



*In memory of CHP Officers
Brian Law, ID 18896, and
Juan Gonzalez, ID 18935,
End of Watch: February 17, 2014.*

2013
CALIFORNIA

NATIONAL LAW ENFORCEMENT CHALLENGE



IMPAIRED DRIVING

Policy &
Guidelines

National Law Enforcement Challenge
2013 CALIFORNIA HIGHWAY PATROL



POLICY and GUIDELINES

IMPAIRED DRIVING ENFORCEMENT *(continued)*

California Highway Patrol Highway Patrol Manual (HPM) 70.4 Driving Under the Influence Enforcement Manual Chapter 4: DUI Enforcement Policies and Procedures

CHAPTER 4

DUI ENFORCEMENT POLICIES AND PROCEDURES

1. GENERAL. This chapter contains policies and procedures for the enforcement of DUI related statutes.

2. POLICY.

a. A continuous and vigilant enforcement effort shall be directed toward the detection and apprehension of persons who may be DUI.

b. Officers shall investigate all incidents involving suspected DUI drivers and shall physically arrest all persons in violation of Vehicle Code (VC) Section 23152/23153, and all applicable subsections, as prescribed by law and in accordance with this manual.

c. Officers shall complete a CHP 202, Driving Under the Influence Arrest-Investigation Report, in accordance with this manual, General Order (GO) 100.39, CHP 202, DUI Arrest-Investigation Report, and CHP 216, Arrest-Investigation Report, and GO 100.91, Search and Seizure Policy.

(1) The Misdemeanor Incarceration section of the CHP 202 shall be completed by the arresting officer whenever a physical arrest is made for a misdemeanor (Section 853.6 of the Penal Code [PC]).

(2) In the event of an incident qualifying for DUI cost recovery, follow the procedures located in Highway Patrol Manual (HPM) 11.1, Administrative Procedures Manual, Chapter 20.

3. APPLICATION OF DUI STATUTES. Pursuant to Section 23100 VC, the public offenses outlined in Division 11, Chapter 12 of the VC (Sections 23100 through 23249.50 VC) apply to vehicles upon the highways and elsewhere throughout the state (e.g., fire roads, state parks, rest areas, public property, private property) unless expressly provided otherwise.

4. APPLICATION OF ADMINISTRATIVE PER SE PROVISIONS.

a. General. California's Administrative Per Se (APS) law allows for the prompt administrative suspension or revocation of a person's driving privilege based upon a specific blood alcohol concentration (BAC), (0.08 percent or more for persons



POLICY and GUIDELINES

IMPAIRED DRIVING ENFORCEMENT *(continued)*

**California Highway Patrol
Highway Patrol Manual (HPM) 70.4
Driving Under the Influence Enforcement Manual
Chapter 11: Drug Recognition Evaluator Program**

CHAPTER 11

REVISED DECEMBER 2006

DRUG RECOGNITION EVALUATOR PROGRAM

1. INTRODUCTION. The use of drug recognition evaluators (DRE) is an effective means of identifying and prosecuting drug-impaired individuals. Drug recognition evaluators in police work have gained acceptance and approval throughout the United States primarily due to their accuracy and effectiveness. With DRE training, the road patrol officer is much more likely to detect the drug-impaired individual.

2. HISTORY. Since 1983, the California Highway Patrol (CHP) has provided training to both allied agencies and departmental personnel in drug recognition. In 1991, the CHP entered into a contract with the National Highway Traffic Safety Administration (NHTSA) which established the CHP as the statewide Drug Evaluation and Classification Program Coordinator with the purpose of expanding the DRE Program nationally. Consequently, the DRE Program was certified by the International Association of Chiefs of Police (IACP) as meeting NHTSA standards.

3. OBJECTIVES.

- a. Train officers to identify drug-impaired individuals.
- b. Supplement the beat officers' belief of drug intoxication.
- c. Ensure individuals suspected of being under the influence of drugs are evaluated in a proper and timely manner.
- d. Provide training regarding the documentation necessary for criminal prosecution.
- e. Assist allied agencies both inter/intrastate by providing DRE training to their personnel.

4. GOAL. To increase the Department's and allied agencies' effectiveness in detecting and removing the drug-impaired driver from the highways which will ultimately minimize the loss of life, personal injury, and property damage. Furthermore, this will ensure safety and service to the public as they utilize the roadways.



POLICY and GUIDELINES

IMPAIRED DRIVING ENFORCEMENT *(continued)*

STRATEGIC PLAN

CALIFORNIA HIGHWAY PATROL – STRATEGIC PLAN 2011-2015

The 2011-2015 Strategic Plan follows Commissioner Joseph Farrow's vision for the California Highway Patrol and establishes a clear direction for the Department as it strives to meet its goals over the next five years. It is important to note this plan is a living document and will be examined and revised as necessary.

The goals, strategies, and performance measures outlined in the Strategic Plan are focused on making significant progress toward goal accomplishment while exploring ways to increase in-view patrol and reduce fatal collisions due to DUI, speed, and noncompliance with occupant restraint laws.

Goal 1 - Prevent Loss of Life, Injuries, and Property Damage.

Strategy 1.1 - Focus on enforcement of primary collision factors and occupant restraint through visible, proactive patrol, utilizing proper deployment of resources, and public education.

Performance Measures: As a gauge of overall effectiveness, numbers of enforcement citations for speed, driving under the influence (DUI), and occupant restraint will be reported. At the conclusion of 2015, the Strategic Plan performance numbers will be compared. The Department seeks a statewide reduction of traffic fatalities of five percent from 2011 to 2015.

Strategy 1.2 - Increase compliance with cellular telephone use and texting while driving.

Performance Measures: As a gauge of overall effectiveness, numbers of enforcement citations for cellular telephone use and texting while driving will be reported.

Goal 4 - Protect Public and State Assets.

Strategy 4.1 - Utilize available technology and resources to reduce the occurrence of vehicle theft in California.

Performance Measures: Reduce vehicle theft statewide by five percent by 2015. At the end of 2015, the Department will compare vehicle theft results to a prior three-year average.



IMPAIRED DRIVING



At the time of this submission, Statewide Integrated Traffic Records System (SWITRS) data for 2012 and 2013 has not been finalized. The SWITRS database serves as a means to collect and process data gathered from collision scenes and serves as California's official data source for collision reporting purposes. Unless otherwise noted, the collision data included in this document is based on 2011 finalized SWITRS data occurring within California Highway Patrol (CHP) jurisdiction.

Additionally, all grant-related activities referred to in this document occurred within the 2013 federal fiscal year.

PROBLEM IDENTIFICATION

Driving under the influence (DUI) enforcement is a critical function of the CHP. Year after year, DUI-related traffic collisions claim a significant number of lives, accounting for one of the highest categories of violent crimes in the state. In 2008, reportable (fatal and injury) collisions involving impaired drivers, occurring within CHP jurisdiction, numbered 8,150. In 2011, this number dropped to 6,775, representing a 16.87 percent decrease. However, in an effort to reduce this number even further, the CHP continues to aggressively enforce DUI laws by utilizing the most effective methods of detecting, apprehending, and evaluating drivers found to be under the influence.

Underage alcohol usage continues to be one of society's major concerns. According to the Centers for Disease Control and Prevention, youth who drink alcohol are more likely to experience: problems in school; social difficulties; unwanted and unplanned pregnancies; unprotected sexual activity; physical and sexual assault; higher risk for suicide and homicide; abuse of other drugs; and injuries sustained from traffic collisions and other incidents, such as burns, falls, and drowning. Alcohol is the most commonly abused drug among youth in this nation, more than tobacco and illicit drugs. Moreover, motor vehicle collisions are the leading cause of death for American teenagers, and teenage drivers are three times more likely than more experienced drivers to be in a fatal collision.

In 2010, the California Office of Traffic Safety (OTS) completed California's first ever statewide survey to assess the opinions of motorists across the state on a multitude of important traffic safety issues. Astonishingly, the results of the survey indicated that nearly 6 percent of the respondents admitted to driving within the past 30 days when they thought they had too much alcohol to drive safely. Moreover, nearly 70 percent of the respondents agree that driving under the influence of drugs, both legal and illegal, is a "very big problem."

For these reasons, the CHP is focused on the prevention of impaired driving. The CHP addresses the problem through implementation of successful alcohol education and awareness programs, targeting various high-risk age groups. Programs like Right Turn, Start Smart, Designated Driver, Every 15 Minutes, and Sober Graduation educate specific audiences regarding the dangers of drinking and driving.

PLANNING

Statewide Impaired Driving Enforcement and Apprehension II Grant

In an effort to reduce the number of impaired drivers on California's roadways, the CHP submitted a proposal to the California Office of Traffic Safety (OTS), and OTS awarded CHP a grant to implement the plan. The project was entitled Impaired Driving Enforcement and Apprehension II (IDEA2). The grant provided overtime to supplement the Department's DUI enforcement and public education efforts through sobriety checkpoints, DUI saturation patrols (task force operations), proactive DUI enforcement (roving enforcement), and extensive public education efforts.



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Objectives of the IDEA2 grant included conducting 225 DUI/sobriety checkpoints, 75 DUI saturation patrols, and proactive DUI enforcement patrols, as well as a minimum of 60 traffic safety presentations at appropriate venues. Since the majority of impaired driving and subsequent arrests take place during the evening hours, sobriety checkpoints were not permitted to begin prior to 6:00 p.m. without prior approval.

Additionally, two increased enforcement periods, known as National Highway Traffic Safety Administration (NHTSA) mobilization periods, occurred during the summer and winter holiday seasons: August 16, 2013, to September 2, 2013; and December 13, 2013, to January 1, 2014. During these periods, enforcement efforts were ramped up, and Area offices were required to conduct additional checkpoint operations and saturation patrols.

These enforcement efforts are consistent with the 2010 OTS statewide traffic survey in which nearly 87 percent of respondents supported the use of sobriety/DUI checkpoints.

To maximize the effectiveness of the IDEA2 grant, the CHP allocated overtime hours to each of the eight field Divisions based upon their respective percentage of the total DUI/primary collision factor (PCF) reportable collisions within CHP jurisdiction. The majority of the hours were allocated to the Area offices with the highest density and frequency of DUI collisions.

Local Traffic Safety Corridor Grants

In the fall of 2011, CHP Executive Management asked all CHP Areas to identify segments of roadway (corridors) with a disproportionately high number of impaired driving traffic collisions. Several corridors throughout the state were recommended to be considered for a grant to address this issue. Evaluation criteria included fatal and injury collision rates, fatal and injury victim rates, and the total population for each region. Based on this evaluation, the Department submitted two traffic safety proposals to OTS and was subsequently awarded two impaired driving traffic safety corridor grants.

Due to their many similarities, the two local traffic safety corridor grants will be discussed jointly.

Arrive Alive on United States 101 Corridor Grant and Arrive Alive on Interstate 15 Corridor Grant

The two impaired driving grants were entitled respectively Arrive Alive on United States (US) 101 Corridor grant and Arrive Alive on Interstate 15 Corridor grant. Both grants were established due to an increasing number of victims killed and injured on a 38.6-mile segment of US 101 in Los Angeles and Ventura Counties (West Valley/Moorpark Areas) and a 45.3-mile segment of Interstate 15 in Riverside County (Riverside/Temecula Areas).

To address the fatality and injury issues, CHP West Valley/Moorpark and Riverside/Temecula Areas developed community-based task forces to identify problems and solutions for their respective corridors. In addition, each operational plan included targeted patrol strategies, developing partnerships with local organizations, and extensive public education efforts.

Goals, Objectives, and Follow-up

To measure the success of the operational plans of the IDEA2, Arrive Alive on US 101 Corridor, and Arrive Alive on Interstate 15 Corridor grants, the CHP established specific goals and objectives for reducing the number of victims killed and injured in traffic collisions caused by impaired drivers. To accomplish this mission, the Department outlined the methods of operation and the policies applicable to carry out the activities of the grants. As outlined in the Department's 2013-2015 Strategic Plan, Area offices developed specific action steps to help achieve the goals and objectives of the grants. While the development of specific action plans was the responsibility of the individual command, guidelines were provided as an aid in their action plan development.

To ensure the statewide and local grants were implemented in accordance with departmental policy as well the operational plans, individual commands were required to designate an Area grant coordinator. Additionally, commands were required to provide quarterly reports to their respective Divisions documenting Area activities. Each Division compiled data and provided Division-wide quarterly reports to the CHP Enforcement and Planning Division. Once compiled, quarterly reports were prepared and forwarded to CHP Top Management and OTS. Upon completion of all three grants, final reports were prepared and submitted to CHP Top Management and OTS.



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Traffic Safety Presentations

As part of the operational plans of the IDEA2, Arrive Alive on US 101 Corridor, and Arrive Alive on Interstate 15 Corridor grants, each CHP Division was required to conduct a highly publicized enforcement event on a problematic roadway, and each Area office was to conduct traffic safety presentations throughout the grant period regarding the dangers of impaired driving. Additionally, educational materials were developed and distributed throughout each grant cycle.

California Strategic Highway Safety Plan

The CHP statewide and local corridor DUI traffic safety grants are consistent with and support Challenge Area 1 of the California Strategic Highway Safety Plan (SHSP). The goal of Challenge Area 1 is to reduce the number of impaired driving fatalities on California's roadways. Action items within Challenge Area 1 include public information and education campaigns along with the formation of traffic enforcement teams. The grants focused on reducing the number of victims killed and injured in traffic collisions caused by impaired drivers through enhanced enforcement, public awareness campaigns, and traffic safety presentations.

Interstate 80/Interstate 10/Interstate 5/Interstate 40 Challenges

In 2013, in an effort to achieve a goal of zero fatalities during heavily traveled vacation periods, the CHP partnered with adjoining states, NHTSA, the International Association of Chiefs of Police (IACP) Highway Safety Committee, the IACP State and Provincial Division, and the Federal Motor Carrier Safety Administration in four national law enforcement Interstate Challenge campaigns. The focus of each of these campaigns was to educate the public on safe driving habits and to work as allied agency partners to reach the goal of zero deaths during the challenge periods.

The CHP participated in the following Interstate Challenge campaigns:

Interstate 80	July 24-31 (heaviest summer vacation travel period)	Interstate 5	Thanksgiving holiday
Interstate 10	Labor Day holiday	Interstate 40	Thanksgiving holiday

TRAINING

Drug Evaluation and Classification Program

To assist in the detection, apprehension, and prosecution of impaired drivers, the CHP collaborated with NHTSA and the IACP to develop the Drug Evaluation and Classification Program (DECP). The DECP is a series of national training programs with approved curricula and resources designed to provide a comprehensive approach to combating drug- and alcohol-impaired driving. The DECP curriculum includes Standardized Field Sobriety Tests (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), Drug Recognition Expert (DRE), and Drug Impairment Training for Educational Professionals (DITEP). Each curriculum has been carefully adapted for law enforcement officers, criminal prosecutors, criminalists, school administrators, teachers, nurses, and school resource officers. By sharing the DECP with community stakeholders, the CHP is hoping to increase awareness and understanding of the dangers of impaired driving.

Standardized Field Sobriety Tests

The California Commission on Peace Officer Standards and Training (POST) requires cadets receive 16 hours of DUI training. The CHP exceeds this minimum standard by requiring an additional 30 hours of DUI training, further enhancing the cadets' learning experience.

One hundred percent of all CHP officers receive SFST training. In 2013, 219 newly appointed CHP officers received initial SFST training. Additionally, in 2013, the CHP provided two SFST instructor classes; these included 17 CHP and 30 allied agency personnel.

Advanced Roadside Impaired Driving Enforcement

To bridge the gap between the basic SFSTs conducted on the roadside and the DRE evaluation performed in a controlled environment, such as an Area office, NHTSA developed the ARIDE program.



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The ARIDE program is a 16-hour course introducing officers to the seven categories of drugs and the common indicators for each category. Taught by DRE instructors credentialed by the IACP, ARIDE training provides officers with the knowledge, skills, and experience to detect, evaluate, and apprehend drug-impaired drivers. Since the program's inception, 428 CHP officers have received ARIDE training.

In 2013, CHP instructors taught 65 ARIDE classes; this included 126 CHP officers and 1,366 allied agency personnel, totaling 1,492 students trained.

Drug Recognition Expert

The DRE program was developed in 1983 to assist officers in the detection and apprehension of drug-impaired drivers. The training consists of 72 hours of intensive classroom instruction and 40 hours of hands-on field certification. To maintain their certification, all DREs must complete four field evaluations per year and attend a recertification class every two years.

In 2013, the CHP certified 219 new DREs, 112 of whom were CHP personnel, for a total of 585 employees currently certified as DREs.

In 2013, the CHP certified 40 new DRE instructors, 24 of whom were CHP personnel, for a total of 77 employees currently certified as DRE instructors.

In 2013, the CHP provided 33 DRE recertification classes; this included 279 CHP officers and 122 allied agency personnel, totaling 401 students.

Drug Impairment Training for Educational Professionals

The DITEP module includes 16 hours of classroom instruction focusing on intervention. It is designed to give school teachers, staff, nurses, school resource officers, and administrators basic knowledge to detect when students are impaired by drugs.

The two-day class covers SFST concepts and principles, alcohol as a drug, seven categories of drugs, physiology of drugs, drugs in society, eye and vital sign examination, drug combinations, notification procedures, and resources.

In 2013, the CHP assisted in training 6 school resource officers, 27 school nurses, and 498 other school administrative personnel.

Solid, Realistic, Ongoing, Verifiable Training

In addition to the minimum training requirements established by the Commission on Peace Officer Standards and Training (POST) uniformed employees receive every year, the Department provides ongoing training to heighten officers' awareness of important topics. In 2003, the Department developed the Solid, Realistic, Ongoing, Verifiable Training (SROVT) Program to provide this essential training.

Every day, during pre-shift briefings, a different real-life SROVT scenario is presented to the officers. After a brief discussion, the appropriate course of action is presented, followed by additional discussion. To ensure effectiveness, the same scenario is given at every Area office statewide on the same day.

This form of continuous training is directed towards enhancing the officer's knowledge of departmental policies and procedures, as well as federal, state, and local laws. The SROVT scenarios are written by field officers throughout the state and sent to the Department's subject matter experts to be reviewed for content and appropriate policy references.

In 2013, 19 SROVT scenarios relating to the detection and apprehension of impaired drivers were used during statewide briefings.

PUBLIC INFORMATION AND EDUCATION

The CHP has been successful in reducing the number of fatalities and injuries caused by DUI drivers through enforcement, extensive education, and public awareness programs. Programs like Right Turn, Start Smart, Designated Driver, Every 15 Minutes, Red Ribbon Week, National Drunk and Drugged Driving Week, and Sober Graduation have made positive impacts on countless communities and lives.



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Between January 1, 2013, and December 31, 2013, the Department conducted 139 traffic safety presentations regarding the dangers of impaired driving. These presentations impacted more than 48,000 drivers and soon-to-be drivers statewide and exceeded the IDEA2 grant's operational plan objective of 60 presentations.

Media Campaign

In 2013, the Department contracted with the social marketing firm tmdgroup, inc. (tmdgroup) to develop a focused media campaign educating Californians on the consequences of impaired driving. The media campaign consisted of cable television, broadcast television, radio, cinema, and digital advertising. Throughout the year, public service announcements (PSA) and anti-DUI messages were broadcast throughout the state, resulting in over 32 million impressions. Additionally, tmdgroup distributed a Spanish language radio PSA covering the Central Valley.

To ensure the effectiveness of the media campaign, specific geographic areas were targeted based on the percentage of total alcohol-involved fatal and injury collisions occurring in the counties making up each designated market area: Los Angeles, 46.5 percent; San Francisco, 17.1 percent; Sacramento, 11.7 percent; and San Diego, 8.9 percent. Campaign flight dates corresponded with holiday periods that are historically associated with an increase in the number of alcohol-involved collisions. The PSAs aired on the following holidays:

St. Patrick's Day	March 11-17	July 4th Holiday	July 1-7
Cinco de Mayo	April 29-May 5	Labor Day Holiday	August 19-September 2
Memorial Holiday	May 21-27		

In 2013, the CHP and tmdgroup formed several partnerships with major media vendors including Comcast, Time Warner, Fox TV, CBS, and other local affiliates. Through these partnerships, the Department was able to secure added value (promotional programs/sponsorships) and bonus spots (free airtime) in major media markets throughout California.

Transportation Management Centers and Safety Messages

Transportation Management Centers (TMC) are the control centers for California urban freeway and highways systems and are operated in partnership with the CHP and the California Department of Transportation. Real-time traffic information is gathered from many sources, including electronic sensors in the pavement, freeway call boxes, video cameras, 911 calls, patrol officers, highway crews, ramp meter sensors, earthquake monitors, motorists' cellular telephone calls, and commercial traffic reporters. The information obtained is sent to TMCs 24 hours a day, 7 days a week.

Located throughout the state, TMCs manage changeable message signs along the freeways and highways to provide motorist information on a wide range of topics. The signs warn motorists of road closures due to traffic collisions, provide inclement weather advisories when needed, and give descriptions of vehicles involved in child abductions.

In addition, the joint CHP/California Department of Transportation statewide traffic safety campaign includes the message "Report Drunk Drivers - Call 911." This message was displayed 30 times on changeable message signs statewide throughout 2013.

Facebook

The CHP has entered the realm of social media with the goal of delivering our anti-DUI message in a relevant and meaningful way. Since joining Facebook in early 2012, we have received more than 26,000 "Likes." The CHP Facebook page is growing by approximately 400 new Likes per week. On average, 8,000 to 10,000 people see any one post.

By studying current trends, using eye-catching graphics, and posting engaging content, the CHP has maximized interaction with Facebook "Followers." Several posts were seen by 80,000 to 100,000 Facebook users.





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Twitter

Twitter is being utilized by many CHP Divisions and Area offices as an efficient way of disseminating timely information regarding current traffic conditions, including major collisions, road blocks, and construction activity. In Twitter posts, the CHP routinely reminds followers of the dangers of impaired driving.

Designated Driver Program

In an effort to reach a larger number of Californians regarding the dangers of drinking and driving, the CHP developed the Designated Driver Program (DDP). Through the DDP, the CHP advertises the traffic safety message, "Designate a Sober Driver."

To ensure the effectiveness of the DDP, the message is displayed at venues with the greatest impact, including professional football, baseball, and basketball games; collegiate sporting events; automobile races; rodeos; movie theaters; concerts; and other high-profile events.

In 2013, the DDP partnered with the following organizations, including, but not limited to: Laguna Seca Raceway in Monterey; the Redding rodeo; professional basketball games featuring the Los Angeles Lakers; minor league baseball games featuring the Sacramento River Cats, Lake Elsinore Storm, Fresno Grizzlies, and Stockton Thunder; and college athletic events at California State University, Fresno.

At each of these events, fans heard the Designate a Sober Driver traffic safety message from the announcers and saw the Designate a Sober Driver message displayed on banners and Jumbotron boards. Local CHP officers were also available at booths to further promote this anti-DUI message.

Techniques for Effective Alcohol Management Coalition-Good Sport Program

The Techniques for Effective Alcohol Management, or TEAM, Coalition-Good Sport Program is an alliance of professional and collegiate sports, entertainment facilities, concessionaires, stadium service providers, breweries, distillers, broadcasters, governmental traffic safety experts, and others working together to promote responsible drinking and positive fan behavior at sports and entertainment facilities.

Since 2010, the CHP has partnered with Anheuser-Busch and the TEAM Coalition-Good Sport Program to promote responsible drinking and positive fan behavior at professional sporting events. In 2013, CHP officers staffed booths at San Diego Chargers, Oakland Raiders, and Sacramento Kings home games, asking fans to sign a pledge to be designated drivers for their group and reminding all patrons that "Fans Don't Let Fans Drive Drunk."

Underage Drinking and Driving Prevention

The CHP is committed to educating our youth about the dangers of underage drinking and driving. To accomplish this, the Department developed and participates in successful educational and awareness programs targeting high-risk age groups. Programs like Right Turn, Start Smart, Every 15 Minutes, and Sober Graduation deliver an impactful, age-specific message designed to educate our youth regarding the consequences of underage drinking and driving.

Every 15 Minutes

When the Every 15 Minutes program was developed, it was based on the fact that every 15 minutes somewhere in America a teenager was injured or killed in a traffic collision. This horrifying statistic is driven home to California's high school students through an intense, realistic, and highly effective three-day educational program. In cooperation with high schools statewide, the Every 15 Minutes program portrays in extraordinarily sobering detail the physical, emotional, legal, and financial consequences of impaired driving.

In 2013, the CHP coordinated 141 Every 15 Minutes program presentations, impacting more than 102,000 participating students.

Sober Graduation

Since 1985, the Sober Graduation campaign has been successful in decreasing the number of graduating seniors who are killed in alcohol-related traffic collisions. The Sober Graduation campaign involves CHP Division and Area offices working in partnership with educators, parents, and student organizations. Together, they develop and present on-campus anti-DUI programs and distribute anti-DUI educational materials to students.

In 2013, the CHP participated in 80 Sober Graduations, impacting 19,501 graduating seniors.

IMPAIRED DRIVING



Start Smart

Traffic collisions are the leading cause of death among American teenagers. Approximately 3,000 teenagers are killed in vehicle collisions every year—that equates to about eight young lives lost every day. In an effort to reduce this staggering number, in 2002 the CHP created the Start Smart Program with funding through an OTS grant.

Since its inception, the Start Smart Program aimed at helping newly licensed and soon-to-be licensed teenage drivers, ages 15-19 years old, to understand the critical responsibilities of driving and that collisions do happen, but at-fault collisions are 100 percent preventable. Start Smart classes address driver responsibilities and open dialog between law enforcement, teenage drivers, and parents to transform new drivers into safe, competent drivers.

During each Start Smart presentation, officers discuss the dangers of underage drinking and impaired driving. Throughout the presentation, testimonials are given by CHP officers who have investigated fatal traffic collisions involving teenagers. Additionally, family members who have lost loved ones in traffic collisions provide emotional testimonials to the teenagers.

In 2013, the CHP conducted 642 Start Smart Program classes and 471 public education and awareness presentations, impacting 105,408 young drivers.

The CHP has formed many partnerships through the Start Smart Program, including several auto insurance companies which provide discounts to students who have successfully completed a Start Smart class. With more teenagers and their parents requesting the class, the CHP has been able to expand this important program.

In addition to auto insurance companies, many California schools have partnered with the CHP by providing their classrooms and gymnasiums to conduct the Start Smart classes and presentations. Additionally, many schools offer rewards to students who complete a Start Smart class, such as campus parking passes. This partnership provides incentives for students and the convenience of having classes locally taught.

The CHP, through the Start Smart Program, has also partnered with several California traffic courts. Some of these courts offer first-time traffic offenders the option of successfully completing a Start Smart class in lieu of having a traffic violation on their permanent record, thereby providing a learning opportunity for teenage drivers.

Right Turn

The Right Turn Program spotlights children and choices—choices that involve drinking and illicit drug use, and choices that can forever change a young life. Today's adolescents are under significant pressure about academic grades, appearance, and social acceptance. Statistics show more students are using alcohol and drugs at younger ages. Through the Right Turn Program, the CHP works to instill willpower in students to stand up to peer pressure and make the right choice about drinking and recreational drug use.

The Right Turn Program targets middle school students ages 11 to 14 who are still forming opinions about drug and alcohol use. This is an important first step in the prevention of impaired driving collisions involving young drivers. The Right Turn Program provides this age group the tools to deal with situations involving alcohol, drugs, and impaired driving. The program includes a video depicting drunk driver scenarios and the dangers of drinking and driving. This is designed to provide students an understanding of what to do and how to stay safe if faced with the possibility of being a passenger in a vehicle with an impaired driver.

Since the program's inception, the CHP has formed many partnerships, including numerous California middle schools offering to provide classrooms and gymnasiums during school hours to conduct the presentations. This partnership benefits student by providing confidence to resist peer pressure and make the right decision when they see others making questionable choices.



IMPAIRED DRIVING

ENFORCEMENT

Due to the significant threat to public health and safety, the CHP continues to aggressively combat impaired drivers.

In 2013, CHP officers committed 461,160 hours of regular duty time toward impaired driving enforcement, arresting 76,860 drivers and conducting 5,058 DRE evaluations.

Statewide Grant-Related Enforcement

In support of the IDEA2 grant's enhanced enforcement efforts, CHP directed over 57,000 grant-funded overtime hours toward the detection, apprehension, evaluation, and documentation of impaired drivers.

The table to the right represents the Department's enforcement statistics during the summer and winter NHTSA holiday mobilization periods.

NHTSA Holiday Mobilization	Aug. 16, 2013 - Sept. 2, 2013	Dec. 13, 2013 - Jan. 1, 2014
DUI Checkpoints Conducted	60	23
Vehicles Through Checkpoints	42,568	15,635
Drivers Contacted at Checkpoints	29,186	11,091
Field Sobriety Tests Administered at Checkpoints	498	260
DUI Arrests (Alcohol Only) from Checkpoints	126	63
DUI Drug Arrests (Drug Only) at Checkpoints	10	3
DUI Arrests (Alcohol/Drug Combo Only) at Checkpoints	1	14
Drug Arrests (Possession, Trans, Sales...) at Checkpoints	10	4
Criminal Arrests (Felony in custody) at Checkpoints	38	9
Suspended/Revoked Driver's Licenses	87	31
DUI Roving/Saturation/Task Force Patrols Conducted	24	27
Field Sobriety Tests Administered	449	244
DUI Arrests (Alcohol Only) from DUI Saturation Patrols	67	63
DUI Drug Arrests (Drug Only) from DUI Saturation Patrols	13	9
DUI Arrests (Alcohol/Drug Combo Only) from DUI Sat Patrols	5	1
Drug Arrests (Posses., Trans, Sales...) from Sat Patrols	8	7
Criminal Arrests (Felony in custody) from DUI Sat Patrols	24	8
Suspended/Revoked Driver's Licenses	19	11

Statewide Operational Plan Objectives and Results

As a result of the implementation of the Operational Plan of the IDEA2 grant, the CHP observed the following positive results:

Objective: To conduct 225 sobriety checkpoints.

Result: Accomplished. During the course of this grant, the Department conducted 236 sobriety checkpoint operations.

The checkpoints resulted in 474 DUI arrests, 106,560 vehicles screened, 2,063 SFSTs conducted, and 1,358 citations issued.

Objective: To conduct 75 DUI saturation patrols, also known as task force operations.

Result: Accomplished. A total of 148 DUI saturation patrols were conducted.

Saturation patrols resulted in 580 DUI arrests, 2,213 SFSTs conducted, and 1,843 citations issued.

Objective: To deploy officers on grant-funded overtime for proactive DUI enforcement, also known as roving enforcement.

Result: Accomplished. Over 40,000 overtime hours were used by uniformed officers conducting proactive DUI enforcement during the grant period.

Proactive DUI enforcement resulted in 823 DUI arrests.

Local Traffic Safety Corridor Grant-Related Enforcement

As a result of the Arrive Alive on US 101 DUI Corridor grant activities, West Valley/Moorpark Areas conducted a total of 149 proactive enforcement patrols, resulting in 748 citations, 643 verbal warnings, 80 field sobriety tests, 64 DUI arrests, 9 miscellaneous arrests, and 265 motorist assists.

As a result of the Arrive Alive on Interstate 5 DUI Corridor grant activities, Riverside/Temecula Areas conducted a total of 82 proactive enforcement patrols, resulting in 492 citations, 329 verbal warnings, 213 field sobriety tests, 120 DUI arrests, 21 miscellaneous arrests, and 146 motorist assists.

Interstate 80/Interstate 10/Interstate 5/Interstate 40 Challenges

To reach the Interstate Challenge campaign's goal of zero deaths, each participating law enforcement agency focused on reducing collision causing factors such as speed, impaired driving, unrestrained and improperly restrained occupants, and distracted driving. In order to create the desired environment of highly visible traffic enforcement along each of the corridors, the entire spectrum of traffic violations was strictly enforced.



IMPAIRED DRIVING

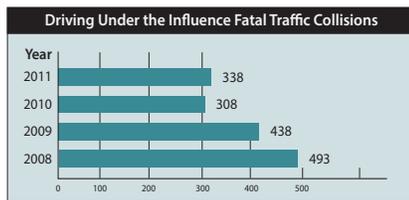
Maximum Enforcement Period

In addition to our daily enforcement efforts, each Area office participates in Maximum Enforcement Periods (MEP) over holiday periods. During MEPs, field commands are required to deploy the maximum number of available uniformed personnel to address primary collision factor violations, impaired drivers, and occupant restraint violations. To assist the motoring public with arriving safely at their destination during the New Year's and Labor Day MEPs, all 119 Area offices and commercial enforcement facilities concentrated their enforcement efforts on impaired driving.

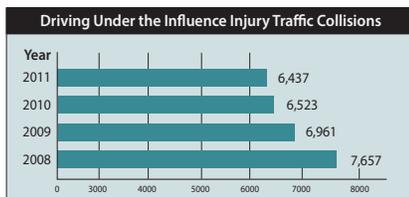
In 2013, CHP officers arrested 2,964 impaired drivers during the New Year's and Labor Day MEPs, representing an increase of 69.47 percent over the 2012 MEP holiday period!

OUTCOMES

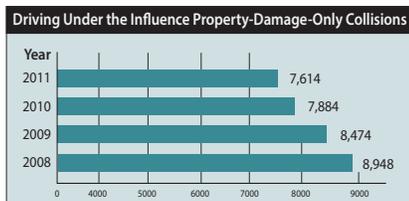
The ultimate goal of all members of the CHP, uniformed and nonuniformed, is saving lives. Through officer training, public education, and strict enforcement efforts, the total number of traffic collisions caused by impaired drivers has decreased for the fifth consecutive year.



In 2011, the number of fatal DUI traffic collisions decreased by 18.16 percent when compared to the previous three-year average.



In 2011, the number of injury DUI traffic collisions decreased by 8.66 percent when compared to the previous three-year average.



In 2011, the number of property-damage-only DUI traffic collisions decreased by 9.73 percent when compared to the previous three-year average.

As outlined in the Department's 2013-2015 Strategic Plan, and to ensure the success of its direction, the CHP routinely monitors the performance and progress of each grant. To accomplish this, Area commanders meet at least bimonthly with the next level of command (Division) and prepare quarterly progress reports for their respective Division commanders. This information is provided to CHP Top Management to discuss progress toward achieving the goals and objectives of each operational plan and to review trends or other factors indicating a need to reassess the Department's strategic direction.

Part of this ongoing review process is the analysis of collision trends and other relevant data to refine strategies and performance measures. This allows the Department to adapt its operational plan to a changing operating environment.

In addition to the Department's internal review, the CHP submitted quarterly performance reports to OTS showing activities were conducted in a timely and efficient manner. Included within these reports were the NHTSA Mobilization Data sheets for the summer and winter Mobilization Periods.



IMPAIRED DRIVING

Local Traffic Safety Corridor Grant Outcomes

The CHP has seen significant results from implementation of the Arrive Alive on US 101 DUI Corridor grant operational plan. Provisional statistics compiled by West Valley/Moorpark Areas show fatalities were reduced by 60 percent, and the number of injuries were reduced by 52 percent, exceeding its goals.

Similarly, the CHP has seen significant results from implementation of the Arrive Alive on Interstate 5 DUI Corridor grant operational plan. Provisional statistics compiled by Riverside Area and Temecula Area show the number of fatal victims was reduced by 75 percent, and the number of injuries were reduced by 52 percent, exceeding its goals.

Awards and Recognition

The CHP is committed to providing the highest level of Safety, Service, and Security to the people of California. This is accomplished through the combined efforts of the Department's uniformed and nonuniformed employees. To inspire excellence, the CHP recognizes exemplary performance, at all levels, through our internal and external awards programs.

Internal Awards Program

To recognize employees for outstanding performance, the CHP established an internal awards program. Highway Patrol Manual 150.1, Departmental Awards Manual, assists CHP management with the important responsibility of recognizing employees.

Through the Department's internal awards program, officers are recognized for extraordinary efforts in impaired driving enforcement and education. Area commanders and shift supervisors routinely recognize these efforts, reinforcing the mission of this Department. The use of a CHP 100, Officer's Evaluation/Activity Summary; CHP 2, Incident Report; and the CHP 123E, Commander's Certificate of Commendation, provide avenues of recognition for a job well done.

External Awards Programs

The CHP takes great pride in acknowledging the success and dedication displayed by its employees and their commitment to saving lives. For this reason, the Department participates in several external award programs, many of which are sponsored by the IACP.

The International Association of Chiefs of Police Karen Tarney Award

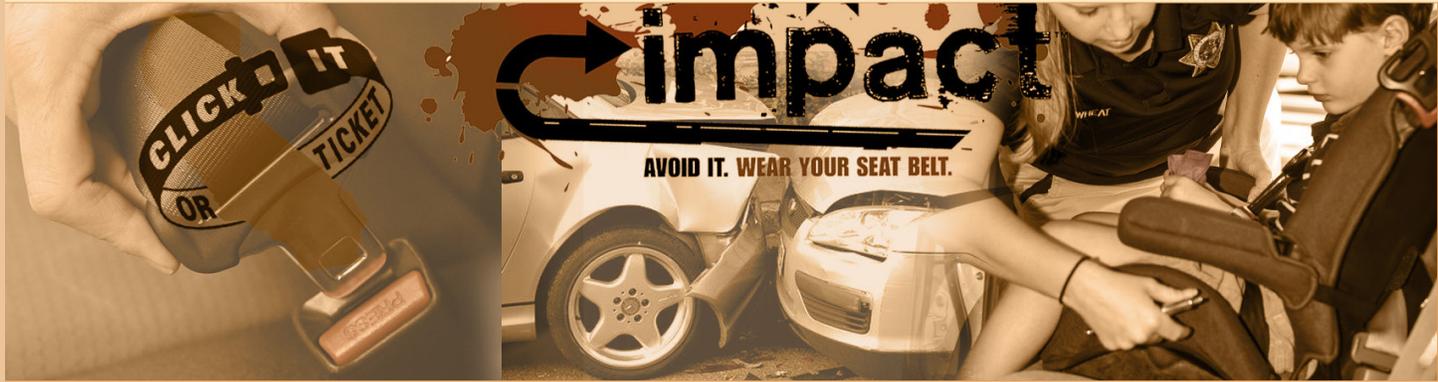
In 2013, the IACP DRE Section Karen Tarney Award was presented to CHP Officer Scott Esmay, #13265, by the IACP. The IACP Karen Tarney Award recognizes those who have supported the expansion of the DECP. Officer Esmay served as a DRE for 17 of his 23 years with the Department. In addition, he has been a DRE instructor for 13 years. In 2012, Officer Esmay assisted with the training of over 1,200 police officers, resulting in certifying 192 officers from agencies throughout California, as well as students from Idaho, New Mexico, South Dakota, Tennessee, Washington, the United Kingdom, and Canada.

Mothers Against Drunk Driving

Mothers Against Drunk Driving (MADD) is a nationwide nonprofit organization whose mission is to combat drunk driving, support the victims of this violent crime, and prevent underage drinking and driving. Every year, MADD recognizes individual officers from a variety of law enforcement agencies for their personal achievements in the enforcement of DUI laws.

On June 1, 2013, MADD California held its 15th Annual Statewide Law Enforcement and Community Recognition Dinner. Recognition was given to 159 officers and deputies at this event attended by over 500 officers, commanders, family members, and MADD volunteers. The CHP submitted the following nine officers for recognition by MADD, all of whom received the award:

Officer D. Drefke, #19948	52 arrests	Officer T. Steaffens, #18534	101 arrests
Officer K. Peterson, #18056	59 arrests	Officer S. Jackson, #18920	Public Information Officer
Officer R. Koehn, #19109	204 arrests	Officer E. Holloway, #15957	149 arrests
Officer D. Garay, #16145	136 arrests	Officer D. Pontius, #17801	114 arrests
Officer G. Chavez, #18150	121 arrests		



OCCUPANT PROTECTION

Policy &
Guidelines

National Law Enforcement Challenge
2013 CALIFORNIA HIGHWAY PATROL



POLICY and GUIDELINES

EMPLOYEE SAFETY BELT USE

California Highway Patrol General Order (GO) 100.4 Use of Occupant Restraints in Vehicles Used for State Business

CALIFORNIA HIGHWAY PATROL

GENERAL ORDER 100.40

REVISED MARCH 2012

USE OF OCCUPANT RESTRAINTS IN VEHICLES USED FOR STATE BUSINESS

1. PURPOSE. The purpose of this General Order is to establish policy and procedure for the use of vehicle occupant restraint systems by all occupants of state vehicles, and of private vehicles being operated during the course of conducting state business.

2. POLICY. Departmental employees shall ensure all drivers and passengers are properly using vehicle occupant restraint systems when operating or riding in state-owned vehicles, or when using rented or private vehicles while conducting state business. Exemptions will be permitted only for unusual circumstances constituting an extreme emergency, such as emergency lifesaving transportation of a critically injured person whose injuries do not permit the use of safety belts.

3. PROCEDURES.

a. Departmental Employees. Notwithstanding Section 27315(g) of the California Vehicle Code (CVC), all employees shall use properly adjusted and securely fastened safety belts when operating or riding in any vehicle while conducting state business.

b. Passengers. The operator of any vehicle being used on state business shall ensure all passengers are properly secured by safety belts and/or child passenger restraint systems.

(1) When transporting prisoners, employees shall comply with the guidelines contained in Highway Patrol Manual 70.6, Officer Safety Manual, Chapter 24, Transportation of Prisoners.

(2) Children who are less than eight years of age shall be transported as follows:

(a) When transporting a child in a state vehicle other than an authorized emergency vehicle or when transporting a child in a rented or private vehicle while on state business, an approved child passenger restraint



POLICY and GUIDELINES

EMPLOYEE SAFETY BELT USE *(continued)*

California Highway Patrol Highway Patrol Manual (HPM) 70.6 Officer Safety Manual Chapter 5: Patrol Vehicle Operations

(1) The CHP meets and/or exceeds the regulations for pursuit training set forth by the California Penal Code and CVC.

(2) Additionally, the CHP meets and/or exceeds the training regulations and guidelines set forth by POST and the Commission on Accreditation for Law Enforcement Agencies, Inc.

3. POLICY RELATING TO EMERGENCY VEHICLE OPERATIONS AND EQUIPMENT.

a. Seat Belt Requirement.

(1) Employees shall wear seat belts at all times when operating a departmental vehicle or as a passenger in a departmental vehicle.

b. Authorized Emergency Vehicle Warning Equipment Operation.

(1) Siren. Siren use is to be in conformance with CVC Section 21055.

NOTE: Electronic sirens may be operated in the "wail" or "yelp" phases.

(a) Experience has shown use of the siren and red light does not always ensure an AEV's right-of-way. Conflict has often occurred because a motorist was unable to hear the siren. The human element is always present, and under emergency conditions, various motorists and pedestrians will react differently. Certain techniques in the use of the siren and in driving will compensate, to some extent, for the shortcomings of persons who are excited or inattentive to their driving.

(b) The siren should be operated throughout its entire tone scale, fluctuating from a high to a low pitch. Where the possibility of traffic conflict is present, the siren should be actuated sufficiently in advance so that pedestrians and motorists may have adequate warning of the approach of an emergency vehicle.

(c) A patrol vehicle using a siren should pass traffic on the left even though it is necessary to drive across a center line of a roadway. A motorist will often swerve to the right at the approach of an AEV. Therefore, an officer should cautiously pass on the right only when no other course is open and then only when the red light and siren have been deactivated.



POLICY and GUIDELINES

EMPLOYEE SAFETY BELT USE *(continued)*

California Highway Patrol Highway Patrol Manual (HPM) 10.6 Occupational Safety Manual Chapter 3: Accountability

(6) "Preventable Collisions" reflects recordable vehicle collisions the commander determined to have been preventable by the driver/rider.

(7) "Target Status – At, Below, or Above" reflects if the safety category realized a reduction, remained the same, or saw an increase.

(8) "Year to Date" entries shall reflect total numbers through the respective reporting periods.

7. PRIVATE VEHICLES ON OFFICIAL BUSINESS.

a. Safe Vehicles. Use of private vehicles on official business may be authorized by a commander only if the driver certifies that the vehicle is and will be maintained in a safe condition and is covered by insurance. An STD. 261, Authorization to Use Privately Owned Vehicles on State Business, must be on file in the employee's field folder and updated during the annual performance appraisal process. Additionally, all employees who frequently (once a month or more) are required to drive on official business shall be trained in defensive driving techniques in accordance with Chapter 8 of this manual.

b. Safety Equipment Use. Safety equipment, specifically occupant restraints, provided in vehicles shall be used in accordance with General Order 100.40, Use of Occupant Restraints in Vehicles Used for State Business.

8. ACCOUNTABILITY FOR USE OF SAFETY EQUIPMENT.

a. Department Responsibility. Legally and morally, the Department must provide safety equipment as necessary for safe performance of tasks.

b. Manager/Supervisor Responsibility. Legally, each manager/supervisor is held accountable for ensuring that employees receive instruction on the proper use of safety equipment.

c. Employee Responsibility. Legally, each employee is held accountable for the proper use of safety equipment.

d. Special Responsibility, Seat Belts. Body restraints (including lap belts and upper body restraints) are required to be used in all vehicles operated on official business.



POLICY and GUIDELINES

SAFETY BELT AND CHILD PASSENGER SAFETY SEAT ENFORCEMENT

**California Highway Patrol
Highway Patrol Manual (HPM) 100.68
Traffic Enforcement Policy Manual
Chapter 5: Other Enforcement Issues**

CHAPTER 5

OTHER ENFORCEMENT ISSUES

1. PASSENGER RESTRAINTS.

a. Authority.

(1) Section 27315 of the California Vehicle Code (CVC) establishes the Motor Vehicle Safety Act. This section mandates safety belt use by drivers and passengers of motor vehicles. For purposes of this section, motor vehicle is defined as any passenger vehicle, motortruck, truck tractor, or farm labor vehicle, but does not include a motorcycle.

(2) Section 27315.1 CVC states Section 27315 CVC applies to any person in a fully enclosed three-wheeled motor vehicle that is not less than 7 feet in length and not less than 4 feet in width and has an unladen weight of 900 pounds or more.

b. Policy.

(1) It is the Department's intent to enhance motorist safety by encouraging greater use of occupant restraints through aggressive enforcement. Therefore, officers shall take appropriate enforcement action for all observed violations in accordance with the procedures contained in this chapter.

(2) Regardless of the existence of any other violation of law, officers reasonably suspecting a violation of a passenger restraint requirement may stop a vehicle to determine whether or not a violation of Section 27315 CVC exists.

c. General. The Code of Federal Regulations (CFR), Title 49, Section 571, Federal Motor Vehicle Safety Standard (FMVSS), No. 208 requires passenger vehicles manufactured after January 1, 1968, and motortrucks and house cars manufactured after January 1, 1972, have safety belts installed at all designated seating positions. Drivers and passengers of vehicles manufactured prior to these respective dates are not subject to the usage provisions of the occupant restraint laws, even if the vehicles are retrofitted with safety belts.

(1) Designated Seating Position. Defined by federal regulations as any plain-view location capable of accommodating a person if the position is likely to be used a seating position. Auxiliary seating accommodations, such as temporary or folding jump seats, are not included in this definition.



POLICY and GUIDELINES

CHILD PASSENGER RESTRAINTS

California Highway Patrol Highway Patrol Manual (HPM) 100.68 Traffic Enforcement Policy Manual Chapter 5: Other Enforcement Issues

(6) A complaint may be filed for an occupant restraint violation after a traffic collision investigation if the officer deems such action is appropriate. However, nonuse of the vehicle's safety belt must be clearly evident (e.g., safety belts tucked behind the seats, safety belts removed, or occupants ejected with no evidence the safety belts are defective).

(7) A verbal warning should normally be issued when all elements of the offense are not clearly present, such as:

(a) Requirements to have safety belts in the vehicle, as required by FMVSS No. 208, are in question.

(b) It is unclear whether or not the safety belt was actually in use prior to the enforcement stop.

(8) Some instances may be encountered in which safety belts are not in use and the issuance of a CHP 215 may serve no useful purpose. An example might be a distraught driver transporting an injured or sick person to a medical facility for treatment. A verbal warning might be more appropriate than the issuance of a CHP 215 in such a case.

2. CHILD PASSENGER RESTRAINTS.

a. Authority. Children are subject to the Child Safety Belt and Passenger Restraint requirements contained in Sections 27360 and 27360.5 CVC.

(1) Children less than eight years of age are subject to the requirements of Section 27360 CVC. In case of a life-threatening emergency or when a child is being transported in an authorized emergency vehicle, if there is no child passenger restraint system available, Section 27363(b) CVC provides that a child may be transported without the use of such a system, but shall be secured by a seat belt.

(2) Children eight years of age, but less than 16 years of age are subject to the requirements of Section 27360.5 CVC.

(3) Section 27368 CVC provides that Division 12, Chapter 5, Article 3.3, Child Safety Belt and Passenger Restraint Requirements, applies to child passengers in a fully enclosed three-wheeled motor vehicle that is not less than seven feet in length and not less than four feet in width and has an unladen weight of 900 pounds or more.

(4) Effective January 1, 2012, Section 27363 CVC provides that a child or ward who is under the age of eight and is four feet nine inches in height or



POLICY and GUIDELINES

CHILD PASSENGER RESTRAINTS *(continued)*

California Highway Patrol Highway Patrol Manual (HPM) 100.68 Traffic Enforcement Policy Manual Chapter 5: Other Enforcement Issues

taller may be restrained by a safety belt rather than by a child passenger restraint system. A child or ward under eight years of age may ride in an appropriate child passenger restraint system in the front seat of a motor vehicle under the following conditions:

- (a) There is no rear seat.
- (b) The rear seats are side-facing jump seats.
- (c) The rear seats are rear-facing seats.
- (d) The child passenger restraint system cannot be installed properly in the rear seat.
- (e) All rear seats are already occupied by children seven years of age or younger.
- (f) Medical reasons necessitate that the child or ward not ride in the rear seat. The court may require satisfactory proof of the child's medical condition.

(5) Additionally, a child or ward may not ride in the front seat of a motor vehicle with an active passenger air bag if the child is riding in a rear-facing child passenger restraint system.

b. Policy.

(1) It is the Department's intent to enhance motorist safety by encouraging greater use of occupant restraints through aggressive enforcement. Therefore, officers shall take appropriate enforcement action for all observed violations of Sections 27360 or 27360.5 CVC in accordance with the procedures contained in this chapter.

(2) Regardless of the existence of any other violation of law, officers reasonably suspecting a violation of the child passenger restraint requirements may stop a vehicle to determine whether or not a violation of Sections 27360 or 27360.5 CVC has occurred.

c. General.

(1) Vehicle Criteria. Sections 27360 and 27360.5 CVC apply to all passenger vehicles (465 CVC), all motortrucks (410 CVC), and all truck tractors (655 CVC), regardless of the state in which the vehicle is registered.

NOTE: Unlike the provisions of Section 27315(e) CVC, children are not exempt from the requirement to be properly restrained in a sleeper berth.



POLICY and GUIDELINES

CHILD PASSENGER SAFETY PROGRAM

California Highway Patrol General Order (GO) 100.7 Child Passenger Safety Program

CALIFORNIA HIGHWAY PATROL

GENERAL ORDER 100.7

REVISED MAY 2012

CHILD PASSENGER SAFETY PROGRAM

1. **PURPOSE.** The purpose of this General Order is to establish departmental policy and procedures concerning the Department's Child Passenger Safety (CPS) program.

2. **BACKGROUND.** On April 1, 1999, the California Highway Patrol (CHP) was awarded a grant to reduce the mileage death rate among children under four years old. In order to accomplish this goal, the Department began a public awareness campaign in which traffic safety presentations were conducted, child passenger restraint systems (CPRS) were provided to those in need, and officers were trained as National Highway Traffic Safety Administration (NHTSA)-certified CPS technicians and instructors.

3. **POLICY.**

a. The purpose of the Department's CPS program is to assist with the efforts of reducing the mileage death rate among children, by providing the motoring public with awareness and education relating to CPS laws and issues through traffic safety presentations, child safety seat (CSS) check-up events, and fitting stations.

b. Every Area office shall participate in the Department's CPS program by providing traffic safety presentations, conducting CSS check-up events, and operating Area CSS fitting stations to better educate the public on child passenger safety.

c. Every Area commander shall designate an Area CPS coordinator to manage the Area's program.

4. **PROCEDURES.**

a. **Traffic Safety Presentations.** Public information and educational seminars educate the public on CPS laws, issues, and best practices. The Area CPS coordinator shall coordinate with various entities (e.g., school districts, community



POLICY and GUIDELINES

CHILD PASSENGER SAFETY PROGRAM *(continued)*

California Highway Patrol General Order (GO) 100.7 Child Passenger Safety Program

centers, and allied agencies) to schedule and provide public information and educational seminars.

b. Child Safety Seat Check-up Events. Organized CSS check-up events provide the public with assistance on the installation of their infant or child's CPRS, as well as education regarding potential misuse of a CPRS. Further, at these events, trained personnel perform CSS inspections for all children in the vehicle required to be in a CPRS or a seat belt. To ensure the quality of the check-up events and limit liability concerns, the Department has established guidelines for conducting events and inspections at field offices. (Refer to Annex A.)

c. Fitting stations. A fitting station is a place designated for the public to come for information, resources, instruction, and assistance in obtaining and installing a CPRS. Fitting stations and CSS check-up events have proven to be an effective way to decrease the high rate of CPRS misuse. Procedures for implementing a fitting station are as follows:

(1) Every Area office shall designate one day a week for the public to make appointments to have their CSS inspected.

(2) All personnel shall use the following guidelines when scheduling appointments:

(a) Ensure the parent/guardian/caregiver brings their child's CPRS as well as the instructions with them to their scheduled appointment. Ascertain whether the car seat is appropriate for the child and their vehicle.

(b) Advise the parent/guardian/caregiver that the CHP may not have an appropriate seat on hand, so it is essential they bring a CPRS that is not defective, not more than six years old, has not been involved in a traffic collision, and does not have a safety recall.

(c) All technical questions, assistance with installation, and requests for a CPRS shall be referred to a NHTSA-certified CPS technician.

(3) The following criteria shall be used during the operation of a fitting station:

(a) Trained staff may give instruction, guidance, and a hands-on demonstration on proper infant/child use of a CPRS or seat belt as well as the appropriate installation in a motor vehicle. Levels of training are detailed in paragraph 5, Training, of this document.



POLICY and GUIDELINES

STRATEGIC PLAN

CALIFORNIA HIGHWAY PATROL – STRATEGIC PLAN 2011-2015

The 2011-2015 Strategic Plan follows Commissioner Joseph Farrow's vision for the California Highway Patrol and establishes a clear direction for the Department as it strives to meet its goals over the next five years. It is important to note this plan is a living document and will be examined and revised as necessary.

The goals, strategies, and performance measures outlined in the Strategic Plan are focused on making significant progress toward goal accomplishment while exploring ways to increase in-view patrol and reduce fatal collisions due to DUI, speed, and noncompliance with occupant restraint laws.

Goal 1 - Prevent Loss of Life, Injuries, and Property Damage.

Strategy 1.1 - Focus on enforcement of primary collision factors and occupant restraint through visible, proactive patrol, utilizing proper deployment of resources, and public education.

Performance Measures: As a gauge of overall effectiveness, numbers of enforcement citations for speed, driving under the influence (DUI), and occupant restraint will be reported. At the conclusion of 2015, the Strategic Plan performance numbers will be compared. The Department seeks a statewide reduction of traffic fatalities of five percent from 2011 to 2015.

Strategy 1.2 - Increase compliance with cellular telephone use and texting while driving.

Performance Measures: As a gauge of overall effectiveness, numbers of enforcement citations for cellular telephone use and texting while driving will be reported.

Goal 4 - Protect Public and State Assets.

Strategy 4.1 - Utilize available technology and resources to reduce the occurrence of vehicle theft in California.

Performance Measures: Reduce vehicle theft statewide by five percent by 2015. At the end of 2015, the Department will compare vehicle theft results to a prior three-year average.



OCCUPANT PROTECTION



At the time of this submission, Statewide Integrated Traffic Records System (SWITRS) data for 2012 and 2013 has not been finalized. The SWITRS database serves as a means to collect and process data gathered from collision scenes and serves as California's official data source for collision reporting purposes. Unless otherwise noted, the collision data included in this document is based on 2011 finalized SWITRS data occurring within California Highway Patrol (CHP) jurisdiction.

Additionally, all grant-related activities referred to in this document occurred within the 2013 federal fiscal year.

PROBLEM IDENTIFICATION

As documented in the California Traffic Safety Score Card published by the California Office of Traffic Safety (OTS), the statewide observed seat belt usage rate increased from 95.5 percent in 2012 to 97.4 percent in 2013. Although the 2013 data is not finalized, the preliminary figures suggest an approximate increase of 2 percent in seat belt usage. This was determined by visual observations made at 140 different locations selected on the basis of geography and population and consistent with the National Highway Traffic Safety Administration (NHTSA) seat belt survey methodology (California State University, Fresno).

The 2012 Statewide Observational Survey Restraint Usage for Infants and Children (most current data available) found that 91.6 percent of infants and children up to eight years old were restrained while riding in passenger vehicles. This was determined by utilizing the same NHTSA seat belt survey methodology as outlined for adults (California State University, Fresno).

California consistently has one of the highest observed seat belt usage rates.

California consistently has one of the highest observed seat belt usage rates, and the California Highway Patrol (CHP) is encouraged by the increase in the number of properly restrained vehicle occupants. However, unrestrained or improperly restrained occupants continues to be the number one contributing factor of death and injury for drivers and passengers of all age groups, regardless of gender, ethnicity, or any other factor.

According to OTS, in California, the percent of restrained passenger vehicle occupant fatalities (all seat positions) decreased from 67 percent in 2010 to 64 percent in 2011. It was further stated by OTS that California is much better than the national average of 46 percent and no state is better than California. Additionally, NHTSA estimates that about half or 260 of the 521 known unrestrained fatalities would be alive today had they simply buckled up.

For this reason, the CHP is focused on reducing the number of unrestrained or improperly restrained vehicle occupants. To accomplish this, the Department believes a combination of strict enforcement and public education is the most effective way to increase awareness about the importance of being properly restrained.



OCCUPANT PROTECTION

PLANNING

Vehicle Occupant Restraint Education and Instruction II Grant

In an effort to reduce the number of unrestrained and improperly restrained vehicle occupants, the CHP submitted a proposal to OTS and was subsequently awarded a grant. This grant, entitled Vehicle Occupant Restraint Education and Instruction II (VOREI II), provided overtime hours to supplement the Department's statewide occupant restraint enforcement and public education efforts.

In addition to enforcement and public education activities, the VOREI II grant provided funding for replacement child passenger seats and booster seats to families who would otherwise not be able to afford the most appropriate occupant protection for their child.

In 2013, as part of the VOREI II grant, the CHP purchased 2,640 child safety seats and distributed 2,560 of those child seats free of charge to families in need.

To maximize the effectiveness of the VOREI II grant, low compliance areas within CHP jurisdiction were targeted based upon SWITRS data. Although the operational plan provided additional statewide resources, geographical areas that have historically low compliance for the use of occupant restraints received additional resources, including planning, enforcement, and public education.

To measure the success of the VOREI II grant, the CHP established specific goals and objectives, including the goal of reducing the number of unrestrained persons killed or injured in traffic collisions within CHP jurisdiction by 5 percent. To accomplish this, the Department outlined methods of operation and policies applicable to carry out the activities of the grant. As outlined in the Department's 2013-2015 Strategic Plan, Area offices developed specific action steps to help achieve the goals and objectives. While the development of specific action plans was the responsibility of the individual command, guidelines were provided as an aid in their action plan development.

To ensure the grant was implemented and activities were conducted in accordance with departmental policy as well as the operational plan, individual commands were required to designate a grant coordinator. Additionally, commands were required to provide quarterly reports to their respective Divisions documenting local grant-related activities. After receiving the command's quarterly reports, each Division compiled the data and provided Division-wide quarterly reports to CHP Enforcement and Planning Division, Research and Planning Section (RPS). After receiving each of the eight field Division quarterly reports, RPS compiled the data and provided a statewide quarterly report representing our quarterly occupant restraint efforts to OTS as well as to CHP Top Management. Upon completion of the VOREI II grant, a final report was submitted to OTS and CHP Top Management within the established 30-day time frame.

As required by the VOREI II grant, the CHP set the following objectives:

- Conduct a minimum of one child passenger safety (CPS) check-up event in every CHP Area office.
- Inspect a minimum of 6,000 child safety seats (CSS).
- Conduct a minimum of 18 occupant restraint information sessions for judicial officials throughout California.
- Conduct a minimum of 20 occupant restraint educational classes for rental car agencies throughout California.
- Conduct a minimum of 20 CPS educational classes for day care centers or preschools throughout California.
- Participate in the NHTSA Click It or Ticket campaign.
- Conduct one CHP statewide occupant restraint day in September, including maximum enforcement of applicable laws.

Child Passenger Safety Program

In an effort to reduce the number of deaths and injuries of children in traffic collisions, the Department established the CPS Program. The CPS Program assists the motoring public with awareness and education relating to CPS laws and issues. To accomplish this, every Area office is required to participate in the Department's CPS Program by providing traffic safety presentations, conducting CSS check-up events, and operate CSS fitting stations to better educate the public on child passenger safety.

To manage each Area office's CPS Program, every Area office commander is required to designate a CPS coordinator. The Area office CPS coordinator is required to conduct educational seminars regarding CPS laws, issues, and best practices. Additionally, the coordinator is



OCCUPANT PROTECTION

required to organize CSS check-up events to show parents/guardians the proper way to install their child passenger restraint systems (CPRS). While installing the CPRS, trained departmental personnel also educate the driver regarding potential misuses of a CPRS, since new child safety seats are manufactured every year, often with complex instructions.

In addition to conducting CSS check-up events, every Area office is required to designate one day per week for the public to make appointments for a CSS inspection. Accordingly, our Department has established strict guidelines to ensure the quality of the check-up events and inspections performed at our Area offices.

These CSS inspections provide a crucial public service for parents and caregivers. According to a study conducted by Safe Kids Worldwide, the critical misuse for child restraints is approximately 73 percent, with infant seats having the highest percent of critical misuse, followed by rear-facing convertible seats.

National Campaigns

In 2013, during the months of May and November, the CHP participated in the NHTSA Click It or Ticket campaign by conducting a well-publicized statewide seat belt enforcement mobilization, focusing on low compliance areas throughout California.

California Strategic Highway Safety Plan

The CHP statewide occupant restraint VOREI II grant and the ongoing CPS Program are consistent with and support Challenge Area 4 of the California Strategic Highway Safety Plan (SHSP). The goal of Challenge Area 4 is to increase the use of safety belts and child safety seats. Action items within Challenge Area 4 include public information and education campaigns along with the formation of traffic enforcement teams. The VOREI II grant focused on reducing the number of unrestrained and improperly restrained vehicle occupants through statewide enhanced enforcement and public education.



Officer Christopher Hitchcock, #18964, adjusts a child safety seat on July 27, 2013.

Interstate 80/Interstate 10/Interstate 5/Interstate 40 Challenges

In 2013, in an effort to achieve a goal of zero fatalities during heavily traveled vacation periods, the CHP partnered with adjoining states, NHTSA, the International Association of Chiefs of Police (IACP) Highway Safety Committee, the IACP State and Provincial Division, and the Federal Motor Carrier Safety Administration in four national law enforcement Interstate Challenge campaigns. The focus of each of these campaigns was to educate the public on safe driving habits and to work as partners with allied agencies to reach the goal of zero deaths during the challenge periods.

The CHP participated in the following Interstate Challenge campaigns:

- Interstate 80 July 24-31 (heaviest summer vacation travel period)
- Interstate 10 Labor Day holiday
- Interstate 5 Thanksgiving holiday
- Interstate 40 Thanksgiving holiday



OCCUPANT PROTECTION

TRAINING

Child Passenger Safety Program

Each year the Department trains uniformed and nonuniformed employees on the proper use and installation of child passenger safety seats. Every CSS technician must attend a strenuous 5-day, 40-hour course administered by Safe Kids Worldwide through NHTSA. Due to ever-changing trends and technology in child passenger safety seats, technicians are required to recertify every two years.

In 2013, the CHP trained and certified 140 new technicians and recertified 105 technicians, for a total of 580 currently trained personnel statewide. Since the inception of the CPS program, the Department has certified over 1,600 CPS technicians.

Child Passenger Safety Enforcement Training

During the Department's mandatory quarterly training days held at each Area office and field Division, technicians and instructors provide CPS training and updates to our uniformed personnel. This training includes identifying CSS misuse, allowing our officers to properly enforce California child passenger restraint laws or refer drivers to the Area office CPS coordinator when they observe a violation.

Accident Investigation Training

In addition to the 12 hours of collision investigation instruction required by the California Commission on Peace Officer Standards and Training (POST), CHP cadets receive 92 hours of in-depth training on how to investigate a traffic collision. Through this training, cadets are taught to examine physical evidence to determine if occupant restraints were used during a traffic collision.

Upon successful completion of the CHP Academy, officers are provided the opportunity to further their collision investigation skills. To accomplish this, the Department offers Intermediate Accident Investigation and Advanced Accident Investigation courses. With this additional training, officers increase their understanding of how to examine physical evidence to determine the use/non-use of restraints during a traffic collision.

Below 100 Program

In April 2010, several contributors to Law Officer Magazine and friends were having dinner together at the International Law Enforcement Educators and Trainers Association conference. Prior to the conference, a series of officer deaths had occurred, and everyone at the table was concerned. Captain Travis Yates of the Tulsa Police Department made a statement that caused everyone to pause: "If we would just slow down, wear our seat belts, and clear intersections, we could get our line-of-duty deaths to below 100 a year."

The idea of the Below 100 national campaign began at that dinner table and continues today as an initiative that aims to reduce the line-of-duty deaths to below 100 per year, a number not seen since 1944.

To accomplish this goal, five key tenets for law enforcement were identified:

- Wear your seat belt
- Wear your vest
- Watch your speed
- WIN – What's Important Now
- Remember: Complacency kills

In 2012, the CHP adopted the mission of the Below 100 national campaign and developed a curriculum using the five tenets. In March 2013, with the assistance of Dale Stockton, a 32-year law enforcement veteran, and Captain Yates, the CHP began its Below 100 campaign with a two-day "train the trainer" course.

During this two-day course, a total of 38 instructors were trained, consisting of 35 uniformed employees, 1 West Sacramento Police Department employee, and 2 Nevada Highway Patrol employees. In the second quarter of 2013, the trainers conducted Below 100 training to all uniformed CHP personnel and participating allied agencies.



OCCUPANT PROTECTION

In addition to uniformed training, the CHP developed a nonuniformed version of this program and has trained all CHP Headquarters personnel. The CHP is currently implementing the training throughout all CHP field Divisions.

To reinforce the five tenets of the Below 100 Program, the CHP is scheduled to roll out the second phase of the program, "Peers, Tears, & Fears," in the second quarter of 2014.

Solid, Realistic, Ongoing, Verifiable Training

In addition to the minimum annual training requirements established by POST, the Department provides ongoing training to uniformed personnel to keep their knowledge of policies and procedures current. In 2003, the Department developed the Solid, Realistic, Ongoing, Verifiable Training (SROVT) Program to provide this essential training.

Every day, during pre-shift briefings, a different, real-life SROVT scenario is presented to the officers. After some discussion, the appropriate course of action is presented, followed by additional discussion. To ensure effectiveness, the same scenario is given at every Area office in the state on the same day.

This form of continuous training is directed towards enhancing the officer's knowledge of departmental policies and procedures, as well as federal, state, and local laws. The SROVT scenarios are written by field officers throughout the state and sent to the Department's subject matter experts to be reviewed for content and appropriate policy references. In 2013, an SROVT scenario relating to occupant restraints was used in statewide briefings.

Commentary Driving/Sergeant Ride-Along

In 2013, CHP officers were reminded of the Department's mandatory seat belt policy for all personnel through a quarterly sergeant ride-along. During the sergeant ride-along, officers verbalize their actions and thoughts pertaining to the task of driving and performing their routine patrol duties. This process is referred to as "commentary driving." During this process, officers are provided the opportunity to verbally remind themselves to use their seat belts as well as look for occupant restraint violations as they patrol.

PUBLIC INFORMATION AND EDUCATION

The CHP has been successful in reducing the number of fatalities and injuries as a result of unrestrained or improperly restrained vehicle occupants through enforcement, extensive education, and public awareness programs. Programs like CPS, Start Smart, and Click It or Ticket have made positive impacts on countless communities and lives.

Child Passenger Safety Program

The CPS Program enables the CHP to provide an invaluable service to the motoring public, as trained personnel demonstrate the proper installation of child safety seats to parents/guardians, ensuring the appropriate safety seat is used based on a child's height, weight, and age. Additionally, the program affords officers the opportunity to instill in children the importance of wearing seat belts while educating adults on their own seat belt usage.

In 2013, CPS technicians and instructors conducted 375 child passenger safety check-up events and inspected 14,002 child safety seats.

Since the CPS program's inception, the CHP has formed many partnerships including judicial officials, rental car agencies, and day care centers. Through these partnerships, technicians and instructors provide CPS training and updates to child passenger safety stakeholders. This training includes identifying CSS misuse and encouraging technicians and instructors to refer parents/guardians to an Area office CPS coordinator when they observe a violation.

In 2013, CPS technicians and instructors conducted 24 informational sessions for judicial officials, impacting 98 officials; 38 occupant restraint educational classes for rental car agencies, impacting 226 people; and 189 CPS educational classes for day care centers or preschools, impacting 5,702 people.



OCCUPANT PROTECTION

University of California, Davis Partnership

In 2013, the CHP assisted the University of California, Davis Health Care System, Injury Prevention Program, to produce an informational video addressing current California law and best practices for car seat installations. The video is expected to be completed and released for distribution in 2014.

Click It or Ticket

The CHP participated in the statewide Click It or Ticket campaign on November 16-25, 2012 and May 20 through June 2, 2013. This campaign involved the cooperative efforts of four traffic safety-related departments within the California State Transportation Agency: CHP, OTS, the Department of Transportation, and the Department of Motor Vehicles, as well as the California Department of Alcoholic Beverage Control. During each of these periods, a statewide media campaign encouraged drivers to buckle up.

Transportation Management Centers and Safety Messages

Transportation Management Centers (TMC) are the control centers for California urban freeway and highways systems and are operated in partnership with the CHP and the California Department of Transportation. Real-time traffic information is gathered from many sources, including electronic sensors in the pavement, freeway call boxes, video cameras, 911 calls, patrol officers, highway crews, ramp meter sensors, earthquake monitors, motorists' cellular telephone calls, and commercial traffic reporters. The information obtained is sent to TMCs 24 hours a day, 7 days a week.

Located throughout the state, TMCs manage electronic signs along the freeways and highways to provide motorist information on a wide range of topics. The signs warn motorists of road closures due to traffic collisions, provide weather advisories when needed, and give descriptions of vehicles involved in child abductions.

In addition, the joint CHP/California Department of Transportation statewide traffic safety campaign included the message "Click It or Ticket \$160+" to remind drivers to buckle up. This message was displayed 8 times statewide during the months of May and November 2013.

Start Smart

Traffic collisions are the leading cause of death among American teenagers. Approximately 3,000 teenagers are killed in vehicle collisions every year, resulting in about eight young lives lost each and every day. In an effort to reduce this staggering number, in 2002 the CHP created the Start Smart Program with funding through an OTS grant.

Since its inception, Start Smart has aimed at helping newly licensed and soon-to-be licensed teenage drivers, ages 15-19 years old, to understand the critical responsibilities of driving and that collisions do happen, but at-fault collisions are 100 percent preventable. Start Smart classes address driver responsibilities and open dialog between law enforcement, teenage drivers, and parents/guardians to help ensure these teens become safe, competent drivers.

Due to inexperience, new drivers do not always recognize a dangerous driving situation until it is too late. During each Start Smart presentation, officers discuss the importance of defensive driving and buckling up, both day and night. Testimonials are given by CHP officers who have investigated fatal traffic collisions involving teenagers. Additionally, emotional testimonials are given by family members who have lost loved ones in traffic collisions.

In 2013, the CHP conducted 642 Start Smart classes and 471 public education and awareness presentations, impacting 105,408 young drivers.

The CHP has formed many partnerships through the Start Smart Program, including several auto insurance companies which provide discounts to students who have successfully completed a Start Smart class. With more teenagers and their parents/guardians requesting the class, the CHP has been able to expand this important program.

In addition to auto insurance companies, many California schools have partnered with the CHP by providing their classrooms and gymnasiums to conduct the Start Smart classes and presentations. Additionally, many schools offer rewards to students who complete a Start Smart class, such as campus parking passes. This partnership provides incentives for students and the convenience of locally taught classes otherwise held at CHP Area offices.



OCCUPANT PROTECTION

The CHP through the Start Smart Program has also partnered with several California traffic courts. Many of these courts offer first-time traffic offenders the option of successfully completing a Start Smart class in lieu of having a traffic violation on their permanent record, thereby providing a learning opportunity for teenage drivers.

1-800-TELL-CHP

The CHP encourages people to report motorists traveling with unrestrained children by calling the departmentally sponsored information line, 1-800-TELL-CHP. Registered vehicle owners who are reported receive a letter reminding them that California law requires children be properly restrained. They also receive information on proper child safety seat installation and how to obtain free assistance from the CHP regarding child passenger safety.

Facebook

The CHP actively pursues social media opportunities with the goal of reminding motorists to buckle up in a relevant and meaningful way. As an example, since joining Facebook in early 2012, we have received more than 26,000 "Likes." The CHP Facebook page is becoming more popular and growing by approximately 400 new Likes per week.

By studying current trends, using eye-catching graphics, and posting engaging content, the CHP has maximized interaction with Facebook "followers." On average, 8,000 to 10,000 people see any one post.

In 2013, the CHP posted 11 messages relating to occupant restraints, reaching an average of more than 11,500 followers with each post.



The CHP Facebook page is becoming more popular and growing by approximately 400 new Likes per week.

Twitter

Twitter is being utilized by many CHP Divisions and Area offices as an efficient way of disseminating timely information regarding current traffic conditions and important traffic safety messages. Currently, the Department has more than 6,700 followers; however, many of those followers "re-tweet" messages posted by the CHP, reaching even greater numbers.

In 2013, the CHP routinely reminded followers the importance of being properly restrained and to contact their local CHP Area office for a free child safety seat inspection.

... the Department has more than 6,700 followers ...





OCCUPANT PROTECTION

ENFORCEMENT

According to NHTSA, occupant restraints are the single most effective traffic safety devices for preventing death and injury. For this reason, CHP officers aggressively enforce California occupant restraint laws on a continuous basis throughout the state.

In 2013, CHP officers committed more than 35,500 hours of regular duty time toward occupant restraint enforcement, citing 95,773 seat belt violations and 10,844 child restraint violations.



Officer Doris Peniche, #18682, conducts a seat belt enforcement stop on December 18, 2013.

In support of the VOREI II grant's enhanced enforcement efforts, officers dedicated nearly 9,345 grant-funded overtime hours toward occupant restraint enforcement, issuing 383 seat belt violations and 19 child restraint citations. In addition to these occupant protection violations, CHP officers issued 125 speeding, 16 commercial vehicle, 96 cell phone, and 5 texting citations.

Click It or Ticket

In addition to the public awareness campaigns reminding motorists to buckle up, CHP participates in the Click It or Ticket campaign, a "zero tolerance" effort to enforce state occupant protection laws. Drivers and passengers can expect to receive a ticket, not a warning, if an officer observes a seat belt violation during a Click It or Ticket campaign.

During the two Click It or Ticket campaigns in 2013, a total of 2,505 seat belt citations and 355 child restraint citations were issued statewide.

Occupant Restraint Day

One of the departmental objectives of the operational plan of the VOREI II grant was to conduct a statewide occupant restraint day in September 2013 during Child Passenger Safety Week, including maximum enforcement of applicable laws.

Result: Accomplished. A CHP statewide occupant restraint day was held during the September 15-21, 2013, Child Passenger Safety Week. During this period, 1,868 seat belt citations and 176 child safety seat citations were issued statewide.

Maximum Enforcement Period

In addition to our daily enforcement efforts, each Area office participates in Maximum Enforcement Periods (MEP) over holiday periods. During MEPs, field commands are required to deploy the maximum number of available uniformed personnel to address primary collision factor violations, impaired drivers, and occupant restraint violations.

To assist the motoring public with arriving safely at their destination during the Memorial Day and Thanksgiving MEP holidays, all 119 CHP Area offices and commercial enforcement facilities concentrated their enforcement efforts on occupant restraint violations.

In 2013, the CHP issued 2,856 occupant restraint citations during the Memorial Day and Thanksgiving MEP holidays.

Interstate 80/Interstate 10/Interstate 5/Interstate 40 Challenges

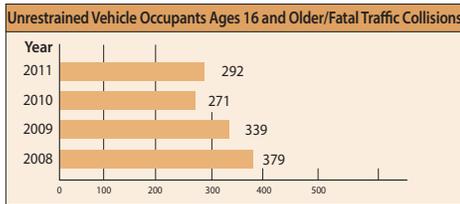
To reach the Interstate Challenge campaign goal of zero deaths, each participating law enforcement agency focused on collision-causing factors such as speed, impaired driving, unrestrained and improperly restrained occupants, and distracted driving. However, in order to create the desired environment of highly visible traffic enforcement along each of the corridors, the entire spectrum of traffic violations was strictly enforced.



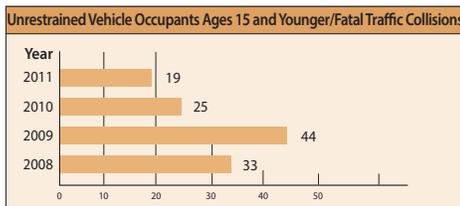
OCCUPANT PROTECTION

OUTCOMES

Being unrestrained or improperly restrained continues to be the number one contributing factor of deaths and injuries to vehicle occupants of all age groups in motor vehicle collisions. In 2011, SWITRS collision data revealed that 424 unrestrained vehicle occupants, ages 16 and older, were killed or injured in CHP jurisdiction. Motor vehicle collisions also continue to be the leading cause of death statewide for children ages 15 and younger, with unrestrained or improperly restrained children being the number one contributing factor. In 2011, a total of 581 unrestrained children ages 15 and younger were killed or injured in CHP jurisdiction. However, the number of unrestrained vehicle occupants killed or injured in traffic collisions has been decreasing since 2008, which may be due in part to the enhanced enforcement and education efforts of the CHP.



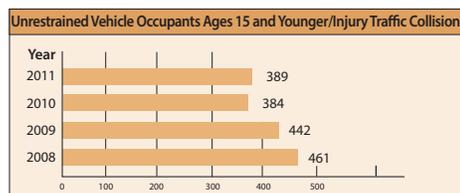
In 2011, traffic collisions have decreased by 11.43 percent (compared to the previous three-year average) in which one or more unrestrained persons age 16 and older were killed.



In 2011, traffic collisions have decreased by 44.12 percent (compared to the previous three-year average) in which one or more unrestrained persons age 15 and younger were killed.



In 2011, traffic collisions have decreased by 18.70 percent (compared to the previous three-year average) in which one or more unrestrained persons age 16 and older were injured.



In 2011, traffic collisions have decreased by 9.32 percent (compared to the previous three-year average) in which one or more unrestrained persons age 15 and younger were injured.

As outlined in the Department's 2013-2015 Strategic Plan, and to ensure the success of its direction, the CHP routinely monitors the performance and progress of each grant. To accomplish this, Area office commanders meet at least bimonthly with the next level of command (Division) and prepare quarterly progress reports for their respective Division commanders. This information is provided to CHP Top Management to discuss progress toward achieving the goals and objectives of each operational plan and to review trends or other factors indicating a need to reassess the Department's strategic direction.

Part of this ongoing review process is the analysis of collision trends and other relevant data to refine strategies and performance measures. This allows the Department to adapt to a changing operating environment.

In addition to the Department's internal review, the CHP submitted quarterly performance reports to OTS showing grant-related activities were conducted within a timely and efficient manner.



OCCUPANT PROTECTION

Awards and Recognition

The CHP is committed to providing the highest level of Safety, Service, and Security to the people of California. This is accomplished through the combined efforts of the Department's uniformed and nonuniformed employees. To inspire excellence, the CHP recognizes exemplary performance at all levels through our internal and external awards programs.

Internal Awards Program

To recognize employees for outstanding performance, the CHP established an internal awards program. Highway Patrol Manual 150.1, Departmental Awards Manual, assists departmental management with the important responsibility of recognizing employees.

Through the Department's internal awards program, officers are recognized for extraordinary efforts in occupant restraint enforcement and education. Area office commanders and shift supervisors routinely commend these efforts, reinforcing the mission of this Department. The use of forms such as a CHP 100, Officer's Evaluation/Activity Summary; CHP 2, Incident Report; and CHP 123E, Commander's Certificate of Commendation, provide avenues of recognition for a job well done.

Saved by the Belt

The purpose of the Saved by the Belt Program is to recognize individuals whose lives have been saved or injuries significantly reduced because they were properly restrained during a traffic collision. By identifying these individuals, the CHP is increasing the public awareness of the benefits of being properly restrained.

The Saved by the Belt Program has helped foster relationships with the communities the Department serves. Recognizing survivors of traffic collisions who were properly restrained has proven to be an effective way to illustrate that seat belt use is a priority within the CHP.

The CHP fully supports the Saved by the Belt Program and encourages all of our Area offices to participate. Recipients of the award may be members of the community or on-duty or off-duty officers. Award guidelines require the occupant to have been properly restrained during a traffic collision, not at fault for the collision, not under the influence, and injuries were either prevented or reduced by the use of the occupant protection equipment.

In 2013, the CHP routinely
reminded followers *the* importance
of *being* properly *restrained* . . .

West Valley Area Officer Josue Davila, #19624, performing a child safety seat inspection on November 16, 2013.





SPEED AWARENESS

Policy &
Guidelines

National Law Enforcement Challenge
2013 CALIFORNIA HIGHWAY PATROL



POLICY and GUIDELINES

SPEED ENFORCEMENT

California Highway Patrol
Highway Patrol Manual (HPM) 70.6
Officer Safety Manual
Chapter 7: Speed Enforcement

CHAPTER 7 SPEED ENFORCEMENT

1. INTRODUCTION.

a. Need Established. Since excessive speed is a major cause of accidents, much of an officer's time and effort will be directed toward the enforcement of speed laws. In addition, the public has come to expect adequate and uniform enforcement of speed laws.

(1) History has shown citizens do not expect and will not tolerate speed enforcement through the use of speed traps or hiding (Sections 40801 - 40805 California Vehicle Code).

(2) As a result, the Legislature has made the use of speed traps unlawful and the Department has established a policy of visible enforcement (Highway Patrol Manual [HPM] 100.68, Enforcement Policy Manual).

b. Hazard. The apprehension of speed violators is a hazardous duty. Driving at high speed requires the officer to be extremely alert and to employ defensive driving tactics constantly.

(1) Since there is less time to maneuver or stop a vehicle at high speeds, a greater chance exists for the officer to become involved in a collision.

(2) The patrol vehicle must be driven at a greater speed to overtake and stop the violator. Driving in this manner requires extreme caution on the part of the officer.

2. SPEED ENFORCEMENT POLICY. Speed enforcement policies and tolerances are contained in HPM 100.68, Chapter 3, Highway Enforcement.

3. ESTABLISHMENT OF A VIOLATOR'S SPEED.

a. Estimating a Violator's Speed.

(1) While an estimated speed, based on the officer's judgment, is admissible in court, estimating should be minimized until the officer has had sufficient experience and/or training. However, this should



**California Highway Patrol
Highway Patrol Manual (HPM) 100.68
Traffic Enforcement Policy Manual
Chapter 3: Highway Enforcement**

CHAPTER 3

HIGHWAY ENFORCEMENT

1. SPEED ENFORCEMENT.

a. General.

(1) Officers shall inspect the speedometer calibration chart of the enforcement vehicle they are operating and ensure the speedometer is in conformance with speedometer accuracy/calibration requirements set forth in Highway Patrol Manual (HPM) 31.1, Fleet Operations Manual. Officers shall use professional judgment to compensate for speedometer/odometer error to ensure optimum accuracy of cited speeds.

(2) Violators exceeding an absolute speed limit should be cited under the appropriate California Vehicle Code (CVC) section. However, if a safe speed significantly lower than the absolute speed limit can be established, a violator may be cited for a violation of the basic speed law.



c. Radar. The guidelines established in HPM 100.4, Radar Speed Enforcement Manual, shall be followed when using radar for speed enforcement.

d. Computed Average Speed.

(1) The technique of determining a potential violator's speed by employing the patrol vehicle odometer, a stopwatch, and a calculator or similar device, referred to as the Computed Average Speed (CAS) method, is prohibited.

(2) An extensive analysis of the CAS method concluded that in certain situations, CAS meets the definition of a speed trap and its general use would not be legal under Section 40801 CVC.



POLICY and GUIDELINES

SPEED ENFORCEMENT *(continued)*

**California Highway Patrol
Highway Patrol Manual (HPM) 100.68
Traffic Enforcement Policy Manual
Chapter 1: Patrol and General Enforcement Guidelines**

CHAPTER 1

PATROL AND GENERAL ENFORCEMENT GUIDELINES

1. PATROL RESPONSIBILITY.

a. General.

(1) The Department of California Highway Patrol (CHP) is responsible for protecting life and property on the highways of California. This responsibility primarily involves the application of preventive enforcement to reduce traffic collisions.

(2) The Department is also responsible for rendering services to the motoring public. These services include, but are not limited to, providing information, assisting those who are disabled or otherwise need help, and removing traffic hazards.

(3) In fulfilling our duties, the Department uses the basic method of in-view patrol based on the belief that people do not generally violate the law when they know they are being observed by officers. While patrolling, we will also be readily available to offer services to those in need of assistance.

b. Beat Accountability. Traffic laws are basically safety rules designed to ensure the efficient, collision-free flow of vehicles over the roads of the state. Their purpose is to protect persons from injury and to prevent property damage.

(1) The maximum effectiveness of each beat officer in collision prevention cannot be obtained until the officer fully accepts the concept of "beat accountability." When a beat officer's actions deviate from the steady, efficient, conscientious, and professional execution of the Department's obligations, the officer is doing less than full duty. Consequently, the beat officer must accept a degree of moral responsibility for each traffic collision or incident that occurs on their assigned beats.

(2) The Department believes it is essential that beat officers aggressively seek out and apprehend those who violate the law. The ultimate disposition of the case by the judge who passes on innocence or guilt, and who administers punishment, is not our concern. OUR JOB IS TO ENFORCE THE LAW.

POLICY and GUIDELINES

SPEED ENFORCEMENT *(continued)*



STRATEGIC PLAN

CALIFORNIA HIGHWAY PATROL – STRATEGIC PLAN 2011-2015

The 2011-2015 Strategic Plan follows Commissioner Joseph Farrow's vision for the California Highway Patrol and establishes a clear direction for the Department as it strives to meet its goals over the next five years. It is important to note this plan is a living document and will be examined and revised as necessary.

The goals, strategies, and performance measures outlined in the Strategic Plan are focused on making significant progress toward goal accomplishment while exploring ways to increase in-view patrol and reduce fatal collisions due to DUI, speed, and noncompliance with occupant restraint laws.

Goal 1 - Prevent Loss of Life, Injuries, and Property Damage.

Strategy 1.1 - Focus on enforcement of primary collision factors and occupant restraint through visible, proactive patrol, utilizing proper deployment of resources, and public education.

Performance Measures: As a gauge of overall effectiveness, numbers of enforcement citations for speed, driving under the influence (DUI), and occupant restraint will be reported. At the conclusion of 2015, the Strategic Plan performance numbers will be compared. The Department seeks a statewide reduction of traffic fatalities of five percent from 2011 to 2015.

Strategy 1.2 - Increase compliance with cellular telephone use and texting while driving.

Performance Measures: As a gauge of overall effectiveness, numbers of enforcement citations for cellular telephone use and texting while driving will be reported.

Goal 4 - Protect Public and State Assets.

Strategy 4.1 - Utilize available technology and resources to reduce the occurrence of vehicle theft in California.

Performance Measures: Reduce vehicle theft statewide by five percent by 2015. At the end of 2015, the Department will compare vehicle theft results to a prior three-year average.

SPEED AWARENESS



At the time of this submission, Statewide Integrated Traffic Records System (SWITRS) data for 2012 and 2013 has not been finalized. The SWITRS database serves as a means to collect and process data gathered from collision scenes and serves as California's official data source for collision reporting purposes. Unless otherwise noted, the collision data included in this document is based on 2011 finalized SWITRS data occurring within California Highway Patrol (CHP) jurisdiction.

Additionally, all grant-related activities referred to in this document occurred within the 2013 federal fiscal year.

PROBLEM IDENTIFICATION

The CHP is committed to preventing injuries and saving lives. To accomplish this mission, the Department is steadfast in our commitment to enforce California's speed laws and educate the motoring public regarding the importance of driving at speeds that are safe for conditions. However, despite the CHP's efforts, excessive speed, coupled with aggressive driving behaviors, consistently causes a large percentage of fatal and injury collisions annually. In federal fiscal year 2011, within CHP jurisdiction, there were a total of 62,856 fatal and injury collisions, of which 26,576 were for unsafe speed for roadway conditions as the primary collision factor (PCF). Of the 26,576 "unsafe speed for conditions" PCF collisions, 276 were fatal and 26,300 were injury, resulting in 310 victims killed and 38,684 victims injured. However, it is important to note California law requires the PCF to fall within four main categories: driving under the influence, right-of-way violation, unsafe turning movement, or unsafe speed for conditions. For this reason, the number of speed-related traffic collisions in California is disproportionately high compared to other states.

The CHP *remains committed* in *our* dedication to *reducing injuries and deaths* on *California* roadways.

Aggressive driving further compounds the speeding problem in California. The National Highway Traffic Safety Administration (NHTSA) defines aggressive driving as "individuals committing a combination of moving traffic offenses so as to endanger other persons or property." Aggressive drivers often commit multiple moving violations in addition to speeding, including following too closely, passing without sufficient clearance, improper lane changes, and improper turning movements.

In 2010, the California Office of Traffic Safety (OTS) completed California's first ever statewide survey to assess the opinions of motorists across the state on a multitude of important traffic safety issues. The results of the survey indicated approximately 22 percent of those who responded stated speeding and aggressive driving are the leading safety concerns on California's roadways.

For these reasons, speeding and aggressive drivers are a major concern for our Department. The CHP believes a combination of education, detection, and enforcement is the most effective way to increase the public's awareness of the dangers of excessive speed. With a wide range of available resources, the CHP remains committed in our dedication to reducing injuries and deaths on California roadways.



SPEED AWARENESS

PLANNING

Statewide Reduce Aggressive Driving Incidents and Tactically Enforce Speed Grant

The CHP places a high priority on speeding in California. In a strategic effort to reduce the number of speeding and aggressive drivers on California's roadways, the CHP submitted a statewide traffic safety proposal to OTS and was subsequently awarded a grant.

The statewide grant was entitled Reduce Aggressive Driving Incidents and Tactically Enforce Speed (RADIATES), which provided overtime hours to supplement the Department's speed and aggressive driving enforcement and public education efforts.

In addition to enforcement and public education activities, the RADIATES grant provided funding for vehicle-mounted radar units. To replace aging equipment, in 2013, a total of 517 vehicle-mounted radar units were purchased through the RADIATES grant.

To maximize the effectiveness of the grant, the CHP allocated overtime hours to each of the eight field Divisions based upon their respective percentage of speed-related traffic collisions within CHP jurisdiction.

Included within the activities of the RADIATES grant was the CHP's objective to deploy radar trailers a minimum of 150 times, conduct at least 100 speed enforcement operations in conjunction with radar trailers, and conduct a minimum of 100 traffic safety presentations.

To accomplish this, the operational plan of the RADIATES grant was divided into three components:

- Targeted statewide enforcement.
- Division/Area selected roadway enforcement.
- Traffic safety presentations.

Targeted Statewide Enforcement

The RADIATES grant's targeted statewide enforcement component incorporated all state/federal roadway segments within CHP jurisdiction. To convey a strong visible presence across California, the operational plan included three statewide overtime enforcement deployments on the following dates in 2013: March 14-18, June 13-17, and August 1-5.

The primary focus of these enforcement deployments was speeding and aggressive driving behaviors; however, all other primary collision factors as well as seat belt and distracted driving violations were strictly enforced.

To ensure a visible presence, Division commanders allocated hours appropriately throughout the Area offices. Moreover, based on 2011 SWITRS data, 90.8 percent of all speed-related traffic collisions occurred between 5:00 a.m. and 10:00 p.m. For this reason, all targeted enforcement deployments occurred during these hours.

Division/Area Selected Roadway Enforcement

As a component of the RADIATES grant, each CHP Division commander selected state highways and county roads within their Division for enhanced roadway enforcement. In addition, Division commanders were given the flexibility to allocate more hours to Area offices with higher percentages of speed-related traffic collisions. Area/Division commanders were given discretion on when to use these hours but were required to use the hours consistently throughout each quarter.

Traffic Safety Presentations

As part of the operational plan of the RADIATES grant, each CHP Division was required to conduct a highly publicized enforcement event on a problematic roadway. Additionally, each Area office was to conduct traffic safety presentations throughout the grant period regarding the dangers of speeding and aggressive driving at appropriate venues. To further increase the public's awareness, educational materials were developed and distributed throughout the year.



Local Traffic Safety Corridor Grants

In the fall of 2011, CHP Executive Management asked all CHP Areas to identify segments of roadway (corridors) with a disproportionately high number of fatal and injury traffic collisions attributed to top PCFs, including speed and aggressive driving. As a result, a total of 39 corridors were considered for grant funding to address this issue. Evaluation criteria included the number of fatal and injury collision rates, fatal and injury victim rates, mileage death rates, and population counts for each region. Based on this evaluation, the Department submitted two local traffic safety proposals to OTS and was subsequently awarded two grants to implement local projects in the Buttonwillow Area and Sonora Area.

Due to their many similarities, the two local traffic safety corridor grants will be discussed jointly.

Buttonwillow Area and Sonora Area Traffic Safety Corridor Grants

The two local grants were respectively entitled the Buttonwillow Traffic Safety Corridor grant and the Sonora Traffic Safety Corridor grant. Both grants were established due to an increasing number of victims killed and injured on segments of State Route (SR) 46 and Interstate 5 in Kern County (Buttonwillow Area) and SRs 120, 108, and 49 in Tuolumne/Stanislaus Counties (Sonora Area).

To address the fatality and injury statistics, CHP Buttonwillow and Sonora Areas developed community-based task forces to identify problems and solutions for their respective areas. In addition, each operational plan included: targeted patrol strategies, developing partnerships with local organizations, and extensive public education efforts.

Grant Goals, Objectives, and Follow-up

To measure the success of the operational plans of the statewide and local traffic safety corridor grants, the CHP established specific goals and objectives. These goals and objectives are created to reduce the number of fatal and injury traffic collisions caused by the top five PCFs, with the primary focus on speeding and aggressive driving.

To ensure the statewide and local traffic safety corridor grants were implemented in accordance with departmental policy as well the operational plans, individual commands were required to designate an Area grant coordinator. Additionally, commands were required to provide quarterly reports to their respective Divisions documenting Area activities. Each Division compiled data and provided Division-wide quarterly reports to the CHP Enforcement and Planning Division. Once compiled, quarterly reports were prepared and forwarded to CHP Top Management and OTS. Upon completion of all three grants, final reports were also prepared and submitted to CHP Top Management and OTS.

California Strategic Highway Safety Plan

The CHP statewide RADIATES grant, as well as the local Buttonwillow and Sonora Traffic Safety Corridor grants, are consistent with and support Challenge Area 10 of the California Strategic Highway Safety Plan (SHSP). The goal of Challenge Area 10 is to reduce speeding and aggressive driving. Action items within Challenge Area 10 include public information and education campaigns along with the formation of traffic enforcement teams. The grants focused on reducing speed and aggressive driving by all vehicle types through enhanced enforcement, public awareness campaigns, and traffic safety presentations.

Interstate 80/Interstate 10/Interstate 5/Interstate 40 Challenges

In 2013, in an effort to achieve a goal of zero fatalities during heavily traveled vacation periods, the CHP partnered with adjoining states, the International Association of Chiefs of Police (IACP) Highway Safety Committee, the IACP State and Provincial Division, and the Federal Motor Carrier Safety Administration in four national law enforcement Interstate Challenge campaigns. The focus of each campaign was to educate the public on safe driving habits and to work as allied agency partners to reach the goal of zero deaths during the challenge periods.

The CHP participated in the following Interstate Challenge campaigns:

- Interstate 80 July 24-31 (heaviest summer vacation travel period)
- Interstate 10 Labor Day holiday
- Interstate 5 Thanksgiving holiday
- Interstate 40 Thanksgiving holiday



SPEED AWARENESS

TRAINING

California has diverse topographical areas with varying degrees of traffic congestion, ranging from congested, 12-lane freeways in Los Angeles to rural, two-lane, mountainous roads in the Sierra Nevadas. To properly prepare officers for these challenges, the CHP offers the following speed enforcement training: pacing, radio detection and ranging (radar), and light detection and ranging (lidar).

Pacing

The CHP is dedicated to providing the highest level of speed enforcement training to our officers. One of the first methods taught to our officers is speed enforcement using the pacing method. This method is accomplished by the officer offsetting the patrol vehicle with a violator's vehicle and using the patrol vehicle's calibrated speedometer to determine its speed.

To ensure accuracy, the Department calibrates and logs all enforcement vehicle speedometers every 30,000 miles, or 90 days. Any documented difference in the actual speed and a patrol vehicle's indicated speed is noted within the log. The logbook is kept in the vehicle for an officer to account for any variance of speed when pacing a vehicle.

In 2013, 219 newly graduated officers were trained on the technique of pacing.

Radio Detection and Ranging

In an effort to successfully manage speed enforcement throughout the state, the Department has embraced the use of radar devices.

Upon graduation from the Academy and successful completion of their initial break-in period, new officers are given the opportunity to enhance their speed enforcement skills by becoming radar operators. This training consists of 24 hours of classroom instruction, followed by 30 hours of practical field training, consisting of 100 visual estimations of speed and distance. The officer is required to visually estimate a vehicle's speed within 5 miles per hour. After estimating the vehicle's speed, the officer's estimation is confirmed using a radar device.

To maintain their radar certification, officers are required to receive annual refresher training and demonstrate their proficiency in visually estimating the speeds of 10 vehicles within 5 miles per hour, which is confirmed using a radar device.

Since the inception of the Department's use of radar, the CHP has trained a total of 10,810 officers, which includes both current and retired employees. In 2013, a total of 284 officers received radar training.

Currently, all CHP primary enforcement vehicles are equipped with vehicle-mounted radar units. In addition, the Department has approximately 650 handheld radar units deployed statewide. Per California state law, all radar units are required to be recertified every 36 months. To ensure this is accomplished, Department policy requires recertification every 30 months.

Light Detection and Ranging

In 2006, the Department deployed lidar devices to combat speeding motorists throughout the state. By directing a narrow beam of light, officers using lidar can accurately confirm the speed of a single vehicle. Lidar training consists of 8 additional hours of classroom instruction, followed by 5 visual estimations confirmed by the use of the lidar device.

In 2013, a total of 265 officers received lidar training. The Department currently has a total of 810 lidar units deployed throughout the state.

Below 100 Program

In April 2010, several contributors to Law Officer Magazine and friends were having dinner together at the International Law Enforcement Educators and Trainers Association conference. Prior to the conference, a series of officer deaths had occurred, and everyone at the table was concerned. Captain Travis Yates of the Tulsa Police Department made a statement that caused everyone to pause: "If we would just slow down, wear our seat belts, and clear intersections, we could get our line-of-duty deaths to below 100 a year."

SPEED AWARENESS



The idea of the Below 100 Program began at that dinner table and continues today as an initiative that aims to reduce line-of-duty deaths to below 100 per year, a number not seen since 1944. To accomplish this goal, five key officer safety tenets were identified:

- Wear your seat belt
- Wear your vest
- Watch your speed
- WIN – What’s Important Now
- Remember: Complacency kills.

In 2012, the CHP adopted the mission of the Below 100 national campaign and developed a curriculum using the five tenets. In March 2013, with the assistance of Dale Stockton, a 32-year law enforcement veteran, and Captain Yates, the CHP began its Below 100 Program with a two-day “train the trainer” course.

During this two-day course, a total of 38 instructors were trained, consisting of 35 uniformed employees, 1 West Sacramento Police Department employee, and 2 Nevada Highway Patrol employees. In the second quarter of 2013, the trainers conducted Below 100 training to all uniformed CHP personnel and participating allied agencies.

In addition to the uniformed training conducted, the CHP developed a nonuniformed version of this program, has trained all CHP Headquarters personnel, and is currently implementing the training throughout all field Divisions.

To reinforce the five tenets of the Below 100 Program, the CHP is scheduled to roll out the second phase of the program, “Peers, Tears, & Fears,” in the second quarter of 2014.

... the CHP *developed*
a *nonuniformed* version of
the Below 100 Program, *has*
trained all CHP *headquarters personnel* and is
implementing *the training* throughout
all field Divisions.

Solid, Realistic, Ongoing, Verifiable Training

In addition to the minimum training requirements established by the California Commission on Peace Officer Standards and Training uniformed employees receive every year, the Department understands the importance of ongoing training. Accordingly, in 2003, the Department developed the Solid, Realistic, Ongoing, Verifiable Training (SROVT) Program.

Every day, during pre-shift briefings, a different real-life SROVT scenario is presented to the officers. After some discussion, the appropriate course of action is presented, followed by additional discussion. To ensure effectiveness, the same scenario is given at every Area office in the state on the same day.

This form of continuous training is directed towards enhancing the officer’s knowledge of departmental policies and procedures, as well as federal, state, and local laws. The SROVT scenarios are written by field officers throughout the state and sent to departmental subject matter experts to be reviewed for content and appropriate policy references.

In 2013, seven SROVT scenarios relating to speed enforcement were used during statewide briefings.



SPEED AWARENESS

PUBLIC INFORMATION AND EDUCATION

As part of the operational plan of the RADIATES grant, each CHP Division was required to conduct a highly publicized enforcement event on a problematic roadway. The required press releases and subsequent media attention was beneficial in raising awareness regarding speeding and aggressive driving.

In addition to each Division's highly publicized media kickoff and subsequent press release, the Department conducted 294 traffic safety presentations highlighting the dangers of speeding and aggressive driving impacting more than 45,510 people statewide, exceeding the operational plan objective of 100 presentations.

Educational materials highlighting the dangers of speeding were developed and distributed throughout the RADIATES grant period statewide.

Public awareness activities for the speed-related Buttonwillow and Sonora Traffic Safety Corridor grants included press releases, traffic safety presentations, and educational materials distributed at community events. The Buttonwillow Area grant activities also included a traffic safety poster contest and a dynamic traffic safety presentation at a local high school in partnership with employees from the CHP Grapevine Commercial Vehicle Enforcement Facility and private industry.

Speed Trailers

Speed trailers have proven to be an exceptional public relations tool for the CHP. In 2013, the CHP deployed 100 conventional speed trailers and an additional 24 changeable message sign trailers throughout the state. The trailers are commonly placed within construction and/or maintenance zones, school zones, and residential areas, allowing the motoring public to be aware of their speed. The trailers are portable and take little effort to set up, but the impact they provide is invaluable.

In 2013, the CHP deployed speed trailers and changeable message signs 1,203 times, exceeding the RADIATES grant's objective of 150 deployments.

Start Smart

Traffic collisions are the leading cause of death among American teenagers. Approximately 3,000 teenagers are killed in vehicle collisions every year, which equates to eight young lives lost every day. In an effort to reduce this staggering number, in 2002 the CHP created the Start Smart Program with funding through an OTS grant.

Since its inception, Start Smart has aimed at helping newly licensed and future licensed teenage drivers, ages 15-19 years old, to understand the critical responsibilities of driving and to understand that collisions do happen, but at-fault collisions are 100 percent preventable. Start Smart classes address driver responsibilities and open dialog between law enforcement, teenage drivers, and parents/guardians to transform new drivers into safe, competent drivers. New drivers often do not recognize a dangerous driving situation until it is too late. During each Start Smart presentation, officers explain the importance of leaving a space cushion between their car and the car in front of them, as well as the dangers of driving at speeds unsafe for conditions. Testimonials are given by CHP officers who have investigated fatal traffic collisions involving teenagers. Additionally, testimonials are given by family members who have lost loved ones in traffic collisions.

The CHP has formed many partnerships through the Start Smart Program, including several auto insurance companies which provide discounts to students who have successfully completed a Start Smart class. With more teenagers and their parents requesting the class, the CHP has been able to expand this important program.

In addition to auto insurance companies, many California schools have partnered with the CHP by providing their classrooms and gymnasiums to conduct the Start Smart classes and presentations. Additionally, many offer rewards to students who complete a Start Smart class, such as on-campus parking passes. This partnership provides incentives for students and the convenience of local classes otherwise held at CHP Area offices.

In 2013, the CHP conducted 642 Start Smart classes and 471 public education and awareness presentations, impacting 105,408 young drivers.



SPEED AWARENESS

The CHP through the Start Smart Program has also partnered with several California traffic courts. Many of these courts offer first-time traffic offenders the option of successfully completing a Start Smart class in lieu of having a traffic violation on their permanent record, thereby providing a learning opportunity for teenage drivers.

Transportation Management Centers and Safety Messages

Transportation Management Centers (TMC) are the control centers for California urban freeway and highways systems and are operated in partnership with the CHP and the California Department of Transportation. Real-time traffic information is gathered from many sources, including electronic sensors in the pavement, freeway call boxes, video cameras, 911 calls, patrol officers, highway crews, ramp meter sensors, earthquake monitors, motorists' cellular telephone calls, and commercial traffic reporters. The information obtained is sent to TMCs 24 hours a day, 7 days a week.

Located throughout the state, TMC staff manage changeable message signs along the freeways and highways to provide motorist information on a wide range of topics. The signs warn motorists of road closures due to traffic collisions, provide inclement weather advisories when needed, and give descriptions of vehicles involved in child abductions.

In addition, the joint CHP/California Department of Transportation statewide traffic safety campaign included the messages "Slow for the Cone Zone" (to warn drivers to slow down in construction or maintenance zones) and "Slow or Move Over for Workers - It's the Law" (to warn drivers to slow down or move over when highway workers are present).

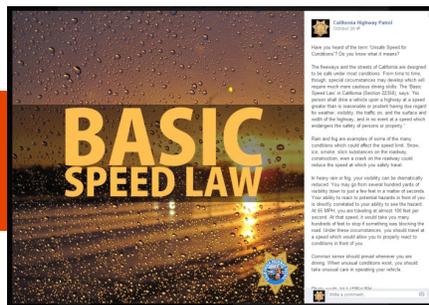
As part of the joint traffic safety campaign, these messages were displayed 16 times statewide during the months of February, April, and May 2013.

Facebook

The CHP actively pursues social media opportunities with the goal of reminding motorists, in a relevant and meaningful way, to buckle up. As an example, since joining Facebook in early 2012, we have received more than 26,000 "Likes." The CHP Facebook page is becoming more popular and growing by approximately 400 new Likes per week.

By studying current trends, using eye-catching graphics, and posting engaging content, the CHP has maximized interaction with Facebook "Followers." On average, 8,000 to 10,000 people see any one post.

In 2013, the CHP regularly posted messages on Facebook relating to the dangers of speeding.



... CHP posted messages on Facebook relating to the dangers of speeding.

Twitter

Twitter is being utilized by many CHP Divisions and Area offices as an efficient way of disseminating timely information including major collisions, road blocks, and construction activity. The CHP routinely reminds our Twitter followers of the dangers of speeding and to leave in plenty of time to reach their destination.



SPEED AWARENESS

ENFORCEMENT

In an increasingly fast-paced society, posted speed limits are often ignored. Nevertheless, traveling at speeds unsafe for conditions continues to be the number one cause of traffic collisions. For this reason, the CHP remains committed in our dedication to conduct proactive speed enforcement.

In 2013, CHP officers committed more than 331,650 hours of regular duty time, issuing 994,954 citations to speeding drivers.

Statewide Grant-Related Enforcement

Due to enhanced enforcement efforts of the RADIATES grant, officers dedicated nearly 22,000 grant-funded overtime hours toward speed enforcement, citing 21,611 drivers, of which 14,833 were cited for maximum speed and 1,044 were for excessive speed.

Citations for violations other than speed encountered during RADIATES grant activities included, but were not limited to, 575 for occupant restraints, 467 for stop signals, 171 for unsafe lane change, 135 for following too close, 115 for improper lane change, 94 for wrong side of road, 47 for improper passing, 8 for driving under the influence, and 2 for reckless driving. Additionally, CHP officers provided 3,258 motorist and disabled vehicle services and gave 3,206 verbal warnings to motorists during the RADIATES grant period.

Included within the operational plan of the RADIATES grant program was the objective to conduct at least 100 speed enforcement operations in conjunction with, and downstream from, speed trailers. Note: Enforcement was only conducted after the motorist still sped after having the opportunity to observe the speed trailer and slow to the speed limit or less.

Result: Accomplished. A total of 161 speed enforcement operations, in conjunction with radar trailers, were conducted.

Local Traffic Safety Corridor Grant-Related Enforcement

Due to enhanced enforcement efforts of the Buttonwillow Traffic Safety Corridor grant, CHP officers issued 1,850 unsafe speed citations, 29 commercial vehicle related citations, arrested 4 drunk drivers, and issued many other citations for primary collision factor violations.

Due to enhanced enforcement efforts of the Sonora Traffic Safety Corridor grant, CHP officers issued 1,188 citations for unsafe speed, 48 for distracted driving, 16 for traffic signal, 9 for wrong side of road, 7 for improper passing, arrested one drunk driver, and issued many other citations for primary collision factor violations.

Interstate 80/Interstate 10/Interstate 5/Interstate 40 Challenges

To reach the Interstate Challenge campaign goal of zero deaths, each participating law enforcement agency focused on collision-causing factors such as speed, impaired driving, unrestrained and improperly restrained occupants, and distracted driving. However, in order to create the desired environment of highly visible traffic enforcement along each of the corridors, the entire spectrum of traffic violations was strictly enforced.

Maximum Enforcement Period

In addition to our daily enforcement efforts, each Area office participates in Maximum Enforcement Periods (MEP) over holiday periods. During MEPs, field commands are required to deploy the maximum number of available uniformed personnel to address PCF violations, impaired drivers, and occupant restraint violations.

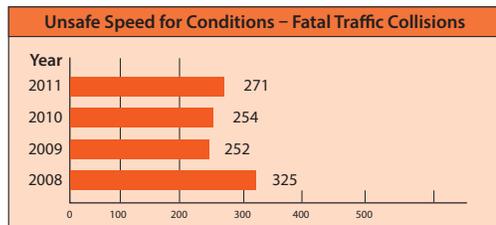
To help the motoring public arrive safely at their destination during the Independence Day and Christmas MEPs, all 119 CHP Area offices and commercial enforcement facilities concentrated their efforts on proactive speed enforcement.

In 2013, CHP officers cited 20,099 speeding drivers during the Independence Day and Christmas MEPs.

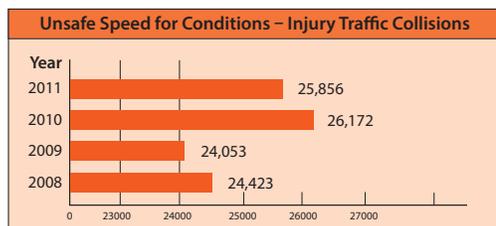


OUTCOMES

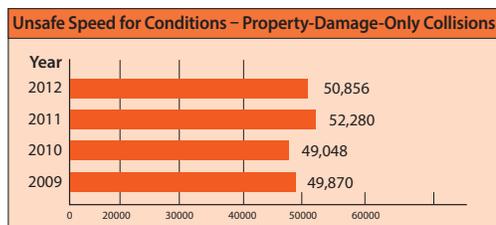
The ultimate goal of all members of the CHP, uniformed and nonuniformed, is saving lives. The Department is proud of the fact that in 2011, the CHP saw the total number of fatal traffic collisions caused by drivers traveling at speeds unsafe for conditions decrease by 2.17 percent compared to the previous three-year average. However, the CHP is steadfast in our commitment to providing superior officer training, impactful public education, and strict enforcement efforts to further reduce the number of collisions caused by excessive speed.



In 2011, the number of fatal speed-related traffic collisions decreased by 2.17 percent compared to the previous three-year average.



In 2011, the number of injury speed-related traffic collisions increased by 3.91 percent compared to the previous three-year average.



In 2011, the number of property-damage-only speed-related traffic collisions increased by 0.91 percent compared to the previous three-year average.

As outlined in the Department's 2013-2015 Strategic Plan, and to ensure the success of its direction, the CHP routinely monitors the performance and progress of each statewide and local traffic safety grant. To accomplish this, Area commanders meet at least bimonthly with the next level of command (Division) and prepare quarterly progress reports for their respective Division commanders. This information is provided to CHP Top Management to discuss progress toward achieving the goals and objectives of each operational plan, as well as review trends or other factors indicating a need to reassess the strategic direction of the Department.

Part of this ongoing review process is the analysis of collision trends and other relevant data to refine strategies and performance measures. This allows the Department to adapt to a changing operating environment. In addition to internal review, the CHP submitted quarterly performance reports to OTS showing grant-related activities were conducted in a timely and efficient manner.

Local Traffic Safety Corridor Grant Outcomes

According to provisional statistics compiled by the Buttonwillow Area, fatalities were reduced by 83 percent and injuries were reduced by 11 percent in traffic collisions on the SR 46/Interstate 5 corridors due to grant-related activities.

According to provisional statistics compiled by the Sonora Area, fatalities were reduced by 20 percent and injuries were reduced by 18 percent in traffic collisions on the SRs 108/49/120 corridors due to grant-related activities.

SPEED AWARENESS

...the **CHP** recognizes exemplary performance at all levels through our internal awards program.

Internal Awards Program

The CHP is committed to providing the highest level of Safety, Service, and Security to the people of California. This is accomplished through the combined efforts of our uniformed and nonuniformed employees. To inspire excellence, the CHP recognizes exemplary performance at all levels through our internal awards program. Highway Patrol Manual 150.1, Departmental Awards Manual, assists departmental management with the important responsibility of recognizing employees.

Through our internal awards program, officers are recognized for extraordinary efforts in speed enforcement and education. Area commanders and shift supervisors routinely recognize these efforts, reinforcing the mission of this Department. The use of a CHP 100, Officer's Evaluation/ Activity Summary; CHP 2, Incident Report; and the CHP 123E, Commander's Certificate of Commendation, provide avenues of recognition for a job well done.

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

INCIDENT REPORT
CHP Form 105 (CHP 100)

REPORT TYPE: Commendable Censurable

EMPLOYEE NAME: Scott Wayne
ID NUMBER: 12191
ASSIGNMENT AND LOCATION CODE: Riverside Area / 840
CLASSIFICATION: Officer

Scott, on October 1, 2013, at approximately 0945 hours, you were working RADAR on Cajalco Road west of Archer Road. You observed a red Mazda 3 traveling westbound on Cajalco Road at approximately 100 miles per hour. Once the vehicle passed you, you made a U-turn and attempted to overtake the Mazda. West of Dini Road you noticed the Mazda ahead in slower traffic. You positioned your patrol vehicle directly behind the Mazda and activated your patrol vehicle's fully functional emergency lights/siren and attempted to make an enforcement stop. The Mazda began to pull to the right shoulder east of La Sierra Avenue; however, the Mazda accelerated off the dirt shoulder, failing to stop. You advised Inland Communication Center (ICC) that you were in pursuit along with all the other pertinent information. The Mazda made a right turn onto La Sierra Avenue and continued at approximately 100 miles per hour while driving in the southbound lane. Additionally, the Mazda failed to stop for the intersection of El Sobrante Road. Due to your outstanding judgment and experience, you terminated your involvement in the pursuit without any input from your supervisors.

As you continued northbound on La Sierra Avenue at a safe speed with no lights and siren activated, you observed the Mazda make a left turn from approximately 1/4 of a mile ahead of you into a neighborhood. Your knowledge of the Riverside Area is outstanding and once you observed the Mazda turn into the neighborhood, you understood there were only two ways out. You coordinated with responding units to block the exit points and established a secure perimeter around the neighborhood. Once the perimeter was established, you began searching the area and located the suspect walking on Lakepoint Drive near Cold Spring Circle. You took the suspect into custody, observed symptoms of drug intoxication, and had a Drug Recognition Expert (DRE) conduct an evaluation. It was determined the suspect was under the influence of drugs. Subsequently, the suspect was booked at Robert Presley Detention Center for 2800.2(a)(VC), 23152(a)(VC), 14601.1(a)(VC), 12022.1(b)(PC), along with three misdemeanor warrants.

Your report was very well written and organized with all the facts clearly laid out. Additionally, your report was submitted in a timely manner.

Due to your great courage, coolness, and excellent display of judgment you were able to bring this investigation to a good and safe ending. You continue to be one of the best officers in the Riverside Area.

scott,
As always GREAT JOB!!
Keep adding to that team
and continue to be a success
commander
... 1/13

Evaluate as first!
7/6

This document will be retained in the personnel file for three years from the date of issuance. See attached

EMPLOYEE DISCUSSION AND REVIEW

EMPLOYEE'S SIGNATURE: [Signature] ID NUMBER: 12191 DATE: 10-23-13
SUPERVISOR'S SIGNATURE: [Signature] ID NUMBER: 13348 CLASSIFICATION: Sergeant DATE: 10-14-2013

Use previous editions until depleted chp_100.pdf

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

OFFICER'S EVALUATION/ACTIVITY SUMMARY
CHP-102 (Rev. 10-10) CHP 077051

NAME: Chapman, Matt J. ID: 014571 AREA: 840 SHIFT: 1800 DOLLARS WITH: SHIRT ENDORSEMENT: ReMiss. MONTH/YEAR: 02/2013

CRITICAL TASK OBSERVED	OFFICER'S COMMENTS	"X" DAYS OFF											
		1	2	3	4	5	6	7	8	9	10	11	12
1. Public and Recreational, Laws, Codes, and Regulations	505 1-231226 605 1-231226 705 West out a 2 man unit and assisted RPD with persesion Peris to Riverside 1105 1-231226	X	X	X	X	X	X	X	X	X	X	X	X
2. Safety	1405 7 hour day 1905 8 hour day 2505 Late start to shift due to court, 10-6 at haz mat spill 60 w/ west of Rubidoux 1184 1-40	X	X	X	X	X	X	X	X	X	X	X	X
3. Professional Demeanor	2805 Range	X	X	X	X	X	X	X	X	X	X	X	X
4. Vehicle Control/Operations		X	X	X	X	X	X	X	X	X	X	X	X
5. Written Communication/Investigation		X	X	X	X	X	X	X	X	X	X	X	X
6. Operational/Departmental Mandates/Issues		X	X	X	X	X	X	X	X	X	X	X	X
7. Training		X	X	X	X	X	X	X	X	X	X	X	X
8. Traffic Management/Techniques		X	X	X	X	X	X	X	X	X	X	X	X
9. Special Duty Assignments		X	X	X	X	X	X	X	X	X	X	X	X
10. Other		X	X	X	X	X	X	X	X	X	X	X	X

SUPERVISOR'S COMMENTS

Matt, you had another stellar month! Again over 80% of the citations issued hit on the strategic goals which is outstanding. I see you helped out the best officers and took 5 traffic collision reports and submitted them all within the required time frame. I would like to thank you for your assistance with the Durrer incident. It was a trying time for the whole law enforcement family. Keep up the excellent work. Occupational Safety Tip: All employees are personally responsible for their own safety and the safety of their coworkers, as well as reporting unsafe, or unhealthy conditions, procedures, or work practices to a supervisor. MR 5-4

Matt, I concur with Sergeant Reddick's assessment of your performance. You are doing a great job and all of your contributions make a difference. Thank you. 1-2-13 Matt

Matt, thank you for putting forth an outstanding effort everyday you walk in the building! Amade 74-C

SUPERVISOR'S SIGNATURE: [Signature] DATE: 02/01/13
SUPERVISOR'S TITLE: Michelle Reddick
ID: 013373
DATE: 02/01/13

OFFICER'S SIGNATURE: [Signature] DATE: 02/01/13
ID: 014571
DATE: 02/01/13

Page 1 of 3

Officer Matt Chapman, #14571, of the Riverside Area, received positive comments on his Officer's Evaluation/Activity Summary for his speed enforcement efforts in February 2013.

Officer Scott Wayne, #12191, of the Riverside Area, received a commendable Incident Report for his speed enforcement efforts on October 1, 2013.



DISTRACTED DRIVING

Policy &
Guidelines

National Law Enforcement Challenge
2013 CALIFORNIA HIGHWAY PATROL



POLICY and GUIDELINES

DISTRACTED DRIVING

CALIFORNIA HIGHWAY PATROL
GENERAL ORDER 100.95
REVISED OCTOBER 2013
ON-DUTY USE OF CELLULAR TELEPHONES AND PERSONAL
ELECTRONIC/ENTERTAINMENT DEVICES

1. PURPOSE. The purpose of this General Order (GO) is to establish policy for the on-duty use of cellular telephones and personal electronic/entertainment devices.

2. POLICY.

a. Cellular Telephones.

(1) One communication device, other than approved radio extenders, high band radios, etc., may be worn on the uniform. However, that communication device shall be worn according to the guidelines within Highway Patrol Manual (HPM) 73.5, Uniform/Grooming and Equipment Standards, Chapter 6, Regulations for Optional Uniform Items. When worn on the uniform, communication devices shall be in the silent/vibrate mode. Communication devices carried while on a tactical deployment should be concealed for officer safety.

(2) Communications with dispatch center/communications center shall be conducted using the departmental radio system and/or the Mobile Digital Computer (MDC). Cellular telephones may be used to communicate with dispatch center/communications center under the following circumstances:

(a) Exigent circumstances exist, and/or poor radio communications exist where the use of the departmental radio and/or MDC is not practical.

(b) The Emergency in Progress tone is activated, and there is a necessity to communicate with the dispatch center/communications center.

(c) The necessity to relate or receive confidential information.

(d) When a supervisor determines a need to speak directly to the dispatcher or dispatch center/communications center.

(3) Employees should not talk on cellular telephones while operating a marked enforcement vehicle, unless exigent circumstances exist. If circumstances exist, any communication using a cellular telephone shall be done utilizing a handsfree method (e.g., speaker phone, headset, or Bluetooth®). Employees shall not wear cellular telephone earpieces if not actually engaged in a conversation.

(4) Personal communications on cellular telephones while in uniform or engaged in enforcement activity should be conducted out of the view of the public, unless exigent circumstances exist.

(5) The use of a cellular telephone for personal business by any employee shall not interfere with or interrupt the performance of the employee's duties.

GO100.95



POLICY and GUIDELINES

DISTRACTED DRIVING *(continued)*

(6) Exceptions to the on-duty use of cellular telephones shall be at the discretion of the Division commander.

b. Personal Electronic/Entertainment Devices.

(1) The following personal electronic/entertainment devices shall not be carried or used while engaged in enforcement activities: televisions, digital video disk players, or video game systems. Approved cellular telephones and electronic devices with the capability of playing video files shall not be used in such a manner. Music devices may be carried in vehicles; however, at no time shall an employee use headphones or earbuds to listen to the music device. Approved devices shall at no time be integrated with any part of the departmental vehicle or California Highway Patrol radio/audio systems. Electronic devices used in such a manner as to assist officers in the performance of their duties (e.g., cameras, tape recorders, or personal computers used to complete reports) may be carried while on duty.

(a) The state will accept no responsibility for the purchase, maintenance, loss, or damage to personal electronic devices used while in the performance of assigned duties.

(b) All state work produced on personal electronic devices shall be transferred to an electronic data storage device (e.g., departmental computer hard drive, compact disk, thumb drive, memory stick, or compact flash drive) and shall not be stored on personal electronic devices. After the state work is transferred to an electronic data storage device, the material shall be deleted from the personal electronic device. Work stored on any type of electronic device is the property of the state and must be relinquished upon demand. All state work temporarily saved to personal electronic media shall be secured at all times.

NOTE: Images recorded while on duty shall be processed in accordance with GO 110.8, Photographs for Accidents and Investigations.

(c) If the transferred data is likely to result in criminal, civil (against or initiated by the Department), or administrative proceeding, the original disc shall be booked into evidence in accordance with HPM 70.1, Evidence Manual.

(d) Unauthorized distribution, receiving, or viewing of recordings obtained during the course of employment is prohibited. Only authorized personnel with a legitimate need to know may review or request copies of such recordings.

c. Receipt of GO 100.95 Review.

(1) On an annual basis, employees shall review GO 100.95 and sign the CHP 95, Receipt of General Order 100.95 Policy Review, form.

OFFICE OF THE COMMISSIONER

OPI 063

GO 100.95



POLICY and GUIDELINES

DISTRACTED DRIVING *(continued)*

STRATEGIC PLAN

CALIFORNIA HIGHWAY PATROL – STRATEGIC PLAN 2011-2015

The 2011-2015 Strategic Plan follows Commissioner Joseph Farrow's vision for the California Highway Patrol and establishes a clear direction for the Department as it strives to meet its goals over the next five years. It is important to note this plan is a living document and will be examined and revised as necessary.

The goals, strategies, and performance measures outlined in the Strategic Plan are focused on making significant progress toward goal accomplishment while exploring ways to increase in-view patrol and reduce fatal collisions due to DUI, speed, and noncompliance with occupant restraint laws.

Goal 1 - Prevent Loss of Life, Injuries, and Property Damage.

Strategy 1.1 - Focus on enforcement of primary collision factors and occupant restraint through visible, proactive patrol, utilizing proper deployment of resources, and public education.

Performance Measures: As a gauge of overall effectiveness, numbers of enforcement citations for speed, driving under the influence (DUI), and occupant restraint will be reported. At the conclusion of 2015, the Strategic Plan performance numbers will be compared. The Department seeks a statewide reduction of traffic fatalities of five percent from 2011 to 2015.

Strategy 1.2 - Increase compliance with cellular telephone use and texting while driving.

Performance Measures: As a gauge of overall effectiveness, numbers of enforcement citations for cellular telephone use and texting while driving will be reported.

Goal 4 - Protect Public and State Assets.

Strategy 4.1 - Utilize available technology and resources to reduce the occurrence of vehicle theft in California.

Performance Measures: Reduce vehicle theft statewide by five percent by 2015. At the end of 2015, the Department will compare vehicle theft results to a prior three-year average.



DISTRACTED DRIVING



At the time of this submission, Statewide Integrated Traffic Records System (SWITRS) data for 2012 and 2013 has not been finalized. The SWITRS database serves as a means to collect and process data gathered from collision scenes and serves as California's official data source for collision reporting purposes. Unless otherwise noted, the collision data included in this document is based on 2011 finalized SWITRS data occurring within California Highway Patrol (CHP) jurisdiction.

Additionally, all grant-related activities referred to in this document occurred within the 2013 federal fiscal year.

PROBLEM IDENTIFICATION

Using cellular telephones, eating or drinking, adjusting the radio, or simply talking with friends are all routine activities that we enjoy every day. However, these routine activities can become life-threatening hazards when done behind the wheel of an automobile. In federal fiscal year 2011, California drivers were involved in 23,741 collisions in which inattention by at least one party was documented as an "other associated factor." Of those collisions, 7,509 occurred within CHP jurisdiction. While these numbers are significant, they are likely only a small portion of the actual number of collisions caused by distracted driving.

A significant obstacle in combating distracted driving is the lack of accurate statistics. During the collision investigation, evidence of distracted driving behaviors may be nonexistent and often can only be determined by witness statements or the involved parties. Drivers may be hesitant or unwilling to acknowledge their own distracted driving behaviors when questioned by collision investigators.

... a combination of **education, detection, and enforcement** is the most **effective way** to **increase awareness**...

In 2006, the Virginia Tech Transportation Institute, in conjunction with the National Highway Traffic Safety Administration (NHTSA), conducted the "100-Car Naturalistic Driving Study" which observed actual driving activities of 241 drivers over a 12- to 13-month period. Analysis of the study indicates that driver involvement in tasks other than driving (secondary tasks) contributed to 22 percent of all collisions and near collisions. The study also determined secondary task activities are associated factors in over 45 percent of all collisions. Drivers engaged in complex secondary tasks such as texting are 1.7 to 5.5 times as likely to be involved in a collision or near collision.

Teenagers are at a greater risk for distracted driving collisions due to increasing peer pressure to stay connected. Traffic collisions are the leading cause of death for our nation's youth, with the overwhelming majority of these collisions caused by inexperience or distractions, not by thrill-seeking or deliberate risk-taking behaviors. According to the 2008 Nationwide Insurance survey, 36 percent of teenagers who own cellular telephones admit to texting while driving. In addition, the nationwide fatality rate for drivers ages 16 to 19, based on miles driven, is three times higher than for drivers ages 20 to 69 (Insurance Institute for Highway Safety, 2010).

For these reasons, distracted driving is a major concern for the CHP. The CHP believes a combination of education, detection, and enforcement is the most effective way to increase awareness among drivers about the importance of giving their full attention to driving and is vital to reducing injuries and deaths.



DISTRACTED DRIVING

PLANNING

Teen Distracted Drivers Education and Enforcement III/Adult Distracted Drivers IV

In an effort to reduce the number of distracted drivers on California's roadways, the CHP submitted two proposals to the California Office of Traffic Safety (OTS) and was subsequently awarded two grants. The first grant targeted teenage drivers age 16 to 19, and the second grant targeted adult drivers aged 20 years and older. Both grants provided overtime to supplement the Department's distracted driving enforcement and public education efforts. The projects were entitled, respectively, Teen Distracted Drivers Education and Enforcement III (TDDEE III) and Adult Distracted Drivers IV (ADD IV).

To measure the success of the grants, the CHP established specific goals and objectives, including the goal of reducing the number of fatal and injury traffic collisions, where at least one driver had an "other associated factor" of inattention, by 5 percent. To accomplish this, the Department outlined the methods of operation and the policies applicable to carry out the grant. As outlined in the Department's 2013-2015 Strategic Plan, Area offices developed specific steps to help achieve the stated goals and objectives. While the development of specific action plans was the responsibility of the individual command, guidelines were provided to aid in their development.

To ensure the grants were implemented and activities were conducted in accordance with departmental policy as well as the operational plans, individual commands were required to designate a grant coordinator. Additionally, commands were required to provide quarterly reports to their respective Divisions documenting distracted driving activities. After receiving the command's quarterly reports, each Division compiled the data and provided Division-wide quarterly reports to the Department's Office of Community Outreach and Media Relations (COMR). After receiving the eight field Divisions' quarterly reports, COMR compiled the data and provided a statewide quarterly report to OTS as well as CHP Top Management. Upon completion of the TDDEE III and ADD IV grants, a final report representing the Department's quarterly distracted driving efforts was prepared and submitted to OTS and CHP Top Management within 30 days of the conclusion of each grant.

As part of the TDDEE III grant, the CHP established the objective to conduct 300 traffic safety presentations at appropriate venues, 8 distracted driving enforcement operations, 148 school presentations in conjunction with Impact Teen Driver (ITD), and 30 community outreach events in conjunction with ITD. For the ADD IV grant, the CHP established the objective to conduct 500 traffic safety presentations at appropriate venues and 60 distracted driving enforcement operations. To maximize the effectiveness of both grants, project activities and overtime hours were distributed to each of the eight CHP field Divisions.

California Highway Patrol 2013 – 2015 Strategic Plan

To measure compliance with laws related to wireless telephones and texting while driving, the CHP included distracted driving as part of the Department's 2013-2015 Strategic Plan, Strategy 1.2, Increase Compliance with Cellular Telephone and Texting While Driving Laws. Strategy 1.2 requires all Area offices to conduct at least two distracted driving surveys within their jurisdiction per quarter. In 2011, a study was conducted to determine a baseline of compliance with applicable laws. The Department will compare 2013 distracted driving statistics with the baseline established in 2011.

To ensure the Department continues its enforcement efforts, Strategy 1.2 also requires all field supervisors to ensure distracted driving is a focus within their respective commands and utilize motorcycles, Primary Collision Factor enforcement vehicles (white Ford Crown Victoria), and solid painted vehicles with distinctive markings to target distracted driving violations. To measure the enforcement efforts, Strategy 1.2 requires officers to utilize the CHP 100, Officer's Evaluation/Activity Summary form, to capture all distracted driving citations issued during each quarter.



A CHP officer makes a distracted driving enforcement stop in Los Banos on December 30, 2013.



On December 23, 2013, Officer Gerard Diaz, #14843, explains the distracted driving laws to a violator.



DISTRACTED DRIVING

National Campaigns

In 2013, the CHP participated in two nationwide distracted driving campaigns. Throughout the month of April, CHP officers joined the high-visibility enforcement efforts of the annual Distracted Driving Awareness Month campaign. Additionally, the CHP participated in the annual National Teen Driver Safety Week during the third week of October 2013.

Interstate 80/Interstate 10/Interstate 5/Interstate 40 Challenges

In 2013, in an effort to achieve a goal of zero fatalities during heavily traveled vacation periods, the CHP partnered with adjoining states, NHTSA, the International Association of Chiefs of Police (IACP) Highway Safety Committee, the IACP State and Provincial Division, and the Federal Motor Carrier Safety Administration in four national law enforcement Interstate Challenge campaigns. The focus of each of these campaigns was to educate the public on safe driving habits and to work as partners with allied agencies to reach the goal of zero deaths during the challenge periods.

The CHP participated in the following Interstate Challenge campaigns:

Interstate 80	July 24-31 (heaviest summer vacation travel period)
Interstate 10	Labor Day holiday
Interstate 5	Thanksgiving holiday
Interstate 40	Thanksgiving holiday

California Strategic Highway Safety Plan

The CHP statewide TDDEE III and ADD IV grants, along with the Department’s ongoing distracted driving efforts, are consistent with and support Challenge Area 17 of the California Strategic Highway Safety Plan (SHSP). The goal of SHSP Challenge Area 17 is to develop and implement a statewide campaign to change social norms related to distracted driving. Action items within Challenge Area 17 include public information and education campaigns along with increased enforcement during the April National Distracted Driving Awareness Month.

TRAINING

To increase public awareness of the hazards of distracted driving, the Department provided statewide training to assist our public information officers (PIO) with their traffic safety presentations. The training, which was an objective of both the ADD IV and TDDEE III grants, included a PowerPoint presentation, current distracted driving statistics, and impactful videos. The training provided each PIO the necessary tools to conduct an effective distracted driving safety presentation.

As part of the objective of both the ADD IV and TDDEE III grants, all PIOs were required to receive the distracted driver training. This training was provided to every CHP Division during the first quarter of the grant cycle and to newly assigned PIOs on an as-needed basis.

Solid, Realistic, Ongoing, Verifiable Training

In addition to the minimum training requirements established by the Commission on Peace Officer Standards and Training officers receive every year, the Department provides ongoing training to heighten officers’ awareness of important topics. In 2003, the Department developed the Solid, Realistic, Ongoing, Verifiable Training (SROVT) Program to provide this essential training.

Every day, during pre-shift briefings, a different real-life SROVT scenario is presented to the officers. After discussion, the appropriate course of action is presented, followed by additional discussion. To ensure effectiveness, the same scenario is given at every Area office in the state on the same day.

This form of continuous training is directed towards enhancing the officer’s knowledge of departmental policies and procedures as well as federal, state, and local laws. The SROVT scenarios are written by field officers throughout the state and sent to the Department’s subject matter experts to be reviewed for content and appropriate policy references. In 2013, an SROVT scenario relating to distracted driving was used in statewide briefings.



DISTRACTED DRIVING

PUBLIC INFORMATION AND EDUCATION

The CHP has been successful in reducing the number of distracted drivers through enforcement and extensive education and public awareness programs. Programs like Impact Teen Drivers, Start Smart, and ADD IV have made positive impacts on countless communities and lives.

Impact Teen Drivers

Impact Teen Drivers was created in 2007 as a nonprofit organization with the ultimate mission of reducing the number of injuries and deaths caused by distracted driving and poor decision making by teenage drivers. Since its inception, the CHP has partnered with ITD to actively plan, develop, and deliver awareness and educational material to teenagers, parents, guardians, teachers, and community members about safe driving and the hazards of distracted driving.

The ITD Program engages teenagers by speaking to them in their “own” language. It uses wordplay, visual aids, and interactive resources to communicate relatable challenges and real-life statistics in entertaining, often humorous, ways. It also includes real stories of teenagers who have lost their lives to distracted and reckless driving. Discussion focuses on the deceased teens’ families, friends, teammates, and classmates whose lives have been forever altered by those losses. Most importantly, the ITD Program inspires teenagers to end the deadly epidemic of distracted driving by giving them skills and strategies to minimize and/or eliminate distractions.

The ITD Program received such a positive response from teenagers, educators, law enforcement, parents/guardians, and community members that during the 2009/2010 school year the program expanded into 27 states. Through this expansion, ITD has reached over 2,000,000 high school students across America and continues to lead the effort in educating teens about the dangers of reckless and distracted driving.

In an effort to expand this important program, ITD Executive Director, Dr. Kelly Browning, gave presentations to the IACP Highway Safety Committee members at their meetings in June and October 2013.

In 2013:

The CHP participated in 571 ITD traffic safety presentations throughout California, reaching over 107,767 teenagers and parents/guardians.

The CHP participated in 142 school presentations statewide, impacting 26,265 students.

The ITD campaign message was presented at 36 community outreach events, impacting nearly 16,500 people.

In addition to traffic safety presentations and community outreach events, ITD developed three audio and five video public service announcements (PSA). Throughout the year, the PSAs were broadcast 7,519 times throughout the state, reaching over 60,108,126 listeners/viewers.



On November 14, 2013, Sergeant Michelle Esposito, #11822, trains officers on the Right Turn program.

The CHP participated in 142 school presentations statewide, impacting 26,265 students.



Officer James Kuo, #18614, engages students at an Arrive Alive presentation on April 24, 2013.



DISTRACTED DRIVING

Start Smart

Traffic collisions are the leading cause of death among American teenagers. Approximately 3,000 teenagers are killed in vehicle collisions every year, resulting in about eight young lives lost each and every day. In an effort to reduce this staggering number, in 2002, the CHP created the Start Smart Program with funding through an OTS grant.

New drivers often do not recognize dangerous driving situations until it is too late. Even the slightest distraction, such as looking down at a cellular telephone or reaching for a CD, can have devastating repercussions. During each Start Smart presentation, officers inform attendees that distracted driving is now the number one killer of teenagers in America—more than reckless or impaired driving. Testimonials are provided by CHP officers who have investigated fatal traffic collisions involving teenagers. Other testimonials are given by family members who have lost loved ones in traffic collisions.

Since its inception, Start Smart has aimed at helping newly licensed and future licensed teenage drivers, ages 15-19 years old, to understand the critical responsibilities of driving and to understand that collisions do happen, but at-fault collisions are 100 percent preventable. Start Smart classes address driver responsibilities and open dialog between law enforcement, teenage drivers, and parents to transform new drivers into safe, competent drivers.

The CHP has formed many partnerships through the Start Smart Program, including automobile insurance companies, traffic courts, and schools. These mutually beneficial partnerships have provided many opportunities for the CHP to expand awareness and educate the public about the seriousness of the distracted driving problem in California.

In 2013, the CHP conducted 642 Start Smart classes and 471 public education and awareness presentations, impacting 105,408 young drivers.

Adult Distracted Driving IV Grant

To educate California drivers aged 20 years and older about the hazards of distracted driving, the Department set the objective of conducting 500 traffic safety presentations throughout the state as part of the ADD IV grant. In 2013, the CHP exceeded this objective by conducting 528 traffic safety presentations, impacting more than 61,000 adult drivers.

Officer Alfredo Perez, #12411, presented a distracted driving class at Killian Adult School on April, 24, 2013.



Transportation Management Centers and Safety Messages

Transportation Management Centers (TMC) are the control centers for urban freeway and highway systems in California and are operated in partnership with the CHP and the California Department of Transportation. Real-time traffic information is gathered from many sources, including electronic sensors in the pavement, freeway call boxes, video cameras, 911 calls, officers on patrol, highway crews, ramp meter sensors, earthquake monitors, motorists' cellular telephones, and commercial traffic reporters. The information is relayed to TMCs 24 hours a day, 7 days a week.

Located throughout the state, TMCs operate changeable message signs along the freeways and highways to provide motorist information on a wide range of topics. The signs warn motorists of road closures due to traffic collisions, provide weather advisories when needed, and give descriptions of vehicles involved in child abductions. These signs also display distracted driving-related messages during statewide safety campaigns. Displaying distracted driving information to all travelers heightens awareness of the problem.

In 2013, the distracted driving messages, "Handheld Cell Ticket \$161 - Not Worth It" and "Texting Ticket \$161 - Not Worth It," were displayed on changeable message signs a total of 12 times throughout the state during the months of March, April, June, and August as part of the annual statewide traffic safety campaign.



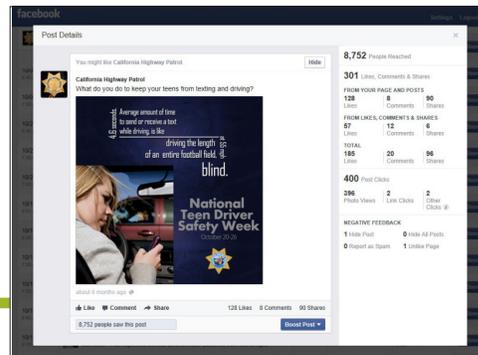
DISTRACTED DRIVING

Together, **Twitter, Facebook,** and the **CHP Internet Web site** are **powerful tools** for the **CHP** to **deliver distracted driving messages** to tech-savvy **travelers.**

Facebook

The CHP has entered the realm of social media with the goal of delivering our distracted driving message in a relevant and meaningful way. As an example, since joining Facebook in early 2012, we have received more than 26,000 "Likes." The CHP Facebook page is becoming more popular and growing by approximately 400 new Likes per week. On average, 8,000 to 10,000 people see any one post. By studying current trends, using eye-catching graphics, and posting engaging content, the CHP has maximized interaction with Facebook followers. Several distracted driving posts were seen by 80,000 to 100,000 Facebook users.

...the **CHP** has **maximized** interactions with **Facebook** followers.



Internet Site

Several pages on the CHP Internet Web site focus on adult and teen distracted driving. Three educational videos are posted on the CHP Internet Web site showing the hazards of distracted driving, and press releases regarding the hazards of distracted driving are available for viewing as well. Links to programs such as ITD are also provided.

Twitter

Twitter is being utilized by many CHP Divisions and Area offices as an efficient way of disseminating timely information regarding current traffic conditions, including major collisions, road blocks, and construction activity. The CHP routinely posts Twitter messages reminding followers of the hazards of distracted driving.



The **CHP** routinely **posts** Twitter **messages** reminding **followers** of the hazards of **distracted driving.**



DISTRACTED DRIVING

ENFORCEMENT

Due to the significant threat to public health and safety, the CHP aggressively enforces California's distracted driving laws.

In 2013, CHP officers committed over 52,000 hours of regular duty time toward distracted driving enforcement, citing 156,157 distracted drivers.

In support of the enhanced enforcement efforts of the TDDEE III and ADD IV grants, officers directed over 4,500 grant-funded overtime hours toward distracted driving enforcement, citing 1,418 distracted drivers.

California Distracted Driving Laws

Hand-Held Wireless Telephone: Prohibited Use

Section 23123(a) of the California Vehicle Code (CVC) states, in part, "A person shall not drive a motor vehicle while using a wireless telephone unless that telephone is specifically designed and configured to allow hands-free listening and talking, and is used in that manner while driving."

Electronic Wireless Communications Device: Prohibited Use

Section 23123.5 CVC states, in part, "A person shall not drive a motor vehicle while using an electronic wireless communications device to write, send, or read a text-based communication."

Wireless Telephone Use: Prohibition: Persons Under 18

Section 23124(a) CVC states, in part, "This section applies to a person under the age of 18 years."

Section 23124(b) CVC states, in part, "Notwithstanding Section 23123, a person described in subdivision (a) shall not drive a motor vehicle while using a wireless telephone, even if equipped with a hands-free device, or while using a mobile service device."

Distracted Driving Enforcement Operations

As part of the operational plans of the TDDEE III and ADD IV grants, the CHP conducted distracted driving enforcement operations. Enforcement consisted of a minimum of two CHP patrol units conducting proactive teenage and adult distracted driver enforcement within a specific geographical area for a minimum of four hours.



Distracted driver on her cellular telephone on Interstate 5 in Los Angeles on September 1, 2013.



Distracted driver gets a citation from Oakland Area Officer Javier Colmenero, #18499, on July 3, 2013.



DISTRACTED DRIVING

Teen Distracted Drivers Education and Enforcement III Operational Plan Objectives and Results

Objective: To conduct a minimum of 8 distracted driving enforcement operations throughout the TDDEE III grant cycle.

Result: Accomplished. During the course of this grant, the Department conducted 8 distracted driving enforcement operations.

Objective: To conduct additional proactive distracted driving enforcement throughout the grant cycle.

Result: Accomplished. During the course of this grant, the Department conducted 96 additional proactive driving enforcement operations.

In 2013, a total of 1,246 distracted driving citations were issued as a result of TDDEE III enforcement operations.

In 2013, a total of **1,246** *distracted driving* citations were issued *as* a result of **TDDEE III enforcement** operations.

Adult Distracted Driving IV Operational Plan Objectives and Results

Objective: To conduct a minimum of 60 distracted driving enforcement operations throughout the grant cycle.

Result: Accomplished. During the course of this grant, the Department conducted 60 distracted driving enforcement operations.

Objective: To conduct additional proactive distracted driving enforcement throughout the grant cycle.

Result: Accomplished. During the course of this grant, the Department conducted 81 additional proactive distracted driving enforcement operations.

In 2013, a total of 172 distracted driving citations were issued as a result of ADD IV enforcement operations.

Distracted Driving Awareness Month

Drivers put themselves and others at risk when they redirect their attention from the road to engage in distracting behavior, such as talking on a cellular telephone or text messaging. During the month of April, law enforcement agencies throughout California focused on taking enforcement action on these inattentive drivers.

The CHP, along with the OTS, the ITD Program, and law enforcement agencies statewide, launched the third annual National Distracted Driving Awareness Month campaign, "It's Not Worth It!" This campaign included local and statewide media coverage.

In addition to daily enforcement efforts, during the month of April, all 119 Area offices and commercial enforcement facilities concentrated their enforcement efforts on distracted driving.

During the 2013 "It's Not Worth It!" campaign, CHP officers issued 28,023 distracted driving citations statewide.

Interstate 80/Interstate 10/Interstate 5/Interstate 40 Challenges

To reach the Interstate Challenge campaign goal of zero deaths, each participating law enforcement agency focused on collision-causing factors such as speed, impaired driving, unrestrained and improperly restrained occupants, and distracted driving. However, in order to create the desired environment of highly visible traffic enforcement along each of the corridors, the entire spectrum of traffic violations was strictly enforced.



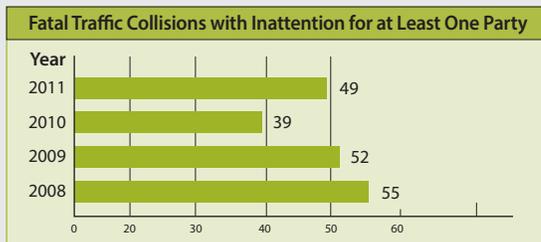
DISTRACTED DRIVING

OUTCOMES

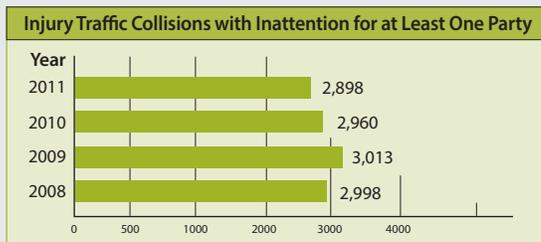
The ultimate goal of all employees of the CHP, uniformed and nonuniformed, is saving lives. Through our officer training, public education, and strict enforcement efforts, the total number of traffic collisions with inattention for at least one party documented as an “other associated factor” has decreased for the sixth consecutive year.

According to a March 2013 study conducted by the OTS through the University of California, Berkeley, Safe Transportation Research and Education Center, the percentage of drivers actively using cellular telephones at any one time in the state dropped from 10.8 percent in 2012 to 7.4 percent in 2013, nearly returning to the baseline 2011 total of 7.3 percent. The largest drop, 33 percent, was from those holding a cellular telephone to their ear.

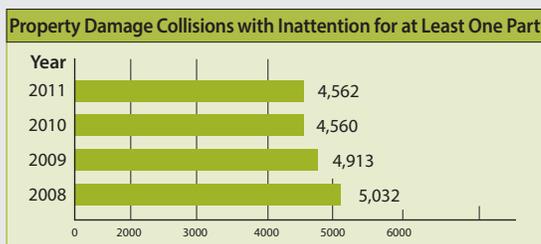
The CHP is encouraged to see the cellular telephone usage figures decline. However, any number is too high since, according to a 2006 University of Utah study, using a cellular telephone while driving, whether handheld or hands-free, delays a driver’s reactions as much as having a blood alcohol concentration at the California legal limit of .08 percent.



In 2011, the number of fatal traffic collisions with “inattention” for at least one party documented as an “other associated factor” increased by 0.68 percent compared to the previous three-year average.



In 2011, the number of injury traffic collisions with “inattention” for at least one party documented as an “other associated factor” decreased by 3.08 percent compared to the previous three-year average.



In 2011, the number of property-damage-only traffic collisions with “inattention” for at least one party documented as an “other associated factor” decreased by 5.65 percent compared to the previous three-year average.

As outlined in the Department’s 2013-2015 Strategic Plan, and to ensure the success of its direction, the CHP routinely monitors the performance and progress of the TDDEE III and ADD IV operational plans. To accomplish this, Area office commanders meet at least bimonthly with the next level of command (Division) and prepare quarterly progress reports for their respective Division commanders. This information is provided to CHP Top Management to discuss progress toward achieving the goals and objectives of each grant’s operational plan and to review trends or other factors indicating a need to reassess the strategic direction of the Department.

Part of this ongoing review process is the analysis of collision trends and other relevant data to refine strategies and performance measures. This allows the Department to adapt to a changing operating environment.

In addition to the internal review process, the CHP submitted quarterly performance reports to OTS showing grant-related activities were conducted in a timely and efficient manner.



DISTRACTED DRIVING

Internal Awards and Recognition Program

The CHP is committed to providing the highest level of Safety, Service, and Security to the people of California. This is accomplished through the combined efforts of the Department's uniformed and nonuniformed employees. To inspire excellence, the CHP recognizes exemplary performance, at all levels, through our internal awards and recognition program.

To recognize employees for an outstanding performance, the CHP established an internal awards program. Highway Patrol Manual 150.1, Departmental Awards Manual, assists departmental management with the important responsibility of recognizing employees.

Through the Department's internal awards program, officers are recognized for extraordinary efforts in distracted driving enforcement and education. Area office commanders and shift supervisors routinely commend these efforts, reinforcing the mission of this Department. The use of a CHP 100, Officer's Evaluation/Activity Summary; CHP 2, Incident Report; and the CHP 123E, Commander's Certificate of Commendation, provide avenues of recognition for stellar distracted driving enforcement activity.

...officers
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enforcement and education.

STATE OF CALIFORNIA DEPARTMENT OF CALIFORNIA HIGHWAY PATROL INCIDENT REPORT CHP 2 (Rev. 6-06) OPI 004		REPORT TYPE <input checked="" type="checkbox"/> Commendable <input type="checkbox"/> Censurable
EMPLOYEE'S NAME Alex Pereira	ID. NUMBER 17270	
ASSIGNED COMMAND AND LOCATION CODE San Diego Area	CLASSIFICATION Officer	
INCIDENT DETAILS (include date, time and location of incident as appropriate)		
<p>Alex,</p> <p>This Incident Report is to commend you on your outstanding contributions to the San Diego Area and representing the California Highway Patrol in an exemplary manner. During the first quarter of 2013, you were the highest producing officer with 70 citations issued to motorist who chose to drive distracted by talking on their cellular phones.</p> <p>As you well know, the California Highway Patrol places a great deal of emphasis on distracted driving. It is a key factor associated with the Strategic Plan and a key factor in departmental goals, strategies, and performance measures.</p> <p>This is emphasized in Goal #1: Prevent Loss of Life, Injuries, and Property Damage - To minimize the loss of life, personal injury, and property damage resulting from traffic collisions through enforcement, education, and engineering. To enforce the provisions of the California Vehicle Code and other laws to prevent crime.</p> <p>Although the message can be spread in the media, it takes officers in patrol cars to carry that message to individuals who choose to ignore the warnings. Your contributions are greatly appreciated and you are commended for your efforts to lower the State's mileage death rate and make California a safer place to live.</p> <p><i>NOTE, Great job! THANK YOU FOR SUPPORTING AREA AND DEPARTMENT GOALS! ETC</i></p>		
<input type="checkbox"/> See attached		
EMPLOYEE DISCUSSION AND REVIEW		
EMPLOYEE'S SIGNATURE <i>Alex Pereira</i>	ID. NUMBER 15634	DATE 6/23/13
SUPERVISOR'S SIGNATURE <i>[Signature]</i>	CLASSIFICATION Sergeant	DATE 04-21-2013
Use previous editions until depleted CHP2_00/09.pdf		