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2026 Jul 10 PM 12:27

CLERK OF THE SEDGWICK COUNTY DISTRICT COURT

CASE NUMBER: SG-2026-CR-001316

PII COMPLIANT

IN THE DISTRICT COURT OF SEDGWICK COUNTY, KANSAS

State of Kansas

Plaintiff(s)

vs.

Case No. SG-2026-CR-001316

Jayce Bennett

Defendant(s)

Redacted Affidavit

A F F I D A V I T

STATE OF KANSAS,)
) ss:
SEDGWICK COUNTY,)

JAYCE BENNETT
B/M; DOB: XX/XX/XX
SSN: XXX-XX-XXXX
KHP CASE: 2026-004999

I, David C. Monckton, being of lawful age and first duly sworn on oath, state:

Affiant is a Lieutenant with the Kansas Highway Patrol and in that capacity, was assigned to assist in the investigation of case number 2026-004999. This incident occurred on April 18, 2026, in Sedgwick County, Kansas involving Jayce D. Bennett, a black/male, DOB: XX/XX/XX, S.S.N. XXX-XX-XXXX, who was operating a black 2020 Ford Explorer Police Utility Vehicle. Bennett is a sworn member of the Wichita Police Department and holds the rank of Police Officer and is assigned to Wichita Police Patrol North Bureau within the city of Wichita, Sedgwick County, Kansas.

On April 18, 2026, at approximately 10:08 P.M., Officer Bennett was operating a 2020 Ford Explorer police utility vehicle southbound on Hillside at 1st Street North as a single officer unit. Bennett was responding to an "Officer in Trouble" request for assistance call near Douglas and Grove. The Ford was utilizing exterior emergency vehicle red and blue lighting. The usage of audible siren, however, could not be confirmed. A black 2015 Hyundai Sonata was eastbound on 1st Street at Hillside occupied by the driver identified as Morgan R. Singletary, and three passengers: Gabrielle L. Miller, Christina M. Di'Mattia, and Lauren A. Wools.

The southbound Ford entered the intersection of 1st at Hillside against a red traffic light and struck the driver-side of the Hyundai. The Ford departed the intersection toward the southeast, struck a raised median, a traffic warning sign and post, and came to rest on the sidewalk adjacent to the northbound lanes of Hillside entangled between a guywire and wooden utility pole. The force of the collision abruptly re-directed the eastbound Hyundai toward the southwest and struck a concrete curb and fire hydrant before being re-directed again toward the southeast and coming to rest facing north within the outside (right) lane of southbound Hillside.

Bennett was not wearing a seatbelt and sustained non-life-threatening injuries. Bennett was transported to Wesley Medical Center by Sedgwick County EMS and was released from the emergency department within hours of transport. Singletary was seat belted and sustained serious injuries. Dr. Brogan with Wesley Medical Center indicated Singletary sustained a broken arm (humerus), a broken left leg (tibia), and a fractured scapula. Those injuries required overnight hospitalization and at least two surgeries. Hyundai passenger Lauren Wools reported injuries including neck and hip pain and an abrasion to the right side of her neck. Hyundai passenger Christina Di'Mattia reported pain to her left side. Gabrielle Miller reported pain to her left ribs and left facial cheek. Miller also had an abrasion on her face and near her hairline. All occupants of the vehicles received medical care at Wesley Medical Center.

Hillside between Central and Douglas is lined with commercial residential housing, commercial structures, and urban residential housing. Multiple intersections governed by traffic signals are present along the southbound travel path of Hillside. Traffic at the time of collision based upon surveillance footage appears to be light to moderate. The posted speed limit for Hillside is 35 MPH.

Independent witness Cyndy Torres was interviewed by WPD Officer J. Aguilera C2870. Torres stated that she was leaving Wesley Medical Center near Central and Hillside, which is approximately one half (.5) mile north of the crash location. Torres observed the WPD patrol vehicle southbound on Hillside at what she described as a high rate of speed. Torres stated that she recalled seeing the red and blue lights activated on the patrol vehicle as it drove by but was unable to hear the sirens. Torres said that had she not been paying attention, she would have been involved in an accident with the patrol officer because she did not even hear anything. Torres said approximately three (3) times that there were no sirens that she could audibly hear as the vehicle drove past her at Central and Hillside.

Officer Bennett was interviewed on May 4, 2026. During the interview Bennett stated that he began his shift from Patrol North at 5:00 P.M. and was scheduled to work until 3:00 A.M. Bennett recalled leaving a party call response but did not remember anything after that or remember where he was going.

Morgan Singletary, the driver of the Hyundai, reported as she approached and entered the intersection the traffic light was green. Singletary reported that she did not observe any immediate hazards or emergency vehicles. Singletary did not recall seeing emergency lights or becoming aware of the police vehicle until immediately before impact, when the collision occurred almost simultaneously. After impact she did not remember anything until becoming aware of a firefighter at her window.

Surveillance footage from Sport Burger located at 134 North Hillside was obtained by Officer Huckabee that captures the Ford approaching 1st Street with emergency lighting activated. The timestamps referenced are based on the footage provided by the Sport Burger. At approximately 11:07:43 the traffic signal governing northbound traffic for Hillside at 1st Street cycles to yellow. At approximately 11:07:47 the same traffic signal cycles to red. At approximately 11:07:52 the Ford collides with the Hyundai. The light appears to be properly cycling prior to the collision based on the surveillance footage provided by Sport Burger.

Electronic event data recorder (EDR) information from the Ford and Hyundai were obtained via airbag control module. That data contained five (5) seconds of pre-crash data including vehicle indicated speed and braking. The Ford's EDR showed at the -1.6 second time interval that the brake status switched to ON (Driver Braking) with a vehicle indicated speed of 90.35 Mile Per Hour (MPH). The brake status ON remained until the 0.0-time interval which is the last data sample as the algorithm enable or airbag deployment command was initiated. The Ford's EDR showed a speed at the 0.0-time interval of 61.08 MPH.

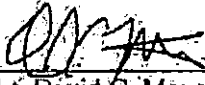
The Hyundai's EDR also showed five (5) seconds of pre-crash data including vehicle indicated speed and braking. The service brake on was shown from the -5.0-time interval to the -

3.5 second time interval. The service brake off remained until the -0.5 time interval. At the 0.0 time interval the service brake transitioned to on with a reported speed at algorithm enablement of 10 MPH. Within the five (5) seconds of pre-crash data the EDR showed the Hyundai's speed decreasing from 7 MPH to 3 MPH at the -2.5 time interval and then the Hyundai began to accelerate up to the 10 MPH speed at the 0.0 time interval.

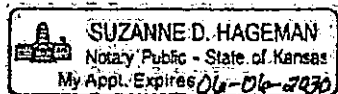
Environmental conditions noted during the on-scene investigation including obvious reductions in the available line of sight for both vehicles. Those line-of-sight reductions included a fence along the west side of Hillside at a commercial business located at 200 N. Hillside and vehicles parked along the northwest corner of the intersection of 1st and Hillside from the travel path perspective of Bennett. In addition, those same vehicles parked on the northwest corner of the 1st and Hillside intersection, a traffic signal cabinet, and the same fence provided a potential reduction in line of sight from the Hyundai's perspective. Those identified components and potential visual obstructions greatly increased Bennett's obligation to safely enter the intersection of 1st Street against the red traffic signal.

For vehicles and drivers operating at the posted speed limits and properly obeying traffic control signals for the roadway environment those line-of-sight issues may not present additional hazards. Bennett's emergency response driving and the speed he was operating the Ford exceeded even highway speed limits. The time interval and expectation that Singletary operating the Hyundai would be able to perceive, react, and properly yield to the Ford entering the intersection without a collision is highly improbable.

FURTHER AFFIANT SAITH NOT.


Lt. David C. Monckton, AFFIANT

SUBSCRIBED AND SWORN before me this 8th day of June, 2026.




NOTARY PUBLIC