

McLean County Incident Summary Report - 201412260

Date: 07/20/2015 10:03

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Report #	201412260	Bloomington PD		
Report Date:	08/31/2014	20:12	Start Date: 08/31/2014	17:25
			End Date:	
				201412260
				201412260
				Status: 09 - Administratively closed
Summary:	TRAFFIC CRASH			
Report Type:				

Incident Location

Address	700 IAA DR	
Intersection:		Distance:
	BLOOMINGTON, IL 61701	
Beat:	2 -	

Incident Offenses

1 - 6561 FATAL/OTHER ACCIDENT FOLLOW-UP - - Original Report

Incident People

§ 7(1)(c)	- Other - Original Report	*100187665*
§ 7(1)(c)	- Other - Original Report	*100875812*
§ 7(1)(c)	- Witness - Original Report	*100483202*
§ 7(1)(c)	- Other - Supp. #4	*100040095*
§ 7(1)(c)	- Other - Supp. #4	*100161443*
§ 7(1)(c)	- - Other - Supp. #4	*100106667*
§ 7(1)(c)	- Other - Supp. #7	*100127604*

Incident Businesses

BURGER KING 1601 CLEARWATER BLOOMINGTON, IL 61704- 0000 Supp. #7	*240002200*
	240002200

Incident Vehicles

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2012 GRY ACUR ATL, IL Lic #: [REDACTED] - Original Report

150799837
150799837

Incident Property

Supp. #2 - OTHER PROP-MISC;DISK OF INTERVIEWS WITH [REDACTED] AND [REDACTED];	*110469882* 110469882
Supp. #3 - DISK;CD CONTAINING MFX FILES AND POINT LIST SPREADSHEET;	*110463430* 110463430
Supp. #5 - BICYCLE;GIRL'S BICYCLE- MODEL #8102-90; PinkMake:MAGNA; Model:REBOUND; Ser#[REDACTED]; Lic#:EXHIBIT #1;	*110463579* 110463579
Supp. #5 - AUTO PARTS;PIECES OF GLASS FROM HEADLAMP; Make:ACURA; Model:TL; Lic#:EXHIBIT #2;	*110463580* 110463580
Supp. #5 - GLASSES/CONTACTS;DAMAGED EYEGLASSES-[REDACTED]; Lic#:EXHIBIT #3;	*110463581* 110463581
Supp. #5 - CLOTHING;SHIRT; PinkMake:AEROPOSTALE; Lic#:EXHIBIT #4;	*110463584* 110463584
Supp. #5 - CLOTHING;SHIRT W/ STRAPS; BlackMake:MASSINI; Lic#:EXHIBIT #5;	*110463585* 110463585
Supp. #5 - CLOTHING;WOMAN'S BRA; MulticoloredLic#:EXHIBIT #6;	*110463586* 110463586
Supp. #5 - CLOTHING;WOMAN'S PANTS; Black/Multicolored; Lic#:EXHIBIT #7;	*110463587* 110463587
Supp. #5 - SHOES/BOOTS;WOMAN'S RUNNING SHOES; Pink/Multicolored; Make:ATHLETECH; Lic#:EXHIBIT #8;	*110463588* 110463588
Supp. #5 - PURSE/WALLET;PURSE W/ CONTENTS- APPLE I PHONE, \$52.00, KEYS, H.K. NECKLACE, ETC.; Green/Multicolored; Lic#:EXHIBIT #9;	*110463590* 110463590
Supp. #5 - I.S.P. DUI KIT [REDACTED]; Lic#:EXHIBIT #10;	*110463591* 110463591
Supp. #6 - DISK;CRIME SCENE UNIT PHOTOS; Make:MEMOREX; Model:DVD-R; Lic#:EXHIBIT # P-1;	*110463848* 110463848
Supp. #6 - OTHER PROP-MISC;CRIME SCENE LOG;	*110463849* 110463849
Supp. #7 - DISK;BURGER KING'S CCTV; Make:MAXELL; Model:DVD+R; Lic#:EXHIBIT V-1;	*110465293* 110465293

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Supp. #9 - MISC/NO CODE;EDGE FX SCALED DIAGRAM FILES;	*110473100* 110473100
Supp. #9 - MISC/NO CODE;ROUGH SKETCH OF CRASH SCENE;	*110473101* 110473101
Supp. #9 - MISC/NO CODE;[REDACTED] PERMISSION TO SEARCH;	*110473102* 110473102
Supp. #9 - PHOTOGRAPH;SELECTED PHOTOS FOR DEMONSTRATION;	*110473105* 110473105

Incident Officers

Reporting PATROL OFFICER BRYCE JANSSEN - BPD - 10448 - Original Report
Approving SERGEANT KIEL NOWERS - BPD - 7512 - Original Report
Supplemental Reporting DETECTIVE STEVEN MORELAND - BPD - 8417 - Supp. #2
Approving SERGEANT BRADLEY FICEK - BPD - 5559 - Supp. #2
Supplemental Reporting DETECTIVE WILLIAM LYNN - BPD - 7843 - Supp. #3
Approving LIEUTENANT GREGORY SCOTT - BPD - 6037 - Supp. #3
Approving SERGEANT CLAYTON ARNOLD - BPD - 7616 - Supp. #4
Supplemental Reporting OFFICER LUKE MAURER - BPD - 9842 - Supp. #4
Supplemental Reporting DETECTIVE MARTIN KRYLOWICZ - BPD - 7920 - Supp. #5
Approving SERGEANT BRADLEY FICEK - BPD - 5559 - Supp. #5
Approving LIEUTENANT GREGORY SCOTT - BPD - 6037 - Supp. #6
Supplemental Reporting DETECTIVE MARTIN KRYLOWICZ - BPD - 7920 - Supp. #6
Supplemental Reporting DETECTIVE MARTIN KRYLOWICZ - BPD - 7920 - Supp. #7
Approving SERGEANT BRADLEY FICEK - BPD - 5559 - Supp. #7
Supplemental Reporting DETECTIVE SCOTT MATHEWSON - BPD - 7462 - Supp. #8
Approving LIEUTENANT GREGORY SCOTT - BPD - 6037 - Supp. #8
Supplemental Reporting DETECTIVE MATTHEW DICK - BPD - 6687 - Supp. #9
Approving SERGEANT BRADLEY FICEK - BPD - 5559 - Supp. #9

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Incident Narrative 1 08/31/2014 20:12

Reporting PATROL OFFICER BRYCE JANSSEN - BPD, ID # 10448

On Sunday, 08/31/2014, at approximately 1725 hours, I was dispatched to the 700 block of IAA Drive for a motor vehicle crash involving a bicyclist. Officer Maurer and Officer Hernandez were also dispatched to this call. Bloomington Fire Department was also dispatched to this call.

Dispatch advised the caller, [REDACTED], stated the following: A little girl was struck by the vehicle that he was driving. The female had unknown injuries.

I responded to the call with my emergency lights and siren activated. I arrived on scene at approximately 1727 hours. I observed a female, later identified as [REDACTED], laying in the roadway. [REDACTED] was lying face down on the pavement. [REDACTED] was lying near the east side of the roadway. [REDACTED] head was inches from the curb and her body was positioned at approximately a 45 degree angle to the southwest. There was a pink bicycle, [REDACTED] bicycle, located several feet to the north of her body. There were several bystanders standing near [REDACTED]. The motor vehicle involved in the crash, unit 2, was located approximately fifty feet north of [REDACTED] location.

I ran to [REDACTED] location. I touched [REDACTED] back and said her name, [REDACTED] did not respond in any way. [REDACTED] had wet blood on her forehead. The pavement, near [REDACTED] head, had wet blood on it. [REDACTED] was breathing but not alert to any type of stimuli. I advised dispatch of [REDACTED] current condition. I placed my hand in [REDACTED] open hand and asked her to squeeze my hand. [REDACTED] did not respond to my request. I continued to talk to [REDACTED] and attempted to gain a response until paramedics arrived on scene. [REDACTED] was unresponsive throughout my interaction. It should be noted I did not move [REDACTED] body for fear of causing further injury, and I did not see it necessary to move [REDACTED] as she was breathing on her own accord.

Officer Hernandez and Officer Maurer arrived on scene. Officer Maurer spoke with [REDACTED].

Bloomington Fire Department arrived on scene. [REDACTED] was placed on a backboard and removed from the scene. [REDACTED] was transported to OSF St. Joseph Medical Center via ambulance.

I informed Sergeant Arnold that the Criminal Investigation Division and an accident reconstructionist should be notified.

I spoke with several bystanders that advised they did not see the collision take place. They simply drove by the scene and stopped when they saw an injured person laying on the pavement.

I spoke with [REDACTED] who stated the following: He was traveling on a bicycle from his girlfriend's, [REDACTED] residence located on [REDACTED]. [REDACTED] and [REDACTED] were traveling to McDonald's, located at 1610 East Empire Street. [REDACTED] was traveling behind [REDACTED] who was also on a bicycle. [REDACTED] and [REDACTED] were in the area of Clearwater Avenue and Veteran's Parkway. [REDACTED] and [REDACTED] were traveling westbound across Veteran's Parkway. There was a vehicle traveling quickly southbound on Veteran's Parkway. [REDACTED] told [REDACTED] to hurry across the intersection in order to avoid the vehicle. [REDACTED] and [REDACTED] made it safely across Veteran's Parkway. [REDACTED] continued westbound on the sidewalk. [REDACTED] told [REDACTED] to stop because there was a vehicle traveling northbound on IAA Drive. [REDACTED] attempted to stop her bicycle, but her brakes did not appear to work properly. [REDACTED] traveled partially into the northbound lane of IAA Drive. [REDACTED] and her bicycle collided with the vehicle, unit 2. The driver of unit 2, [REDACTED] stopped and exited his vehicle. [REDACTED] witnessed the collision from his bicycle, which was located approximately 15 feet to the east of the point of impact.

[REDACTED] was later transported to the Bloomington Police Department to be interviewed by the Criminal Investigations Division.

Detective Krylowicz and Detective Dick arrived on scene for crime scene processing and accident reconstruction. Refer to their reports for additional information.

Unit 2 is a 2012 Acura TL, gray in color, bearing Illinois registration [REDACTED]. I later looked at the vehicle and observed damaged to the front passenger side of the vehicle. The clear plastic cover for a light on the vehicle's passenger side of the bumper was broken. There was minor damage to the passenger side bumper. There was a dent located on the front post on the passenger side of the vehicle. The passenger side mirror was broken and the plastic housing was detached from the body of the vehicle, and hanging by a few wires. After the scene was processed, Joe's towing towed the vehicle to the Bloomington Police Department. I completed a tow report, which was later scanned into this report.

[REDACTED] bicycle is described as a Magna Rebound, pink in color. The bicycle's seat was bent. The bicycles front wheel was also bent. The bicycle was transported to the Bloomington Police Department by Detective Krylowicz.

The damage to unit 2 and [REDACTED] bicycle appeared to be consistent with the collision that was described by [REDACTED]

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I completed a crime scene log of the personnel on scene. I later submitted the crime scene log to Detective Krylowicz.

I later completed an Illinois Traffic Crash Report. Refer to Illinois Traffic Crash Report number B14-52528 for additional information. At the time of this report, no traffic citations have been issued.

This incident is pending further investigation by the Criminal Investigations Division.

Refer to the supplemental reports for additional information in regards to this incident.

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Incident Narrative 2 09/01/2014 12:53

Supplemental Reporting DETECTIVE STEVEN MORELAND - BPD, ID # 8417

On 08/31/14, at approximately 1730hrs, I received a call at home from Sgt Ficek asking that I assist with the above incident by conducting interviews.

Upon arrival I was told that the driver of the vehicle involved in the accident, identified as [REDACTED], and a witness, [REDACTED] were at the police department waiting to speak with me. Note: I interviewed both separately in interview room #6. Both interviews are on the same recording.

Upon entering the interview room I informed [REDACTED] that the room was going to be audio and video recorded. He agreed and the following is a brief summary of my conversation with him; after gathering contact information I asked him to tell me what occurred. He stated he was northbound on IAA Dr after dropping a friend off near Rowe Dr. He believed that the victim, [REDACTED], had crossed Veterans Parkway and was attempting to cross IAA (which run parallel) when she struck the side of his car. He added that he did not see her until after she hit his car.

[REDACTED] stated he had not consumed any alcohol that day. I asked if he would be willing to provide a blood and urine sample to show that he was not impaired. I advised him that this was going to be done since the victim was not doing well and her injuries were severe.

When I advised [REDACTED] that [REDACTED] was injured he became upset and stated he wasn't going very fast. [REDACTED] remained very concerned about [REDACTED] condition throughout my contact with him.

When I further spoke with [REDACTED] about having a blood and urine sample taken he asked that we not go to St Joseph since the victim and her family were there.

I had [REDACTED] wait in the lobby while I spoke with the witness, [REDACTED].

I spoke with [REDACTED] and his mother, [REDACTED], in the same interview room that I spoke with [REDACTED]. The recording was never stopped and both interviews are on the same CD. They both agreed to an audio and video recorded interview.

In speaking with [REDACTED] he showed very little emotion. He stated he was with [REDACTED] his girlfriend, and were on their way to McDonald's on Empire near the mall when she was struck by the car. He stated they had been dropped off at the McDonald's, but she had forgotten her wallet. They walked back to her house, near Stevenson Elementary School, and she got her bicycle and wallet. They headed back to McDonald's and as they were crossing Veterans Parkway they noticed a car coming at a high rate of speed and had to quickly get across the road. They began to cross the grassy area between Veterans and IAA. At that time [REDACTED] saw a car driving north on IAA and yelled at [REDACTED] to stop. When she hit her brakes she struck the car.

He added that the driver of the car immediately stopped, got out and called 911. The driver ([REDACTED]) then told [REDACTED] not to touch her and that an ambulance was on the way.

[REDACTED] stated he through the vehicle that struck [REDACTED] was driving too fast, but he was unable to tell me why he thought the car was driving fast. He added that when he looked the first time he did not see it, but when he looked a second time he saw it as it hit [REDACTED]. [REDACTED] also stated he thought it was a van, however, it was a four door sedan.

After my interview with [REDACTED] [REDACTED] voluntarily went with me to Bromenn Hospital for a blood and urine sample to ensure that there was alcohol or drugs in his system.

After some confusion on behalf of the hospital staff an ISP DUI Kit was completed. The kit was later transferred to Detective Krylowicz.

On 11/03/14, I received the results of the blood and urine test. All tests were negative meaning that there was no drugs or alcohol were in [REDACTED] system.

A DVD copy of the interviews was created, packaged as evidence, and placed in CID Locker #45.

This ends my involvement with this case.

The reconstruction report is still pending.

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Incident Narrative 3 09/01/2014 12:59

Supplemental Reporting DETECTIVE WILLIAM LYNN - BPD, ID # 7843

On Monday, September 1, 2014 I, Detective Lynn, was asked by Det. Dick to attempt to download the airbag control module from the 2012 Accura TL involved in this incident. Det. Dick said he had a signed consent form authorizing the download.

Utilizing Bosch CDR version 14.0.1 I found that only some of the 2012 year models of the Accura TL were supported and it wasn't until I attempted to download the ACM through the data link connector that I discovered that this model was not supported.

Later the same day I assisted Det. Dick and Lt. Scott with scene measurements using the total station and Mfx data collection software. Det. Dick operated the total station, Lt. Scott handled the prism and I kept a log of measurement points.

Once back at the police department I downloaded the 3 scene files created by the Mfx data collection software. I also typed the point log to a Microsoft Excel spreadsheet. These 4 files were saved to a CD which I labeled and placed in standard evidence. I provided Det. Dick with a copy of these files.

This concludes my involvement in this matter.

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Incident Narrative 4 09/01/2014 17:41

Supplemental Reporting OFFICER LUKE MAURER - BPD, ID # 9842

On Sunday, August 31st, 2014, at approximately 1725 hours, I responded to I-AA Drive and Clearwater Avenue in reference to a motor vehicle accident verses a pedal bicycle. Bloomington Police Dispatch advised the individual on the bicycle was injured in the accident.

Officer B. Janssen arrived on scene first. Upon arrival, I observed Officer B. Janssen attending to the victim. The victim was later identified as [REDACTED]. I observed [REDACTED] lying face down next to her bicycle in the road. [REDACTED] was breathing but unresponsive.

On scene was the driver of the vehicle, [REDACTED], and individuals who stopped to assist [REDACTED] and [REDACTED]. The individuals were identified as [REDACTED], [REDACTED], and [REDACTED]. [REDACTED] and [REDACTED] all advised they did not witness the accident and pulled up afterwards. All individuals stated they observed [REDACTED] on his cell phone talking to 911 operators when they pulled up on the accident. The individuals stated [REDACTED] seemed distraught about the incident.

Before leaving the scene [REDACTED] advised he had moved [REDACTED] Bicycle out of the roadway and into the grass. [REDACTED] showed me where the bicycle was located prior to him moving it out of the roadway. The bicycle was located about a foot from the curb. [REDACTED] stated he moved the bicycle out of the roadway so no other passing vehicles would strike it and so it would not be in the way of responding emergency personnel.

I transported [REDACTED] to the Bloomington Police Department where he spoke with Detective Moreland in CID. [REDACTED] did not speak much while we drove to Bloomington Police Department however seemed to be distraught and upset about the incident. [REDACTED] kept shaking his head back and forth and placing his head in his hands covering his face. I did not ask [REDACTED] any questions about the accident because I did not want to compromise Detective Moreland's investigation.

This ends my involvement with the case.

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Supplemental Reporting DETECTIVE MARTIN KRYLOWICZ - BPD, ID # 7920

BLOOMINGTON POLICE DEPARTMENT CRIME SCENE UNIT REPORT

EVIDENCE DISPOSITION

On 08/31/14 at approximately 21:15 hours, Detective Moreland met me in the B.P.D. Crime Lab and direct submitted to me a sealed D.U.I. Kit for [REDACTED]. I labeled the sealed kit as Exhibit # 10 and secured it in the Crime Lab's evidence storage locker Lab A.

On 09/02/14, at approximately 17:00 hours, I packaged Exhibit # 10 for transport to the Illinois State Police Forensic Science Laboratory in Springfield for analysis. Exhibit # 10 was sent U.S. Postal Service Priority Mail. The tracking certification number is [REDACTED].

There is nothing further to report at this time.

Incident Narrative 6 09/04/2014 15:23**Supplemental Reporting DETECTIVE MARTIN KRYLOWICZ - BPD, ID # 7920****BLOOMINGTON POLICE DEPARTMENT CRIME SCENE UNIT REPORT****INITIAL RESPONSE**

On Sunday, 08/31/14, at approximately 18:38 hours, I responded to the 700 block of IAA Drive to process the scene of a vehicle versus a pedestrian riding a bicycle crash with serious injury. Upon my arrival, Officer Janssen, briefed me on the circumstances of the incident. Bloomington Rescue had already transported the female driver of the bicycle to Saint Joseph Hospital for her injuries.

The Accident Reconstruction Team was also notified and Detective M. Dick later arrived on the scene for investigation.

CRIME SCENE OVERVIEW, DOCUMENTATION, AND EVIDENCE COLLECTION

The location of the 700 block of IAA Drive, where the crash occurred, is located just west of the intersection of Clearwater Avenue and Veterans Parkway. IAA Drive is a two lane roadway that runs north and south, parallel with Veterans Parkway. IAA Drive serves as a service drive to Veterans Parkway and there is an approximate 30 foot patch of grass that separates the two roadways.

Clearwater Avenue dead ends on the west side of Veterans Parkway, but a crosswalk and sidewalk on the south side of the intersection continues west past the intersection towards IAA Drive. The sidewalk has a downward grade (slope) from Veterans Parkway toward IAA Drive.

The weather conditions at the time of this incident were clear "daylight" skies, minimal breeze, and an approximate air temperature of 85 degrees. The road surface was dry.

There was one vehicle and one bicycle involved in the crash; a gray Acura TL car and a pink Magna Rebound girl's bicycle. The Acura was reported traveling northbound on IAA Drive, and the bicycle was traveling westbound from the sidewalk into the roadway. The area of impact was in the northbound lane where the sidewalk enters the roadway.

After the impact, the Acura continued northbound and came to a stop within the same lane of traffic (measured distance of approximately 54 feet, 6 inches between the south edge of the sidewalk and the rear bumper of the Acura). There were no skid marks from the Acura prior to or post impact. The driver of the bicycle landed on the pavement in the northbound lane, approximately 13 feet, four inches from the south edge of the sidewalk. The bicycle was reportedly laying on the pavement somewhere between the driver and the stopped Acura. However, the bicycle was displaced onto the nearby grass by someone prior to police arrival.

I took photographs of the scene with the use of a Nikon D-90 digital camera. I later downloaded the photos to a disk labeled as [Exhibit # P-1], and to the B.P.D. crime lab photo file under this case number. A photo log was completed and included on the disk of Exhibit # P-1, and scanned into the "Association / Attachments" portion of this report.

The following list describes the location of the number placards in my photos and any evidence collected at the scene:

- Placard #1 - Edge of sidewalk.
- Placard #2- possible start of scuff mark from bicycle tire.
- Placard #3- possible end of scuff mark from bicycle tire.
- Placard #4 - location of victim's resting head position in roadway.
- Placard #5 - damaged Magna bicycle on grass (collected and labeled as Exhibit # 1).
- Placard #6- metal spring in roadway (origin unknown).
- Placard #7- Piece of glass from Acura TL fog light (collected and labeled as Exhibit # 2).
- Placard #8- Piece of glass from Acura TL fog light (collected and labeled as Exhibit #2).
- Placard #9- Acura TL
- Placard #10- Eyeglass lens (collected and labeled as Exhibit #3).
- Placard #11- Eyeglass lens (collected and labeled as Exhibit #3).
- Placard #12- Eyeglass frame (collected and labeled as Exhibit #3).
- Placard #13- Witness bicycle

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Joe's Wrecker Service had towed the Acura from the scene. The Acura TL was secured sally port area of the Bloomington Police Department. I collected Exhibits #1, #2, and #3, and later returned to the B.P.D Crime Lab. These exhibits were secured in evidence storage locker Lab A.

INJURIES TO KRISTYN REEL

After clearing the crash scene, I responded to Saint Joseph Hospital and was directed to the Intensive Care Unit room #1007. With the assistance of R.N. [REDACTED], I took photographs of [REDACTED] and her injuries with the use of a Nikon D-90 digital camera. I later downloaded the photos to a disk labeled as [Exhibit # P-1], and to the B.P.D. crime lab photo file under this case number. A photo log was completed and included on the disk of Exhibit # P-1, and scanned into the "Association / Attachments" portion of this report.

I was provided with a plastic bag containing [REDACTED] clothing and personal belongings. I collected the belongings which were later labeled as Exhibits #4 through #9 (see the exhibit photos and exhibit log for further details on the property collected). I returned to the B.P.D Crime Lab and secured the property in evidence storage locker Lab A.

CRIME SCENE LOG

On 08/31/14, at approximately 21:10 hours, Officer Janssen met me in the B.P.D Crime Lab and provided me with the Crime Scene Log. With the assistance of Bloomington Dispatch, I completed the Crime Scene Log with information from the responders at the Bloomington Fire Department and Joe's Towing.

I later scanned the Crime Scene Log into the "Association / Attachments" portion of this report. The original copy was later entered as property and secured in standard evidence locker #8.

DUI KIT FROM MICHAEL MCKEOWN

On 08/31/14 at approximately 21:15 hours, Detective Moreland met me in the B.P.D. Crime Lab and direct submitted to me a sealed D.U.I. Kit for [REDACTED]. I labeled the sealed kit as Exhibit # 10 and secured it in the Crime Lab's evidence storage locker Lab A. See my supplement narrative #5 for the disposition of the DUI kit.

FOLLOW UP PHOTOS OF THE ACURA TL

On 09/01/14, at approximately 10:45 hours, I took follow up photographs of the Acura TL in the sally port area of the Bloomington Police Department. The Acura had damage on the front passenger bumper and along the passenger side. I also observed bicycle tire mark impressions on the front bumper.

I placed the front tire of the Magna bicycle next to the tire mark impressions on the Acura's front bumper. The tire markings and the damage to both the car and bicycle matched, and gave the location of contact between the two.

I took photographs with the use of a Nikon D-90 digital camera. I later downloaded the photos to a disk labeled as [Exhibit # P-1], and to the B.P.D. crime lab photo file under this case number. A photo log was completed and included on the disk of Exhibit # P-1, and scanned into the "Association / Attachments" portion of this report.

The Acura TL was later released to the owner, [REDACTED].

EXHIBIT PHOTOS

On 09/01/14, at approximately 11:45 hours, I took exhibit photographs of the evidence collected for this case. I documented the exhibits with photographs taken with my Nikon D-90 digital camera and/ or described on the Exhibit Log.

A complete exhibit log was scanned into the Associations/ Attachments section of this report. The exhibit photos and the exhibit log were included on the master case file disk [Exhibit # P-1] and to the B.P.D. crime lab photo file under this case number.

EVIDENCE DISPOSITION

On 09/03/14, at approximately 10:45 hours, Exhibits #1 through #9 were transferred directly to Evidence Clerk, Machel St. Claire, for long term storage.

All photographs and logs were downloaded to the master case file disk [Exhibit # P-1]. On 09/04/14, Exhibit #P-1, and the Crime Scene Log were secured in standard evidence locker #8.

There is nothing further at this time.

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Supplemental Reporting DETECTIVE MARTIN KRYLOWICZ - BPD, ID # 7920

BLOOMINGTON POLICE DEPARTMENT CRIME SCENE UNIT REPORT

VIDEO SURVEILLANCE RETRIEVAL

On Thursday, 09/18/14, at approximately 15:45 hours, I responded to Burger King at 1601 Clearwater Avenue to collect video surveillance from 08/31/14 which may possibly show details of the vehicle crash.

Upon my arrival, I met with manager, [REDACTED], who provided me with a disk which contained video files from their CCTV System.

I returned back to the Bloomington Police Department and was able to view the recorded video using Windows Media Player.

EVIDENCE DISPOSITION

The video files were downloaded to the B.P.D. crime lab photo file under this case number. I packaged and labeled the provided disk [Exhibit # V-1]. The disk was secured in standard evidence locker #8.

The video file on the thumb drive was deleted.

There is nothing further to report at this time.

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Supplemental Reporting DETECTIVE SCOTT MATHEWSON - BPD, ID # 7462

BLOOMINGTON POLICE DEPARTMENT CRIME SCENE UNIT REPORT

I.S.P. LABORATORY REPORT FINDINGS

On 10/31/14, I received a copy of the Illinois State Police Forensic Laboratory Report regarding this investigation. I scanned the I.S.P. lab report into the "Association / Attachments" portion of this EJS report. Please refer directly to the report for details.

There is nothing further to report at this time.

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Incident Narrative 9 12/04/2014 11:55

Supplemental Reporting DETECTIVE MATTHEW DICK - BPD, ID # 6687

On 8-31-14, I (Detective Dick) was off duty when I was requested to respond to the 700 block of IAA Drive for traffic crash reconstruction. Upon arrival I learned that there had been a car versus bicycle crash and the rider of the bicycle, [REDACTED], had severe injuries. The area of the crash scene is on IAA Drive at the sidewalk that leads from Veteran's Parkway to IAA Drive. The sidewalk is perpendicular to IAA Drive and extends from a crosswalk across Veteran's Parkway at Clearwater Ave. There are no signs that state the speed limit for this section of IAA Drive. By statute therefore the speed limit is 30 miles per hour. Detective Krylowicz was on scene when I arrived and was documenting the scene with photographs. I completed a rough sketch of the scene to document the general location of items of interest.

The vehicle and bicycle were both still present however the bicycle had been moved from it's final rest position by a bystander and was laying in the grass between IAA Drive and Veteran's Parkway. The vehicle, a 2012 Acura TL was still in it's final rest position. A witness' bicycle was also left on scene. A small pool of blood was located on the pavement toward the eastern edge of the northbound lane of IAA Drive. I was advised by officers on scene that this area was where [REDACTED] head came to rest. Continuing north from this point and leading to the final rest position of the vehicle were small pieces of debris from the vehicle. In the southbound lane of IAA Drive, north of the sidewalk were [REDACTED] eyeglasses that had broken into three pieces. I used marking paint to preserve the location of items of evidence until the scene could be mapped at a later time using the total station. The vehicle was towed to the Bloomington Police Department sallyport. I left instructions with the patrol officers still on scene to have Joe's towing disconnect the battery before moving the vehicle or touching the ignition switch. Doing so would prevent any data recorded by the air bag control module from being deleted. It was later determined however that the software used to read the air bag control modules was not compatible with this vehicle and no data was obtained.

On 9-1-14, I returned to the scene with Lieutenant Greg Scott and Detective Bill Lynn to map the scene using the total station. I operated the total station while Lt Scott held the prism and Detective Lynn kept a log of the measured points. Detective Lynn later provided me with a copy of the files from the total station and a typed log of the measured points. On 11-28-14, I used the total station data and the EdgeFX software to make a scaled diagram of the crash scene.

On 9-1-14 I also conducted a closer examination of the vehicle and bicycle. Detective Krylowicz pointed out a mark on the passenger side of the front bumper below the headlight of the vehicle that perfectly matched the front tire of the bicycle. Moving along the bumper toward the passenger side was a dent and paint scratches that lined up with the front fork of the bicycle when the bicycle was placed in position lining up the tire and the tire mark. Moving along the passenger side of the vehicle toward the rear there is a dent along the upper front edge of the front passenger wheel well. This dent coincides with the seat of the bicycle which had been turned nearly ninety degrees from it's normal front facing position. This damage would have occurred as the bicycle wrapped around the front passenger corner of the vehicle. The next areas of damage on the vehicle were to the passenger side mirror and two dents on the passenger side A-pillar. The passenger side mirror had been broken off and was dangling from it's mounted position. The dents on the A-pillar consisted of a large dent toward the bottom of the A-pillar and a smaller dent toward's the top of the A-pillar. The area around the upper dent had what appeared to be the transfer of some type of material, possibly skin. I later viewed photographs of the injuries suffered by [REDACTED]. Her main visible injuries included a large abrasion on the side of her left knee, a large abrasion on the left side of her hip, and a large laceration on the left side of her head just in front of her left ear. Given the height of the bicycle's seat in relation to the damage to the vehicle, the injuries are consistent with [REDACTED] knee striking the front passenger corner of the vehicle. The forward movement of the vehicle caused the bicycle to wrap around the front corner of the vehicle. [REDACTED] hip then struck the passenger side mirror and her head struck the upper portion of the A-pillar. I printed several photographs taken by Detective Krylowicz that specifically demonstrate this series of events. For reference these photographs are numbers; 4412, 4469, 4464, 4493, 4470, 4479, 4496, 4487, 4490, 4393, 4390, and 4384.

Due to a lack of tire mark or other roadway evidence, the area of impact can not be precisely located. On the scaled diagram I estimated the area of impact by placing the vehicle approximately in the center of the northbound traffic lane and the bicycle approximately in the center of the sidewalk. Using this approximate area of impact I used the scaled diagram to measure the approximate distance that the vehicle travelled after impact. I measured a point in the center of the front bumper at impact to the same point at final rest. This measurement was approximately 68.44 feet. I then calculated the speed of a vehicle with 100 percent braking over a level surface for this distance. Using a drag factor range of .55 to .80 for travelled asphalt as published by the Institute of Police Technology and Management (IPTM), the resulting speeds were between 33.6 and 40.52 miles per hour. It should be noted however that with no tire marks on the roadway it can not be determined that the vehicle was braking at 100 percent. If braking were less than 100 percent than the resulting speeds would be lower.

These figures also do not take perception and reaction time into account. The driver of the Acura, [REDACTED], claimed that he did not see the bicycle until the collision. I calculated the distance the Acura would have travelled given a perception reaction time of 1.6 seconds if the Acura had been travelling at the speed limit of 30 miles per hour. 1.6 seconds is an appropriate figure for perception reaction time as published by IPTM in the Training and Reference Manual for Traffic Crash Investigation 3rd edition written by R.W. Rivers. The resulting distance was 70.36 feet. This is the distance the Acura would have travelled before even applying the brake. I then calculated the distance needed to stop if the Acura had been travelling at 30 miles per hour. Using a drag factor range of .55 to .80 the resulting distance is between 37.5 and 54.54 feet. The total distance needed to stop therefore is 107.86 to 124.90 feet. I also calculated the time needed to stop.

The time from the brakes being applied until final rest would be 1.7 to 2.8 seconds. The total time from perception to final rest would be 3.3 to 4.08 seconds.

Even though [REDACTED] claimed he did not see the bicycle until the crash occurred, if he had observed the bicycle it should not have been perceived as a threat until it crossed Veteran's Parkway and began travelling on the sidewalk between Veteran's Parkway and IAA Drive. Veteran's Parkway is a busy six lane roadway and it would not be unusual for a bicycle to be travelling quickly to cross it. [REDACTED] was riding his bicycle with [REDACTED] and witnessed the crash. [REDACTED] advised that they rode quickly across Veteran's Parkway to beat oncoming traffic. Using the scaled diagram I measured the length of the sidewalk between Veteran's Parkway and IAA Drive to be 47.61 feet. I then calculated the speed that the bicycle would be travelling to cover the length of the sidewalk between 3.3 and 4.08 seconds. The result was that the bicycle would be travelling at a constant speed of 7.95 and 9.84 miles per hour. It would not be unreasonable for a bicycle to be travelling at this speed as it just crossed Veteran's Parkway, therefore the perception of the bicycle as a threat would not have reasonably occurred until later. It can be concluded therefore that if the Acura had been travelling at the speed limit it would not have had enough time to perceive that the bicycle was not going to stop and avoid the crash.

Although [REDACTED] stated he did not see the bicycle until the moment of the crash there is no evidence to indicate that the Acura was driving at an excessive speed. The calculations I made suggest that the Acura was travelling at or below the speed limit of 30 miles per hour. The evidence and witness statements show that the bicycle entered into the northbound lane of IAA Drive without yielding to the oncoming traffic as required. [REDACTED] stated that it appeared that the brakes on [REDACTED] bicycle were not functioning properly. I examined [REDACTED] bicycle after the crash and observed that the front brake was not functioning. It is unknown however if this was the case prior to the crash or if the damage to the brake was a result of the crash.

The original Edge FX file of the scaled diagram was burned to a disc along with the final diagram as a PDF file. I created two PDF files of the final scaled diagram, one showing the entire scene that was mapped and another that is zoomed in to the area of the crash. The disc was placed into evidence locker 45 along with the printed photos previously listed. I also obtained a copy of the Illinois Traffic Crash Report and attached it to this report under the associations tab. I also scanned my original crash scene sketch and attached it to this report under the associations tab. The original sketch was submitted to evidence locker 45.

At this time there is insufficient evidence to request any criminal or traffic charges against [REDACTED]. The investigation shows that [REDACTED] failed to yield to oncoming traffic by riding her bicycle into the roadway from the sidewalk. This may or may not have been due to failure of the front brake of her bicycle. On 12-4-14, I spoke with [REDACTED] mother, [REDACTED]. [REDACTED] advised that [REDACTED] is still rehabilitating and is currently confined to a wheel chair. Doctors have advised that she should be able to walk again with continued rehabilitation. [REDACTED] further advised that [REDACTED] mental capacity comes and goes. Some days she can remember events but other days she can not. [REDACTED] has not told her mother about what happened immediately preceding the crash. I asked [REDACTED] about the front brake of [REDACTED] bicycle. [REDACTED] advised that it was not [REDACTED] bicycle and that was the first time she had ridden it.

At this time this case shall be ADMINISTRATIVELY CLOSED.