, and Investigator Grindy documented the inspection.
January 25, 2024	Investigators lunker, McFarland, and Grindy, as well as Motor Carrier Specialist-I (MCS-I) Torres arrived at the UCSC PD ERC and continued the mechanical inspection of Vehicle 1. Investigator lunker conducted the inspection and took photographs, while Investigator McFarland and MCS-I Torres assisted with the inspection, and Investigator Grindy documented the inspection.
January 29, 2024	Investigators lunker, Ritter, and Cho, as well as MCS-I Torres, arrived at the UCSC PD ERC and continued the mechanical inspection of Vehicle 1. Investigator lunker conducted the inspection and took photographs, while MCS-I Torres assisted with the inspection, Investigator Ritter documented the inspection, and Investigator Cho assisted and took photographs.
January 30, 2024	Investigators lunker, and Grindy, as well as MCS-I Torres, arrived at the UCSC PD ERC and continued the mechanical inspection of Vehicle 1. Investigator lunker conducted the inspection and took photographs, while MCS-I Torres assisted with the inspection, and Investigator Grindy documented the inspection.
February 13, 2024	Investigators lunker, and Grindy, as well as MCS-I Torres, arrived at the UCSC PD ERC and completed the mechanical inspection of Vehicle 1. Investigator lunker conducted the inspection and took photographs, while MCS-I Torres assisted with the inspection, and Investigator Grindy documented the inspection.



**MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE**

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**VEHICLE IDENTIFICATION**

The vehicle was identified by MAIT investigators as follows:

TABLE 2 VEHICLE 1 IDENTIFYING INFORMATION	
VIN <sup>1</sup>	15GCB0919P1084951
YEAR	1993
DATE OF MANUFACTURE	September 13, 1993
MAKE	Gillig
MODEL	Phantom
COLOR	white
LICENSE	1345629—CA
ODOMETER	193,828 miles
GVWR <sup>2</sup>	39,600 lb
GAWR <sup>3</sup> AXLE 1	14,600 lb
GAWR AXLE 2	25,000 lb
TYPE OF VEHICLE	two-axle transit bus



Figure 1. A—Vehicle 1 at its position of rest at the collision scene B—Overview of Vehicle 1 from left-front corner at UCSC PD ERC

<sup>1</sup> Vehicle Identification Number  
<sup>2</sup> Gross Vehicle Weight Rating  
<sup>3</sup> Gross Axle Weight Rating

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE**

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**MECHANICAL INSPECTION**

The purpose of the mechanical inspection was to collect data necessary to document the condition of this vehicle and to identify any mechanical factors that may have contributed to this collision.

The extent of the inspection included the following components: throttle operation, power train, tires and wheels, steering, suspension, and air brake system.

Throttle Operation

This vehicle was equipped with an electronically controlled, diesel fuel-injection system. The Engine Control Module (ECM) received input data from various engine and transmission sensors along with accelerator pedal position data to determine the amount of fuel required by the power train in various operating conditions.

The accelerator pedal position sensor was manually operated throughout its full range of motion without restriction and returned to the idle position when released, indicating the accelerator pedal position sensor return springs were intact and functional.

Access to the backside of the accelerator pedal and brake pedal was gained from the left-front exterior of the vehicle by removing the fiberglass shell surrounding the windshield wiper motor panel and cutting through a layer of sheet metal exposing the lower side of the dashboard, steering column, and pedals.

The throttle system exhibited the following conditions:

- The accelerator pedal hinge pin was displaced from the pedal base plate
- The accelerator pedal footboard was separated from the accelerator pedal base plate
- The driver compartment floor area around the accelerator pedal was crushed
- Debris surrounded the accelerator pedal

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE**

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DATE OF COLLISION (MONTH/DAY/YEAR)	TIME (2400)	NCIC	OFFICER ID	AGENCY CASE NUMBER	MAIT CASE NUMBER	PAGE
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**MECHANICAL INSPECTION**

Power Train

This vehicle was powered by a 2001 Cummins ISM 280, 10.8-liter, inline six-cylinder, electronic-controlled, turbo-charged, diesel engine; and an Allison automatic transmission. The engine and transmission were rearward facing, mounted longitudinally between the frametrails at the rear of the vehicle. The transmission was connected to the rearward-facing drive axle utilizing a tubular drive shaft equipped with a slip-joint in the middle and a U-joint at each end. The rigid, oil-filled, drive-axle housing contained a differential gear assembly and was securely mounted to the rear suspension. Power was transmitted through the differential gear assembly to both rear wheel hubs utilizing solid axle shafts. The installed engine was not original, but was installed in April of 2003.

The power train exhibited the following conditions:

- The left engine cooling system hose between the engine and radiator was severed
- The outboard battery securement J-bolt was displaced
- The battery compartment contained dirt and debris
- The battery disconnect switch was in the "OFF" position
- The 100-amp fuse to the 12-volt, front power supply circuit was blown
- The transmission support mount was broken
- The rear of the transmission was displaced downward
- The left and right-side axle shafts were unbolted and removed from the axle housing during vehicle recovery to facilitate towing and were placed in the passenger compartment

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE**

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DATE OF COLLISION (MONTH/DAY/YEAR) <b>12/12/2023</b>	TIME (2400) <b>2030</b>	NCIC <b>4497</b>	OFFICER ID <b>809RF</b>	AGENCY CASE NUMBER <b>23-999</b>	MAIT CASE NUMBER <b>MS-040-23</b>	PAGE <b>6</b>
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**MECHANICAL INSPECTION**

Tires and Wheels

The manufacturer-recommended wheel size, tire size, and air pressure information was located on a label on the left side panel above the driver seat. The recommended wheel size was listed as 8.25 x 22.5; tire size 12.5 x 22.5; and air pressure was 115 and 105 pounds per square inch (psi), for the front and rear tires, respectively.

TABLE 3 VEHICLE 1—TIRE AND WHEEL DATA		
	AXLE 1—LEFT	AXLE 1—RIGHT
MAKE AND MODEL	Goodyear Marathon RSA	Goodyear Marathon RSA
SIZE AND LOAD RANGE	12R22.5 150/147L	12R22.5 150/147L
PRESSURE	85 psi	85 psi
INBOARD TGD <sup>4</sup>	<sup>15</sup> / <sub>32</sub> inch	<sup>19</sup> / <sub>32</sub> inch
INBOARD CENTER TGD	<sup>15</sup> / <sub>32</sub> inch	<sup>19</sup> / <sub>32</sub> inch
OUTBOARD CENTER TGD	<sup>16</sup> / <sub>32</sub> inch	<sup>19</sup> / <sub>32</sub> inch
OUTBOARD TGD	<sup>17</sup> / <sub>32</sub> inch	<sup>19</sup> / <sub>32</sub> inch
DOT <sup>5</sup> NUMBER	MC3X FV0W 1722	MC3X FV0W 1722
TIRE WEIGHT MAX LOAD SINGLE	7,390 lb @ 120 psi	7,390 lb @ 120 psi
TREAD PLY	5 steel	5 steel
SIDEWALL PLY	1 steel	1 steel
WHEEL TYPE	two-piece steel	two-piece steel
WHEEL SIZE	22.5 x 8.25 inches	22.5 x 8.25 inches

<sup>4</sup> Tread Groove Depth

<sup>5</sup> Department of Transportation

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE**

CHP 558D (Rev. 9/08) OPI 065 (MAIT use only)

DATE OF COLLISION (MONTH/DAY/YEAR) <b>12/12/2023</b>	TIME (2400) <b>2030</b>	NCIC <b>4497</b>	OFFICER ID <b>809RF</b>	AGENCY CASE NUMBER <b>23-999</b>	MAIT CASE NUMBER <b>MS-040-23</b>	PAGE <b>7</b>
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**MECHANICAL INSPECTION**

Tires and Wheels

TABLE 3 VEHICLE 1—TIRE AND WHEEL DATA		
	AXLE 2—LEFT INBOARD	AXLE 2—RIGHT INBOARD
MAKE AND MODEL	Michelin XZE	Michelin XZE
SIZE AND LOAD RANGE	12R22.5 H	12R22.5 H
PRESSURE	95 psi	97 psi
INBOARD TGD	2 <sup>1</sup> / <sub>32</sub> inch	2 <sup>1</sup> / <sub>32</sub> inch
CENTER TGD	2 <sup>1</sup> / <sub>32</sub> inch	2 <sup>1</sup> / <sub>32</sub> inch
OUTBOARD TGD	2 <sup>1</sup> / <sub>32</sub> inch	2 <sup>1</sup> / <sub>32</sub> inch
DOT NUMBER	B63X B3FX 1219	B63X B3FX 3818
TIRE WEIGHT MAX LOAD DUAL	6,780 lb @ 120 psi	6,780 lb @ 120 psi
TREAD PLY	4 steel	4 steel
SIDEWALL PLY	1 steel	1 steel
RIM TYPE	two-piece steel	two-piece steel
RIM SIZE	22.5 x 8.25 inches	22.5 x 8.25 inches
	AXLE 2—LEFT OUTBOARD	AXLE 2—RIGHT OUTBOARD
MAKE AND MODEL	Michelin XZE	Bridgestone R268
SIZE AND LOAD RANGE	12R22.5 H	12R22.5 H/16PR
PRESSURE	94 psi	94 psi
INBOARD TGD	2 <sup>2</sup> / <sub>32</sub> inch	2 <sup>3</sup> / <sub>32</sub> inch
CENTER TGD	2 <sup>2</sup> / <sub>32</sub> inch	2 <sup>3</sup> / <sub>32</sub> inch
OUTBOARD TGD	2 <sup>2</sup> / <sub>32</sub> inch	2 <sup>3</sup> / <sub>32</sub> inch
DOT NUMBER	B63X B3FSX 3319	2C3X 3UR 4718
TIRE WEIGHT MAX LOAD DUAL	6,780 lb @ 120 psi	6,780 lb @ 120 psi
TREAD PLY	4 steel	5 steel
SIDEWALL PLY	1 steel	1 steel
RIM TYPE	two-piece steel	two-piece steel
RIM SIZE	22.5 x 8.25 inches	22.5 x 8.25 inches

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE**

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**MECHANICAL INSPECTION**

Tires and Wheels

The condition of the tires and wheels was referenced with the valve stem at zero degrees, with the tread grooves referenced from inboard to outboard. The outboard sides were referenced in a clockwise direction while the inboard sides were referenced in a counterclockwise direction. All tires and wheels exhibited road grime, dirt, and debris.

The tires and wheels displayed the following conditions:

Axle 1—Right

- The inboard tire sidewall sustained non-penetrating, oblique and circumferential lacerations between 50-100 degrees, 180-210 degrees, and 230-280 degrees

Axle 2—Right Outboard

- The inboard tire sidewall exhibited automotive fluid between 90-330 degrees

Axle 2—Right Inboard

- The outboard tire sidewall exhibited automotive fluid between 60-80 and 140-150 degrees

Axle 2—Left Inboard

- The outboard tire sidewall and shoulder exhibited automotive fluid between 160-290 degrees

The left tire and wheel of Axle 1 and the left-outboard tire and wheel of Axle 2 were unremarkable.

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**MECHANICAL INSPECTION**

Steering

This vehicle was equipped with a hydraulic, power-assisted steering system. The system consisted of a steering wheel, adjustable steering column, steering shaft assembly, gear box, pitman arm, drag link, center-link tie-rod, and steering knuckles.

The steering wheel was securely connected to the steering shaft assembly which was contained within an adjustable steering column. The steering column was securely connected to the instrument cluster dashboard. The steering shaft assembly utilized a slip-shaft and flexible coupler, which extended through the floor to the steering gear box. The steering gear box was bolted to the left-front framerail below the driver platform. The steering gear box contained a worm shaft, ball nut, ball bearings, bushings, seals, integral power cylinder, control valves, and a pitman shaft. The output end of the pitman shaft was splined and connected to the upper end of the pitman arm utilizing a pinch bolt and lock nut. The upper end of the pitman arm was securely connected to the pitman shaft. The lower end of the pitman arm was connected to the drag link utilizing a flexible ball socket. Both ends of the drag link utilized a flexible ball socket. The drag link was attached to the steering arm on the left-front spindle. A center-link tie rod was attached between the left and right-side steering knuckles. Both ends of the center-link tie-rod utilized a flexible ball socket. The left and right steering knuckles were connected to, and pivoted on, the front axle, utilizing kingpins and bushings.

A hydraulic-fluid pump was mounted to the right side of the engine. The gear-type pump was equipped with a remote fluid reservoir mounted on the right side of the engine compartment. Hydraulic fluid traversed through a series of lines, hoses, and fittings, from the reservoir and pump at the rear of the vehicle, to the steering gear box at the front. This hydraulic fluid system was also utilized to power the engine cooling system fan assembly.

The steering wheel was turned left-to-right, which produced correlating movement that terminated at the separated section of the upper steering shaft. The lower section of the steering shaft was turned left-to-right, which produced correlating movement through the gearbox and terminated at the end of the severed pitman shaft. To test the rest of the system, the right-front knuckle was rotated through its full range of motion which produced correlating movement at the left-front knuckle and leading end of the drag link.

The steering system exhibited the following conditions:

- The steering wheel was cut by emergency services personnel during recovery efforts
- The steering column and dashboard were displaced rearward into the driver seat
- The upper steering shaft was separated from the lower steering shaft
- The pitman shaft was broken at the inboard edge of the pitman arm. The broken end of the pitman shaft was securely retained within the pitman shaft boss of the pitman arm.
- The drag link was bowed inward
- The right tie-rod was bent rearward
- The left side of the drag link displayed tire contact
- The right-side axle steering stop was worn

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE**

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**MECHANICAL INSPECTION**

Suspension

This vehicle was equipped with an air ride system on the front and rear axles.

Front

Each side of the suspension utilized an air spring tower, air spring, torque rod hanger, an upper and lower longitudinal torque rod, shock absorber, and stabilizer bar end-link. A track bar was utilized for lateral stability of the front axle.

An air spring tower was bolted to the top of the axle. The top of the air spring tower was utilized to mount the lower end of the air spring. The top of the air spring was connected to a mounting bracket on the lower framerail above the axle. The leading side of the air spring tower was constructed with mounting locations for the trailing ends of the upper and lower longitudinal torque rods, and a stabilizer bar end-link. The rear of the air spring tower was constructed with a mounting location for the lower end of the shock absorber. The rear of the left air spring tower was constructed with a mounting location for an adjustable track bar. The left side of the track bar was connected to the left side spring tower. A mounting bracket on the right framerail was utilized to connect the right side of the track bar. Both ends of the track bar were fitted with rubber bushings and were securely fastened between the framerail and the axle.

Both ends of the adjustable longitudinal upper torque rods were threaded and utilized clamps to secure the torque rod ends. The torque rod ends were fitted with rubber bushings and securely attached to their respective mounting locations between the air spring tower and the torque rod hanger.

The center of each adjustable longitudinal lower torque rod utilized a threaded sleeve to connect the leading and trailing ends. The rod ends were fitted with rubber bushings and securely fastened to their respective mounting locations between the air spring tower and the torque rod hanger. The lower end of the shock absorber was connected to the rear of the air spring tower. The upper end of the shock absorber was connected to a bracket on the outboard side of the framerail rearward of the air spring.

A stabilizer bar—which spanned the left and right sides, forward of the axle—was mounted to the rear of the torque rod hanger crossmember utilizing U-clamps, bolts, and bushings. Each end of the stabilizer bar was connected to a mounting bracket on the forward edge of the air spring tower, utilizing a stabilizer bar end-link.

The front suspension exhibited the following conditions:

- The left and right-side air springs were void of air
- The leading end of the left framerail was displaced rearward and twisted upward
- The leading end of the right framerail was displaced outward
- The lower-leading ends of the torque rod hangers were gouged



**MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE**

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**MECHANICAL INSPECTION**

Suspension

Rear

Each side of the suspension utilized a trailing arm mounting bracket, longitudinal trailing arm, air spring, air spring height control valve, and two shock absorbers.

A trailing arm mounting bracket was riveted to the framerail forward of the axle housing. The leading end of the longitudinal trailing arm contained a bushing and connected to the framerail mounting bracket with a bolt. The longitudinal trailing arm was underslung to the drive axle housing, and utilized a bushing and thru-bolt style axle connection. The trailing end of the longitudinal trailing arm was constructed with a mounting boss utilized to fasten a transverse beam between the left and right-side longitudinal trailing arms. The transverse beam was positioned rearward of the drive axle housing. The transverse beam was constructed with an air spring pad utilized to mount the lower end of the air spring. The upper end of the air spring was mounted to a framerail bracket. Each shock absorber was mounted between a bracket on the top of the axle housing and a bracket on the framerail utilizing bolts and bushings.

A transverse torque rod was mounted to the top-left side of the axle housing. The right side of the transverse torque rod was bolted to a mounting bracket on the inboard side of the right-side framerail. The left and right sides of the transverse torque rod utilized a bolt and bushing to fasten to their mounts. The transverse torque rod provided lateral stability.

The air ride suspension utilized a height control valve mounted between each longitudinal trailing arm and framerail.

The rear suspension exhibited the following condition:

- The left and right-side air springs were void of air

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE**

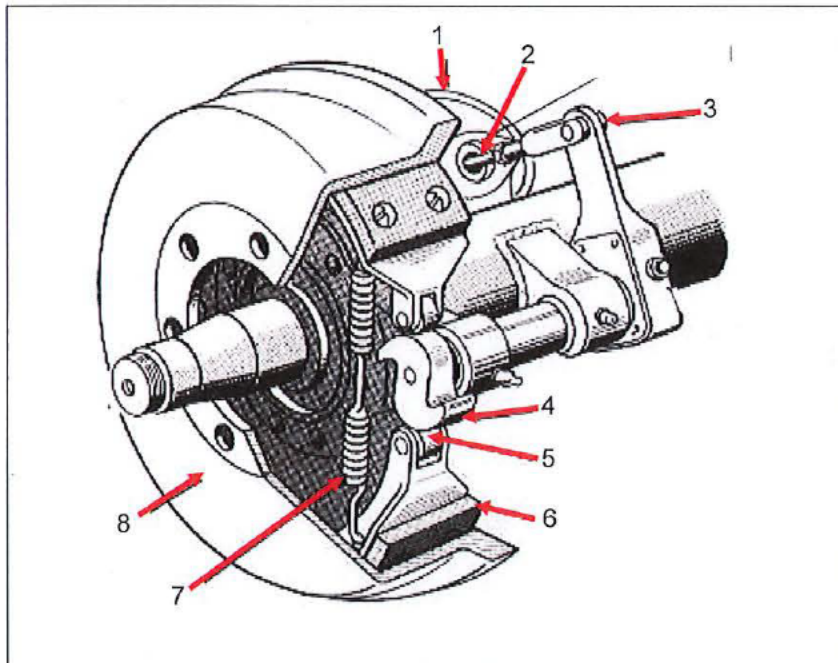
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**MECHANICAL INSPECTION**

Air Brake System

This vehicle was equipped with a dual service air brake, S-camshaft—hereafter referred to as simply S-cam—type drum brake system. The dual service system utilized two circuits, split front-to-rear with the front axle brakes (secondary system) comprising one circuit and the rear axle brakes (primary system) comprising the other circuit. The system was equipped with an air compressor, governor, air dryer, air reservoirs, air pressure gauges, low-air warning alarms, treadle valve, relay valves, quick release valves, and check valves. A gear-driven air compressor was mounted to the engine and supplied air into the air reservoirs. The compressor was cooled by the engine cooling system and lubricated by engine oil. The governor controlled the delivery of compressed air into the air reservoirs. When the air reservoir pressure rose to the “cut-out” level (approximately 125 psi), the governor stopped the compressor from pumping air. When pressure fell to the “cut-in” level (approximately 100 psi), the governor allowed the compressor to pump again. The air reservoirs held enough air to allow the brakes to be used several times, even if the compressor stopped working.



*Figure 2. Foundation brake diagram, see paragraph below for item key  
(Missing from this diagram is the hub assembly)*

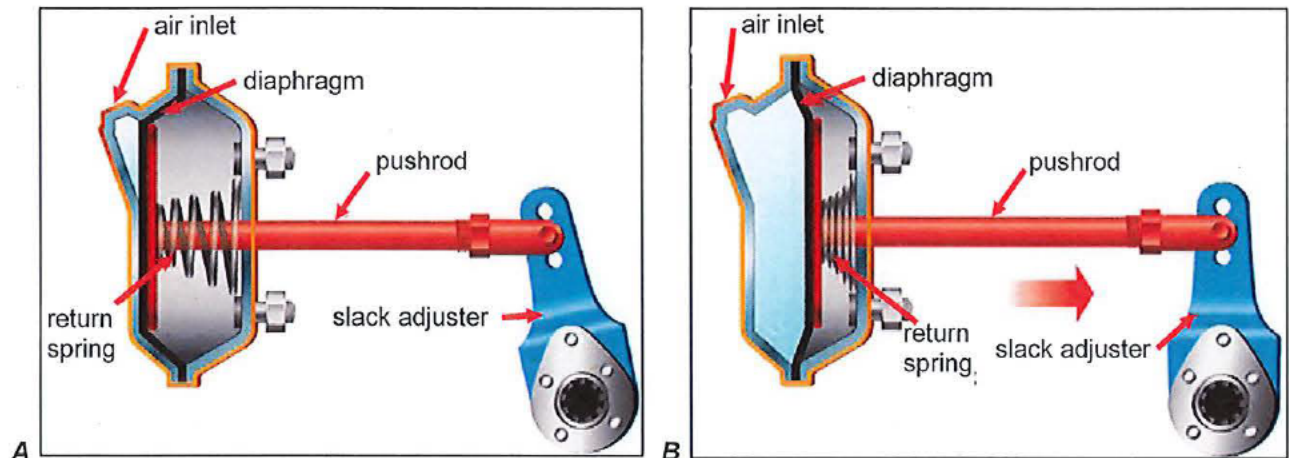
Foundation brake mechanisms were located at each wheel hub of the front and rear axles. Each wheel hub utilized a brake chamber (1), push rod (2), automatic slack adjuster (3), S-cam (4), cam rollers (5), brake shoe linings (6), return springs (7), and brake drum (8). When the brake pedal (treadle valve) was depressed, air was let into each brake chamber, forcing the brake chamber push rod out, which moved the slack adjuster and rotated the S-cam. This forced the top and bottom brake shoe linings away from one another and pressed them against the inside of the brake drum. Releasing the brake pedal subsequently released air from each brake chamber, rotated the S-cam to its unapplied position, and the return springs pulled the brake shoes away from the drum.

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### MECHANICAL INSPECTION

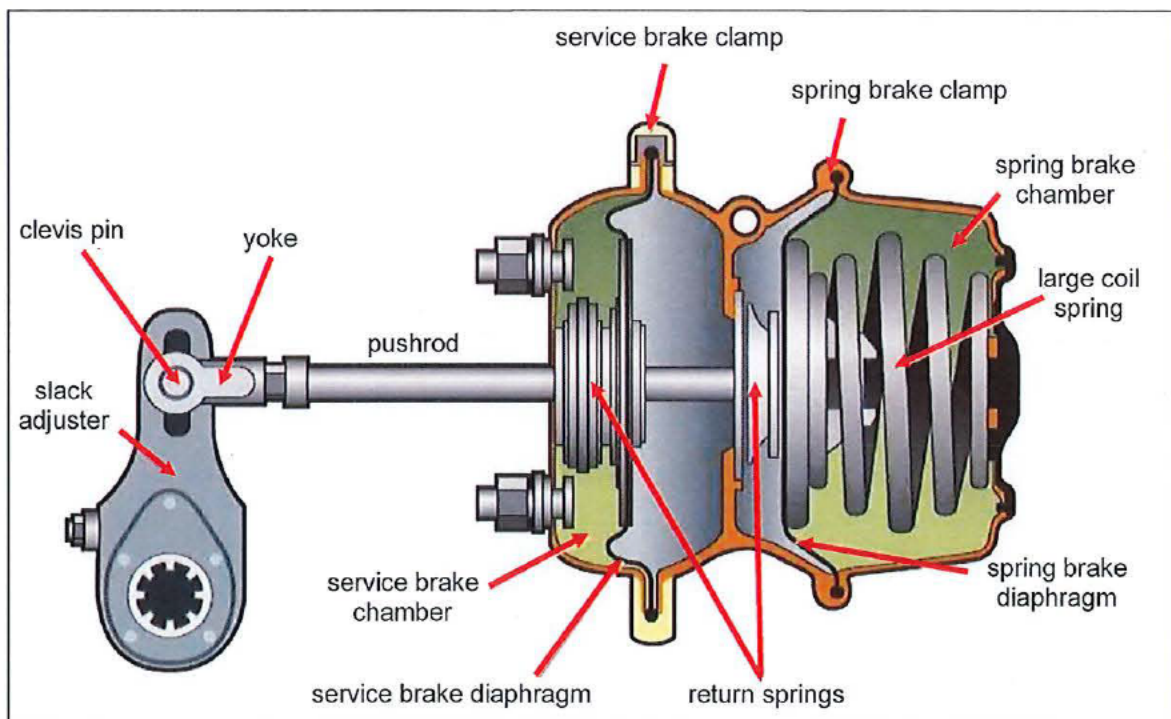
#### Air Brake System

The front axle utilized Type-24, single-diaphragm brake chambers with automatic slack adjusters.



**Figure 3.** Overview of a Type-24, single-diaphragm, brake chambers when brakes are released (A) and applied (B)

The rear axle utilized Type-36, dual-diaphragm, spring brake chambers with automatic slack adjusters. The dual-diaphragm spring brake chambers were utilized for the service, parking, and emergency stopping systems.



**Figure 4.** Overview of Type-36, dual-diaphragm, brake chambers when brakes are applied

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**MECHANICAL INSPECTION**

Air Brake System

Measurements

The applied pushrod stroke measurements of each brake chamber are displayed in the table below.

TABLE 4 APPLIED PUSHROD STROKE MEASUREMENTS				
LOCATION	CHAMBER	BRAKE ADJUST LIMIT <sup>6</sup>	LEFT CHAMBER STROKE	RIGHT CHAMBER STROKE
AXLE 1	Type-24	1 ¾ inches	1 ½ inches	1 inch
AXLE 2	Type-36	2 ½ inches	2 ¼ inches	2 ½ inches

The minimum thicknesses of the brake shoes—measured at the brake shoe center—are displayed in the table below.

TABLE 5 BRAKE SHOE MINIMUM THICKNESSES		
LOCATION	AXLE 1	AXLE 2
Left upper	22/32 inch	24/32 inch
Left lower	21/32 inch	24/32 inch
Right upper	21/32 inch	24/32 inch
Right lower	21/32 inch	24/32 inch

Testing

Due to the collision damage to the air brake system, the air compressor, governor, low-air warning devices, and treadle valve were not tested.

Before the brake assemblies were disassembled for inspection, a bar test was conducted. Each wheel was removed from its hub and the hubs were rotated to ensure the brakes were released. The Axle 1 hubs rotated freely; however, the Axle 2 hubs would not rotate due to the application of the spring brakes. The damage to the air brake system components depleted air pressure during the collision which in turn applied the rear brakes, a required function of the emergency stopping system. To reset the emergency stopping system, the spring brake chambers on Axle 2 were manually compressed.

<sup>6</sup> The maximum pushrod stroke before the brakes shall be adjusted—Federal Motor Carrier Safety Regulations (FMCSR) §393.47(e)

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**MECHANICAL INSPECTION**

Air Brake System

Testing

A spring brake chamber caging tool was utilized to cage (compress) the high-pressure spring within the spring brake chamber, releasing the rear brake shoes from the friction surface of the brake drums. This allowed the Axle 2 hubs to rotate freely.

In order to test the foundation brake components, air pressure was supplied by an auxiliary air compressor directly into each brake chamber. This simulated a brake application of the treadle valve and applied the brake shoes against the friction surface of each brake drum. Pushrod stroke measurements were subsequently documented. A bar was placed between the lugs of each hub and pressure was applied at the end of the bar in an attempt to rotate the hubs. The hubs did not rotate, which indicated functionality of the foundation brake mechanisms at each wheel hub.

Emergency Stopping/Parking Brake Systems

This vehicle was equipped with dual-spring brake chambers on each side of Axle 2, utilized for emergency-stopping and parking brake systems. The mechanical springs inside of the chambers applied the brakes when air pressure for the system was depleted or when the parking brake was applied from the dash-mounted control valve. Observation of the spring brake chambers during testing indicated functionality. The emergency stopping system operated as designed.

The air brake system exhibited the following conditions:

- The treadle valve was crushed and displaced
- The lower body of the treadle valve was separated from the upper body
- Debris surrounded the treadle valve roller pin, hinge pin, and mounting plate
- The primary and secondary circuit air lines between the treadle valve and reservoirs were severed
- The lower-left side compartment—containing air brake system components; low air pressure warning and brake light switches; an interlock solenoid; a retarder actuation; and a shifter enable pressure switch—was crushed
- The automatic mechanism of the left-front slack adjuster was displaced
- The right-front automatic slack adjuster was bent
- The right-front S-cam bushing was severely worn
- The right-front S-cam was in contact with the wheel hub
- The right-front brake chamber air hose fitting lost integrity during testing
- The right-rear brake chamber air hose was chaffed
- The right-rear brake chamber was at its maximum pushrod stroke measurement
- The right-rear brake chamber pushrod maximum stroke indicator was visible

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE**

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**PHYSICAL EVIDENCE LOG**

At the conclusion of the investigation, the following content was transferred onto a Universal Serial Bus (USB) drive and turned over to UCSC PD.

- Media taken by MAIT investigators
- Portable Document Format (PDF) of MAIT Supplemental MS-040-23

**MEDIA LOG**

At the conclusion of the investigation, the photographs and video files listed in the logs below were turned over to UCSC PD.

Photograph Log

During the course of this investigation, 1,178 photographs were taken by MAIT investigators utilizing Canon EOS 90D digital single-lens reflex (DSLR) and Apple iPhone 12 cameras. The photographs are detailed in the table below.

TABLE 6 PHOTOGRAPH LOG				
DATE	DESCRIPTION	PHOTOGRAPHER	CAMERA	PHOTOS
1/3/2024	Exemplar Bus – 28	lunker	12	81
1/3/2024	Exemplar Bus – 920	lunker	12	35
1/3/2024	Exemplar Bus – 929	lunker	12	88
1/3/2024	Exemplar Bus – Miscellaneous	lunker	12	11
1/3/2024	Vehicle 1 Overview	lunker	12	120
1/16/2024	Mechanical Inspection	Banks	90D	144
1/16/2024	Mechanical Inspection	lunker	12	100
1/25/2024	Mechanical Inspection	lunker	12	215
1/29/2024	Mechanical Inspection	Cho	90D	112
1/29/2024	Mechanical Inspection	lunker	12	113
1/30/2024	Mechanical Inspection	lunker	12	58
2/13/2024	Mechanical Inspection	lunker	12	101
<b>TOTAL</b>				<b>1,178</b>

Video Log

During the course of this investigation, nine video recordings—one on January 30, 2024, and eight on February 13, 2024—were taken by Investigator lunker of Vehicle 1 utilizing an Apple iPhone 12.

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE**

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**CONCLUSIONS**

The mechanical inspection and testing performed on this vehicle—including throttle operation, power train, tires and wheels, steering, suspension, and the air brake system—did not reveal any evidence of pre-existing mechanical conditions or failures that would have contributed to the cause of this crash. The described damage to these systems was a result of collision forces during the crash.



# County of Santa Cruz

## Sheriff-Coroner

5200 Soquel Avenue  
Santa Cruz, CA 95062

**Jim Hart**  
Sheriff-Coroner

Autopsy

Medical Record Review

NAME: STEVENSON, DANIEL T.

CASE NO. [REDACTED]

REVIEW DATE: 01/01/24

TIME: 09:50

INVESTIGATOR: Cheyenne Robinson

DATE OF DEATH: [REDACTED]

TIME OF DEATH: [REDACTED]

AGE: [REDACTED]

SEX: [REDACTED]

RACE/ ETHNICITY: [REDACTED]

### Medical Record Review:

1. [REDACTED]

2. [REDACTED]





# County of Santa Cruz

**Sheriff-Coroner**

5200 Soquel Avenue  
Santa Cruz, CA 95062

**Jim Hart**  
**Sheriff-Coroner**

STEVENSON, DANIEL T.

23-10621

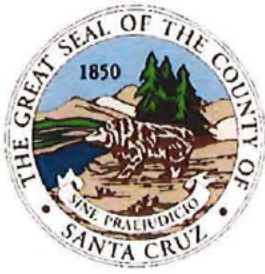
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**CAUSE OF DEATH:** [REDACTED]

**OTHER SIGNIFICANT CONDITIONS:** None.

**MANNER OF DEATH:** Accident.

**OPINION:** [REDACTED]



# County of Santa Cruz

**Sheriff-Coroner**

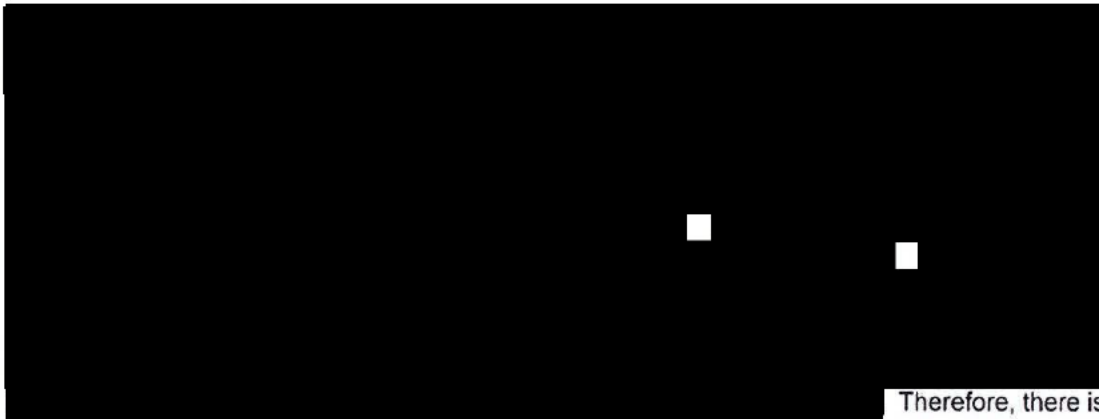
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Santa Cruz, CA 95062

**Jim Hart**  
Sheriff-Coroner


STEVENSON, DANIEL T.

23-10621

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Therefore, there is no clear evidence of a natural event that would explain the driver's behavior preceding the accident.

  
Stephany Flore, M.D.  
Forensic Pathologist  
January 26, 2024