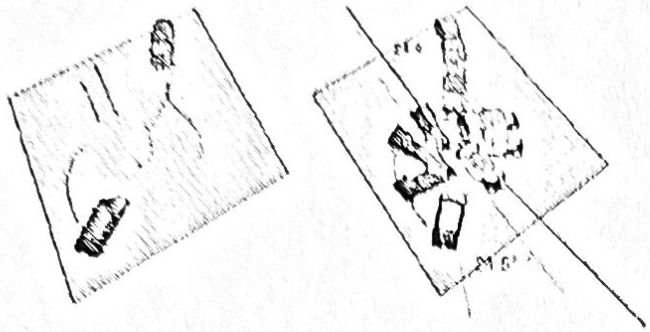


SLCo area Collision Analysis and Reconstruction Unit

Collision Reconstruction Report

Unified Police Case #[redacted]
Collision Location:900 E 3300 S Millcreek, UT
Collision Date: Friday 06/24/22 0757 hrs

?

Collision Synopsis

On 06/24/22 at approximately 0757 hrs vehicle #1 (Kia Sedona UT listing [redacted]) operated by E[redacted]Brinker was northbound on 900 E approaching the intersection of 3300 S. Vehicle #2 (2014 Hyundai Accent UT listing [redacted]) operated by E[redacted] Gonzalez was eastbound on 3300 S approaching 900 E. Vehicle #3 (2018 GMS Sierra UT listing [redacted]) operated by D[redacted]was stopped at the intersection of the 3300 S 900 E facing southbound in the #1 position. Vehicle #4 (2003 Saturn Vue UT listing [redacted]) operated by S[redacted] H[redacted] who was stopped at the intersection of 900 E 3300 S facing southbound in the #2 position. Vehicle #5 (2018 Honda CRV Ut listing [redacted]) owned by S[redacted] O'[redacted] which was parked in the 7-11 parking lot located on the northeast corner of 3300 S 900 E.

?source

see pg 15

Vehicle #1 was northbound on 900 E while vehicle #2 was eastbound on 3300 S. Vehicle #1 collided with vehicle #2. The force from the collision redirected vehicle #2 northbound into vehicle #3 and vehicle #4 which were stopped on 900 E facing southbound. Vehicle #1 continued after the initial impact in a northeasterly direction into the 7-11 parking lot. Vehicle #1 stuck vehicle #5 which was parked near southeast corner of the building.

The force of the initial impact resulted in substantial injuries to the passenger (D[redacted] G[redacted]) and caused life ending injuries to their pet dog. Dallas was several weeks pregnant at the time of the collision, after transport to the Intermountain Medical Center it was found the force of the collision caused the pregnancy to no longer be viable and the unborn child died as a result.

see pg 33

How?
"front end" collisions do not just "continue."

Table of Contents

missing maitenance condition

Area Description

The area of collision is described as a standard 90° crossing pattern. The intersection has two (2) lanes for east/west travel and one (1) through lane for north/south travel. One the south leg of the intersection there is right turn only for northbound travel. On each leg of the intersection there is a dedicated left turn lane. Through travel for each leg of the intersection is regulated by a standard three stage semaphore (red ball over yellow ball over green ball). Left turning vehicles are regulated by a "doghouse" style semaphore. The "doghouse" semaphore has a red ball over a four-stage block where the on the left is a yellow arrow over green arrow for protected left turns, on the right there is a yellow ball over green ball signaling permissive left turns.

NO

There surface is comprised of traveled asphalt with little to no grade except for crowing for water runoff. There is no signage, vegetation or other obstacles to impede a clear view of the intersection and approaching vehicles. The semaphores are positioned so that they are clearly visible for approaching traffic. There was no moisture or standing water in the roadway with no reported precipitation on the day of the collision.

Vehicle #2 was stopped facing northbound in the southbound left turn lane. Vehicle #4 was facing south in the southbound through lane. I was notified vehicle #4 had been moved post collision so Unified Fire could gain access to vehicle #2. Vehicle #3 had been moved and was no located in the 7-11 parking lot. Vehicle #1 and vehicle #5 were also in the 7-11 parking lot. Vehicle #5 was on the sidewalk adjacent to the 7-11 facing westbound. Vehicle #1 was also on sidewalk adjacent to the 7-11 facing northeast and in near contact with the entrance to the 7-11.

FROM WHERE?

NO

Evidence in the roadway of gouging and scraping was in the middle of the intersection. The evidence was in line with the #1 eastbound and northbound left turn lane. Additional evidence continued from the initial spot to the northeast and a separate set of fluid trail led to the north.

non-specific

#6 vehicle in intersection missing from report. Facing south, black truck or SUV

Environmental Conditions

The following data was recorded by the National Weather Service near Taylorsville Utah

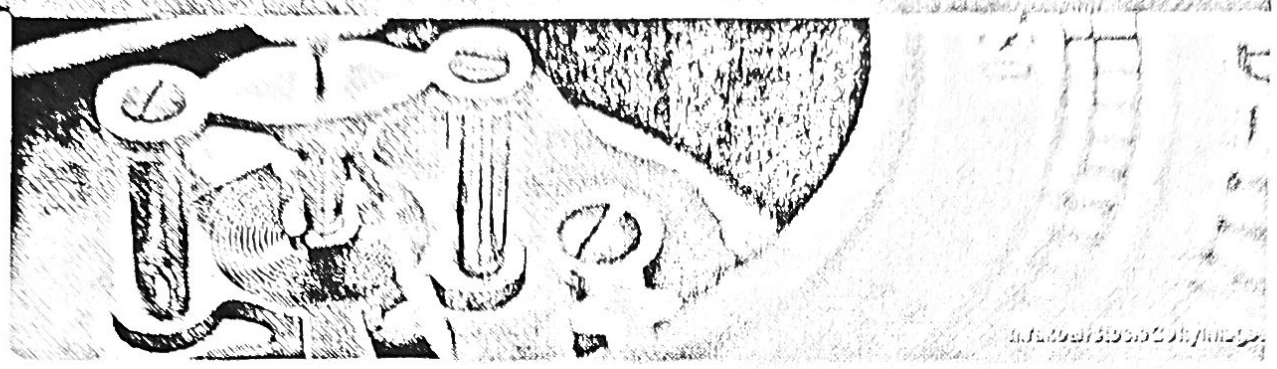
Temp	Wind Chill	Dew Point	Humidity	Pressure	Visibility	Wind Dir.	Wind Speed	Conditions
71° F	-	49° F	45%	25.77 in	10.0 mi	SE	3.0 mph	Fair

?

Weather conditions did not contribute to the cause of this collision.

Page 3 append.

sciencing.com/high-low-reading-barometric-pressure-5814364/



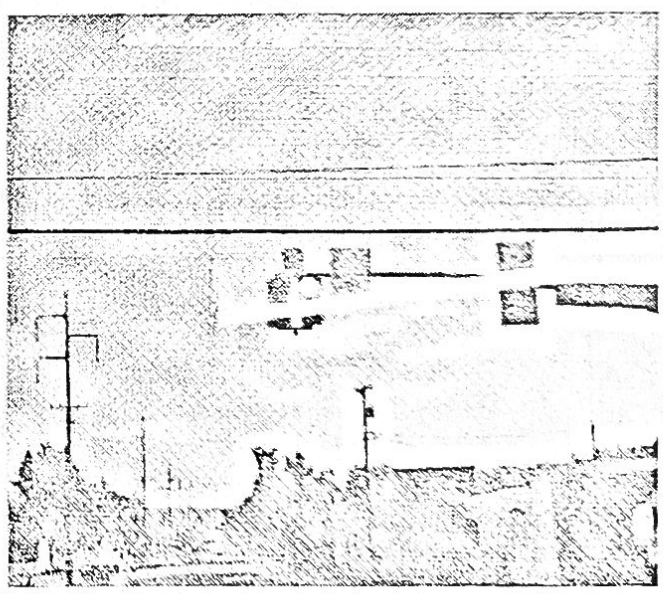
Barometric pressure, an indicator of the weight of column of air, ranges from an historic high of 32.01 inches to an all-time low of 25.9 inches. Electronic barometers now are available in addition to older-style units that use a needle and dial to track pressure changes. Changes in barometric pressure correspond to changes in weather and pressure extremes are often associated with extreme weather events.

yet in June in 2022 he has it at 25.77 in? Just odd thing.

Amount of Barometric Change

Barometric pressure often is measured in inches of mercury, or in-Hg. If barometric pressure rises or falls more than 0.18 in-Hg in less than three hours, barometric pressure is said to be changing rapidly. A change of 0.003 to 0.04 in-Hg in less than three hours indicates a slow change in barometric pressure. A change of less than 0.003 in-Hg in less than three hours is considered to be holding steady.

Saturn w/no position given - was it crashed into vehicle #2? IF needed to be moved to get to #2 car?
Position testified by driver as #2 position is place it was moved to!
#1 car not in contact or "near-contact" w/doors - brick building nearest thing.

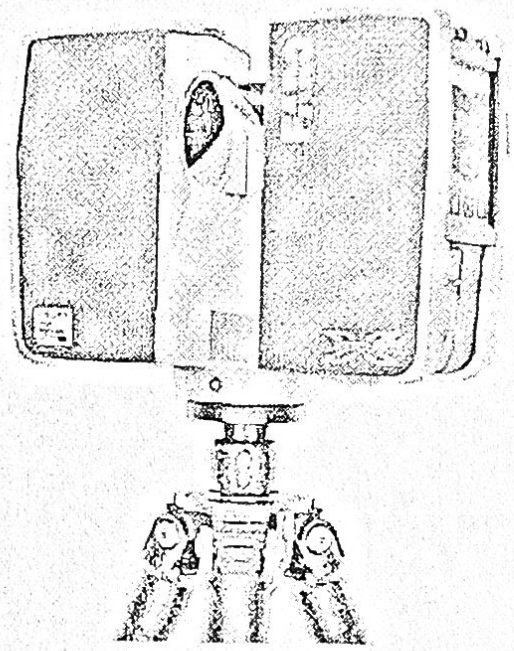


↑
NO Dedicated arrow

Scene Survey Data

The physical evidence of this scene both on and off the roadway was identified and marked by responding Collision Analysis and Reconstruction members. After the evidence was marked it was documented using a forensic mapping system. The forensic mapping system is comprised of a (Faro 3D laser scanner). The data from multiple scans was then uploaded to (Scene) software to combine the scans to produce a scaled 3D rendering of the entire scene. A point cloud was created from the 3D rendering and uploaded into a CAD program (FAROzone3D). From the point cloud a scaled diagram of the scene and the evidence was created.

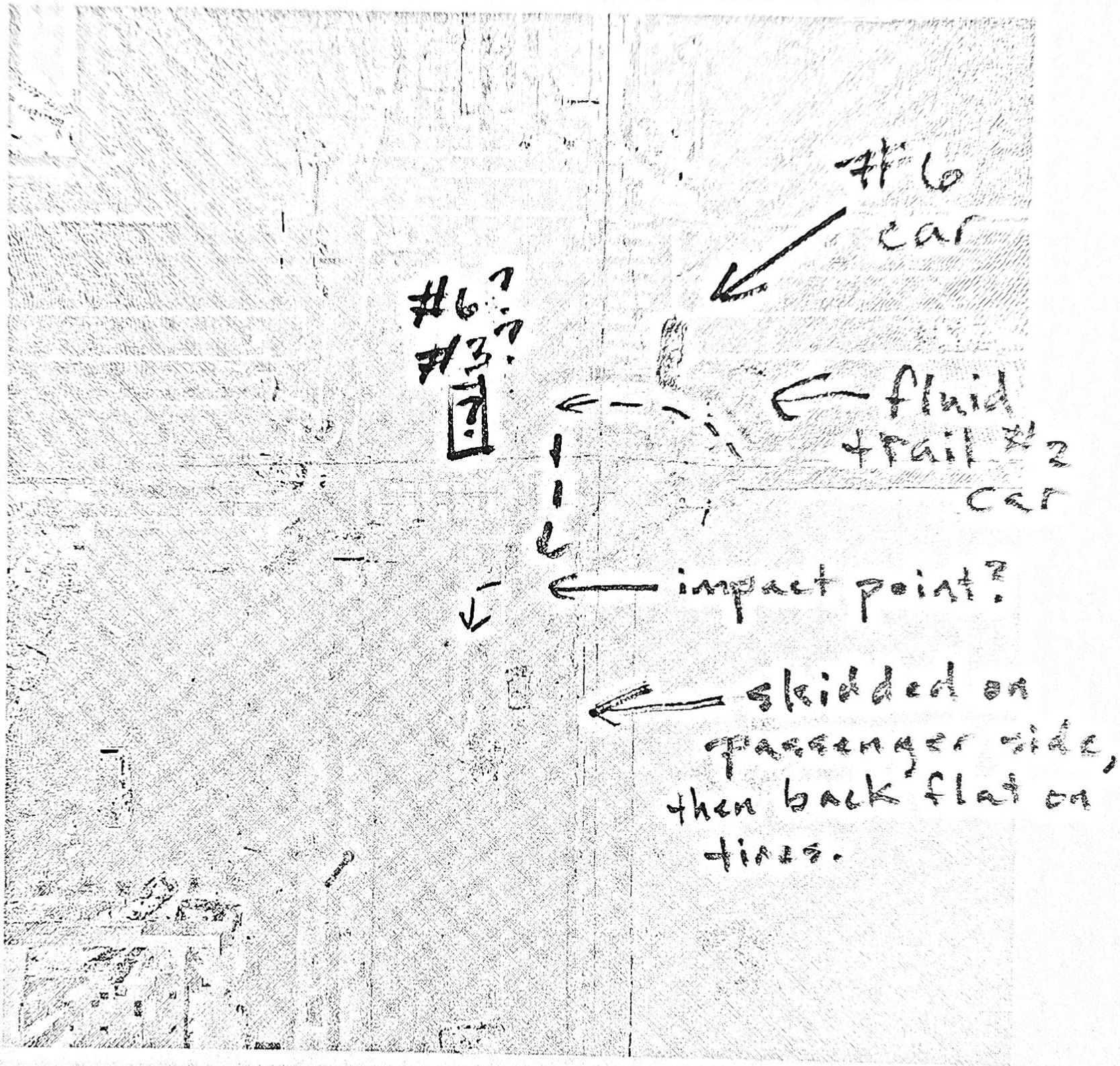
FARO Focus 3D Scanner



Video played for prelim probable cause had a black vehicle driving on 9th east rather than a blue KIA minivan. It was a color video.

Missing car #6 appears in real photos as a truck or SUV, but in FARO is a sedan. Black in color. maybe

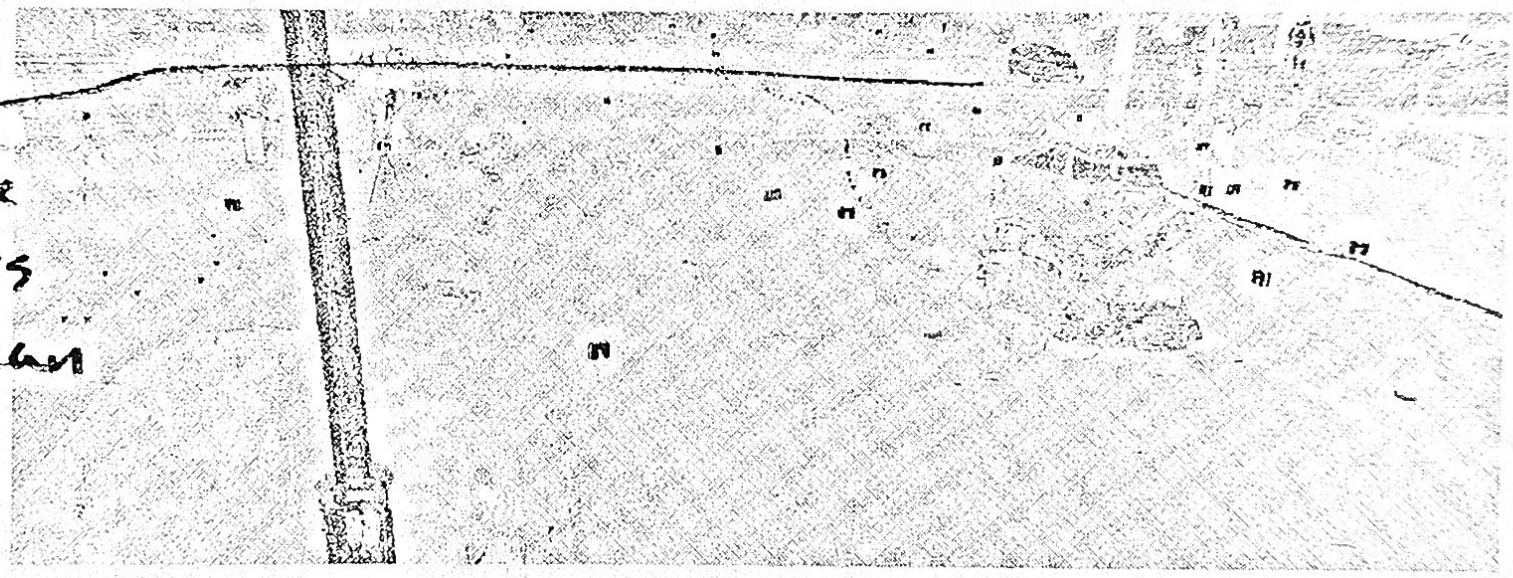
Top down view of FARO data



re-saturation of original photos shows post-generated changes.
ie: dots at selected collision site.

View facing northeast of FARO data

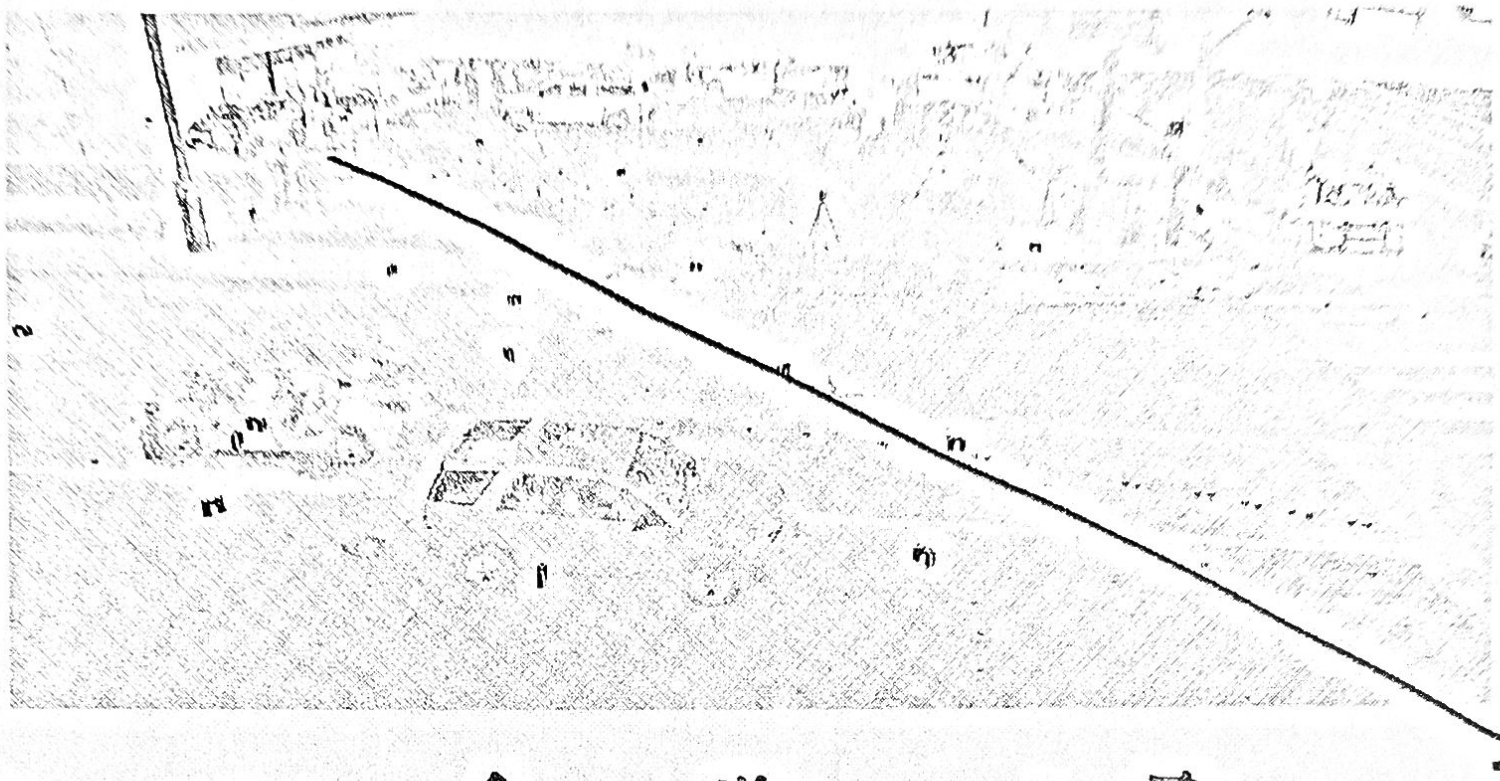
View to the southwest of FARO data



#6 vehicle appears as sedan

see pg 14, image 4 - zoom

View of the northside of the intersection of FARO data

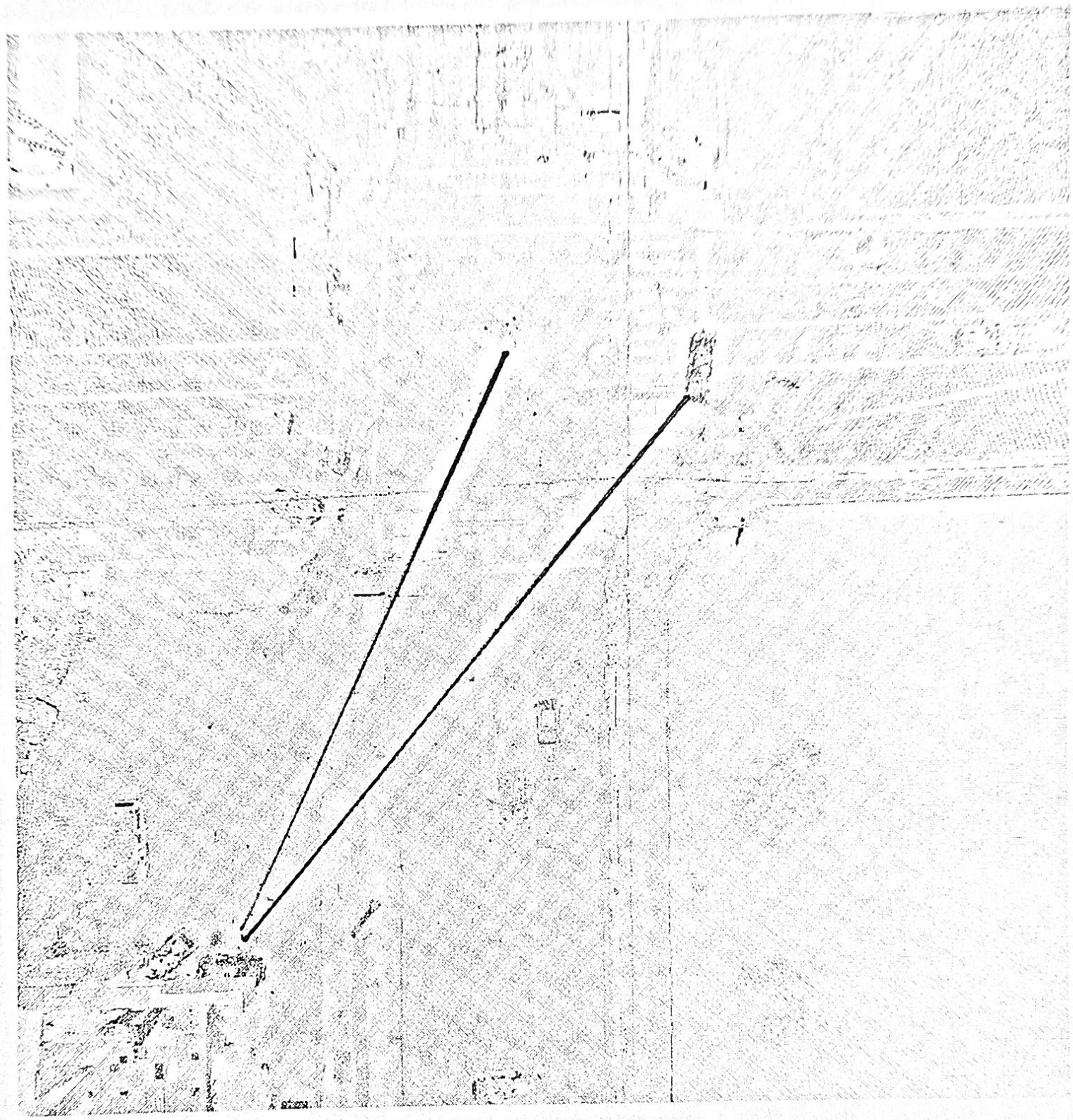


Straight line from #1 car to #6 car

#6

most likely path for #1 car w/incapacitated driver.

Top down view of FARO data



from the intersection center, wrong trajectory to push parked car sideways.

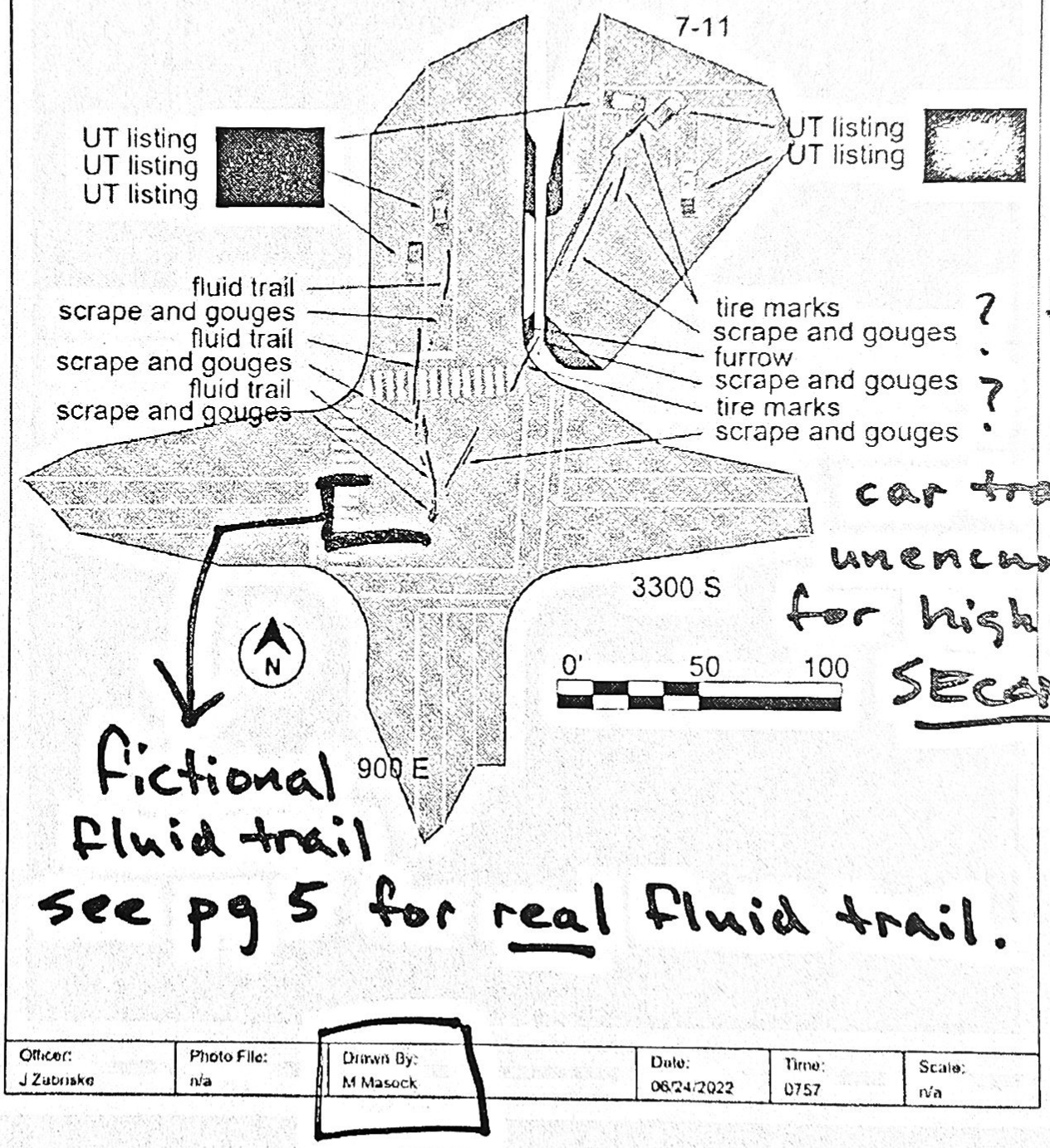
PS 7
append
X

Scene Diagram & Measurements

The diagram below represents the Computer Aided Drafting program rendering of the scene from the measured survey data file.

≠ NOT simulation

Case Name: Booker	Case No: CO22-59890	Description: auto/auto x 5	Address: 3300 s 900 E	City: Millcreek	County: Salt Lake



From what?

car travel unencumbered for high-speed SECOND collision

fictional fluid trail

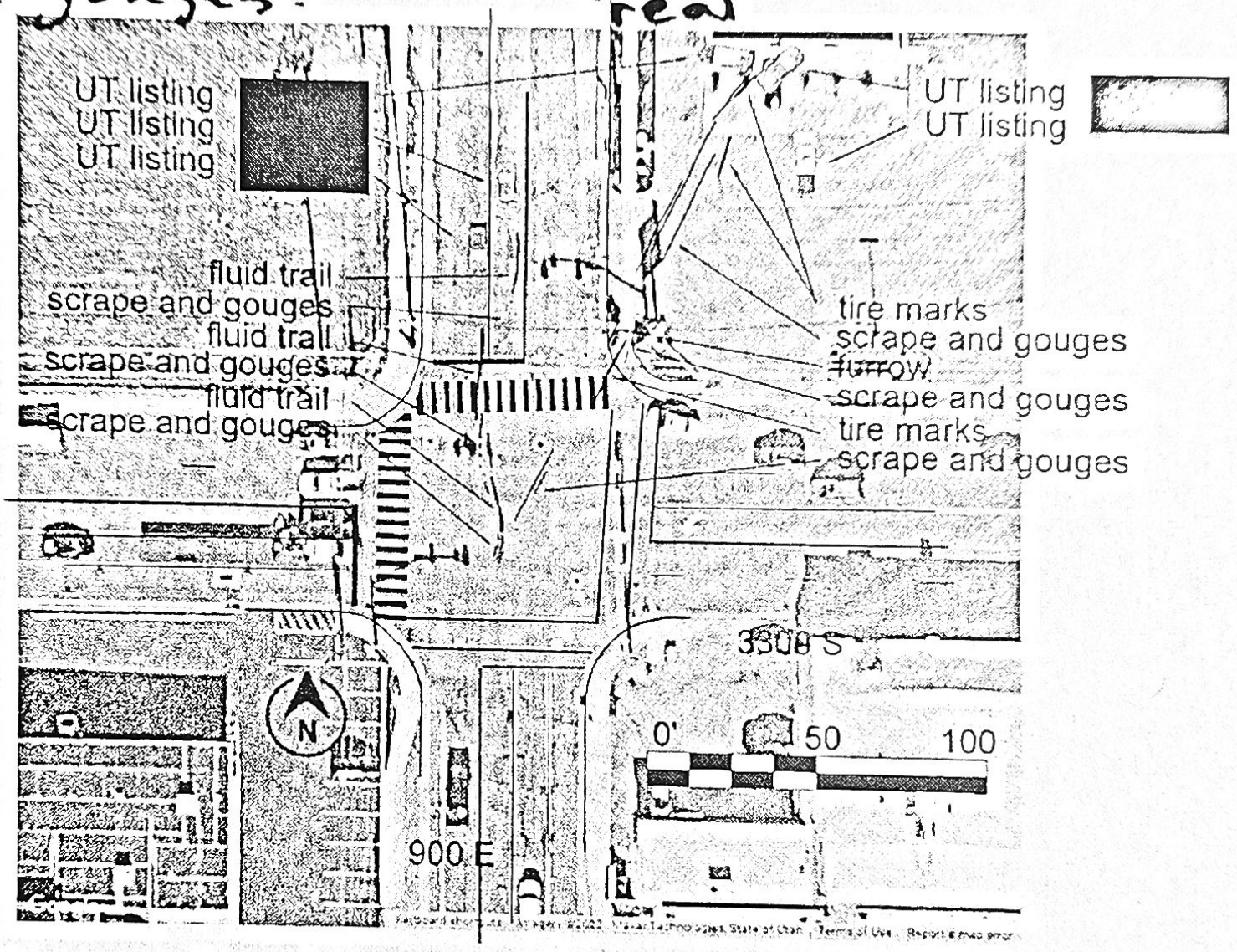
see pg 5 for real fluid trail.

Officer: J Zabriske	Photo File: n/a	Drawn By: M Masock	Date: 06/24/2022	Time: 0757	Scale: n/a

Scene Diagram & Measurements

The diagram below represents the Computer Aided Drafting program rendering of the scene along with an integrated satellite image of the area involved.

translation: Drawing of scene in fictional rendering minus any images of tire marks, or gouges.



? Where is the real evidence of tire marks to #1 car, other than a fictional rendering super-imposed on an image from Maps. #3 vehicle Also in 7-11 parking to not know certain post-collision placement.

+
pre

I have completed my report of this collision and submit this report as to my findings. My analysis of this collision draws on my education, training and experience. I used standard methods and techniques of investigation, reconstruction and analysis. All opinions expressed are to a reasonable degree of scientific probability unless otherwise stated. I used the information and evidence available to me at the time of this report and in preparation of this report I have reviewed or performed the following:

not computer simulated? W/ 3-4 secondary collisions!

- Read and reviewed the written report from Officer T [redacted]
- Read and reviewed the written report from Officer J [redacted]
- Read and reviewed the written report from Officer J [redacted]
- Read and reviewed the written report from Officer R [redacted]
- Read and reviewed the written report from Officer E [redacted]
- Read and reviewed the written report from Officer J [redacted]
- Read and reviewed the written report from Officer B [redacted]
- Read and reviewed the written report from Forensics Technician [redacted]
- Read and reviewed the DI-9 report completed by OfficerJ [redacted]
- Read and reviewed the written statement from N [redacted]
- Read and reviewed the written statement from A [redacted]
- Read and reviewed the written statement from A [redacted]
- Read and reviewed the written statement from J [redacted]
- Read and reviewed the written statement from B [redacted]
- Read and reviewed the written statement from J [redacted]
- Read and reviewed the written statement from E [redacted]
- Read and reviewed the written statement from D [redacted]
- Read and reviewed the written statement from S [redacted]
- Read and reviewed the written statement from M [redacted]
- Read and reviewed warrant #2474871 authored by Officer B [redacted]
- Read and reviewed EDR data collected from the Hyundai Accent
- Reviewed and processed FARO 3D scanner data collected on the day of incident
- Completed a scale drawing using the FARO 3D laser scan data
- Reviewed light timing data collected from: https://udottraffic.utah.gov/ATSPM/DefaultCharts/Index
- Completed an analysis of the ATSPM (Automated Traffic Signal Performance Measures)
- Reviewed video surveillance from the grocery store located southwest of intersection
- Completed a mathematical analysis of the collision based on pre and post collision movement of vehicle #1 and vehicle #2

Missing:

Traffic signal data for ~~North-South~~ Eastbound stopbars.

No Video surveilance from 7-11 store.

No listed EDR for proven speed of vehicle #1. See pg 25 for actual speed. (23 mph)

No listed statements from EBrinker OR EGonzalez (car #1) (car #2)

(Stop to velocity on side - 46 mph force)

Vehicle/Occupant Information

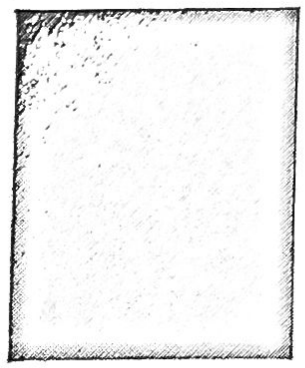
Vehicle #1 Driver

Utah Driver License Details
Created by masock on 08/10/2022 16:00:59

License Number: [redacted]
Name: [redacted] BRINKER
Date of Birth: [redacted]
License Status: VALID
Expires: 09/26/2022
TYPE: TYPE:RENEWAL
Class: D
Address: [redacted]

ID Number: [redacted]
Age: 58

Capture Date: 11-05-2012



UPDATED: 09-18-2017

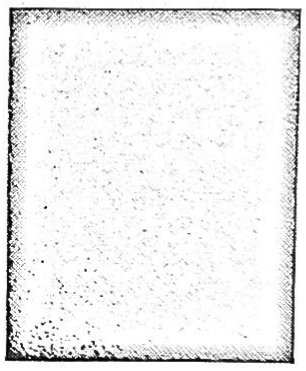
Vehicle #2 Driver

Utah Driver License Details
Created by masock on 08/10/2022 16:04:36

License Number: [redacted]
Name: [redacted] GONZALEZ
Date of Birth: [redacted]
License Status: VALID
Expires: 05/15/2029
TYPE: TYPE:ORIGINAL
Class: D
Address: [redacted]

ID Number: no ID #
Age: 31

Capture Date: 10-07-2021



UPDATED: 09-16-2021

Passenger

[redacted]

Came to mainland in 2020 — drivers license new to Utah, had less than a year before accident.

8 yrs until renewal?
5 yrs standard

Vehicle #3 Driver

Utah Driver License Details

Created by masock on 08/10/2022 16:07:06

License Number: [redacted]

Name: D[redacted]

[redacted]

M[redacted]

ID Number: no ID #

Capture Date: 02-01-2017

[redacted]

Date of Birth: [redacted]

Age: 50

License Status: VALID

Expires: 12/02/2029

TYPE: TYPE:RENEWAL

Class: D

Address: [redacted]

[redacted]

UPDATED: 10-18-2017

must have had b-day & renewed? or 12 yrs until renewal?

Vehicle #4 Driver

Utah Driver License Details

Created by masock on 08/10/2022 16:09 S

License Number: [redacted]

Name: S[redacted]

[redacted]

H[redacted]

ID Number: [redacted]

Date of Birth: [redacted]

Age: 41

Commercial Status: DISQUALIFIED

Expires: 01/23/2024

Class: C

TYPE: TYPE:RENEWAL

License Status: DENIED

OTHER

Expires: 01/23/2024

TYPE: TYPE:RENEWAL

Class: D

Alternate Names (1)

[redacted]

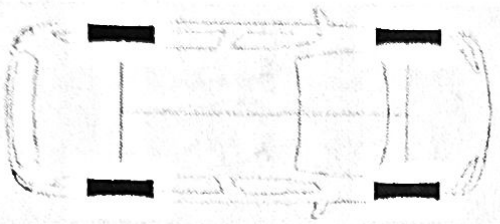
PDATED: 01-18-2019

#4 + #5 have normal 5 yr. renewal time

No driver #5 + #6 in report.

Conditions - KiA has brake recall not listed

Vehicle Information/Conditions/Recalls



vehicle identification number: [redacted]

Make:	Kia	tire size:	actual size:
Model:	Sedona	225/70R16	
year:	2007	UT listing	U456JH

curb weight 4387 Dist:
measured weight

OAL	202.0 in	Track Width	66.3 in
OAW	78.1 in	Wheel Base	118.9 in

Engine type:	3.8 L V6 DOHC 24V
Transmission:	5-speed Automatic Overdrive
Drive:	FWD
Brake:	4-wheel ABS

vehicle identification number: [redacted]

Make:	Hyundai	tire size:	actual size:
Model:	Accent	185/60R16	
year:	2014	UT listing	U510JH

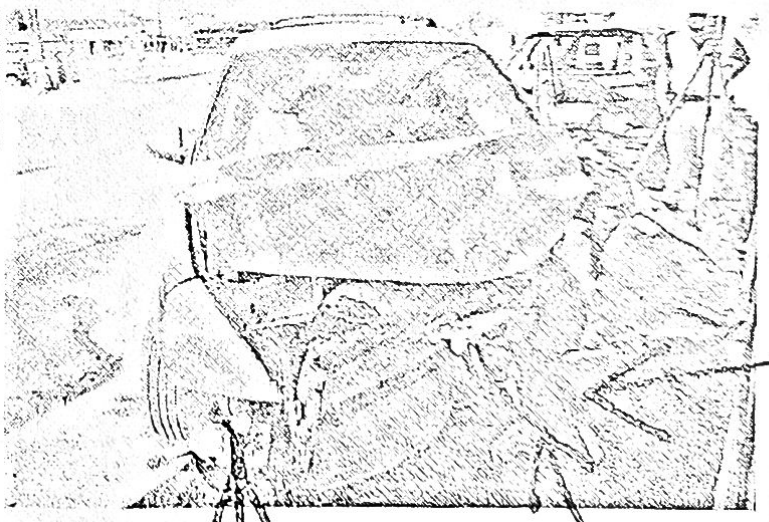
curb weight 2545 Dist: 60/40
measured weight

OAL	172.0 in	Track Width	59.5 in
OAW	66.9 in	Wheel Base	101.2 in

Engine type:	1.6 L L4 DOHC 16V
Transmission:	
Drive:	
Brake:	4-Wheel ABS

missing data

Damage Profile



no fluid trail

Pooled fluid

right side intact

damage from 2nd (secondary) collision w/ Honda CRV

Used 2007 Kia Sedona LX - Specs & Fea

Select a trim

LX 4dr Ext Minivan
3.8L 6cyl 5A

Starting MSRP $23,595

Print out
NOT part of
case file

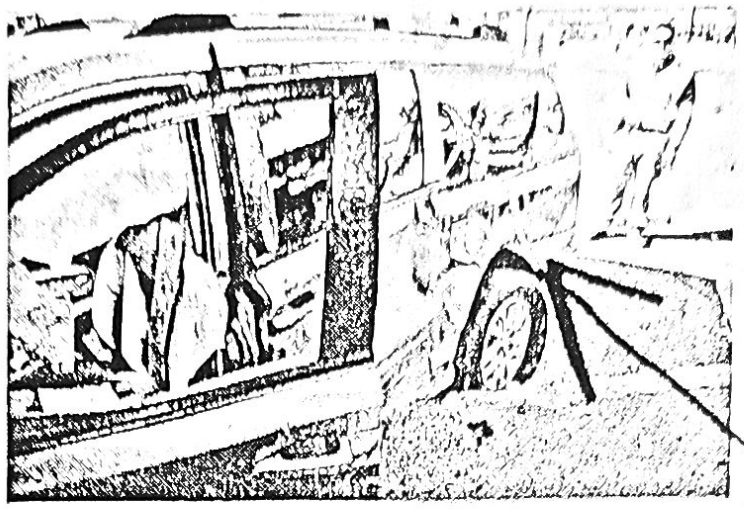
Overview

Gas Engine

Combined MPG	18 MPG
Drive Type	Front wheel drive
Total Seating	7
Cargo Capacity	32.2 cu.ft.
Curb Weight	4,387 lbs.
Basic Warranty	5 yr./ 60,000 mi.

P5 l3
Append

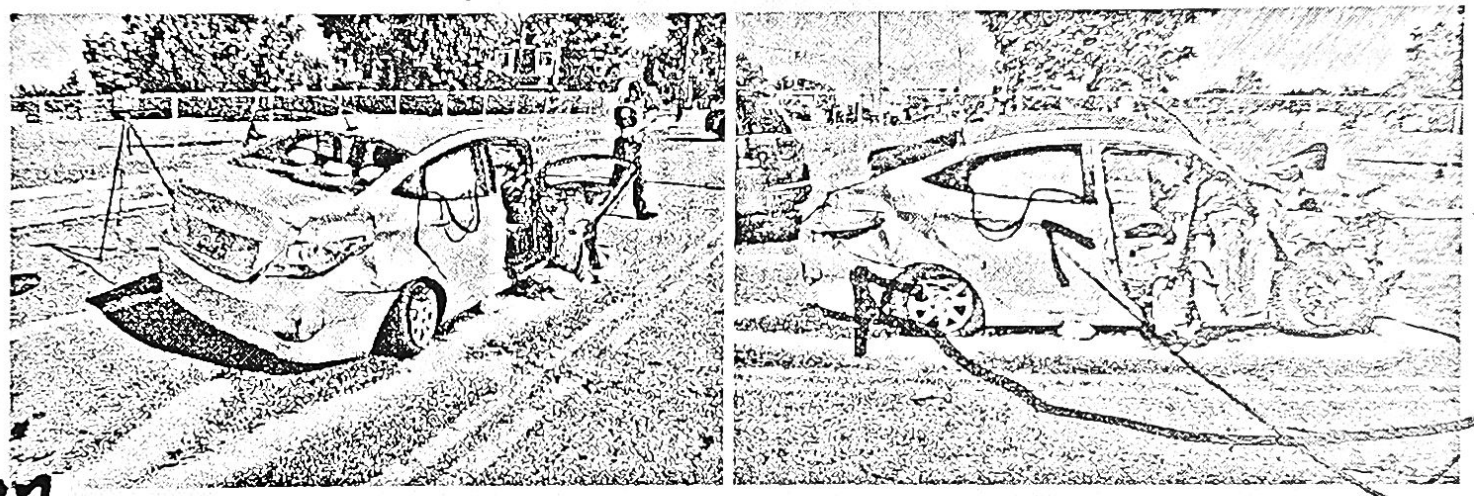
front-left cropped from photo →



no image of door OR chosen impact site of left fender.

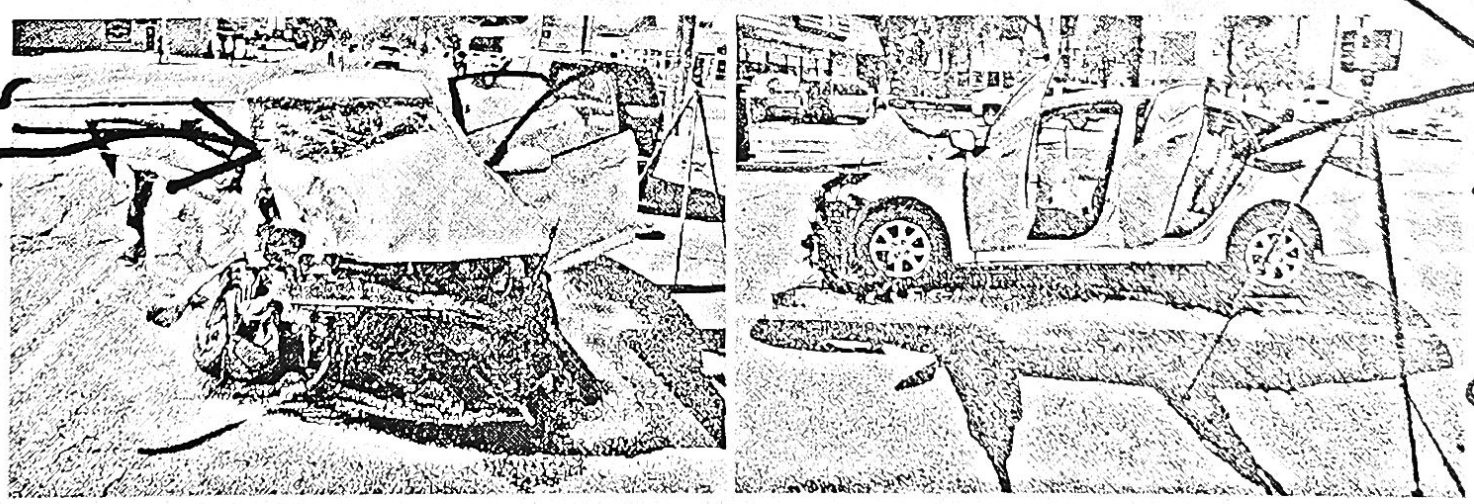
The Kia Sedona had significant damage along the front driver side corner The displacement of the front driver side wheel was deep and nearly extended to the "A" pillar. Along the driver side there was evidence of secondary impact with the initial vehicle. The damage sustained by both the primary and secondary impact with vehicle #2 and the second collision with vehicle #5 incapacitated the vehicle.

NOT Mentioned: Right rear scrape (white color)



Steel door vs. Plastic bumper?

no mention of # 2 car rolled →



more than 2 occupants

How driver identified?

The involved Hyundai (vehicle #2) showed significant damage from the initial impact and secondary impact with vehicle #1. The damage to passenger rear corner is indicative of the secondary impact as the two vehicles rotate post impact. The damage from the initial impact was along the passenger side from the front bumper to the "A" pillar, extending into the passenger door. Both the right front and rear tires were displaced from the initial and secondary

impacts respectively. In addition to the damage from vehicle #1 there was some damage to the driver side rear of the vehicle from impacts with vehicle #3 and vehicle #4.

NO DAMAGE - AND #3 + #4 MOVED
shows on image

THE NEWS RAN THE CAR ACCIDENT WITH AN INACCURATE STORY.

Witness Statements

Several parties were a witness to the collision in addition to the involved parties who all completed statements. NO

PARAPHRASED

N[redacted] R[redacted] said they had been traveling on 900 E when the Kia passed them at "freeway speeds." She said the Kia ran the red light striking the other vehicle causing it to flip around and strike other vehicles. N[redacted] said the Kia continued to the northeast into the store, almost hitting customers.

NONE CRASH #1

A[redacted] R[redacted] said he had been driving on 900 E about to turn right onto [sic] 3900 S. He said felt the vehicle "rock a little" as the Kia passed them at "80 mph – 90 mph." He said the vehicle was in the left turn lane and watched as it ran the red light and "smash" into the silver car.

NOT THE STREET OF THE CRASH

E[redacted] G[redacted] said Kia came "flying" through the intersection running the red light and hitting the Hyundai. He said the vehicle proceeded into the 7-11 parking lot striking two other vehicles. E[redacted] said the Kia was "definitely speeding."

J[redacted] B[redacted] said she was northbound waiting at the red light. J[redacted] said the Kia swerved past her in the left turn lane at a high speed. She said the vehicle ran the red light and "T-boned" the car coming through the intersection.

M[redacted] W[redacted] was northbound don 900 E when the Kia "sped" past him in the middle lane going approximately "80 mph." He said the kia entered the intersection on a red light and hit the Hyundai who was traveling east on 3300 S. M[redacted] said he approached the driver of the Kia after the collision and asked her why she had run the red light. Jordan said the driver said, "she was on the way to her son," and she "didn't know if he was alive."

B[redacted] B[redacted] said he was northbound on 900 E when the van ran the light at 3900 S 900 E at a "VERY high rate of speed." B[redacted] approximated the speed at 90 mph.

NOT THE REGISTERED OWNER

A[redacted] G[redacted] said he was in the 7-11 when he heard the collision outside. A[redacted] said he saw the car jump the curb and continue into the parking lot striking his Honda CRV.

D[redacted] M[redacted] said he was stopped southbound at the intersection waiting on a green light and at the front of traffic. He said the van came from the south at a high rate of speed, it hit the eastbound silver car. He said the silver car spun off the collision and ran into his truck.

moved cars

(where her car was moved to)

S[redacted] H[redacted] was stopped 2nd in line facing south at the intersection of 3300 S 900 W at a red light. She said she heard a noise and looked up to see the silver car hit her front bumper.

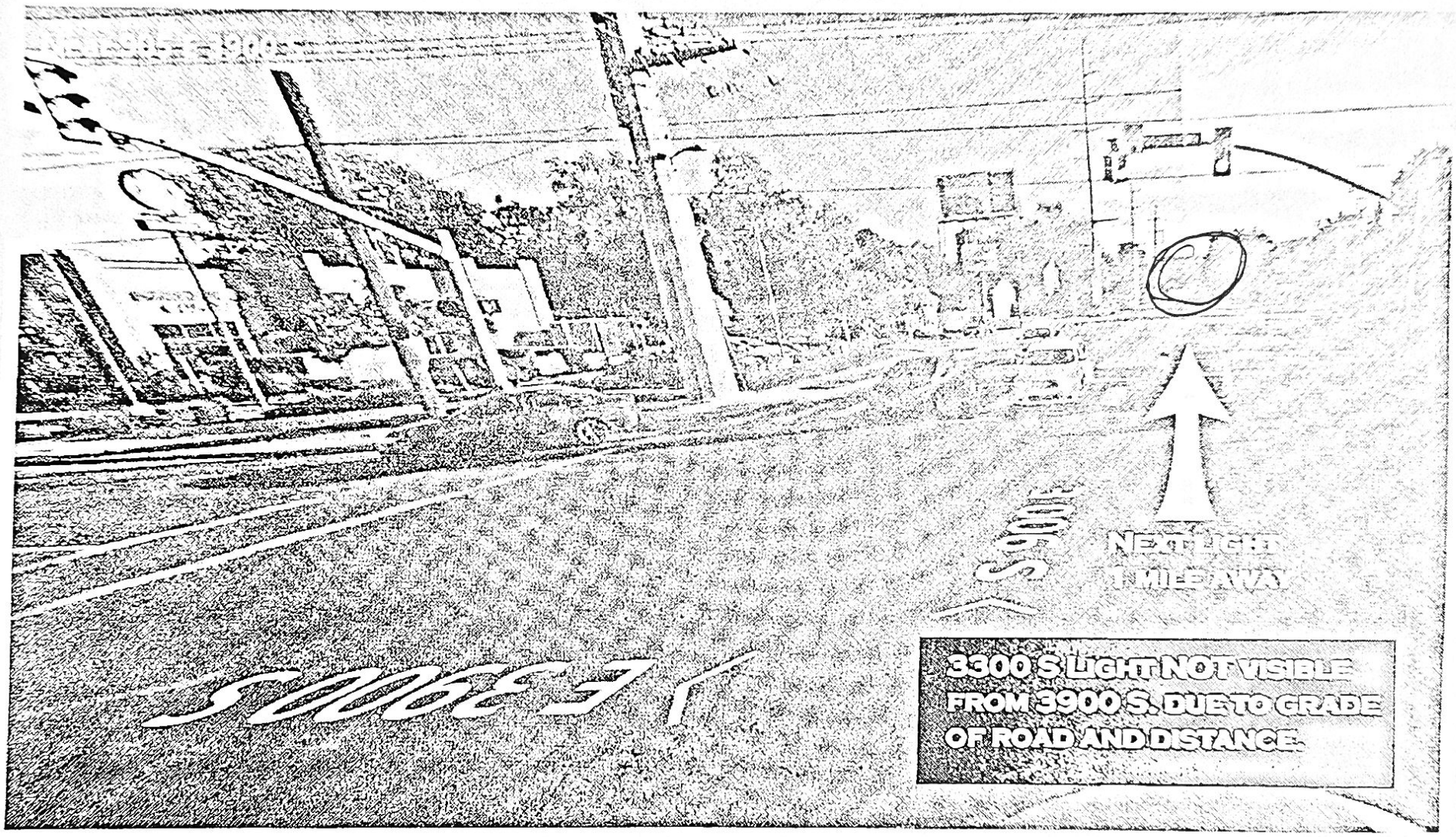
E! Not W!

Not one original written statement witness states they observed the KIA collide with another moving vehicle. Detective M[redacted] falsely represents witnesses of collisions within his own paraphrased statements.

Pg 15
Append

Many witnesses are only alleged witnesses that phoned the police after the news program.

(#3 and #4)
THE TWO DRIVER WITNESSES WALKED AWAY FROM THE ACCIDENT AND THEIR CARS WERE MOVED.



Investigate witness tie-ins to drivers in the accident — many were phone-ins. (Same ward?)

No witness on 3900 S. would have it possible to observe a car accident on 3300 S. (1 mile away) - light not visible.
False witness

Pg 15 Append

TORT LAW

Legal Remedies for False Statements in Car Accident Cases

Explore legal strategies and remedies for addressing false statements in car accident cases, focusing on fraud elements and insurance claim impacts.

LegalClarity Team

Published Nov 22, 2024

False statements in car accident cases can significantly alter legal proceedings and insurance claims, complicating justice and resulting in financial repercussions. Addressing these falsehoods is essential for fairness and accuracy in resolving disputes from vehicular accidents.

Legal Grounds for Suing

When dealing with false statements in car accident cases, individuals may explore various legal avenues for redress. One primary ground is defamation, which includes libel and slander. If a false statement damages another's reputation, the aggrieved party may pursue a defamation claim, requiring proof that the statement was false, communicated to a third party, and caused harm.

Another potential ground is intentional infliction of emotional distress, applicable when false statements are so extreme they cause severe emotional distress. The plaintiff must prove the conduct was intentional or reckless and that the distress was severe.

Negligent misrepresentation is also viable. This occurs when a party makes a false statement without reasonable care, leading another to rely on the misinformation to their detriment. In car accident cases, this might involve false statements about the accident's circumstances or the extent of injuries.

PG 15 Append

Elements of Fraud in Claims

Fraudulent claims in car accident cases can distort justice and result in unwarranted financial burdens. To establish fraud, several elements must be demonstrated. The first is intentional misrepresentation of a material fact, where false information significantly affects the case's outcome. For example, falsifying accident details or exaggerating injuries can influence legal and insurance proceedings.

The second element is knowledge of the falsehood. The claimant must have known the information was false when presented, distinguishing fraud from misunderstandings. For instance, knowingly submitting fabricated medical documents demonstrates this knowledge.

The third component is the intent to induce reliance, where the perpetrator intends for the other party to rely on the false statement, leading them to act or refrain from acting. This reliance often results in decisions based on deceit, such as settling a claim under false pretenses.

Reliance by the victim on the false representation is crucial. The victim must have acted upon the misrepresentation, believing it to be true. This reliance should be reasonable, meaning a reasonable person would have been similarly misled. For example, accepting a settlement offer based on exaggerated repair costs highlights the victim's reliance on fraudulent assertions.

Finally, the element of damages completes the fraud equation. The victim must suffer a quantifiable loss as a direct result of the reliance on the false statement, such as financial losses or increased insurance premiums. Without demonstrable damages, a fraud claim may not stand in court.

Pg 15 Append

False statements in car accident cases can profoundly affect insurance claims, complicating the entire process. Insurance companies rely on accurate information to assess liability and determine compensation. When falsehoods enter the mix, they can lead to miscalculations in fault assessment, potentially resulting in unjustified payouts or denial of legitimate claims. A fabricated account of the accident might lead to incorrect liability assignment, affecting compensation for the innocent party.

False statements can also trigger an investigation by the insurance company, delaying claim resolution. Insurers must scrutinize discrepancies or suspicious details, involving witness interviews, vehicle damage examination, or expert assessments. Such investigations extend claim processing timelines and increase administrative costs, potentially leading to higher premiums for policyholders.

Insurance fraud, including false statements, is a criminal offense in many jurisdictions. Insurers must report suspected fraudulent activities to authorities, leading to severe legal consequences for the perpetrator. This adds complexity for all parties, as legal proceedings can further complicate and prolong the claims process. A party found guilty of insurance fraud might face penalties, including fines or imprisonment.

Gathering Evidence

Gathering evidence in car accident cases where false statements are suspected demands careful attention to detail. Central to this task is collecting physical evidence from the accident scene, such as photographs, video footage, and vehicle damage assessments. This tangible evidence provides an objective basis for understanding the events, allowing for a clearer distinction between truthful and misleading accounts.

Witness testimonies play a pivotal role in corroborating or challenging narratives. Engaging with witnesses promptly ensures their memories are fresh and details accurately recorded. Their perspectives can illuminate inconsistencies in statements, strengthening the case against falsehoods. Additionally, obtaining police reports can offer insights into initial observations and discrepancies noted by responding officers.

Expert analysis further enriches the evidence-gathering process. Accident reconstruction

Pg 15 Append

Defenses Against False Claims

Navigating false statements in car accident cases requires a robust defense strategy. Defendants must protect themselves against allegations that could unfairly shift liability or result in unwarranted financial consequences. One approach is challenging the credibility of the plaintiff's narrative, examining inconsistencies or improbabilities within their account. Legal counsel plays a crucial role in dissecting claims and exposing falsehoods.

No counter-narrative after car hit out of the blue.

Documentation is another cornerstone of an effective defense. By maintaining thorough records of the accident scene, medical evaluations, and communications related to the incident, defendants can construct a solid evidentiary foundation to refute misleading assertions. This documentation serves as a tangible counter-narrative, discrediting false claims and supporting the defendant's version of events. Leveraging technology such as dashcam footage or telematics data can provide irrefutable evidence of the accident's circumstances.

Testimony from independent witnesses and experts can also bolster a defense against false claims. Witnesses present at the scene can offer impartial accounts that either corroborate or refute the plaintiff's statements. Similarly, expert testimony, particularly from accident reconstruction specialists or medical professionals, can provide authoritative insights challenging the validity of the claims made. These testimonies add objectivity and expertise, making it difficult for false statements to withstand scrutiny. A strategic combination of these elements forms a comprehensive defense, safeguarding defendants from the repercussions of deceitful conduct in car accident litigation.

dependant on authority correct Reporting.

THE Unified police falsified their report and reconstruction for the car accident.

However — data present to make a correct computer simulation.

CDR analysis

The Hyundai Accent is supported by Hyundai software to access EDR (Electronic Data Recorder). Unified Police Department does not have a software kit to access the data. Officer B [redacted] authored warrant #2474871 to gain access to the data. I sent the module to the Orange County District Attorney's Office to complete the imaging. Investigator M. [redacted] #[redacted] of the OCDA completed the imaging on 08/01/2022 at 1454 PST. Investigator M. [redacted] returned the EDR module and transmitted the image of the EDR for analysis.

I reviewed the data limitations for the image. This ACU (Airbag Control Unit) can store up to two events where an event can be either a deployment event or non-deployment event. A deployment event is one where the system determines the airbag deployment is necessary. A deployment event can't be overwritten. A non-deployment event is one where the system was awakened by an event by determined the event was not to the level airbags needed deployment. This type of the event can be over-written by a subsequent event.

An ignition cycle is recorded when the vehicle's ignition is turned from OFF/Accessory to ON/RUN. In addition to the vehicle ignition, an ignition cycle counter will move when the EDR data is imaged.

Event data for the EDR is recorded along the longitudinal and lateral axis. Longitudinal forward direction is a positive value, lateral left to right is a positive value. Steering input in the counterclockwise direction is negative.

Change in velocity (Δv) and rollover angle is calculated in the EDR. Other pre-crash data (vehicle speed, Engine RPM, Engine throttle, Acceleration pedal, Service brake, ABS activity, Stability control, and Steering input) are recorded asynchronously in discreet intervals. This means if recorded time is in 0.5 second increments, the data may have been recorded at any time during the 0.5 second increment.

Time zero (T0) is not necessarily the moment of impact. T0 is one of the following:

- The system "wake-up" when the occupant restraint control algorithm is activated.
- The first point in the interval where ethe cumulative Δv is over 0.8 km/h and reached within a 20 ms time period along the longitudinal or lateral access.
- Deployment of a non-reversable deployment restraint

The image of the EDR showed one (1) recorded event with a completed record. Ignition cycles at event were recorded at 14766 with the imaging ignition cycle listed at 14767.

Change in velocity as the same number as speed when collision begins. x, y, + z axis z axis is a rollover

Pre-Crash Information (-5 ~ 0 sec)

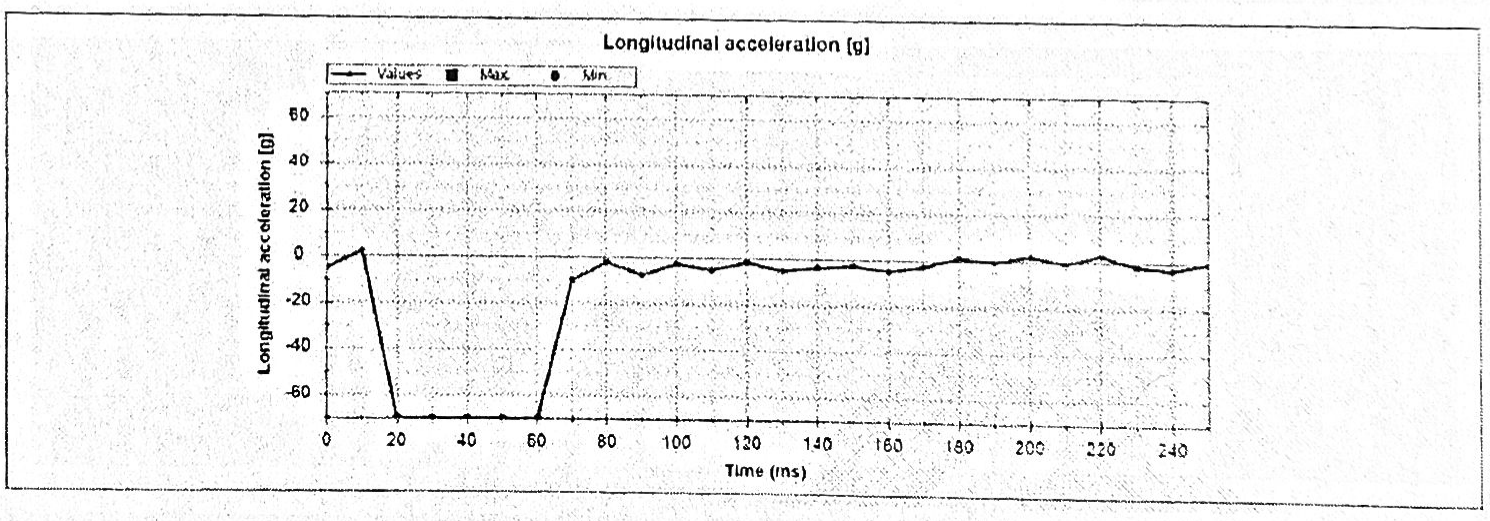
Time (sec)	Vehicle Speed (kph)	Engine RPM (rpm)	Engine Throttle (%)	Accelerator Pedal (%)	Service Brake (on/off)	ABS Activity (on/off)	Stability Control (on/off/engaged)	Steering Input (degree)
-5.0	61	1600	14	14	OFF	OFF	ON	0
-4.5	61	1600	14	14	OFF	OFF	ON	0
-4.0	61	1600	13	12	OFF	OFF	ON	0
-3.5	61	1600	13	12	OFF	OFF	ON	0
-3.0	60	1600	13	11	OFF	OFF	ON	0
-2.5	60	1600	12	10	OFF	OFF	ON	0
-2.0	60	1600	11	10	OFF	OFF	ON	0
-1.5	60	1600	12	10	OFF	OFF	ON	0
-1.0	60	1600	14	12	OFF	OFF	ON	0
-0.5	59	1600	15	13	OFF	OFF	ON	0
0.0	58	1600	16	14	OFF	OFF	ON	0

With discreet intervals of 0.5 seconds the speed pre-collision is listed from 61-58 km/h (38.1 to 36.3 mph). The fifth column lists the service brake, which shows off throughout the 5.0 seconds of pre-crash data.

System status at event show both the driver and passenger were wearing seatbelts at the time of the collision. Deployment event data showed the deployment command occurred at 17 ms.

The EDR recorded both a longitudinal and lateral crash pulse.

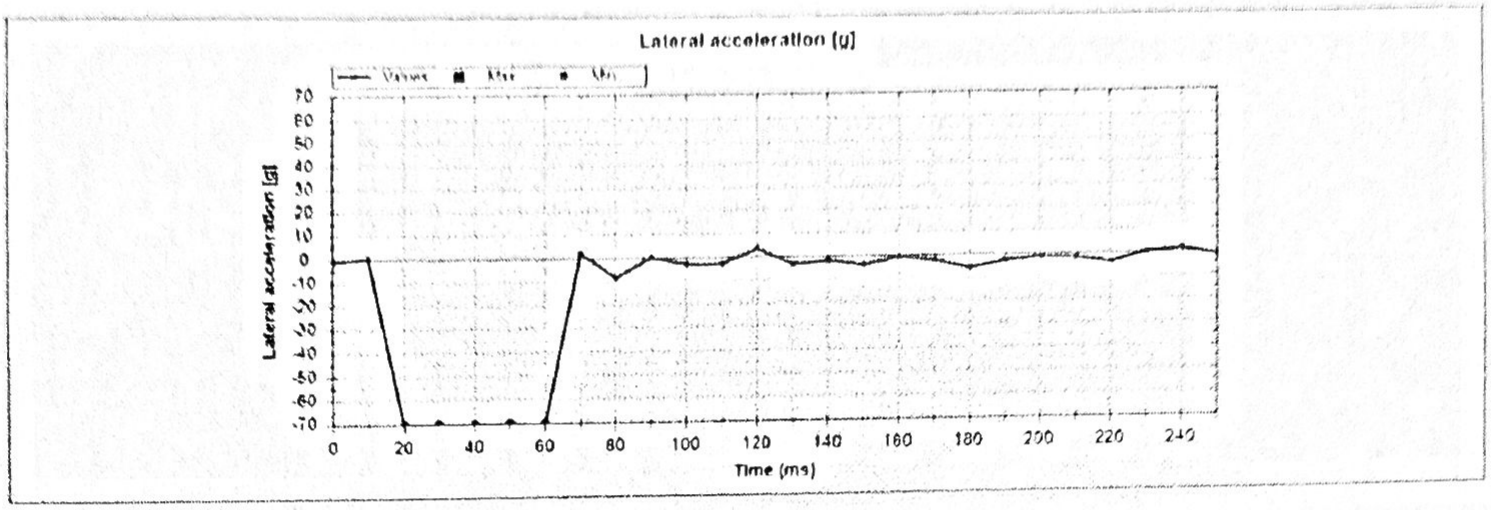
Longitudinal crash pulse_acceleration (g, 0 ~ 250msec)



→ original documentation needed, charges based on injury to a pregnant woman — needs proof she wore a seatbelt.

38 mph for initial speed-reduction — "continued" moving!

Lateral crash pulse_acceleration (g, 0 ~ 250msec)



Looking at the charts you can see between 20 and 60 ms the chart maxes out the range and 65 G's along the longitudinal and 70 G's laterally. This means the accelerometers are maxed out and data is underreported.

wrong - 52.5 kph (see pg 24)

After the crash pules in converted to km/h, the Δv along the longitudinal axis measured to -51 km/h (31.875 mph) and -84 km/h (52.5 mph) along the lateral axis. Referring to the data limitations the Δv along the longitudinal axis was front to rear and the Δv along the lateral axis.

I can use the data to determine the total Δv for the vehicle where:

$$\Delta v_{total} = \sqrt{\Delta v_{lateral}^2 + \Delta v_{longitudinal}^2}$$

$$\Delta v_{total} = \sqrt{(-84)^2 + (-51)^2}$$

$$\Delta v_{total} \approx 98.27 \frac{km}{h} \ (61.4\ mph)$$

← 84 wrong ≠ should be 52.5

In addition to the change in velocity, I can calculate the principal direction of force (*pdof*) where:

$$pdof = \tan^{-1} {}^{\Delta v_{lateral}}/_{\Delta v_{lonitudinal}}$$

$$pdof = \tan^{-1} {}^{-84}/_{-51}$$

$$pdof \approx 58.74°$$

The *pdof* and change in velocity of one vehicle area equal and opposite in relation to weight for the other vehicle. wrong - needs variable for ROAD conditions and relative directions of vehicles.

Speed Analysis

With this collision there are several circumstances which make a "traditional" momentum analysis difficult. Both involved vehicles struck other vehicles post impact. Determining a post collision velocity base on their movement to final rest is difficult and "slide to stop" equations are not practical because there is no way to determine the change in velocity due to vehicle

#1's impact with the Honda CRV or the Hyundai's change in velocity from either its contact with the GMC Sierra or Saturn Vue. TO determine the speed of the vehicles pre, post and change in velocity I must use the law of sines. As stated, there is a direct the relation between the change in velocity of the involved vehicle in relation to weight. In addition, there is also a direct correlation in the principal direction of force in relation to their center of mass's movement just prior to the collision.

Using the data collected from the Hyundai Accent I can calculate the change in velocity of the Kia where:

$$\Delta v_{kia} = {}^{\Delta v_{hyundai} w_{hyundai}}/_{w_{kia}}$$

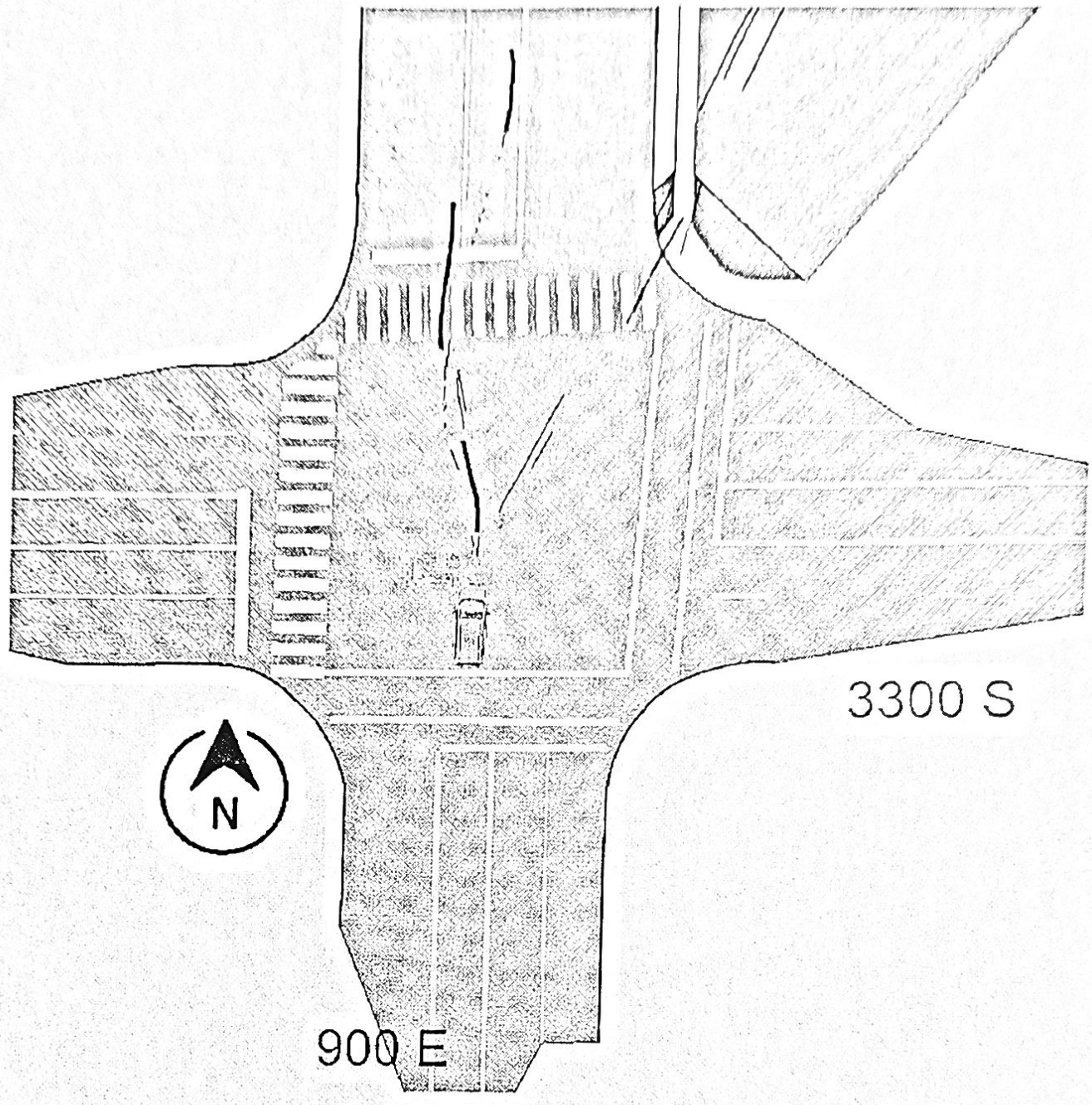
I used published data to determine the curb weights of each vehicle. The cub weight of the Hyundai is published at 2546, Mr. Gonzales listed weight is 150 and his wife was estimated to weigh 125 making the total weight of the Hyundai 2821. The published curb weight of the Kia is 4387 with Ms. Brinker's listed weight of 210 make the total weight of the Kia 4597. Using the above formula, I found the change in velocity (Δv) of the kia:

$$\Delta v_{kia} = {}^{61.4 \times 2546}/_{4597}$$
$$\Delta v_{kia} \approx 37.68\ mph\ (55.27\ fps)$$

Witness statements and evidence places the area of impact in line with the northbound left turn lane and #1 eastbound through lane.

Using the scale drawing I can place the involved vehicles at the point of first contact.

phone-in witnesses and no statement from actual driver.

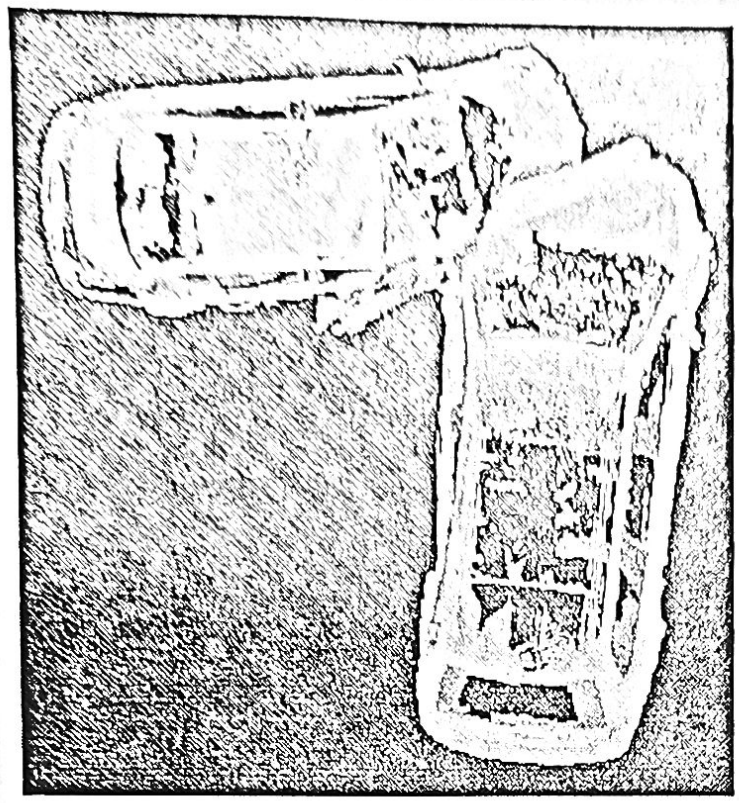


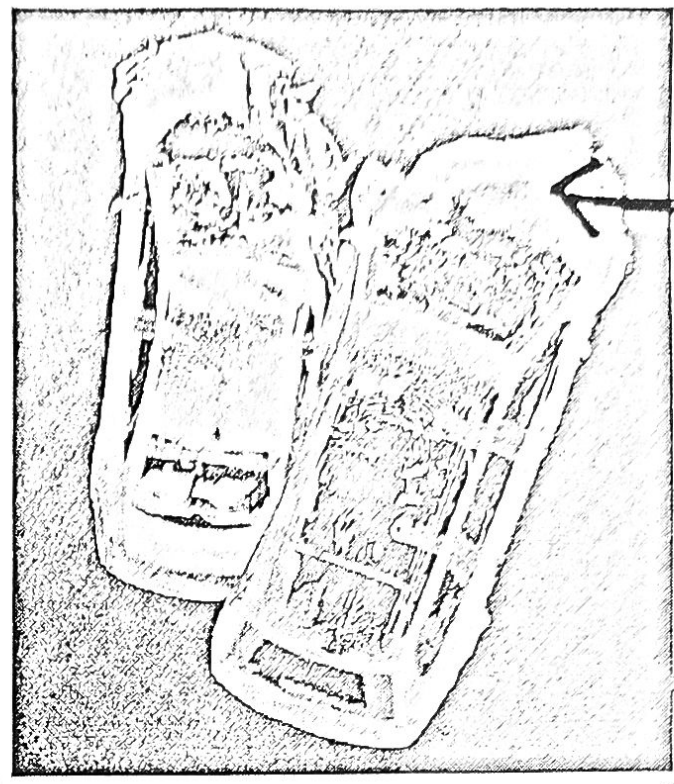
I used the FARO point cloud data filtered through Cloud Compare software to determine the vehicles spatial relation at maximum engagement and their secondary impact.

+ranslation - he took the drawing with his false fluid trail and added a drawing of cars.

(3D damage image to put 2 different damages on 2 different cars, together.

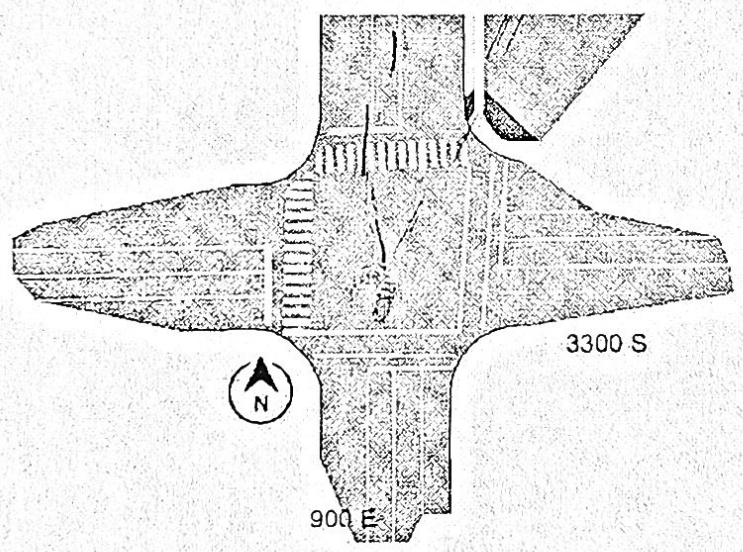
If only a 2 car accident, OK it would work.

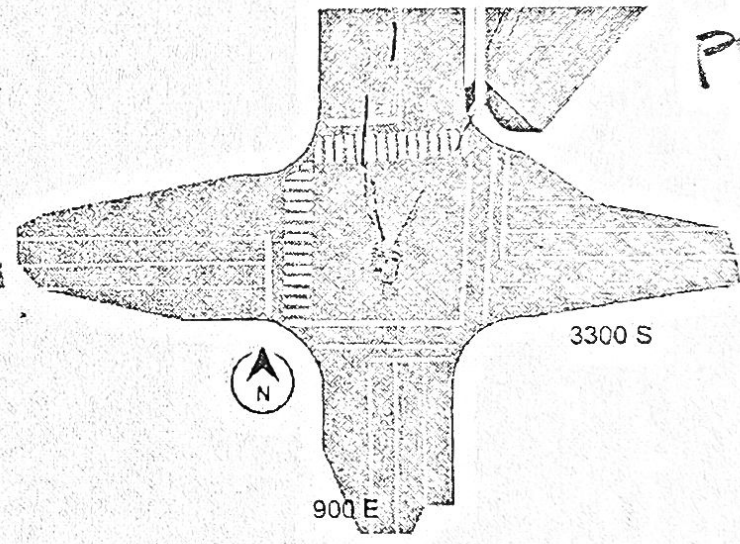




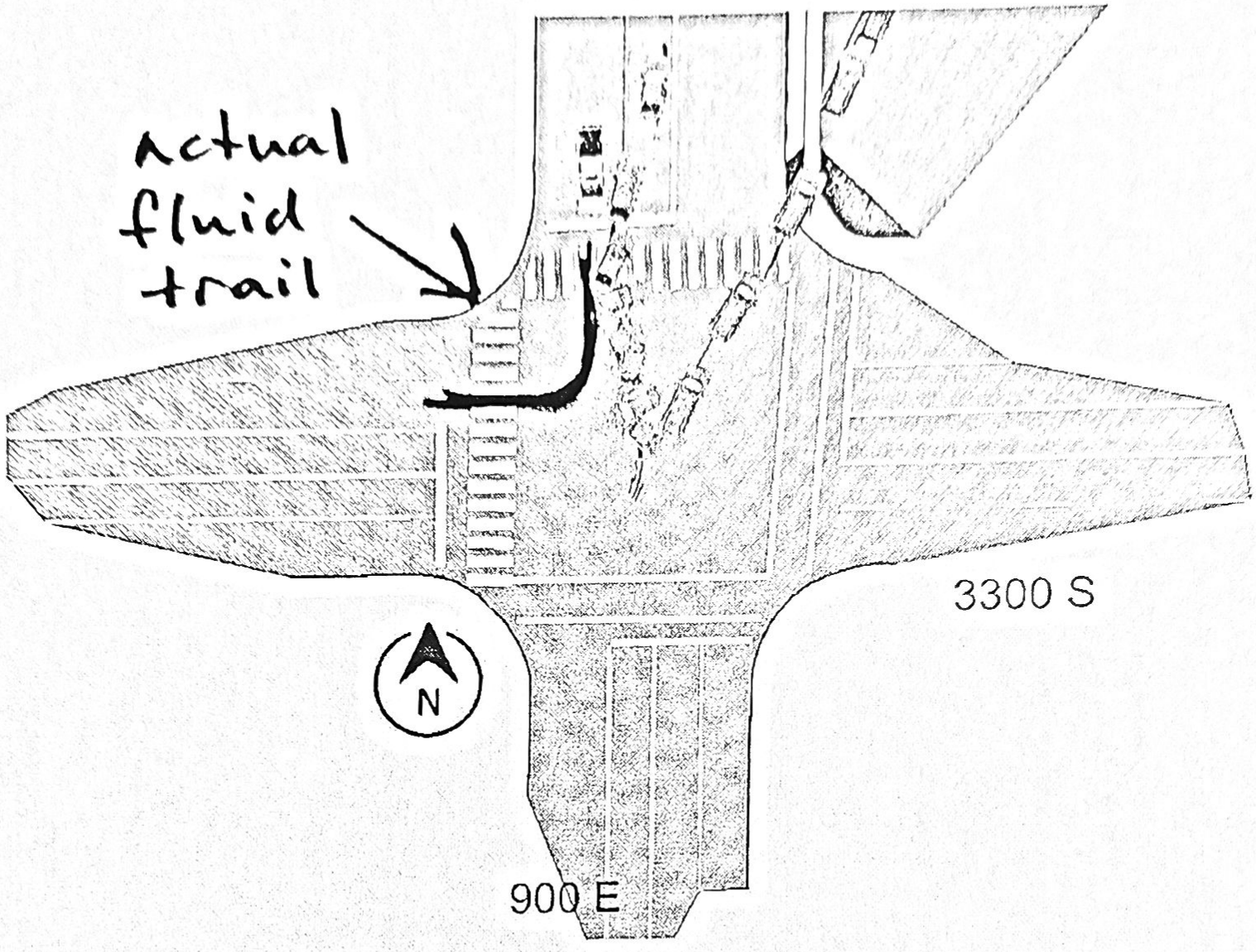
KIA front end damage came from secondary collision w/ Honda parked car

I can use this information to place the vehicles through their movement on scene to determine the angular relationship between the vehicles at first touch, maximum engagement, post separation toward final rest.

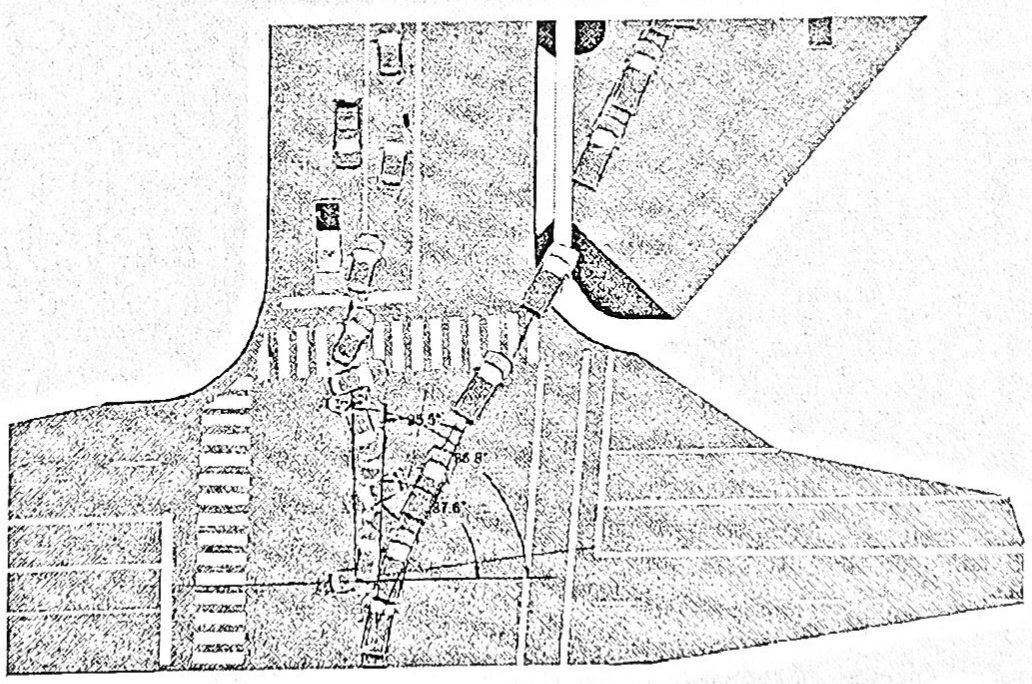




Cars colliding in this fashion hit <u>both</u> fronts together. Right headlight intact on KIA.

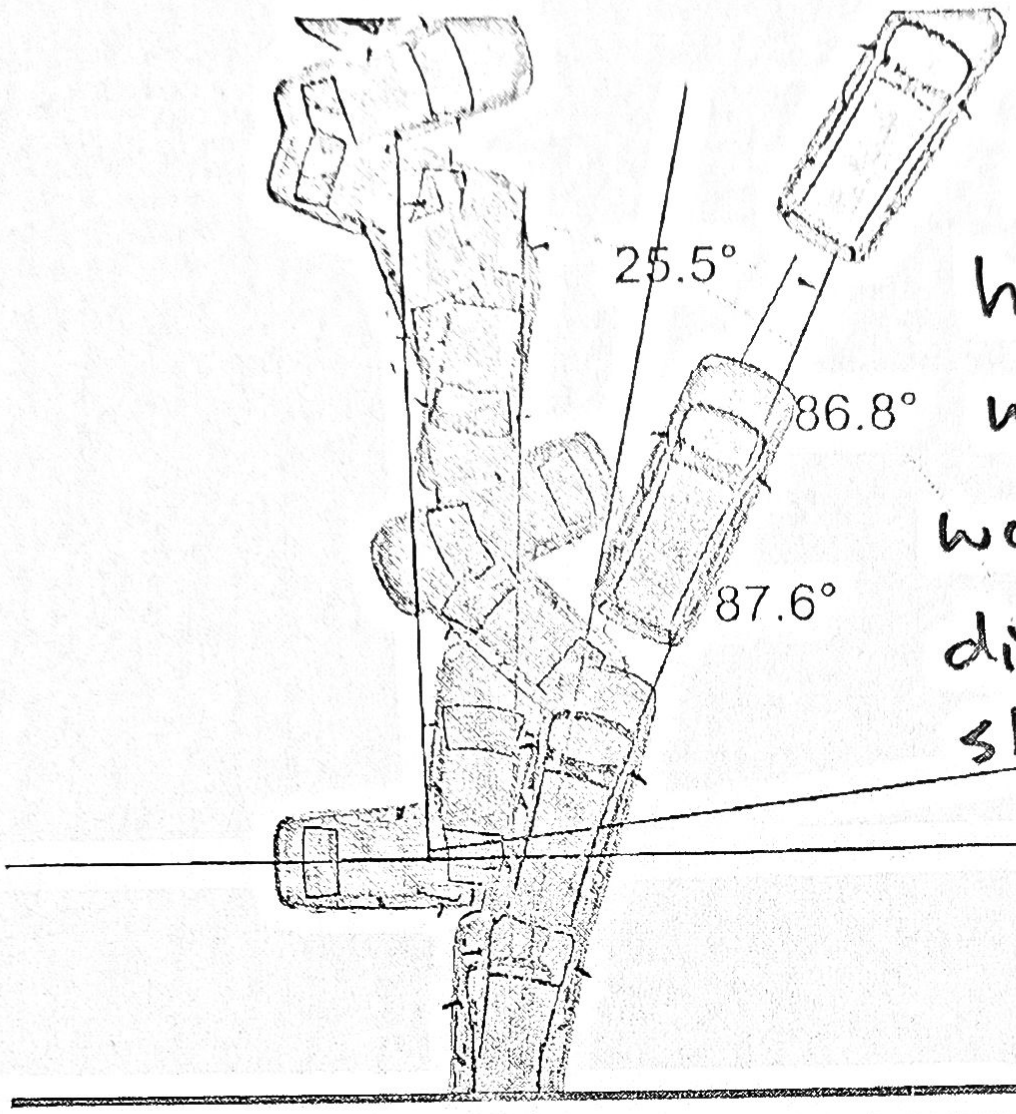


With the vehicle movement determined I can measure the difference in approach and change in direction post impact for both vehicles.



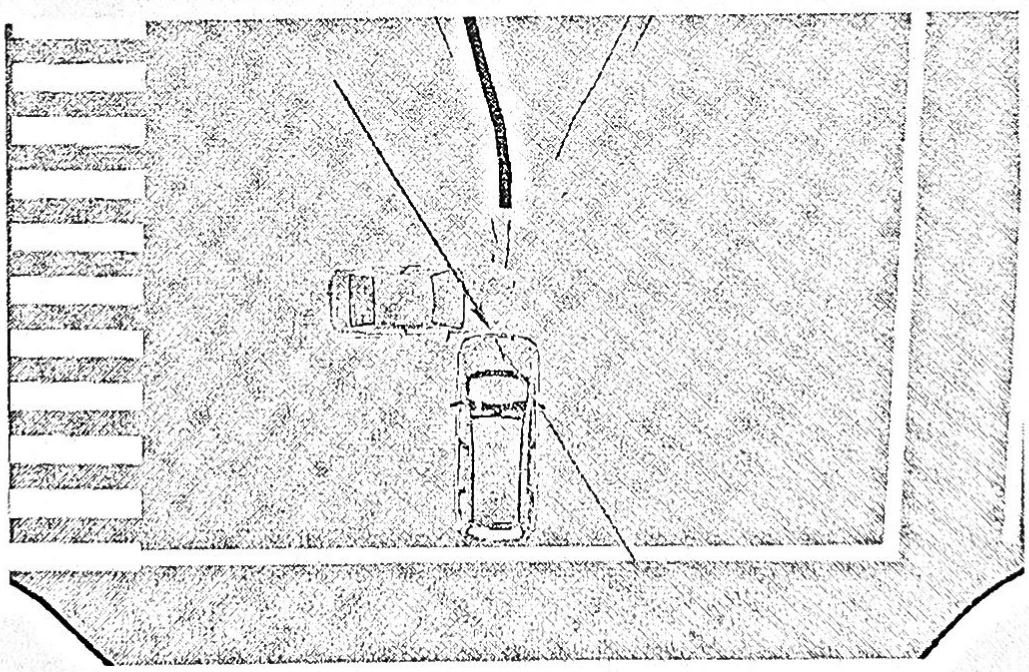
more drawings from falsified fluid trails.

#2 car obviously rolled rather than spinning while on a plane. no slick road.



Nope.
If collision happened this way, both cars would go different directions than shown.

I found the difference in approach was approximately 87.6°, change in direction (Δθ) for the Hyundai was approximately 86.8°, and the Δθ for the Kia was measured at approximately 25.5°.



The pdof is represented in the above illustration. The force in the collision is equal and opposite. The pdof was calculated using the data from the EDR located in the Hyundai. When that information is applied to the Hyundai (redline) the force on the Kia is equal and opposite and represented by the green line. The force on the Hyundai was calculated at approximately

just very false. Calculations can be made, but by computers - no "equality" of force exists at right angles.

58.7°. When considered in relation to the direction of travel of the Kia the pdof was found to be approximately 33.7°.

With pdof, Δθ, and Δv known I can calculate pre and post velocities for both vehicles where:

Kia is supposed to be car #1

car #2?

car #1?

Sines and Cosines [redacted]

side impact y/n		Y					
Vehicle #1		Hyundai		Vehicle #2		Kia	
	wt	2821			wt	4597	
difference in app Φ	Δx	-31.88			Δx		
87.6	Δy	-52.50			Δy		
	Δv		61.42		Δv	37.69	
	ΔΦ	86.80			ΔΦ	25.5	
	v	36.88			v		
adjusted difference in app Φ	pdof		58.73		pdof	33.67	49.4
87.6	Φ						
	adj ΔΦ	86.80			adj ΔΦ	25.50	

car two was at 38 mph

car one was at 23 mph when hit

		34.47				120.83			
	v'	52.58	Δv 61.42			v' 48.54	Δv 37.69		
adj ΔΦ 86.80				pdof 58.73	adj ΔΦ 25.50			pdof 33.67	
	v	36.88				v			
		34.82				75.18			
						75.18			

→ 46 mph force = no continuing after hit — gas caused acceleration after collision

a b=sinA/sinB
a √(b²+c²-2bc(cosA))

A sin⁻¹(a×sinB/b)
A cos⁻¹((b²+c²-a²)/(2bc))

given information
v' Φ
Δv ΔΦ 86.80
v 36.88 pdof

Hyundai

sine

v 61.42136761746688×sin34.46771855749548/sin86.8
v 61.42136761746688×0.5659418199665338/0.998440764181581
v 34.81520568998628

v' 34.81520568998628×sin58.73228144250468/sin34.46771855749548
v' 34.81520568998628×0.8547514006358638/0.5659418199665338
v' 52.58198771863358

Δv 34.81520568998628×sin86.8/sin34.46771855749548
Δv 34.81520568998628×0.998440764181581/0.5659418199665338
Δv 61.42136761746688

cosine

v √(61.42136761746688²+52.58198771863358²-2×61.42136761746688×52.58198771863358×cos34.46771855749548)
v √(3772.58444+2764.865432442538-5325.351285206488)
v √(1212.098547236058)
v 34.81520568998628

v' √(61.42136761746688²+34.81520568998628²-2×61.42136761746688×34.81520568998628×cos58.73228144250468)
v' √(3772.58444+1212.098547236058-2219.817514793528)
v' √(2764.865432442538)
v' 52.58198771863358

Δv √(34.81520568998628²+52.58198771863358²-2×34.81520568998628×52.58198771863358×cos86.8)
Δv √(1212.098547236058+2764.865432442538-3661.305436025118)
Δv √(3772.58444)
Δv 61.42136761746688

ΔΦ sin⁻¹(61.42136761746688×sin58.73228144250468/52.58198771863358)
ΔΦ sin⁻¹(61.42136761746688×0.8547514006358638/52.58198771863358)
ΔΦ sin⁻¹(0.998440764181581)
ΔΦ 86.8

pdof sin⁻¹(52.58198771863358×sin86.8/61.42136761746688)
pdof sin⁻¹(52.58198771863358×0.998440764181581/61.42136761746688)
pdof sin⁻¹(0.854751400635863)
pdof 58.73228144250468

ΔΦ cos⁻¹((52.58198771863358²+34.81520568998628²-61.42136761746688²)/(2×52.58198771863358×34.81520568998628))
ΔΦ cos⁻¹((2764.865432442538+1212.098547236058-3772.58444)/(2×52.58198771863358×34.81520568998628))
ΔΦ cos⁻¹((204.3795739678574)/(3661.305436025118))
ΔΦ cos⁻¹(0.055821504993164)
ΔΦ 86.8

pdof cos⁻¹((61.42136761746688²+34.81520568998628²-52.58198771863358²)/(2×61.42136761746688×34.81520568998628))
pdof cos⁻¹((3772.58444+1212.098547236058-2764.865432442538)/(2×61.42136761746688×34.81520568998628))
pdof cos⁻¹(2219.817514793528/4276.765094724736)
pdof cos⁻¹(0.519037612424215)
pdof 58.73228144250468

Φ cos⁻¹((52.58198771863358²+61.42136761746688²-34.81520568998628²)/(2×52.58198771863358×61.42136761746688))
Φ cos⁻¹((2764.865432442538+3772.58444-1212.098547236058)/(2×52.58198771863358×61.42136761746688))
Φ cos⁻¹(5325.351285206488/6459.315195446611)
Φ cos⁻¹(0.824445180962912)
Φ 34.46771855749548

no proofs they ever collided with each other. 6-8 cars in the accident.

A [illegible]
A [illegible]

A sin⁻¹(a sin A/b)
A cos⁻¹((b²+c²−a²)/(2bc))

Given information

v'		Φ	
Δv	37.69	ΔΦ	25.50
v	[illegible]	pdof	33.67

Kia

sine

v 37.6919029908362·sin120.832281442505/sin25.5
v 37.6919029908362·0.858671266722322/0.430511095808235
v 75.177978747266

v' 75.177978747266·sin33.6677185574954/sin120.832281442505
v' 75.177978747266·0.554175601930612/0.858671266722322
v' 48.5364292892078

Δv 75.177978747266·sin25.5/sin120.832281442505
Δv 75.177978747266·0.430511095808235/0.858671266722322
Δv 37.6919029908362

ΔΦ sin⁻¹(37.6919029908362·sin33.6677185574954/48.5364292892077)
ΔΦ sin⁻¹(37.6919029908362·0.554175601930612/48.5364292892077)
ΔΦ sin⁻¹(0.430511095808235)
ΔΦ 25.5

pdof sin⁻¹(48.5364292892077·sin25.5/37.6919029908362)
pdof sin⁻¹(48.5364292892077·0.430511095808235/37.6919029908362)
pdof sin⁻¹(0.554175601930612)
pdof 33.6677185574954

cosine

v √(37.6919029908362²+48.5364292892077²−2×37.6919029908362×48.5364292892077×cos120.832281442505)
v √(1420.6795510706+2355.78496814626−−1875.26396330752)
v √(5651.72848852438)
v 75.177978747266

v' √(37.6919029908362²+75.177978747266²−2×37.6919029908362×75.177978747266×cos33.6677185574954)
v' √(1420.6795510706+5651.72848852437−4716.62307144872)
v' √(2355.78496814625)
v' 48.5364292892076

Δv √(75.177978747266²+48.5364292892077²−2×75.177978747266×48.5364292892077×cos25.5)
Δv √(5651.72848852437+2355.78496814626−7297.74129914446)
Δv √(1420.6795510706)
Δv 37.6919029908362

ΔΦ cos⁻¹((48.5364292892077²+75.177978747266²−37.6919029908362²)/(2×48.5364292892077×75.177978747266))
ΔΦ cos⁻¹((2355.78496814626+5651.72848852437−1420.6795510706)/(2×48.5364292892077×75.177978747266))
ΔΦ cos⁻¹(6586.83390560002/7297.74129914446)
ΔΦ cos⁻¹(0.902585284349861)
ΔΦ 25.5

pdof cos⁻¹((37.6919029908362²+75.177978747266²−48.5364292892077²)/(2×37.6919029908362×75.177978747266))
pdof cos⁻¹((1420.6795510706+5651.72848852437−2355.78496814626)/(2×37.6919029908362×75.177978747266))
pdof cos⁻¹(4716.62307144872/5667.20216397818)
pdof cos⁻¹(0.832266599103959)
pdof 33.6677185574955

Φ cos⁻¹((48.5364292892077²+37.6919029908362²−75.177978747266²)/(2×48.5364292892077×37.6919029908362))
Φ cos⁻¹((2355.78496814626+1420.6795510706−5651.72848852437)/(2×48.5364292892077×37.6919029908362))
Φ cos⁻¹(−1875.26396930751/3658.86076858079)
Φ cos⁻¹(−0.512526736576231)
Φ 120.832281442506

This analysis shows the Hyundai was traveling at approximately 34.8 mph at impact. CDR data showed the Hyundai was traveling at 59 km/h (36.9 mph) a difference of 2.1 mph. When an error of +/- 3° is looked at I found at -2° the recalculated speed pre collision speed of the Hyundai was approximately 36.7 mph (0.1 mph difference) this has no affect on the measurements related to the Kia.

Looking at the calculations for the Kia I found the vehicle was traveling at approximately 75.2 mph at impact, with a change in velocity 37.7 mph and post collision speed of 48.5 mph. The two vehicles post collision speed were approximately 52.6 for the Hyundai and 48.6 for the Kia. Only a difference of 4 mph. With a post collision speed within such a close range a secondary collision is not uncommon. The posted limit for 3300 S is 35 mph and the posted limit for 900 E is 40 mph.

The data obtained from the EDR of the Hyundai showed the G forces recorded were maxed both longitudinally and laterally for approximately 40 ms. This creates an issue with under-reported values for total Δv. So, the stated calculations use an under-reported value which benefits vehicle #1 by under calculating the speed at impact. This makes the calculated value at impact a minimum number.

unconscious driver accelerated KIA After driver side hit. rebound # of 46 mph force. It was hit on side = NOT = the speed after hit!

→ Any point difference w/the calculations he used would increase margins for errors significantly.

Pg 25 append

No data for unconscious driver w/ vehicle #1 gas floored after initial collision to <u>side</u> of vehicle.

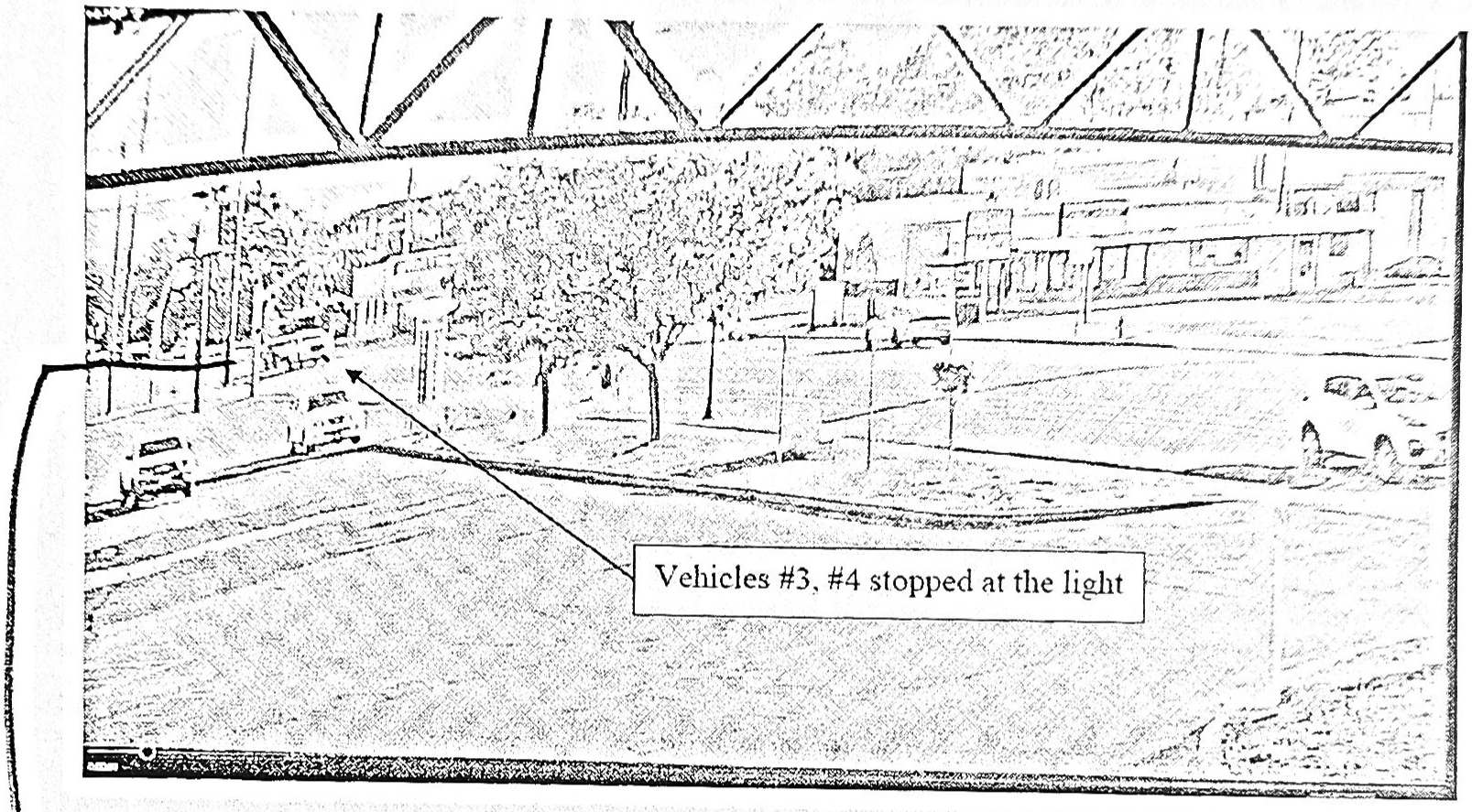
Tandom nature of KIA + Hyundai
38 ⟷ 46 22 ⟷ 23
are non-correlated and falsely matched. (as having had to have a collision)

They simply show the Hyundai struck something with it's front end while KIA was struck on the side. Why their values seem "opposite" or in relation to each other.

ONE IS TYPICAL OF A FRONT-END COLLISION AND ONE IS TYPICAL FOR BEING HIT ON THE <u>SIDE</u>

Video Analysis

Video Surveillance was copied from the monitors located at the Rancho Markets located just southwest of the intersection. Because the surveillance is a copy of a copy, I could not complete a time distance analysis based on frame rates. However, the video does show the intersection and vehicle travel but is not clear enough to see the color of the semaphores when the collision occurred.

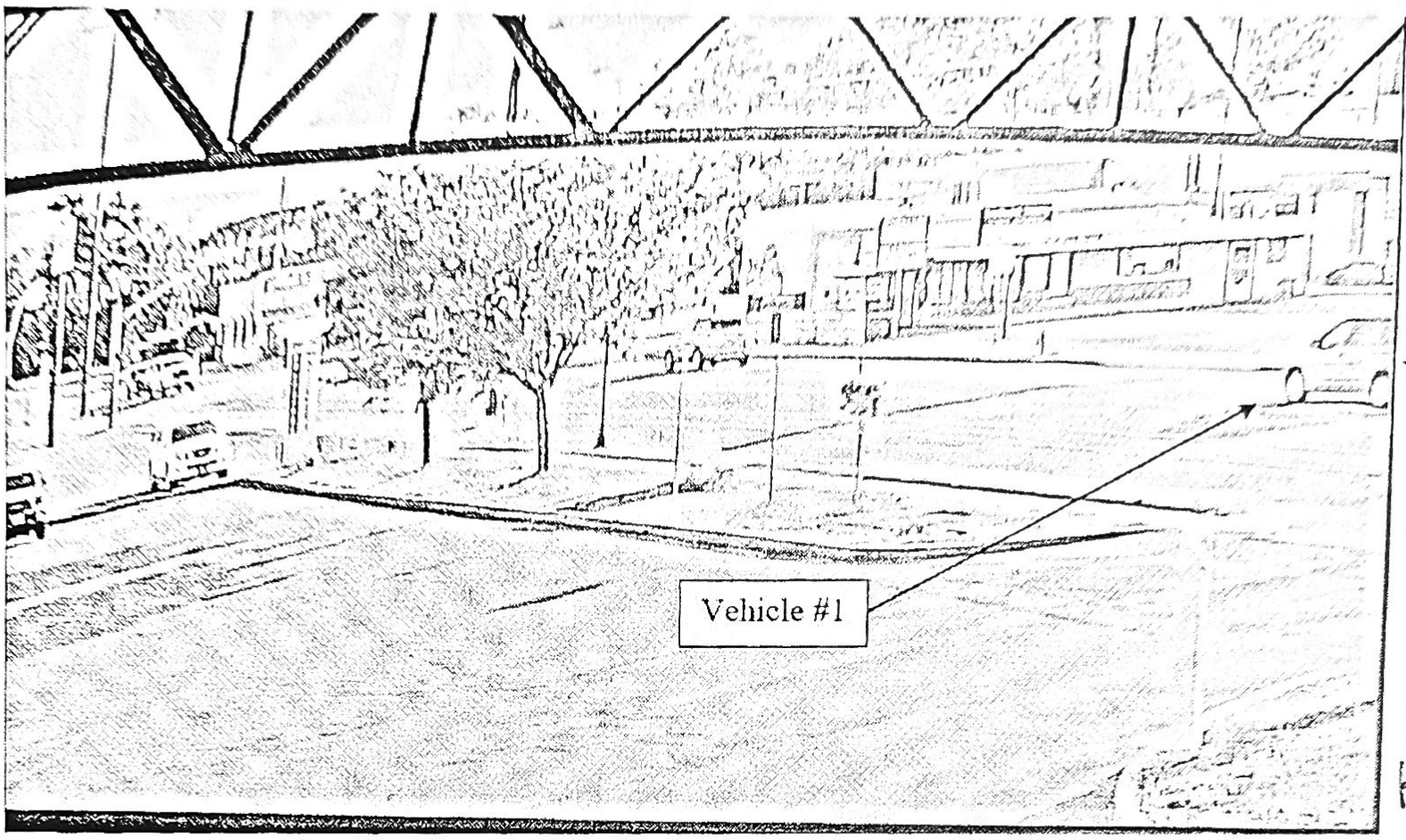


In this still you can clearly see vehicle #3 and vehicle #4 stopped in the southbound through lane at the intersection of 3300 S 900 E.

→ vehicles shown at the light are not a Saturn Vue and not a GMC longcab.

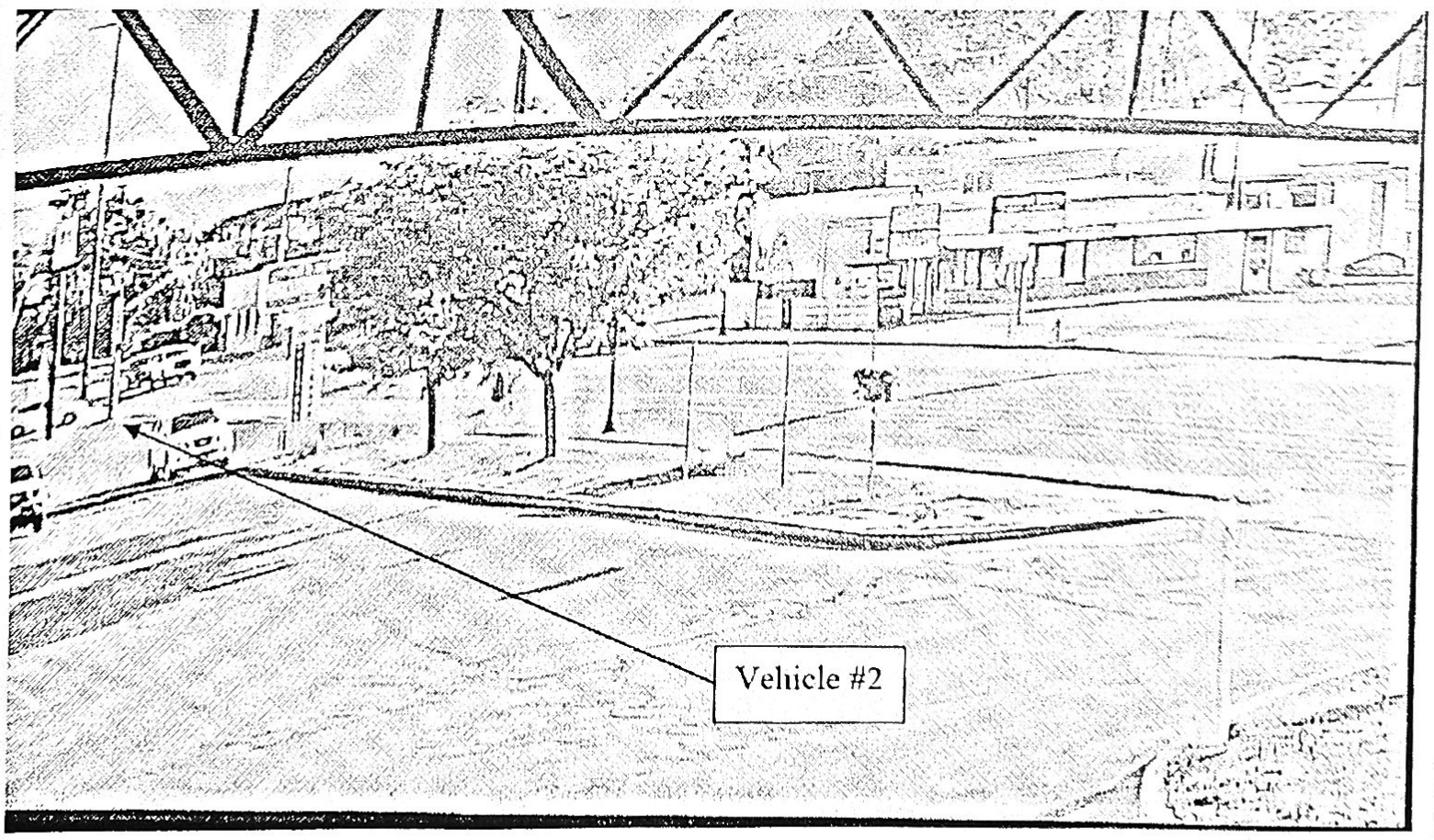
Vehicles #3 and #4 moved after collision.

At the 00:09 second mark vehicle #1 can be seen entering the screen shot from the right side of the frame (northbound).



NOT A KIA / KIA has

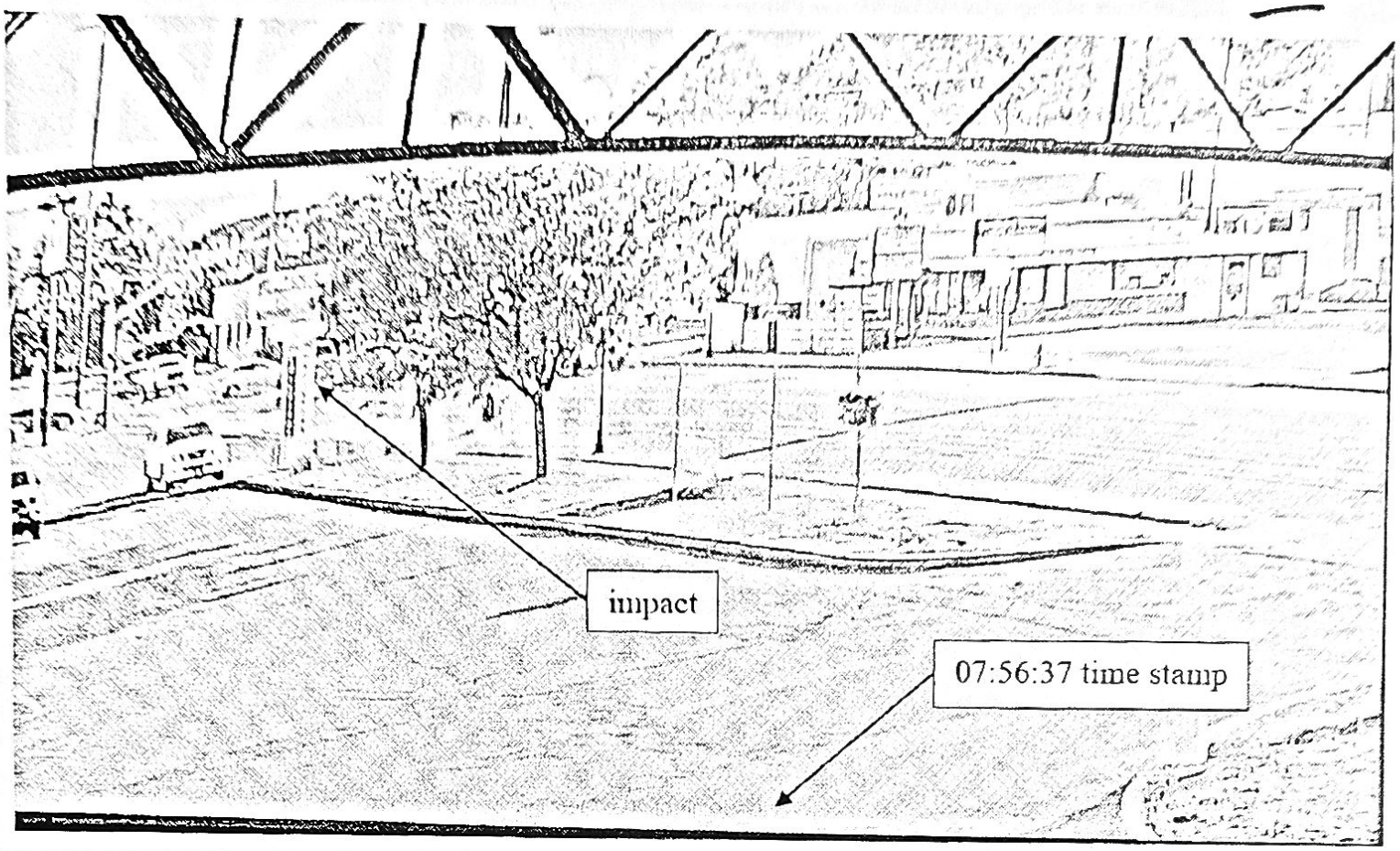
At the 00:11 mark vehicle #2 can be seen entering the frame form the left side (eastbound) while vehicle #1 is behind the two trees located on the park strip of the west side of 900 E.

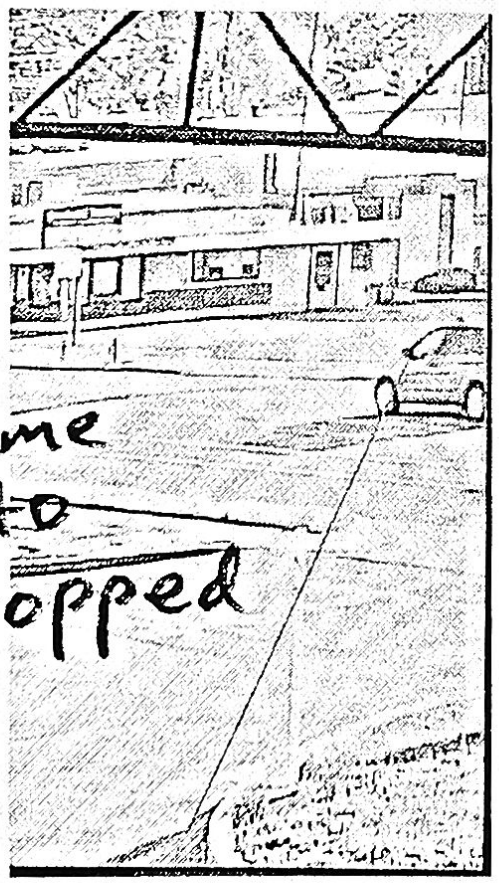


No square wheel well

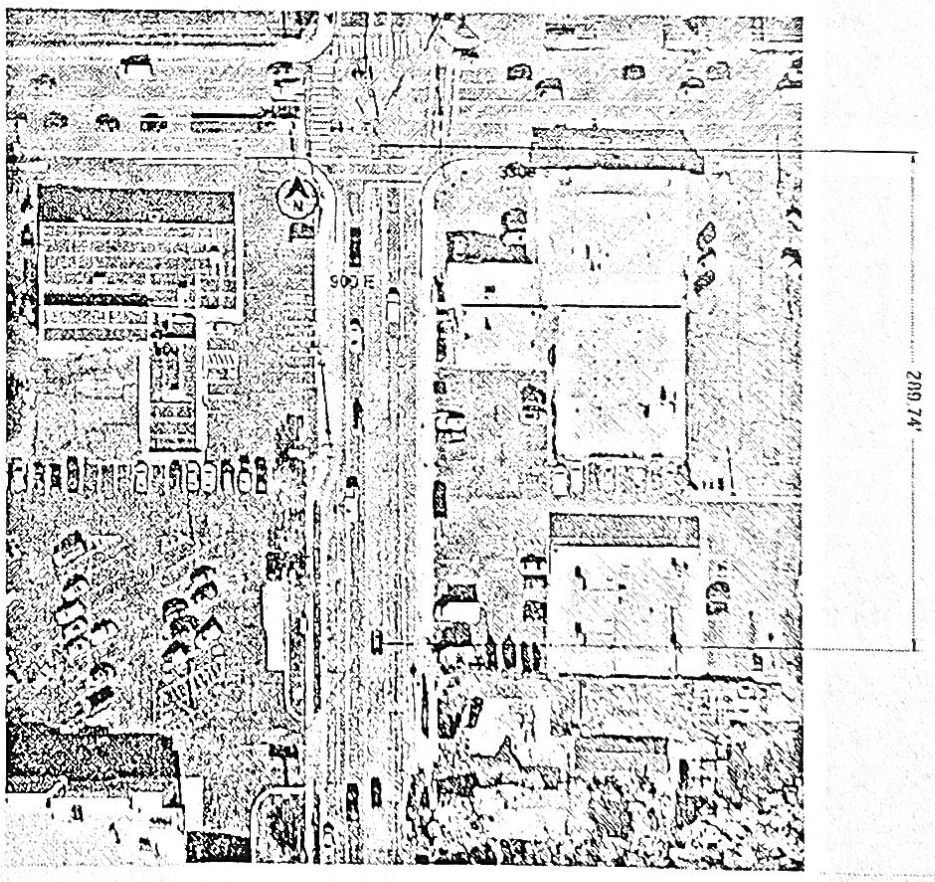
Very strange place for market to point a camera - NOT its lot.

The impact occurs at the 00:12 mark.





Same photo - cropped



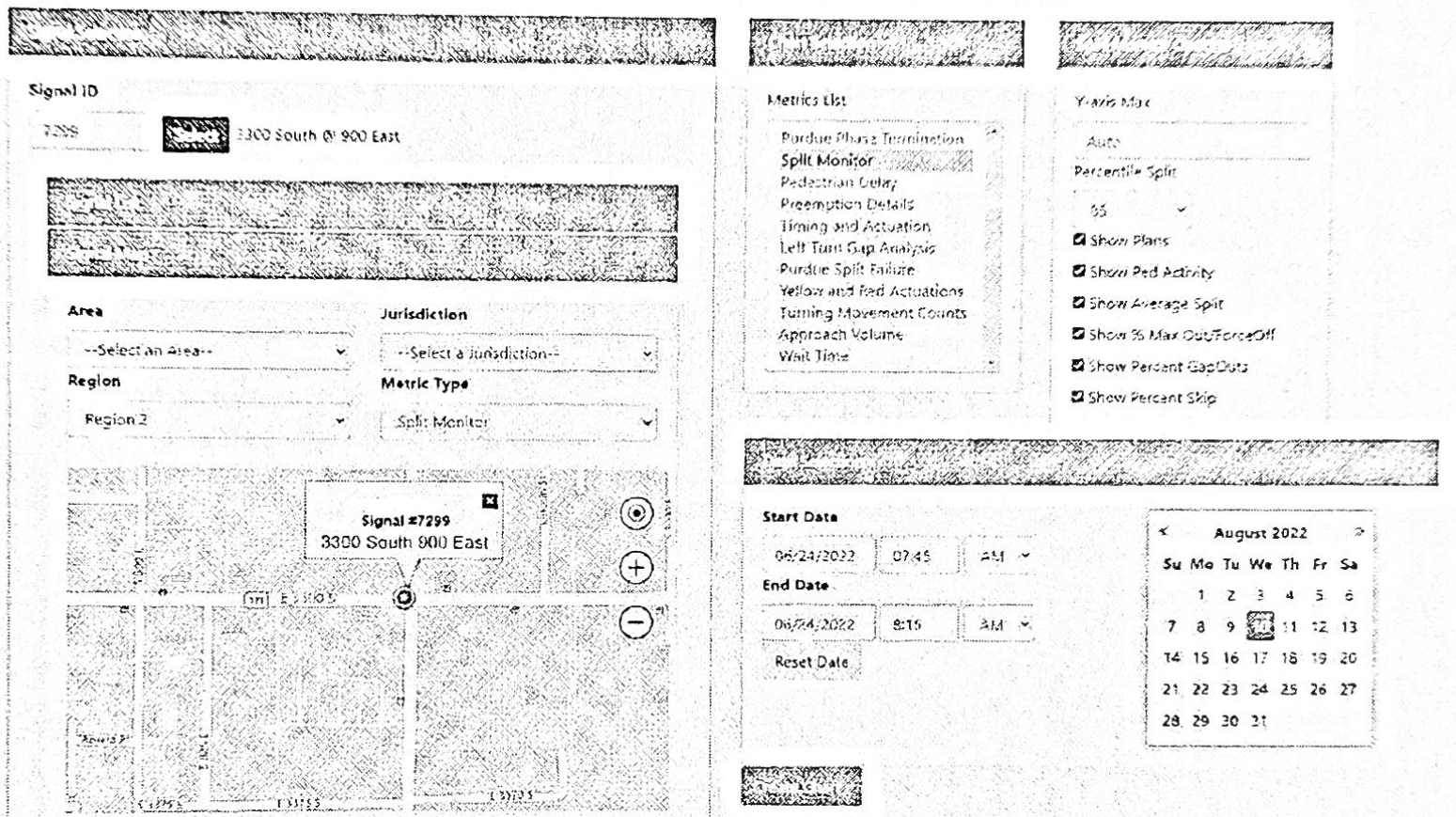
Although the video can't be used for accurate calculations, I can reference off similar landmarks to gain a rough estimate of how far the vehicle traveled from its first visibility to the area of impact. The distance the vehicle traveled was approximately 289.7 feet.

no two photos of car on road for determining speed. D/T = R

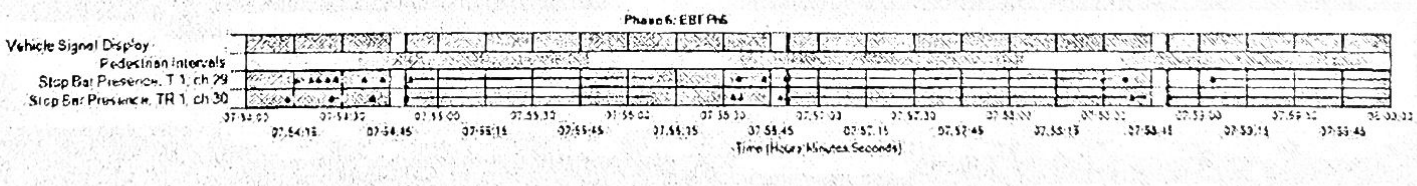
Light Timing

This vehicle collision was report at 0757 hrs. The intersection is controlled by either three (3) stage semaphores for through travel or "dog house" style semaphores for left turning vehicles. Light timing for the specific time and date can be accessed on the ASTPM website: https://udottraffic.utah.gov/ATSPM/DefaultCharts/Index

I checked light timing for the day and time listed under signal ID 7299 (3300 South @ 900 E).



I found the during the time between 07:54 and 08:00 phase 4 (East bound through) was listed as follows:

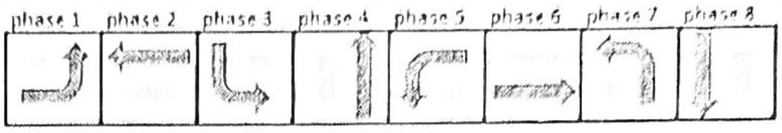


At the time shown in the time stamp from the surveillance video (07:56:37) the light for eastbound through was green.

So if accident at precisely 7:57, Northbound had the green light?

When I looked at controller event logs, I could see the following information:

phase 1	phase 2	phase 3	phase 4	phase 5	phase 6	phase 7	phase 8



signal	time	code	parameter	phase 2	phase 3	phase 4	phase 6	phase 7	phase 8
7299	56:34.8	81	19	green	red	red	green	red	red
7299	56:34.8	82	29	green	red	red	green	red	red
7299	56:35.2	22	6	green	red	red	green	red	red
7299	56:35.2	47	7	green	red	red	green	red	red
7299	56:35.2	49	7	green	red	red	green	red	red
7299	56:35.2	81	30	green	red	red	green	red	red
7299	56:35.2	151	6	green	red	red	green	red	red
7299	56:35.5	82	30	green	red	red	green	red	red
7299	56:36.4	82	19	green	red	red	green	red	red
7299	56:37.7	81	30	green	red	red	green	red	red
7299	56:38.7	81	19	green	red	red	green	red	red
7299	56:39.0	81	29	green	red	red	green	red	red
7299	56:40.4	2	3	green	red	red	green	red	red
7299	56:40.4	2	4	green	red	red	green	red	red
7299	56:40.4	2	8	green	red	red	green	red	red
7299	56:40.4	43	3	green	red	red	green	red	red
7299	56:40.4	47	4	green	red	red	green	red	red
7299	56:40.4	47	8	green	red	red	green	red	red
7299	56:40.4	49	8	green	red	red	green	red	red
7299	56:40.4	82	49	green	red	red	green	red	red
7299	56:40.4	82	50	green	red	red	green	red	red
7299	56:41.0	82	19	green	red	red	green	red	red
7299	56:42.7	82	29	green	red	red	green	red	red
7299	56:43.4	43	1	green	red	red	green	red	red
7299	56:43.4	82	27	green	red	red	green	red	red
7299	56:43.7	82	20	green	red	red	green	red	red
7299	56:45.2	3	2	green	red	red	green	red	red
7299	56:45.2	3	6	green	red	red	green	red	red
7299	56:45.2	6	2	green	red	red	green	red	red
7299	56:45.2	6	6	green	red	red	green	red	red
7299	56:45.2	7	2	green	red	red	green	red	red
7299	56:45.2	7	6	green	red	red	green	red	red
7299	56:45.2	8	2	yellow	red	red	green	red	red
7299	56:45.2	8	6	yellow	red	red	yellow	red	red
7299	56:45.2	23	2	yellow	red	red	yellow	red	red
7299	56:45.2	23	6	yellow	red	red	yellow	red	red
7299	56:45.3	49	4	yellow	red	red	yellow	red	red

By 7:57 Eastbound → Red

This shows the light for the eastbound through didn't turn yellow until 07:56:45.2. Further evaluation of the controller event logs shows the light for eastbound through turned to green at 07:55:47.7 and had a duration of 57.5 seconds, followed by a yellow clearance of 4.3 seconds. At the conclusion of the yellow clearance there is a 1.5 red clearance before southbound through and southbound left turns changed to green. Northbound through was red between 07:55:46.2 and 07:57:11.0 (a total of 84.8 seconds). 26 seconds to go from yellow to red?

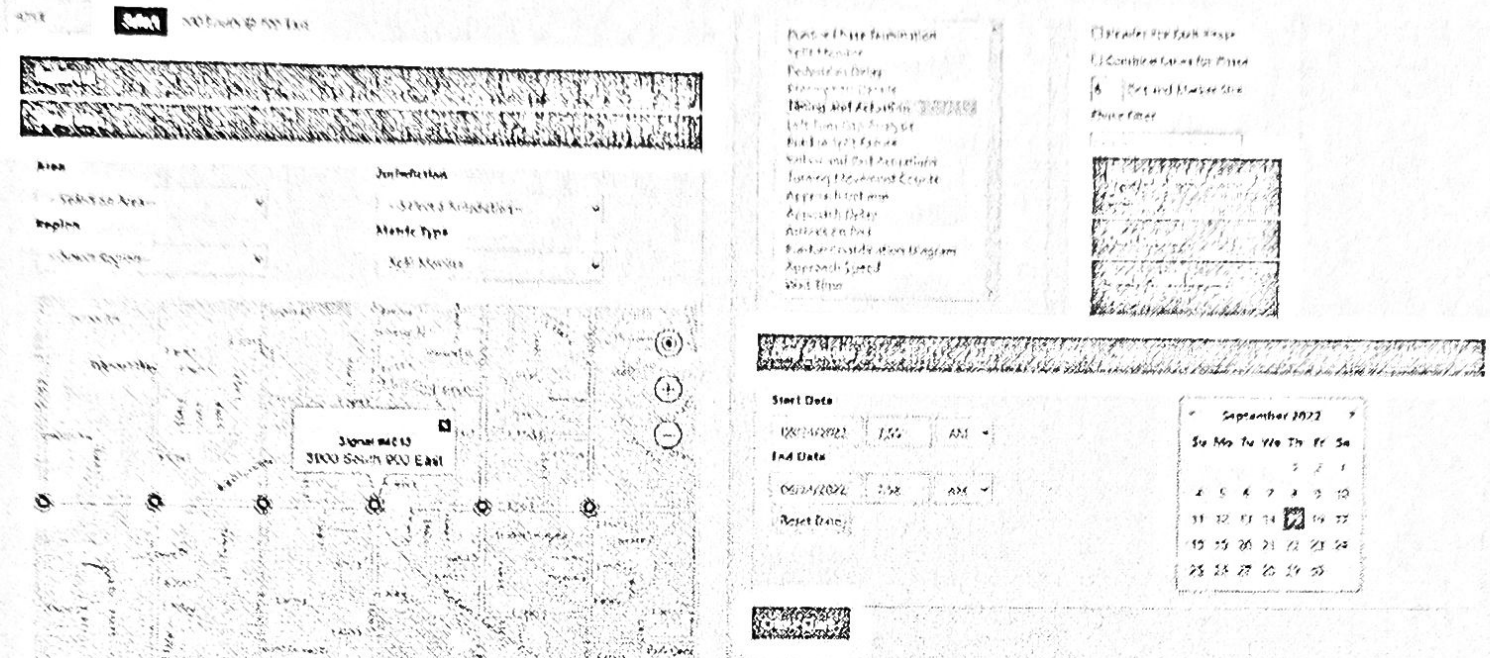
Traffic patterns in the video in conjunction with the light timing showed the light was red for northbound travel and had been for approximately 51 seconds prior to the collision.

While on scene I was advised one witness who left a written statement detailed the van running the light at 3900 S 900 E before it was involved in the collision at 3300 S 900 E. The witness was identified as Bret Bosen.

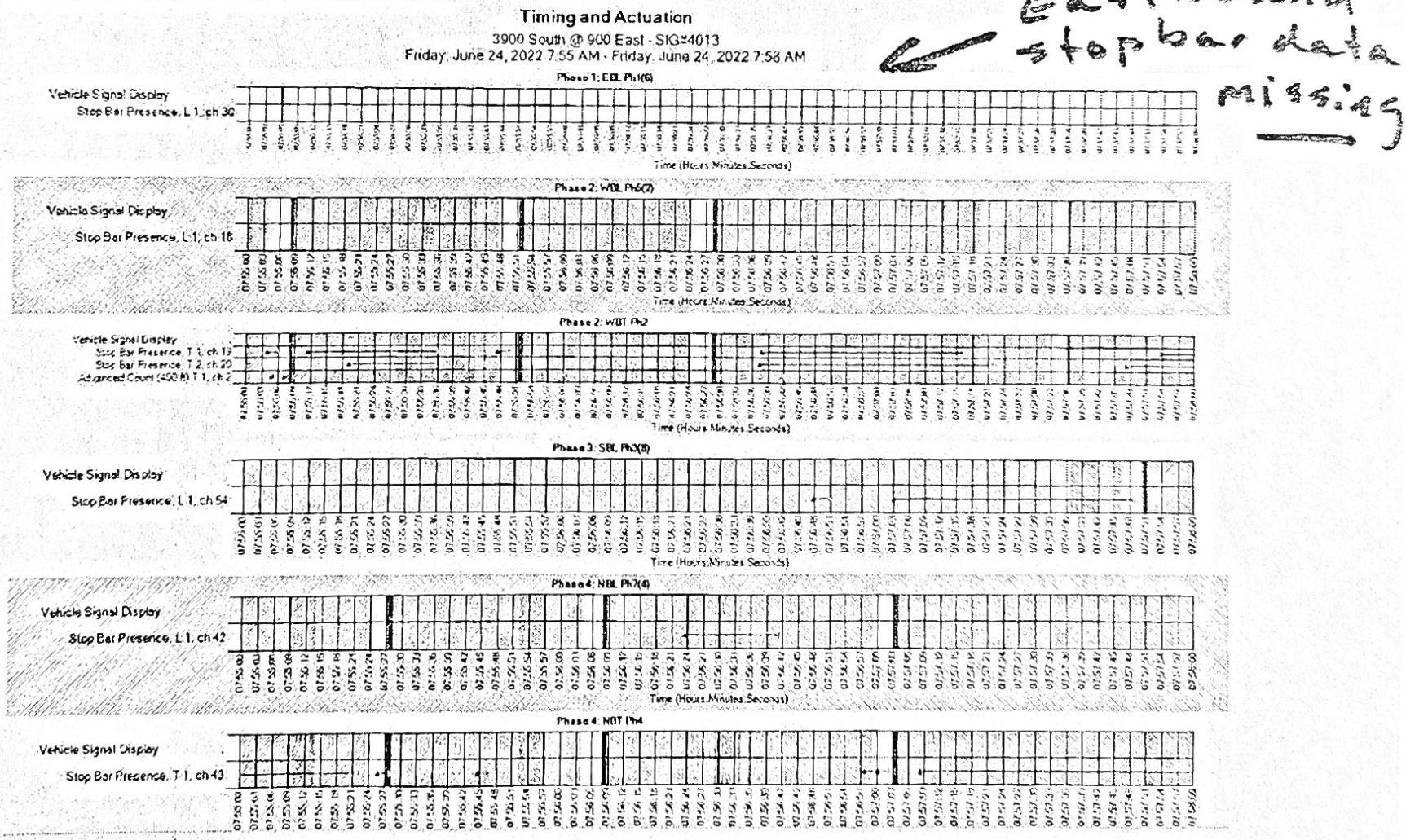
B[redacted] B[redacted] said he was northbound on 900 E when the van ran the light at 3900 S 900 E at a "VERY high rate of speed." Bret approximated the speed at 90 mph.

no witness wrote that they saw ~~any~~ #1 KIA run the light. lawsuit for B[redacted]? against M[redacted]

To verify this information, I reviewed the signal located at 3900 S 900 E using the ATSPM website.



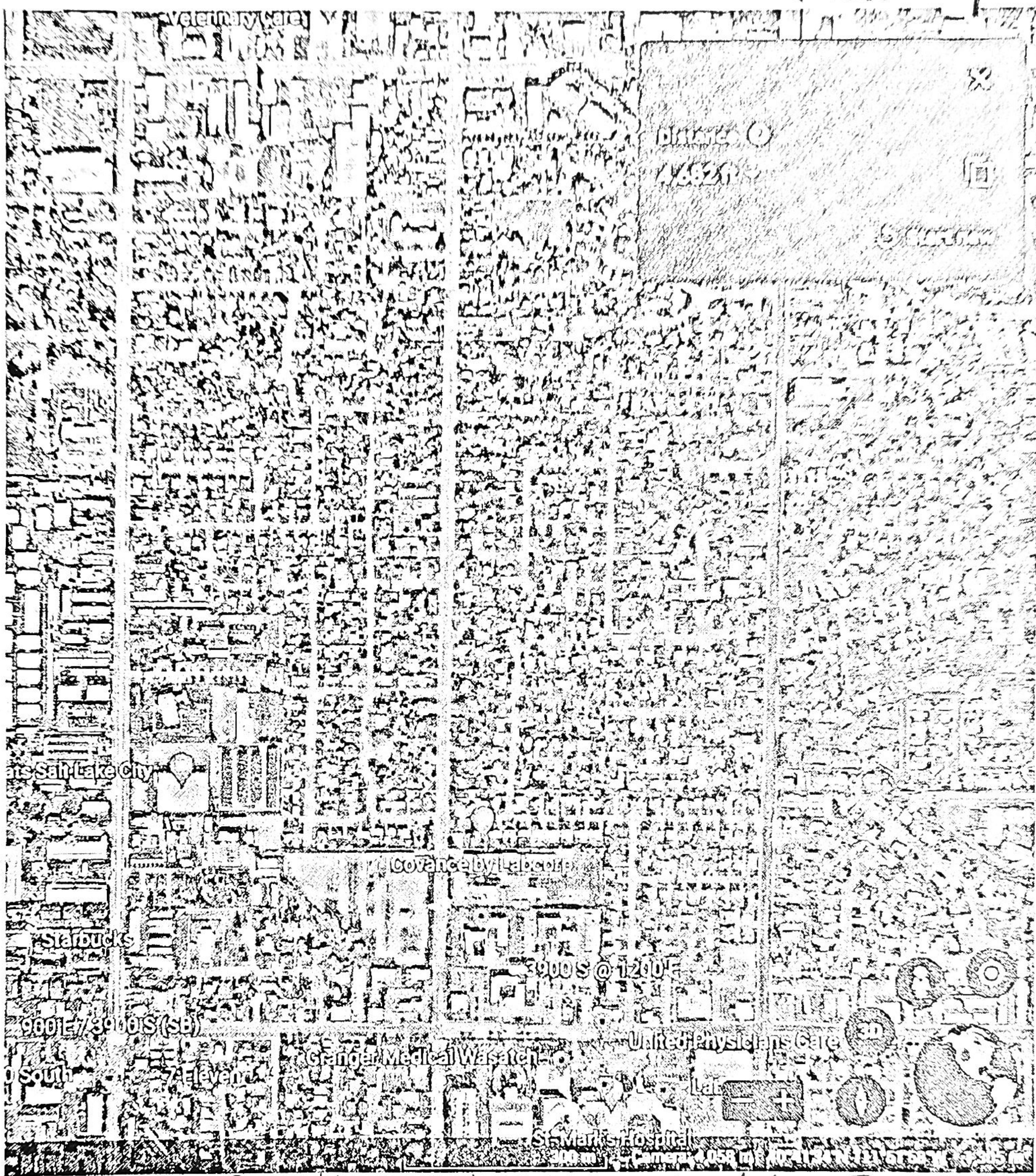
The signal is identified as signal ID # 4013 3900 South @ 900 East. I looked at the timeframe between 07:56 and 07:58 hours.



Looking at the monitor of stop bar presence (phase 4 NBT ch 43) I found there was a vehicle crossing through the stop bar detection zone between 07:55:43 and 07:55:46.

If someone saw a speeding blue car how did they identify it? Did they follow it at their reported 90 mph to the crash?

The distance between 3300 S and 3900 S is approximately 4682 feet



PLUS witness statements falsely represented by Massock

no data for time at 3900 S Light. Just none of this makes sense.

The time between the end of the stop bar activation at 3900 s (07:55:46) and the video surveillance time stamp (07:56:37) is 51 seconds. To cover the distance between the two intersections in that time frame, the vehicle's velocity would calculate to 91.8 fps (62.6 mph). The calculated velocity at impact (75.2 mph or 110.32 fps) of the Kia easily shows the vehicle could have covered that distance. This information shows Bret Bosen's observation of the Kia running both lights (3300 S at 900 E and 3900 S at 900 E) can be corroborated.

→ just crazy, without speed variable changes, could stop for a squirrel — anything. But also no proofs car on that road in the first place.

I testify I was on ambulence survey when police approached and questioned me about my seatbelt, etc.

Toxicology and Laboratory testing

There was nothing within the vehicle in plain sight indicating any involvement of drugs or alcohol. Officer C[redacted] approached vehicle #1 just after the collision occurred. She stated the driver seemed disorientated and was not making any sense. Officer C[redacted] said she had facial injuries and stated she was not wearing her seatbelt at the time of the collision.

broken neck? broken ribs in heart failure

M[redacted] said he contacted the driver of vehicle #1 (identified as E[redacted] Brinker). He said in his statement she had stated "she was on the way to her son," and she "didn't know if he was alive." There was no further explanation. Contacted a woman with a broken neck while in heart failure?

There was no mention of possible impairment by either Officer C[redacted] or M[redacted] W[redacted]. With no evidence of impairment by drugs or alcohol I was not able to author a warrant for a blood draw of Ms. Brinker.

Hospital DID do tests - were negative

Additional Information

sister does not even live in CA

I was contacted by J[redacted] T[redacted] she said she had additional information regarding E[redacted] Brinker. J[redacted] said she knew E[redacted] through church and told me she was estranged from her sister who lives in California. J[redacted] told me O[redacted] and M[redacted] S[redacted] were essentially here God parents. J[redacted] said Eileen has a Facebook page under "Eileen Brinkerstien" and was not always mentally stable.

O and M are my COUSINS

J[redacted]'s elderly woman alone w/cats.

Eileen's detail had her listed as "Mentally Unstable" when I looked at her RMS history, I found her interaction with law enforcement was limited. She was detailed as the subject in a "check the welfare" [redacted] and "suspicious circumstance" [redacted] detail. In both details Eileen was the subject of the detail.

pen name of Brinkenstein for writer groups

very old dates! 20 years ago?

J[redacted] watched news of other party on TV

Summary

On 06/24/22 at approximately 0757 hrs a collision which involved several vehicles occurred at the intersection of 3300 S 900 E. The initial collision occurred between a silver Hyundai Accent and blue Kia Sedona. The Kia Sedona was northbound on 900 E while the Hyundai Accent was eastbound. The force of the collision redirected the Hyundai northbound and into A GMC Sierra followed by striking a Saturn Vue. The Kia left in a northeast direction crossing through the 7-11 parking lot and colliding with a parked vehicle.

how many?

← no proof it was initial collision

from "scratches" to significant injuries?

The result of the collision resulted in significant injuries to the driver of vehicle #1 (E[redacted] Brinker) and the passenger of vehicle #2 (D[redacted] G[redacted]). I was advised Mrs. G[redacted] was approximately 8 months pregnant and there were complications from her injuries. After the scene was documented, vehicle #1 and vehicle #2 were towed to the Unified Police Department's Property and Evidence lot. I was advised later Mrs. G[redacted] had lost her child as a result of the collision.

see pg #1

weeks or months?

Witness statements all stated the light for northbound through was red at the time of the collision. In addition, the witnesses stated the Kia was driven at a high rate of speed and was

! mistaken for black car #6 !??

* supposition * Witnesses not at light?

in the left turn lane when it entered the intersection. Evidence on scene including but not limited to evidence in the roadway, surveillance video, and vehicle movement post collision had shown the statements held a high likelihood of accuracy.

?

Conclusions

With the following items considered

- Scene diagram
- Evidence both on and off the roadway
- Totality of injuries sustained from the collision
- Video surveillance
- ATSPM light timing
- Witness statements
- CDR image
- Damage profile of the involved vehicles

23 mph x-y axis + 46 mph Z axis (force hit on side)

1 KPH Z axis

wrong!

math and calculations FALSE

After the completion of my investigation, I was able to determine the Kia Sedona was traveling approximately 75 mph at impact. I used CDR information from the Hyundai recorded as a result of the collision. The CDR image showed the pre-impact speed of the Hyundai as well as the change in velocity both along the longitudinal and lateral axis. From the change in velocity of one vehicle (Hyundai) I was able to determine the change in velocity of the other (Kia) as they are equal and opposite in relation to weight. Using the change in velocity along the two axis I was able to determine the principal direction of force. This is also equal and opposite in relation to the direction each vehicle is traveling pre-collision.

Evidence in the roadway lined up with the #1 eastbound lane and northbound left turn lane which indicated the Kia was outside the northbound lane of travel at the time of the collision.

Light timing in relation to video surveillance timing showed the light had been red for northbound at the time of the collision (07:56:37). In fact, the light changed to red for northbound travel at 07:55:46 a full 51 seconds prior to the collision. The northbound through would not change back to green for northbound travel until 07:57:11.

wrong!

no proofs

In addition to the intersection of 3300 S 900 E, one witness (B[redacted] B[redacted]) stated the involved van ran the light at 3900 S 900 E. When I checked The ASTPM for lane count and stop bar detection, I found there was activity through phase 4 NBT ch 43. This activity showed a vehicle in the lane count at 07:55:44. At this time the light was red and had been since 07:55:28. The time the vehicle passed through the intersection northbound and the time the collision occurred are consistent with a vehicle running the red light at 3900 S 900 E and traveling at or near the calculated speed and reaching the intersection of 3300 S 900 E. This data affirms the statement of the Mr. B[redacted]describing the vehicle running the light at 3900 S 900 E as the same vehicle which collided with the Hyundai at the intersection of 3300 S 900 E.

And ya know — they did the 39th south b/c it was my turn off that I missed. LOL

7:55:47 + yellow 3-4 (10 sec) light timing

If accident at precisely 7:57

Based on the circumstances of the collision, I reviewed the following Utah State Statutes:

Effective 5/12/2015
41-6a-304. Obeying devices -- Effect of improper position, illegibility, or absence -- Presumption of lawful placement and compliance with chapter.

(1) (a) Except as otherwise directed by a peace officer or other authorized personnel under Section 41-6a-209 and except as provided under Section 41-6a-212 for authorized emergency vehicles, the operator of a vehicle shall obey the instructions of any traffic-control device placed or held in accordance with this chapter.

(b) A violation of Subsection (1)(a) is an infraction.

(2) (a) Any provision of this chapter, for which a traffic-control device is required, may not be enforced if at the time and place of the alleged violation the traffic-control device is not in proper position and sufficiently legible to be seen by an ordinarily observant person.

(b) The provisions of this chapter are effective independently of the placement of a traffic-control device unless the provision requires the placement of a traffic-control device prior to its enforcement.

(3) A traffic-control device placed or held in a position approximately conforming to the requirements of this chapter is presumed to have been placed or held by the official act or direction of a highway authority or other lawful authority, unless the contrary is established by competent evidence.

(4) A traffic-control device placed or held under this chapter and purporting to conform to the lawful requirements of the device is presumed to comply with the requirements of this chapter, unless the contrary is established by competent evidence.

Effective 5/4/2022
41-6a-601. Speed regulations -- Safe and appropriate speeds at certain locations -- Prima facie speed limits -- Emergency power of the governor.

(1) A person may not operate a vehicle at a speed greater than is reasonable and prudent under the existing conditions, giving regard to the actual and potential hazards then existing, including when:

(a) approaching and crossing an intersection or railroad grade crossing;

(b) approaching and going around a curve;

(c) approaching a hill crest;

(d) traveling upon any narrow or winding roadway;

(e) traveling in, through, or approaching other hazards that exist due to pedestrians, other traffic, weather, or highway conditions; and

(f) the speed causes the person to fail to maintain control of the vehicle or stay within a single lane of travel.

(2) Subject to Subsections (1) and (4) and Sections 41-6a-602 and 41-6a-603, the following speeds are lawful:

(a) 20 miles per hour in a reduced speed school zone as defined in Section 41-6a-303;

(b) 25 miles per hour in any urban district; and

(c) 55 miles per hour in other locations.

(3) Except as provided in Section 41-6a-604, any speed in excess of the limits provided in this section or established under Sections 41-6a-602 and 41-6a-603 is prima facie evidence that the speed is not reasonable or prudent and that it is unlawful.

(4) (a) A violation of Subsection (1) is an infraction.

(b) For an individual convicted of a speed violation where the individual was operating at a speed of 100 miles per hour or more, the court shall impose a fine not less than 150% of the suggested fine in the uniform fine schedule authorized in Section 76-3-301.5 and in effect at the time of the citation.

(5) The governor by proclamation in time of war or emergency may change the speed limits on the highways of the state.

Has nothing w/car #1

41-6a-701. Duty to operate vehicle on right side of roadway -- Exceptions.

fluid trail for car #2 (Hyundai) is on wrong side of the road.

(1) On all roadways of sufficient width, a person operating a vehicle shall operate the vehicle on the right half of the roadway, except:

wrong side of road

(a) when overtaking and passing another vehicle proceeding in the same direction under the rules governing that movement;

(b) when an obstruction requires operating the vehicle to the left of the center of the roadway subject to the provisions of Subsection (2);

(c) when overtaking and passing a bicycle or moped proceeding in the same direction at a speed less than the reasonable speed of traffic that is present requires operating the vehicle to the left of the center of the roadway subject to the provisions of Subsection (2);

(d) on a roadway divided into three marked lanes for traffic under the applicable rules; or

(e) on a roadway designed and signposted for one-way traffic.

(2) (a) A person operating a vehicle as described under Subsection (1) shall yield the right-of-way to a vehicle:

(i) traveling in the proper direction on a roadway; and

(ii) that is within a distance constituting an immediate hazard.

(b) When overtaking and passing a bicycle or moped under Subsection (1)(c), a person operating a vehicle shall not pass a bicycle or moped proceeding in the same direction if the pass cannot be made safely, including under any of the following conditions:

(i) when approaching or upon the crest of a grade or upon a curve in the highway where the operator's view is in any way obstructed;

(ii) when approaching within 100 feet of, or traversing, any intersection or railroad grade crossing unless otherwise indicated by an official traffic control device;

(iii) when the view is obstructed upon approaching within 100 feet of any bridge, viaduct, or tunnel; or

(iv) when the pass cannot be made in accordance with Section 41-6a-706.5.

Wrong side of road was an accusation by alleged victim stated on their Sofund me page where they raised $56,000

likely transference of fault?

(3) A person operating a vehicle on a roadway at less than the normal speed of traffic shall operate the vehicle in the right-hand lane then available for traffic, or as close as practicable to the right-hand curb or edge of the roadway, except when:

(a) overtaking and passing another vehicle proceeding in the same direction;

(b) preparing to turn left; or

(c) taking a different highway or an exit on the left.

Effective 5/4/2022

41-6a-528. Reckless driving -- Penalty.

(1) A person is guilty of reckless driving who operates a vehicle in willful or wanton disregard for the safety of persons or property.

(2) For purposes of this section, "willful or wanton disregard for the safety of persons or property" includes:

(a) traveling on a highway at a speed of 105 miles per hour or greater; or

(b) committing three or more traffic violations under Title 41, Chapter 6a, Traffic Code, in a series of acts occurring within a single continuous period of driving covering three miles or less in total distance.

(3) A person who violates Subsection (1) is guilty of a class B misdemeanor.

manslaughter code for DOCTORS!?

Effective 5/4/2022

76-5-205. Manslaughter -- Penalties.

(1) (a) As used in this section:

(i) (A) "Aid" means the act of providing the physical means.

(B) "Aid" does not include the withholding or withdrawal of life sustaining treatment procedures to the extent allowed under Title 75, Chapter 2a, Advance Health Care Directive Act, or any other laws of this state.

(ii) "Practitioner" means an individual currently licensed, registered, or otherwise authorized by law to administer, dispense, distribute, or prescribe medications or procedures in the course of professional practice.

(iii) "Provides" means to administer, prescribe, distribute, or dispense.

(b) Terms defined in Section 76-1-101.5 apply to this section.

(2) Except as provided in Subsection (5), an actor commits manslaughter if the actor:

(a) recklessly causes the death of another individual;

(b) intentionally, and with knowledge that another individual intends to commit suicide or attempt to commit suicide, aids the individual to commit suicide; or

(c) commits a homicide which would be murder, but the offense is reduced in accordance with Subsection 76-5-203(4).

(3) A violation of Subsection (2) is a felony of the second degree.

(4) (a) In addition to the penalty described under this section or any other section, a defendant who is convicted of violating this section shall have the defendant's driver

E Brinker was not the doctor that delivered the baby

CODE for doctors? no - this part DMV?

license revoked under Section 53-3-220 if the death of another individual results from driving a motor vehicle. → no tickets received at all

(b) The court shall forward the report of the conviction resulting from driving a motor vehicle to the Driver License Division in accordance with Section 53-3-218.

(5) (a) A practitioner does not violate Subsection (2)(b) if the practitioner provides medication or a procedure to treat an individual's illness or relieve an individual's pain or discomfort, regardless of whether the medication or procedure may hasten or increase the risk of death to the individual to whom the practitioner provides the medication or procedure. against # 1 car license

for doctors?

(b) Notwithstanding Subsection (5)(a), a practitioner violates Subsection (2)(b) if the practitioner intentionally and knowingly provides the medication or procedure to aid the individual to commit suicide or attempt to commit suicide.

no moving violations no reckless driving no past moving violations

After a review of the above statutes, I have probable cause to believe that Eileen Brinker is in violation of **41-6a-304, 41-6a-601, and 41-6a-70.** Three moving violations within a 3-mile path constitutes a violation of **41-6a-528 Reckless driving.** With the fatality of the unborn fetus, I reviewed **76-5-205. Manslaughter.** or reckless driving

(2) Except as provided in Subsection (5), an actor commits manslaughter if the actor:

(a) recklessly causes the death of another individual;

(b) intentionally, and with knowledge that another individual intends to commit suicide or attempt to commit suicide, aids the individual to commit suicide; or

(c) commits a homicide which would be murder, but the offense is reduced in accordance with Subsection 76-5-203(4).

Charges will be screened with an outside law firm due to a conflict in interest. This investigation was completed using all the available evidence and information available to me at the time it was authored.

ACTAR ACCREDITED
ACTAR
2328
MATT P. MASOCK

Detective Matt Masock
Unified Police Department
C.A.R. unit investigator
A.C.T.A.R #2328

Both public defenders have stated that the DA failed to investigate the case.

My conclusion is that detective Massock is ill-educated to complete a reconstruction for a 6-8 car accident w/ multple secondary collisions - but anyone is and the exponential can preclude anything but a full computer-generated simulation - for any accurate account.

The bad ethic to prevent data to fit sought changes, in my estimation - is the bad ethic of his superiors.

Thank you,

E. Bruder