



# BICYCLE/PEDESTRIAN SAFETY

*Data for this submission has been collected from the California Statewide Integrated Traffic Records System (SWITRS) database. The SWITRS database serves as California's official data source for collision reporting purposes, including fatal, injury, and property-damage-only (PDO) data. At the time of this submission, 2014 data had not been finalized; therefore, fatal and injury collision data for 2013 has been used for this submission. Due to incomplete 2013 PDO data, PDO data has been collected from the 2012 SWITRS database. Additionally, all grant-related activities referred to in this document occurred within the 2014 federal fiscal year.*

## **Problem Identification**

Pedestrians and bicyclists are among the most vulnerable users of roadways. According to the SWITRS database, in 2013 there were 310 bicyclists and pedestrians killed and 3,274 bicyclists and pedestrians injured within California Highway Patrol (CHP) jurisdiction.

Vulnerability while riding a bicycle or walking can be both real and perceived. In the 2012 National Highway Traffic Safety Administration (NHTSA) National Survey of Bicyclist and Pedestrian Attitudes and Behavior, bicyclists were asked whether they felt their personal safety was threatened while riding a bicycle. One in eight of the survey respondents who had ridden during the past 30 days reported they felt threatened during some point on their ride. Of those who felt threatened, 83 percent felt threatened by motorists. In addition, about 10 percent of pedestrians surveyed felt their personal safety was threatened. When asked what threatened them, 67 percent felt most threatened by motorists.

According to the NHTSA Traffic Safety Facts, pedestrian fatalities in California represent approximately 21 percent of all fatal traffic collision victims in California. This is significantly higher than

the national average of 14 percent in 2012. The NHTSA report also stated bicyclist traffic fatalities are on the rise, representing 4.3 percent of all fatal victims of traffic collisions in California. In 2013, the number of fatal traffic collisions involving a bicyclist increased by 57.14 percent compared to the previous three-year average. In addition, the number of fatal traffic collisions involving a pedestrian in 2013 increased by 18.81 percent compared to the previous three-year average.

California is likely experiencing an increase in the number of traffic-related pedestrian and bicyclist collisions due to more Californians choosing to walk or bicycle during all or a portion of their commute. This includes walking or bicycling to and from buses, trains, or other transit modes, often to save money and reduce their carbon footprint. As more bicyclists and pedestrians are on or near roadways, the potential for conflict with motor vehicles increases.

It is, therefore, essential for traffic safety efforts to focus on how motorists, pedestrians, and bicyclists can safely interact when sharing the road. The CHP recognizes the need for an effective method of producing consistent and long-term changes in public awareness and behavior, including changing the traffic safety culture and other measures to improve



pedestrian and bicycle safety. By enforcing applicable laws and educating all road users on how to share the road, the CHP plays an active role in the prevention of bicycle and pedestrian injuries and fatalities.

## **Planning**

The CHP uses a variety of countermeasures to reduce pedestrian and bicycle collisions. In 2014, the CHP developed and implemented a grant-funded program that used education and enforcement in areas throughout the state with higher rates of pedestrian and bicycle collisions. In addition to proactive enforcement and education strategies, the Department actively participates in the state's Strategic Highway Safety Plan (SHSP) with the goal of reducing bicycle and pedestrian injuries and fatalities.

### **California Strategic Highway Safety Plan**

The SHSP is a collaborative, data-driven process involving a wide range of stakeholders to identify the most prevalent safety problems on all public roads in the state. The SHSP includes behavioral, infrastructure, and technology strategies addressing the "4Es" of traffic safety: engineering, enforcement, education, and emergency services. Over 400 safety stakeholders from 170 public and private agencies and organizations work together to implement the plan under the direction of SHSP Executive Leadership and the SHSP Steering Committee. Implementation of the SHSP includes a list of specific targeted actions designed to reduce serious injuries and fatalities in each of the Challenge Areas designated in the SHSP.

Currently, two of the 17 SHSP Challenge Areas are directed at reducing bicyclist and pedestrian injuries and fatalities. They are Challenge Area 8, Make Walking and Street Crossing Safer, and Challenge Area 13, Improve Bicycling Safety. These two Challenge Areas focus on developing strategies and action items designed to educate the public (motorists, pedestrians, and bicyclists) on traffic safety and improve and create safe facilities for pedestrians and bicyclists.

In 2014, the CHP accomplished a priority SHSP action item by developing the "Pedestrian and Bicycle Traffic Safety Education Handbook." This handbook is designed as a "how to" guide for public information officers (PIO) and others who develop pedestrian and bicycle safety education programs and conduct

traffic safety rodeos, skills clinics, and presentations. This handbook provides detailed information for motorists on how to share the road with bicyclists. It also provides roles and responsibilities for bicyclists and pedestrians. Ultimately, the handbook focuses on promoting positive changes in California's traffic safety culture in order to save lives and prevent injuries.

The CHP's continued focus on pedestrian and bicyclist safety through enhanced enforcement, public awareness campaigns, and community-based traffic safety presentations, including the goals and objectives of the grant-related activities in 2014 (explained in detail below) are consistent with and support SHSP goals.

The CHP has participated in the SHSP Challenge Areas as well as the SHSP Steering Committee since 2006. Additionally, the Department's efforts in Challenge Areas 8, Make Walking and Street Crossing Safer, and Challenge Area 13, Improve Bicycling Safety, support the mission of the statewide California Bicycle Advisory Committee and the California Pedestrian Advisory Committee.



*Central Division Public Information Officer Fisher, ID #17126, at the Clovis Bike Rodeo Day on August 23, 2014.*

### **California Pedestrian and Bicyclist Enforcement and Education Project**

In an effort to reduce pedestrian and bicyclist injuries and fatalities on California's roadways, the CHP applied for and received funding for the California Pedestrian and Bicyclist Enforcement and Education



Project (CPBEEP) grant. Funding for the grant was provided by the California Office of Traffic Safety (OTS).

Due to the disproportionate number of pedestrian and bicyclist fatalities and injuries in Valley, Golden Gate, Central, and Southern Divisions, overtime funding was provided to supplement the Department's efforts in preventing pedestrian and bicyclist fatalities and injuries. To accomplish this, the CHP developed an operational plan for the CPBEEP grant which included the following objectives:

- Conduct a strategic planning meeting with CHP Division coordinators to discuss goals, objectives, and operations.
- Conduct a training session for CHP field Division PIOs.
- Provide specific training to eight CHP uniformed personnel to develop pedestrian and bicyclist traffic safety outreach programs and organize educational events.
- Identify specific problematic locations to conduct targeted enforcement efforts.
- Conduct a minimum of 40 pedestrian and bicyclist traffic safety and road sharing presentations at appropriate venues.
- Conduct a minimum of 20 traffic safety events, including bicycle rodeos, to promote pedestrian and bicycle awareness and presentations for motorists on how to share the road with all users.
- Conduct four highly publicized public education events or enforcement operations to promote pedestrian traffic safety and awareness for National/International October Walk to School Month and Walk to School Day.
- Conduct four highly publicized public education events or enforcement operations to promote bicycle traffic safety, awareness, and road sharing for May is Bike Month and Bike to School Day.
- Purchase, distribute, and properly fit at least 1,000 bicycle helmets and safety equipment at appropriate venues.

Activities funded by the CPBEEP grant included education and enforcement in targeted areas. This grant also allowed the CHP to implement a public education campaign, including motorist education,

to reduce pedestrian and bicyclist collisions, prevent injuries, and save lives. The education component promoted awareness, respect, and tolerance among all roadway users, specifically, how they can safely interact with each other.

Due to an increase in the number of bicycles and pedestrians in the fall and spring, the CHP increased its public education and media outreach during these time periods which also coincided with national May is Bike Month and October Walk to School Month campaigns.

The CHP's continued focus on pedestrian and bicycle education and enforcement, including motorist education and the goals and objectives of the CPBEEP grant, are consistent with and support SHSP Challenge Areas 8 and 13, as well as Challenge Area 10, Reduce Speeding and Aggressive Driving.



*Capistrano Area Sergeant Saulman, ID #12823, discusses bicycle and pedestrian safety with cub scouts during a briefing on October 22, 2014.*

### **Operational Plans and Follow-up**

To measure the success of the CPBEEP grant, the CHP established specific goals and objectives for reducing the number of bicycle and pedestrian victims killed and injured in traffic collisions. To accomplish this, the Department developed an operational plan for the CPBEEP grant. As outlined in the 2014-2015 Strategic Plan, Area offices developed specific action plans to achieve the goals and objectives of the grant.

Several follow-up measures were employed to ensure the CPBEEP grant was implemented in accordance with departmental policy and the operational plan. To accomplish this, individual Area commands were required to designate an Area grant coordinator. Additionally, Area commands were required to provide quarterly reports to their respective Divisions. Division offices then compiled this data and provided



quarterly reports to the CHP Enforcement and Planning Division. The quarterly reports were then forwarded to CHP management and OTS. Upon completion of the CPBEEP grant, a final report was submitted to CHP executive management and OTS.

### ***Written Plan***

The provisional executive summary of the CPBEEP grant is included within the Department's Bicycle/Pedestrian Safety Policy and Guidelines attachment.

### ***California Law — Safe Routes to School***

The California legislature has taken steps to create safe environments for children walking and bicycling to school, and the CHP is an active partner in this endeavor. California lawmakers established Section 2333.5 of the California Streets and Highway Code (CSHC). This law requires the California Department of Transportation (Caltrans), in consultation with the CHP, to establish and administer a Safe Routes to School program for construction of bicycle and pedestrian safety and traffic calming projects. The concept is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so.

Prior to the award of any construction grant or Caltrans' use of funds for a Safe Routes to School construction project encompassing a freeway, state highway, or county road, Caltrans is mandated by law to consult with and obtain approval from the CHP, ensuring that the Safe Routes to School proposal complements the CHP's Pedestrian Corridor Safety Program and is consistent with its statewide pedestrian safety statistical analysis.

### ***California Law — Three Feet for Safety Act***

Many bicyclists continue to be subjected to harassment by aggressive drivers who drive too close to them. When this happens, even the slightest movement by the motorist or bicyclist can result in collisions where, typically, the bicyclist suffers catastrophic injuries or death. On September 16, 2014, the Three Feet for Safety Act went into effect to make roadways safer for bicyclists and to help reduce these injuries and fatalities.

The new law requires a driver of a motor vehicle passing a bicycle that is proceeding in the same direction to pass the bicycle on the left and provide a minimum clearance of 3 feet. The bill also specifies

a driver who is unable to provide the minimum three-foot passing distance due to traffic or roadway

**On September 16, 2014, the Three Feet for Safety Act went into effect to make roadways safer for bicyclists and to help reduce injuries and fatalities.**

conditions to slow to a reasonable and prudent speed when passing, and only when doing so would not endanger the safety of the bicyclist.

### ***California Law — Protected Bikeways Act of 2014***

Safe, street-level protected bikeways have been proven to reduce bicycle riding on the sidewalk, wrong-way riding, and other illegal or unsafe bicycling practices. With this in mind, the California legislature passed the Protected Bikeways Act of 2014 which adds a new category of bikeway called "cycle tracks," or protected bicycle lanes, to the list of approved lanes in the CSHC. These lanes provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic.

## ***Training***

### ***Communication for Pedestrian Safety: Risk, Response, and Change***

In June 2014, as part of the CPBEEP operational plan and in partnership with the California Department of Public Health, the CHP conducted a "Communication for Pedestrian Safety: Risk, Response, and Change" training class. Nonuniformed personnel from CHP Headquarters, uniformed personnel from CHP Valley and Central Divisions, and Caltrans personnel attended this training. Additional sessions were held in CHP Southern and Golden Gate Divisions on July 9, 2014, and August 27, 2014, respectively. The class conducted in Southern Division included Caltrans staff, and the Golden Gate Division training class included officers from allied agencies.

These classes provided an excellent opportunity for CHP officers to work with their allied agency partners on how to jointly respond to pedestrian traffic safety



issues. A goal of this training was to ensure a successful, community-wide traffic safety message is delivered.

### **League of American Bicyclists — Smart Cycling Traffic Skills**

Objectives of the CPBEEP grant included requiring the CHP to provide training to CHP uniformed personnel on pedestrian and bicyclist traffic safety issues, developing outreach programs, and organizing educational events.

To accomplish this, the CHP partnered with the League of American Bicyclists to host a nine-hour “Traffic Skills 101” (TS101) training class. Training included classroom presentations, parking lot bicycle handling drills, and on-road instruction. Attendees from the CHP included PIOs, bicycle patrol officers, and headquarters staff from the Office of Community Outreach and Media Relations. The TS101 class was conducted in CHP Southern Division on January 6 and 7, 2014; Valley Division on February 3 and 4, 2014; CHP Headquarters

**The CHP partnered with the League of American Bicyclists to host a nine-hour “Traffic Skills 101” training class.**

on February 3 and 5, 2014; and Golden Gate Division on April 1 and 2, 2014.

The TS101 class is a prerequisite to attend the League Cycling Instructor seminar. Two uniformed personnel from CHP Southern Division and a PIO from Valley Division completed this instructor certification class and are now qualified to teach the TS101 curriculum to other personnel.

A total of 29 uniformed personnel, 2 nonuniformed personnel, and 1 Caltrans employee completed this important training.

### **“PEDSCount! 2014 Summit”**

From May 14 through May 16, 2014, nearly 200 Californians attended the “PEDSCount! 2014 Summit” to get the latest information on cutting-edge research, best practices, and innovations to advance walking in California. Several uniformed personnel from CHP,

including CHP Deputy Commissioner Ramona Prieto, participated as panel members or speakers.

During the 2014 Summit breakout sessions, CHP staff delivered a “California Seat Belt Use – Saving Lives Through Culture Change” presentation. The presentation centered on how lessons learned from increased occupant restraint use over the past 50 years can be applied to current pedestrian traffic safety efforts. The CHP speaker shared ideas on the



*Willows Area senior volunteer Corbin, ID #V16001, performs a bicycle safety check before a rodeo on May 21, 2014 in support of May is Bike Month.*

effective use and importance of social media, earned media, and public education and outreach, as well as rigorous enforcement efforts.

In 2014, four uniformed and three nonuniformed CHP personnel attended and/or participated in the summit.

### **Safe Routes to School Pedestrian Safety Workshop**

On April 10, 2014, uniformed personnel from CHP Valley Division attended a “Safe Routes to School Pedestrian Safety” workshop. Additionally, on April 17, 2014, uniformed personnel from CHP Southern Division attended an “Action Planning for Pedestrian Safety Education in Glendale” workshop. Both workshops brought together community members, senior citizens, persons with disabilities, parents, youth, teachers, and pedestrian safety advocates to develop shared strategies to promote a safer walking environment in the South Sacramento and Glendale communities, respectively.



### ***Transportation Management Associations — “Enhancing Bicycle Safety through Law Enforcement”***

On June 10, 2014, three uniformed officers from CHP Valley Division and two CHP nonuniformed personnel attended the 50 Corridor Transportation Management Association (TMA) workshop, “Enhancing Bicycle Safety through Law Enforcement.”

The CHP supports programs directed at providing support for alternative commute choices, including bicycling and walking. As such, the CHP is a member of the Sacramento TMA which provides ongoing training and special assistance for employers who implement alternative programs at their work sites. The TMA also provides support to employees by working through an organization’s commuter coordinator in an effort to provide them with valid commute choices.

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### ***Multiagency Bicycle Transportation Workshop***

In 2014, 13 uniformed personnel and 2 nonuniformed personnel attended the Caltrans workshop, “Understanding Bicycle Transportation.” This was an opportunity for planners, engineers, and stakeholders involved in transportation planning, project development, project management, programming, construction, traffic operations, and maintenance to increase their knowledge and skills in federal, state, and local bicycle laws and safety issues. This training is of particular benefit to CHP uniformed personnel during collision enforcement, investigation, and enforcement details.

### ***Solid, Realistic, Ongoing, Verifiable Training***

In addition to the minimum annual training requirements established by the California Commission on Peace Officer Standards and Training, the Department provides ongoing training to ensure uniformed personnel’s knowledge of policies and procedures remains 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 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.

In 2014, a total of 13 SROVT scenarios involving bicycle or pedestrian safety were used in statewide briefings.

## ***Public Information and Education***

### ***Pedestrian and Bicyclist Traffic Safety and Road Sharing Presentations***

Through the CPBEEP grant, the CHP implemented a statewide public education campaign to reduce pedestrian and bicyclist collisions, prevent injuries, and save lives. The campaign promoted awareness, respect, and tolerance among all roadway users. Additionally, the campaign included the message that bicyclists are entitled to the same rights on the road as motorists, and that both the motorist and bicyclist must be aware of their responsibilities when interacting with each other on roadways.

In 2014, a total of 45 traffic safety events including bicycle rodeos were conducted, impacting over 8,000 people. Also, in 2014, the CHP conducted 176 pedestrian and bicyclist traffic safety and road sharing presentations, impacting 55,988 people.

### ***Bicycle Helmet Distribution***

Through CPBEEP grant funding, the CHP purchased, distributed, and properly fitted 1,024 bicycle helmets and safety equipment at events throughout the state. Each event was announced through local media outlets and provided an opportunity for CHP personnel to distribute bicycle helmets as well as teach participants about bicycle safety.

### ***Pedestrian and Bicycle Safety Events***

In 2014, in support of International Walk to School Day/Month, a total of seven traffic safety events, impacting 3,099 people, were conducted during the months of October and November. During



this time, each of the four involved CHP Divisions conducted highly publicized public educational events emphasizing the importance of pedestrian safety, including four highly publicized events within CHP's Southern Division.

Also in 2014, in support of May is Bike Month and Bike to School Day, the CHP conducted a total of eight traffic safety events, impacting 2,941 people, during the months of May and June. Four CHP Divisions conducted a highly publicized public education bicycle event. The CHP, along with OTS, issued a statewide media release on May 1, 2014, encouraging everyone to be a "Roll Model" (a phrase used by the NHTSA safety campaign) during bicycle safety awareness month. The CHP also used social media throughout the month of May to raise bicycle safety awareness.

### **Media Events — Three Feet for Safety Act**

Local newspapers as well as television and radio stations interviewed CHP officers throughout the state to discuss the new Three Feet for Safety Act. This new law requires a driver to allow three feet of distance when overtaking or passing a bicyclist. If three feet is not available, a driver must then slow to a safe speed and pass when no danger is present. In partnership with the CHP, the Automobile Club of Southern California hosted a press conference on September 10, 2014, to introduce this new law to motorists and cyclists. Additionally, the CHP issued a statewide press release on September 2, 2014, focusing on back to school traffic safety for pedestrians and bicyclists and providing information about the new law.

### **Educational Materials**

Throughout the year, pedestrian and bicyclist educational materials were distributed at traffic safety events throughout the state. In an effort to reduce costs whenever possible, the CHP used existing bicycle and pedestrian traffic safety educational materials provided by NHTSA and the California Department of Public Health (CDPH). In addition to the educational materials supplied by NHTSA and CDPH, the CHP purchased other bicycle traffic safety booklets from leading traffic safety organizations to be distributed free of charge.

In 2014, in partnership with the California Department of Motor Vehicles (DMV), the CHP distributed pedestrian traffic safety posters to 180 DMV offices throughout the state to be displayed in their public lobbies. Additionally,

the CHP asked the DMV Public Affairs Office to include pedestrian and bicycle traffic safety messages in the 2014 DMV Driver Handbook. As a result, the Spanish version of the handbook included the CHP's pedestrian and bicycle safety message in the second printing of the 2014 DMV Driver Handbook.

### **Social Media — Facebook and Twitter**

According to a 2012 Pew Research Center survey, online and digital news consumption continues to increase, with many more people now getting news on cell phones, tablets, or other mobile platforms. To reach this audience, the CHP integrates social media, including Facebook and Twitter, into our marketing strategy.



The CHP delivers many traffic safety messages throughout the year on bicycle and pedestrian safety on our statewide Facebook page. Since 2012, when CHP first joined Facebook, our traffic safety posts have received nearly 106,000 "likes." In addition, all eight CHP Divisions and 34 Area offices have their own Facebook pages and deliver traffic safety messages specific to their jurisdictions.

Twitter is used by many CHP Divisions and Area offices as an efficient way of disseminating timely information regarding current traffic conditions and important traffic safety messages. To date, the Department has more than 14,000 Twitter followers, many of whom forward CHP's traffic safety messages to friends and family, thereby expanding our audience even wider.

In 2014, the CHP routinely reminded Facebook and Twitter followers to have awareness, respect, and tolerance for all roadway users.



## Enforcement

As a law enforcement agency, the CHP is committed to enforcing laws to ensure the safety of all road users, including bicycles and pedestrians. Too often pedestrians and bicyclists ignore laws and perform unsafe and/or illegal movements. The CHP views each enforcement contact as an opportunity to educate pedestrians, bicyclists, and motorists on the laws and why their behaviors put themselves and others at risk.

**In 2014, CHP officers committed more than 43,500 hours of regular duty time toward pedestrian and bicycle enforcement, issuing 7,194 bicycle and 1,440 pedestrian citations.**

In 2014, CHP officers committed more than 43,500 hours of regular duty time toward pedestrian and bicycle enforcement, issuing 7,194 bicycle and 1,440 pedestrian citations. In addition to these bicycle and pedestrian violations, CHP officers issued motorists the following citations which place bicyclists and pedestrians at great risk: 58,675, unsafe speed for conditions; 31,999, stop sign; 22,102, red light; 1,375, failure to yield to a pedestrian within a crosswalk; 37, passing a vehicle stopped at a crosswalk for a pedestrian; and 7,865, passing on right shoulder.

### Targeted Grant-Related Enforcement

The CPBEEP grant provided funding for deployment of uniformed officers on an overtime basis for enhanced enforcement addressing pedestrian and bicyclist safety, including unsafe motorist behaviors, along problematic roadways. As part of the objectives of the grant, the CHP Valley, Golden Gate, Central, and Southern Division offices were required to identify specific problematic locations to conduct targeted enforcement efforts.

In 2014, in support of the CPBEEP grant's enhanced enforcement efforts, CHP personnel dedicated nearly 2,812 grant-funded overtime hours, issuing 177 citations to bicyclists, pedestrians, and motorists.

The objective of this grant was accomplished, as problematic locations for targeted enforcement efforts were identified and continually monitored by the four CHP Divisions throughout the grant cycle.

### Walk to School Day/Walk to School Month

In 2014, in support of International Walk to School Day/Month, the CHP issued 19,706 citations to bicyclists, pedestrians, and motorists (for violations which place pedestrians and bicyclists in harm's way) during the months of October and November.

### May is Bike Month/Bike to School Day

In 2014, in support of May is Bike Month/Bike to School Day, the CHP issued 11,769 citations to bicyclists, pedestrians, and motorists (for violations which placed pedestrians and bicyclists in harm's way) during the month of May.

## Outcomes

### Targeted Grant-Related Outcomes

The CPBEEP was a 12-month traffic safety grant project (with a 12-month Program Operations phase) coordinated and implemented by CHP Valley, Golden Gate, Central, and Southern Divisions. This grant provided overtime funding



*In January 2014, Calexico Inspection Facility Officer Zendejas, ID #15623, adjusts a safety helmet at Seeley Union Elementary in El Centro; also pictured is Officer Silva, ID #A11372.*

for the deployment of uniformed officers for enhanced enforcement addressing pedestrian and bicyclist safety, including motorist's unsafe behaviors, along problematic roadways within the jurisdictions of CHP Valley, Golden Gate, Central, and Southern Divisions. A public education campaign to enhance public awareness included issuance of news releases, completion of traffic safety presentations and traffic safety rodeos, and distribution of educational materials.



Outcomes included successfully reducing fatal and injury bicycle and pedestrian collisions based upon preliminary statistics supplied by the Area offices within each of the four field Divisions that participated in the CPBEEP grant. During the grant period, the number of fatal and injured pedestrian and bicyclist victims totaled 2,095, compared to 2,302 fatal and injured pedestrian and bicyclist victims (within the four field Divisions) during the 2011 baseline period. This translates into a 9 percent decrease.

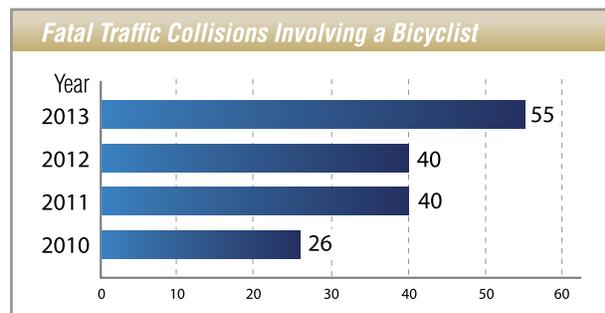
The grant resources were well managed and the project coordinators within each of the four CHP Divisions successfully implemented the planned activities.

### **New 2015 Statewide Bicycle and Pedestrian Grant**

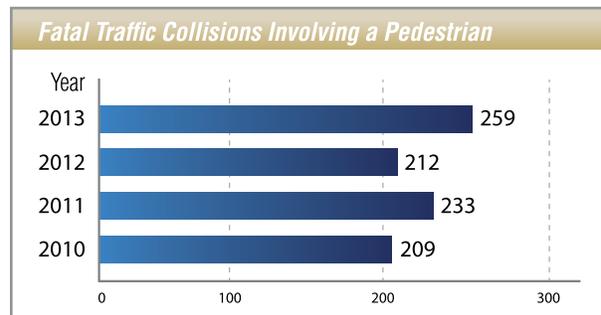
In order to expand on the success of the CPBEEP grant, in FFY 2015 the CHP developed and was subsequently awarded a statewide traffic safety grant funded by OTS to reduce the rising number of fatal and injury collisions involving bicyclists and pedestrians. The new grant program includes all eight CHP field Divisions and consists of a comprehensive educational campaign and targeted enforcement activities. The educational campaign is being coordinated with the other state transportation agencies (California State Transportation Agency, OTS, DMV, and Caltrans) to create consistent traffic safety messages for all road users.

It is our hope the enhanced educational and enforcement activities of this new grant will match or exceed the success of the CPBEEP grant in reducing needless bicycle and pedestrian fatalities and injuries throughout the state.

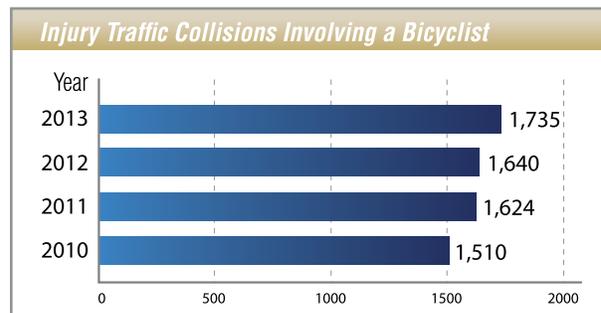
### **Statewide Fatal and Injury Traffic Collisions Involving Bicyclists and Pedestrians**



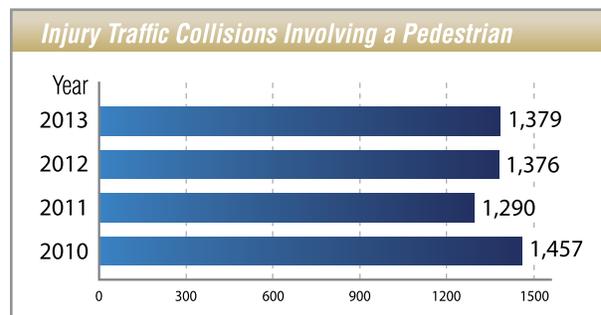
*In 2013, the number of fatal traffic collisions involving a bicyclist increased by 57.14 percent when compared to the previous three-year average.*



*In 2013, the number of fatal traffic collisions involving a pedestrian increased by 18.81 percent when compared to the previous three-year average.*



*In 2013, the number of injury traffic collisions involving a bicyclist increased by 9.05 percent when compared to the previous three-year average.*



*In 2013, the number of injury traffic collisions involving a pedestrian increased by .36 percent compared to the previous three-year average.*

At all levels, the CHP continually analyzes collision trends and other relevant data to refine strategies and performance measures. During this process, the Department observed a continual increase in the number of fatal and injury traffic collisions involving bicyclists and pedestrians during the period from 2010 to 2013. To reverse this trend, the CHP developed and implemented a statewide operational plan to address this issue.



## Follow Up

The CHP routinely monitors the performance and progress of each grant to ensure the success of its direction. 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 management to discuss the 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 activities were conducted in a timely and efficient manner.

## Societal and Economic Benefit

On June 13, 2014, the United States (U.S.) Department of Transportation, Office of Assistant Secretary for Transportation Policy, released its report, "Guidance on Treatment of the Economic Value of a Statistical Life in U.S. Department of Transportation Analyses," increasing the cost of one traffic collision fatality from \$9.1 million to \$9.2 million. For injury collisions, the economic cost ranges from \$27,600 to \$5,455,600 per injured victim, depending on injury severity. Accordingly, any reduction in reportable collisions provides societal and economic benefit.

## Awards and Recognition

The CHP is committed to providing the highest level of Safety, Service, and Security to the people of California. To inspire excellence in our uniformed and nonuniformed employees, the CHP recognizes exemplary performance at all levels through our internal and external awards programs. To recognize employees for outstanding performance, the CHP established an internal awards program. Highway Patrol Manual 150.1, Departmental Awards Manual,



Officer Fisher, ID #17126, at the Clovis Bike Rodeo Day on August 23, 2014.

assists departmental management with the important responsibility of recognizing employees.

Through the Department's internal awards program, officers are recognized for extraordinary efforts in bicycle and pedestrian traffic safety enforcement and education. Area office commanders and shift supervisors routinely commend these efforts, reinforcing the mission of this Department. Forms such as the CHP 100, Officer's Evaluation/Activity Summary; CHP 2, Incident Report; and CHP 123E, Commander's Certificate of Commendation, provide avenues of recognition for exemplary traffic safety efforts.



# Bicycle/Pedestrian Safety

## *Policy & Guidelines*



**2014 NATIONAL LAW ENFORCEMENT CHALLENGE**

# Policy & Guidelines

## CALIFORNIA HIGHWAY PATROL

### HIGHWAY PATROL MANUAL (HPM) 100.68

### TRAFFIC ENFORCEMENT POLICY MANUAL

### CHAPTER 4: ENFORCEMENT GUIDELINES - OTHER MODES OF TRANSPORTATION

(8) Officers shall focus enforcement action on the following:

(a) Motorcyclists not wearing any type of head covering.

1 This violation shall not be correctable.

(b) Motorcyclists wearing a head covering which is obviously not a motorcycle helmet, such as a styrofoam bicycle helmet, football helmet, ball cap, scarf, stocking cap, leather aviator cap, or any variation of a fabric cap, et al.

1 This violation shall be correctable.

#### 3. BICYCLES.

##### a. Policy.

(1) Appropriate enforcement action as outlined by this manual is to be taken against all bicycle violations. Officers should use their best judgment when handling violations committed by children under 14 years of age. These violations may be recorded following the parental notification program procedures as outlined in Highway Patrol Manual (HPM) 100.9, Enforcement Documents Manual, Chapter 1, CHP 215, Notice to Appear.

(2) Participants in an approved competitive bicycling event where an encroachment permit has been issued are exempt from specific provisions of the CVC as specified in the encroachment permit. This does not include bicyclists who leave the approved route or course and interfere with normal traffic.

(3) When commanders are made aware a competitive cycling event will be held within their Area that may require an encroachment permit and reimbursable services, they should refer to HPM 11.1, Administrative Procedures Manual, Chapter 6, Reimbursable Services, for direction.

##### b. Procedure.

(1) Section 21200(a) CVC provides the basis for enforcement concerning bicyclists.

(a) Section 21200 CVC states, "Every person riding a bicycle upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle by this division (Division 11), including, but not limited to, provisions concerning driving under the influence of alcoholic beverages or drugs, and by Division 10 (commencing with Section 20000),



# Policy & Guidelines

## CALIFORNIA HIGHWAY PATROL

### HIGHWAY PATROL MANUAL (HPM) 100.68 (CONTINUED)

#### TRAFFIC ENFORCEMENT POLICY MANUAL

#### CHAPTER 4: ENFORCEMENT GUIDELINES - OTHER MODES OF TRANSPORTATION

Section 27400, Division 16.7 (commencing with Section 39000) Division 17 (commencing with Section 40000.1) and Division 18 (commencing with Section 42000), except those provisions which by their very nature can have no application.”

(b) Bicycles are not included within the definition of a motor vehicle, Section 415 CVC. Therefore, sections such as 23109 and 13353 CVC, specifically addressing violations by motor vehicles, are not applicable to bicycles.

(2) Section 21200.5 CVC, Driving Under the Influence – Bicycle, makes it a misdemeanor for anyone to ride a bicycle upon a highway while under the influence of alcohol and/or drugs. Persons arrested for violation of Section 21200.5 CVC should be handled according to the provisions contained in HPM 70.4, Driving Under the Influence Enforcement Manual.

(3) Section 21202 CVC states that every person operating a bicycle upon a roadway at a speed less than the normal speed of traffic shall ride as near the right-hand curb or edge of the roadway as practicable except:

(a) When passing slower moving vehicles or bicycles that are directly impeding their line of travel.

(b) When preparing to make a left turn.

(c) When attempting to avoid hazards in the roadway.

(d) When riding on a one-way street with more than two lanes, bicyclists may ride as near the left-hand curb or edge of the roadway as practicable.

(4) Due to the relative speed difference between bicycles and motor vehicles, and in order to comply with the provisions of Section 21208(b) CVC (the requirement that a bicyclist ride within the bicycle lane when the bicyclist's speed is less than the normal flow of traffic), a bicyclist may have to initiate a left-turning movement a considerable distance prior to arrival at the intended intersection, road, or driveway.

(a) Enforcement for the turning movements of bicyclists shall be limited to those instances where Section 22107 CVC, Unsafe Turns, would apply.

(b) Section 21202 CVC precludes bicyclists from riding abreast of one another, assuming both bicyclists are on the roadway and one is not in the process of passing the other.



# Policy & Guidelines

## CALIFORNIA HIGHWAY PATROL

### HIGHWAY PATROL MANUAL (HPM) 100.68 (CONTINUED)

#### TRAFFIC ENFORCEMENT POLICY MANUAL

#### CHAPTER 4: ENFORCEMENT GUIDELINES - OTHER MODES OF TRANSPORTATION

(5) Section 21208 CVC provides rules for bicycles which are traveling upon a roadway containing a bicycle lane.

(a) Generally, any person operating a bicycle upon the roadway at a speed less than the normal speed of traffic shall ride within the bicycle lane.

(b) Section 21202(a) CVC applies to bicycles moving from an established bicycle lane.

(6) Section 21204(a) CVC provides that no person shall ride a bicycle upon a highway other than upon or astride a permanent and regular seat attached to the bicycle unless the bicycle was designed by the manufacturer to be ridden without a seat.

(7) Section 21204(b) CVC provides that no bicycle operator shall allow a child four years of age or younger, or weighing 40 pounds or less, to ride as a passenger on a bicycle unless the seat is mounted separate from the operator's seat, retains the child adequately, and protects the child from the moving parts of the bicycle.

#### 4. HELMET USE – BICYCLES, SKATEBOARDS, IN-LINE SKATES, AND NONMOTORIZED SCOOTERS.

##### a. Authority.

(1) Section 21212(a) CVC provides no person under 18 years of age shall operate or ride as a passenger upon a bicycle, a nonmotorized scooter, or a skateboard, nor shall they wear in-line or roller skates unless the person under 18 years of age is wearing a properly fitted and fastened bicycle safety helmet.

NOTE: The helmet must be of an approved type, meeting the standards of either the American Society for Testing Materials (ASTM) or the United States Consumer Product Safety Commission (CPSC), or standards subsequently established by those entities. A sticker noting one of the above standards (ASTM or CPSC) should be affixed to the interior or exterior of the helmet at the time of sale. The sticker may be removed by the user.

(2) This section applies to bicycles, nonmotorized scooters, skateboards, in-line or roller skates operated upon a street, bikeway, or any other public bicycle path or trail.



# Policy & Guidelines

## CALIFORNIA HIGHWAY PATROL

### HIGHWAY PATROL MANUAL (HPM) 100.68 (CONTINUED)

#### TRAFFIC ENFORCEMENT POLICY MANUAL

#### CHAPTER 4: ENFORCEMENT GUIDELINES - OTHER MODES OF TRANSPORTATION

b. Procedure.

(1) Officers shall not arbitrarily stop operators of bicycles, nonmotorized scooters, skateboards, in-line or roller skates to determine compliance with this law. However, officers observing obvious violations of this law should take appropriate enforcement action. Particular attention should be directed toward proper fastening and helmet fit.

(2) Officers should use their best judgment when handling violations committed by children under 14 years of age. These violations may be recorded following the parental notification program procedures as outlined in HPM 100.9, Chapter 1.

5. MOTORIZED SCOOTERS.

a. Authority.

(1) Motorized scooters were originally defined by Senate Bill (SB) 441, Chapter 772, which was effective January 1, 2000, and added Section 407.5 CVC to define motorized scooters and Article 5, Operation of Motorized Scooters, to Chapter 1 of Division 11, Rules of the Road. Article 5 established provisions for the lawful operation of motorized scooters on highways.

(2) Effective January 1, 2005, Assembly Bill (AB) 1878 revised the definition of a motorized scooter to better describe the type of devices for which the law was originally intended, and to eliminate the confusion with newly manufactured devices (e.g., mini motorcycles/pocket bikes).

(a) Section 407.5 CVC defines a "motorized scooter" as any two-wheeled device that has handlebars, has a floorboard that is designed to be stood upon when riding, and is powered by an electric motor. This device may also have a driver seat that does not interfere with the ability of the rider to stand and ride and may also be designed to be powered by human propulsion.

(b) A device meeting this definition that is powered by a source other than electrical power (e.g., a gasoline-powered two-stroke engine) is also a motorized scooter.

(c) An electric personal assistive mobility device, as defined in Section 313 CVC, a motorcycle as defined in Section 400 CVC, a



# Policy & Guidelines

## CALIFORNIA HIGHWAY PATROL

### GENERAL ORDER (GO) 100.45

### ASSISTANCE TO PEDESTRIANS AND OCCUPANTS OF DISABLED VEHICLES, RESPONSE PROTOCOL, AND INSPECTION OF UNOCCUPIED VEHICLES

#### CALIFORNIA HIGHWAY PATROL

#### GENERAL ORDER 100.45

REVISED JULY 2011

#### ASSISTANCE TO PEDESTRIANS AND OCCUPANTS OF DISABLED VEHICLES, RESPONSE PROTOCOL, AND INSPECTION OF UNOCCUPIED VEHICLES

1. PURPOSE. To disseminate policy and procedure for:

a. Providing assistance to pedestrians and occupants of disabled vehicles, including an arrestee's passengers, passengers in traffic collisions, and passengers in disabled vehicles who express concern for their safety and/or have an obvious compelling need for assistance.

b. Checking on unattended vehicles which appear to be abandoned, unlawfully parked, or disabled within the geographical area of the Department's primary jurisdiction.

c. Response protocol when responding to reported incidents (e.g., vehicles off the roadway, and/or vehicle collisions).

2. GENERAL.

a. The Department's commitment to providing safety, service, and security shall be a primary consideration in implementing the policies and procedures of this General Order (GO).

(1) Personnel must be cognizant of the public's trust in, and reliance on, uniformed employees of the Department.

(2) Motorists expect that roadway hazards (including vehicles) will be removed in a timely manner.

b. Officers assigned to patrol duties shall be aware of the Department's lawful and moral obligation to provide public assistance. Failure to provide or carry through with this assistance has resulted in lawsuits being filed against the Department, some of which have concluded in findings against the Department. See GO 100.6, Special Relationships, for a further discussion of issues involving the failure to



# Policy & Guidelines

## CALIFORNIA HIGHWAY PATROL

### GENERAL ORDER (GO) 100.45

### ASSISTANCE TO PEDESTRIANS AND OCCUPANTS OF DISABLED VEHICLES, RESPONSE PROTOCOL, AND INSPECTION OF UNOCCUPIED VEHICLES (CONTINUED)

provide or carry through with assistance to pedestrians and occupants of disabled vehicles.

#### 3. POLICY.

a. Uniformed personnel operating enforcement vehicles while assigned to patrol duties shall:

(1) Stop to assist persons who are in apparent need regardless of geographical location.

(2) Provide reasonable assistance (including transportation) to persons who express concern for their safety or have an obvious compelling need within the geographical area of the Department's primary responsibility.

b. Officers performing patrol duty shall check all vehicles which appear to be unattended or disabled upon state highways (including freeways), unincorporated roadways, and other major traffic arteries within the geographical area of the Department's primary responsibility; as such vehicles may actually be occupied or disabled. Vehicles should be promptly removed from the freeway or roadway whenever authorized by law.

c. Upon notification of vehicles off the roadway or vehicle collisions, officers shall practice due diligence to locate the vehicles by conducting a thorough search of the area.

d. Upon locating a vehicle that has been involved in a collision and is unoccupied, officers shall practice due diligence by conducting a thorough search of the area and attempt to contact the registered owner of the vehicle to determine the whereabouts of the occupants of the vehicle.

e. Requests for assistance from outside the Department's jurisdiction should be referred to the responsible agency.

(1) This policy shall not preclude the Department from rendering assistance to individuals, when resources are available.

(2) Public safety dispatchers shall relay requests for service to the appropriate service provider (Department or allied agency) without unnecessary delay. If, for any reason, there will be an excessive delay in providing service, the applicable officer or field supervisor shall be notified.



# Policy & Guidelines

## CALIFORNIA HIGHWAY PATROL

### GENERAL ORDER (GO) 100.45

### ASSISTANCE TO PEDESTRIANS AND OCCUPANTS OF DISABLED VEHICLES, RESPONSE PROTOCOL, AND INSPECTION OF UNOCCUPIED VEHICLES (CONTINUED)

f. Departmental personnel operating enforcement vehicles are not required to provide transportation when other forms of transportation are reasonably available, and based upon professional judgment there is no foreseeable danger to the person making the request.

#### 4. PROCEDURE, PATROL OFFICERS.

a. Pedestrians and Occupants of Disabled Vehicles. Officers shall provide or summon assistance as necessary when a person appears to need help.

(1) Officers shall take all reasonable steps to accommodate the transportation needs of persons who have expressed an immediate concern for their personal safety and who are actually in need of transportation assistance.

(a) The most important consideration in providing such assistance is the immediate physical welfare of pedestrians, motorists, and the public, as well as the officer.

(b) Officers shall use sound professional judgment to determine when assistance should be provided. Officers should not only rely on a request to determine if assistance is needed, but should also consider, among other things, the person's maturity, mental and physical condition, weather, and traffic conditions.

(c) Officers shall transport or remain with occupants of disabled vehicles if they (the officers) believe a foreseeable danger exists, and no higher priority emergency requiring their attention exists.

(2) Requests for transportation other than those provided within normal patrol activities should be referred to a supervisor. Determining whether transportation will be provided requires assessment of:

(a) The person's compelling need.

(b) Available alternatives.

(c) The potential for hazard to the person if transportation is not provided.

(d) Availability of Department personnel to provide service.



# Policy & Guidelines

## CALIFORNIA HIGHWAY PATROL

### GENERAL ORDER (GO) 100.45

### ASSISTANCE TO PEDESTRIANS AND OCCUPANTS OF DISABLED VEHICLES, RESPONSE PROTOCOL, AND INSPECTION OF UNOCCUPIED VEHICLES (CONTINUED)

(3) When transportation assistance is not indicated for a pedestrian or occupant of a disabled vehicle or a higher priority emergency precludes providing them with immediate transportation assistance, officers shall:

(a) Warn them of any reasonably foreseeable hazards.

(b) Inform them of precautions that may be taken to lessen their exposure to those hazards.

(4) When officers are delayed in providing assistance within departmental jurisdiction because of other duties, assistance should be coordinated with other service providers such as allied agencies, juvenile authorities, and public or private social service organizations.

b. Response Protocol.

(1) When an officer receives a report of a vehicle off the roadway or vehicle collision, officers shall make every reasonable effort to locate the vehicle.

(2) In order to conduct a thorough search, officers should consider:

(a) Recontacting the reporting party to obtain more specifics of the reported incident.

(b) Utilize other resources (e.g., air support, canines, adjacent Area personnel, and search and rescue teams).

c. Unoccupied Vehicles.

(1) A CHP 422, Vehicle Check/Parking Warning/Highway Damage Report, shall be completed and attached to all unoccupied vehicles which appear to be abandoned, unlawfully parked, or disabled within the area of the Department's primary jurisdiction. (See Highway Patrol Manual [HPM] 100.9, Enforcement Documents Manual, Chapter 8, for instructions on the completion of the CHP 422.)

(2) Upon locating a vehicle that has been involved in a collision and is unoccupied, officers shall practice due diligence by conducting a thorough search of the area and attempt to contact the registered owner of the vehicle to determine the whereabouts of the occupants of the vehicle.

(3) If a vehicle is in a hazardous position, officers shall immediately move the vehicle to a safer location or store it.



# Policy & Guidelines

## CALIFORNIA HIGHWAY PATROL

### GENERAL ORDER (GO) 100.45

### ASSISTANCE TO PEDESTRIANS AND OCCUPANTS OF DISABLED VEHICLES, RESPONSE PROTOCOL, AND INSPECTION OF UNOCCUPIED VEHICLES (CONTINUED)

#### 5. PROCEDURES, OTHER UNIFORMED PERSONNEL.

a. Uniformed personnel operating enforcement vehicles but not assigned to patrol duties shall, using sound professional judgment, either:

- (1) Stop and assist pedestrians or occupants of disabled vehicles.
- (2) Ensure that the need for departmental assistance is relayed in a timely manner to the appropriate departmental personnel responsible for providing such assistance.

b. In determining the appropriate course of action, factors to be considered include:

- (1) The degree of hazard to the pedestrian, motorist, or the public.
- (2) The frequency of beat coverage.
- (3) The nature of the uniformed officer's current assignment.
- (4) Accessibility of service providers to the pedestrian or motorist.
- (5) The availability of radio or emergency equipment in the vehicle.

#### 6. PROCEDURES, COMMUNICATION CENTER PERSONNEL.

a. Response Protocol.

- (1) An available beat unit shall be dispatched to citizen reported traffic collisions or vehicles off the roadway.
- (2) In an effort to diligently locate the vehicles off the roadway or vehicle collisions, dispatchers shall query the responding officer regarding recontacting the reporting party. When requested by an officer, dispatchers shall recontact the reporting party to obtain more specifics of the reported incident.
- (3) Refer to HPM 60.1, Chapter 7, Communications Operations Manual.

b. Highways/Freeways with Call Boxes.

- (1) An available beat unit may be dispatched to an occupant of a disabled vehicle or pedestrian when neither the person nor the disabled vehicle is in a



# Policy & Guidelines

## CALIFORNIA HIGHWAY PATROL

### GENERAL ORDER (GO) 100.45

### ASSISTANCE TO PEDESTRIANS AND OCCUPANTS OF DISABLED VEHICLES, RESPONSE PROTOCOL, AND INSPECTION OF UNOCCUPIED VEHICLES (CONTINUED)

hazardous location or foreseeable danger and a reliable tow service or other appropriate non-departmental service has been dispatched to the scene.

(2) An available beat unit shall be dispatched to an occupant of a disabled vehicle or pedestrian when either the person or the disabled vehicle is in a hazardous location or in foreseeable danger, or if non-departmental assistance cannot be obtained.

c. Other Highways, Including Freeways without Call Boxes. An available beat unit shall be dispatched to a motorist with a disabled vehicle or pedestrian unless a timely and reliable tow service or other appropriate non-departmental service has been dispatched to the scene.

d. Public safety dispatchers who have relayed a request for non-departmental service to a service provider shall attempt to determine an estimated time of arrival (ETA). Public safety dispatchers should advise the appropriate officer of the ETA of the service provider and any other pertinent information.

e. Public safety dispatchers will place a telephone request for assistance to a private party or service provider for an occupant of a disabled vehicle or pedestrian when requested by an officer.

#### 7. PROCEDURE, OTHER NONUNIFORMED PERSONNEL.

a. Nonuniformed employees driving marked vehicles or unmarked state vehicles with departmental radios who become aware of a pedestrian or a motorist in need of assistance shall ensure that the need is relayed to the appropriate departmental personnel having responsibility for providing or arranging such assistance.

b. Nonuniformed employees who drive marked vehicles or unmarked state vehicles with departmental radios shall be trained in procedures and protocols for using those radios.

#### 8. AREA AND DIVISION COMMANDERS' RESPONSIBILITIES.

a. Area commanders should discuss these policies and procedures with allied law enforcement agencies and other service providers. Area commanders may enter into written agreements of understanding for the purpose of carrying out their intent.



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## CALIFORNIA HIGHWAY PATROL

### GENERAL ORDER (GO) 100.45

### ASSISTANCE TO PEDESTRIANS AND OCCUPANTS OF DISABLED VEHICLES, RESPONSE PROTOCOL, AND INSPECTION OF UNOCCUPIED VEHICLES (CONTINUED)

b. Area commanders shall:

(1) Incorporate departmental and Area transportation policies and procedures into their standard operating procedures (SOP).

(2) Ensure that all employees under their command are familiar with the procedures required by this policy and the related Area SOP.

(3) Incorporate response protocol into their Area SOP based on the Area's unique need, and coordinate with their dispatch/communication center. A sample Response Protocol Checklist is included in Annex A of this GO.

(4) Notify the appropriate dispatch/communications center of Area procedures.

c. Division chiefs are responsible for ensuring that all communications center facilities within their Division are aware of and utilize the Area procedures developed pursuant to this policy.

OFFICE OF THE COMMISSIONER

OPI: 061



# Policy & Guidelines

## 2014-2015 STRATEGIC PLAN

*"Safety, Service, and Security"*



### GOAL 1 – Prevent the Loss of Life, Injuries, and Property Damage.

*To reduce collisions that cause the loss of life, personal injury, and property damage resulting from traffic collisions through enforcement, education, engineering, and emergency medical services.*

*Strategy 1.1 — Focus on enforcement of PCFs and occupant restraint through visible, proactive patrol utilizing proper deployment of resources, and public education.*

#### *Performance Measures 1.1*

- The number of fatal, injury, and property damage only (PDO) collisions.
- The number of unrestrained fatal victims.
- The number of truck-at-fault collisions (fatal, injury, and PDO).
- The number of truck-involved collisions (fatal, injury, and PDO).
- The number of motorcycle collisions (fatal, injury, and PDO).
- The number of speed PCF collisions (fatal, injury, and PDO).
- The number of DUI PCF collisions (fatal, injury, and PDO).
- As a gauge of overall effectiveness, enforcement citation numbers for **speed, DUI, and occupant restraint** will be reported.
- At the conclusion of the Strategic Plan 2015, the performance metrics will be compared to the average of the previous Strategic Plan (2005—2010) and the Department will seek a statewide reduction of 5 percent during the life of the Strategic Plan through 2015.

#### *Action Guidelines/Suggestions 1.1*

- ✓ Identify and address Area specific collision information (e.g., DUI, speed, unrestrained fatal victims, motorcycle, truck-involved, and truck-at-fault collisions). Each Area shall analyze their individual collision statistics to identify specific trends to employ departmental enforcement or education programs.
- ✓ Joint traffic enforcement with allied agencies.
- ✓ Deployment assessments/adjustments.
- ✓ Divisions shall be aware and attend meetings with major traffic stakeholders (e.g., Caltrans) during road construction engineering projects within their respective Areas.

*Strategy 1.2 — Increase compliance with cellular telephone and texting while driving laws.*

#### *Performance Measures 1.2*

- The number of distracted driving education programs conducted.
- All Areas (except Commercial Vehicle Enforcement Facilities) are responsible for conducting at least two distracted driving surveys within their jurisdiction per quarter. A baseline was established in 2011. The Department will compare 2014 distracted driving statistics with the baseline established in 2011.
- As a gauge of overall effectiveness, enforcement citation numbers for **cellular telephone and texting while driving** (California Vehicle Code [CVC] Sections 23123[a], 23124[a], and 23123.5) will be reported.



# Policy & Guidelines

## EXECUTIVE SUMMARY

### CALIFORNIA PEDESTRIAN AND BICYCLIST ENFORCEMENT AND EDUCATION PROJECT GRANT

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#### EXECUTIVE SUMMARY

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This Grant is a part of the California Traffic Safety Program and was made possible through the support of the California Office of Traffic Safety, and the National Highway Traffic Safety Administration.

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of California or the National Highway Traffic Safety Administration.

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| <b>AGENCY NAME:</b><br>California Highway Patrol   | <b>GRANT NUMBER:</b><br>PS1402   |
| <b>GRANT TITLE:</b><br>California Pedestrian and Bicyclist Enforcement and Education Project |  |
| <b>TOTAL GRANT AMOUNT:</b><br>\$400,000  | <b>TOTAL AMOUNT EXPENDED:</b><br>\$349,895.55                                      |
| <b>GRANT CONTACT NAME:</b><br>Rachel Gonzales  | <b>GRANT CONTACT TITLE:</b><br>Staff Services Analyst                              |
| <b>TELEPHONE:</b><br>(916) 843-3396  | <b>E-MAIL:</b><br><a href="mailto:ragonzales@chp.ca.gov">ragonzales@chp.ca.gov</a> |

The California Highway Patrol (CHP) conducted a 12-month grant to reduce the number of pedestrian and bicyclist collisions and victims. Grant strategies involved use of a public education campaign and enhanced enforcement in 4 CHP Divisions. Each of the CHP Divisions conducted at least 1 highly publicized pedestrian traffic safety event; 1 CHP Division conducted 4. Each of the 4 CHP Divisions conducted at least 1 highly publicized bicycle traffic safety event; 1 CHP Division conducted 2 events, and another CHP Division conducted 4 highly publicized bicycle traffic safety events. Public education and awareness campaign activities included traffic safety presentations, informational booths, traffic safety bicycle rodeos, enhanced enforcement operations, and the highly publicized pedestrian and bicyclist events. The grant coordinators in CHP Research and Planning Section and the 4 CHP Divisions conducted all planned activities and successfully implemented the statewide grant project to address the problem of pedestrian and bicyclist fatal and injury victims.

#### **PROBLEM IDENTIFICATION**

According to California's Statewide Integrated Traffic Records System (SWITRS) statewide data, there were 642 pedestrians and 130 bicyclists killed in 2008. By 2012, the fatalities increased to 702 pedestrians and 147 bicyclists. Within California Highway Patrol's (CHP) jurisdiction, 207 pedestrians and 39 bicyclists were killed in 2012. It is essential traffic safety education focus on how motorists, pedestrians, and bicyclists can safely interact when sharing the road.



# Policy & Guidelines

## EXECUTIVE SUMMARY

### CALIFORNIA PEDESTRIAN AND BICYCLIST ENFORCEMENT AND EDUCATION PROJECT GRANT (CONTINUED)

#### GOALS AND OBJECTIVES

##### Goals

1. To reduce the number of fatal pedestrian victims of traffic collisions within 4 CHP Divisions from the federal fiscal year (FFY) 2011 baseline total of 147 to 140.

**Result: Accomplished.** There were 118 pedestrian fatalities during the grant period versus the 147 which occurred during the FFY 2011 baseline period. This equates to a 20 percent decrease.

2. To reduce the number of injured pedestrian victims of traffic collisions within 4 CHP Divisions by 5 percent, from the FFY 2011 baseline total of 1,030 to 979.

**Result: Accomplished.** There were 935 injured pedestrian victims during the grant period versus the 1,030 which occurred during the FFY 2011 baseline period. This equates to 9 percent decrease.

3. To reduce the number of fatal bicyclist victims of traffic collisions within 4 CHP Divisions by 5 percent, from the FFY 2011 baseline total of 26 to 25.

**Result: Accomplished.** There were 16 bicyclist fatalities during the grant period versus the 26 which occurred during the FFY 2011 baseline period. This equates to a 38 percent decrease.

4. To reduce the number of injured bicyclist victims of traffic collisions within 4 CHP Divisions by 5 percent, from the FFY 2011 baseline total of 1,099 to 1,044.

**Result: Accomplished.** There were 1,026 injured bicyclist victims during the grant period versus the 1,099 which occurred during the FFY 2011 baseline period. This equates to 6 percent decrease.

##### Objectives

1. To develop and issue a written Operational Plan to establish the method of operation and the policies applicable to carry out the activities of the grant program by November 15.

**Result: Accomplished.** The Operational Plan was developed and distributed to the 4 selected CHP Divisions on October 9, 2013.

2. To issue a media release announcing the grant's kickoff by December 15. Statewide media releases shall be prepared by the Office of Community Outreach and Media Relations (COMR). The checklist shall be submitted to the Office of



# Policy & Guidelines

## EXECUTIVE SUMMARY

### CALIFORNIA PEDESTRIAN AND BICYCLIST ENFORCEMENT AND EDUCATION PROJECT GRANT (CONTINUED)

**COMR at least 45 days prior to release date to ensure sufficient time is given for review.**

**Result: Accomplished.** Each of the 4 CHP Divisions issued media releases announcing the grant's kickoff after approval was received from the OTS.

- 3. To conduct a strategic planning meeting with CHP Division coordinators to discuss goals, objectives, and operations. Meetings may also include law enforcement's role in the Safe Routes to School program and effective measures to reduce collisions among pedestrians and bicyclists.**

**Result: Accomplished.** The strategic planning meeting was conducted via telephone conference calls with staff from the 4 CHP Divisions in October 2013.

- 4. To conduct 1 training session for CHP field Division public information officers (PIO).**

**Result: Accomplished.** Beginning in June 2014, the training session, "Communication for Pedestrian Safety: Risk, Response, and Change," was provided to CHP PIOs from all 4 CHP Divisions. Other staff from CHP headquarters, California Department of Transportation (Caltrans), and allied agencies also attended the training. The class provided essential information regarding collaboration and coordination among community partners relating to pedestrian safety.

- 5. To provide specific training to 8 CHP uniformed personnel relative to pedestrian and bicyclist traffic safety issues, developing outreach programs, and organizing educational events.**

**Result: Accomplished.** Specific training related to pedestrian and bicyclist traffic safety and other relative issues was provided throughout the grant period to staff in all 4 CHP Divisions. Beginning in January 2014, the League of American Bicyclists (LAB) Smart Cycling Traffic Skill 101 class was provided to PIOs in 3 CHP Divisions. Three uniformed personnel completed the LAB League Cycling Instructor (LCI) seminar and are now certified instructors. Uniformed personnel and other staff attended the Caltrans workshops, "Understanding Bicycle Transportation," held in different locations throughout the state. Staff from all 4 CHP Divisions attended other training/workshops, such as: Safe Routes to School Pedestrian Safety Workshop; Action Planning for Pedestrian Safety Education in Glendale; PEDs Count 2014 Summit; and Enhancing Bicycle Safety through Law Enforcement.

- 6. To develop and/or requisition educational materials by December 31 for distribution at appropriate venues.**

**Result: Accomplished.** Purchase requisitions for educational materials were submitted prior to December 31, 2013. Bicycle traffic safety booklets, "California



# Policy & Guidelines

## EXECUTIVE SUMMARY

### CALIFORNIA PEDESTRIAN AND BICYCLIST ENFORCEMENT AND EDUCATION PROJECT GRANT (CONTINUED)

Bicycling Street Smarts,” were purchased. Educational materials from the National Highway Traffic Safety Administration, including the Cycling Skills Clinic Guidebook,” were reproduced, along with other pedestrian and bicyclist traffic safety posters and postcards which included safety tips. Pedestrian safety materials from the California Department of Public Health were also reproduced.

- 7. To identify specific problematic locations to conduct targeted enforcement efforts. Note: Locations within each Division should be continually monitored and updated if necessary.**

**Result: Accomplished.** Each of the 4 CHP Divisions identified and monitored problematic locations to target enforcement efforts.

- 8. To conduct a minimum of 40 pedestrian and bicyclist traffic safety and road sharing presentations at appropriate venues, including safety information for motorists driving in the presence of bicyclists and pedestrians.**

**Result: Accomplished.** A total of 176 traffic safety presentations, impacting 55,988 people, were conducted during this grant period.

- 9. To conduct a minimum of 20 traffic safety events, including “rodeos” to promote pedestrian and bicycle awareness, and motorist education on how to share the road with all users.**

**Result: Accomplished.** A total of 45 traffic safety events, impacting 8,045 people, were conducted during this grant period.

- 10. To conduct 4 highly publicized public education events or enforcement operations to promote pedestrian traffic safety and awareness for National/International “October is Walk to School Month” and “Walk to School Day.”**

**Result: Accomplished.** Each of the 4 CHP Divisions conducted at least 1 highly publicized pedestrian safety event or enforcement operation during October 2013. The CHP Valley Division’s event was a crosswalk enforcement operation. The CHP Southern Division conducted 4 events.

- 11. To conduct 4 highly publicized public education events or enforcement operations to promote bicycle traffic safety, awareness, and road sharing for National/International “May is Bike to School Month” and “Bike to School Day.”**

**Result: Accomplished.** Each of the 4 CHP Divisions conducted at least 1 highly publicized bicyclist safety event during May 2014. The CHP Golden Gate Division conducted 2 events and CHP Southern Division conducted 4 events, 1 of which was a crosswalk enforcement operation.



# Policy & Guidelines

## EXECUTIVE SUMMARY

### CALIFORNIA PEDESTRIAN AND BICYCLIST ENFORCEMENT AND EDUCATION PROJECT GRANT (CONTINUED)

12. To distribute educational materials at pedestrian and bicyclist traffic safety events, “rodeos,” and other appropriate venues.

**Result: Accomplished.** The 4 CHP Divisions distributed educational materials (posters, postcards, booklet on safe bicycling on public roads and streets, etc.) at appropriate venues.

13. To purchase, distribute, and properly fit at least 1,000 bicycle helmets and safety equipment at appropriate venues.

**Result: Accomplished.** The 4 CHP Divisions distributed 1,024 helmets and safety equipment at appropriate venues.

14. To send electronic mail (e-mail), through Grants Management Unit (GMU), to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copy the OTS Coordinator, at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has enough notice to arrange for attendance and/or participation in the event.

**Result: Not Accomplished. Deadline Missed.** Fifteen highly publicized events took place during the grant period; notification was made a full 30 days in advance for only 1 of the 15 events. Media releases for the highly publicized events had short turnaround times for approval, resulting in slightly less than a 30-day notification.

15. To submit, through GMU, a draft or rough cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copy the OTS Coordinator, for approval 14 days prior to the production or duplication of the material.

**Result: Accomplished.** All artwork for pedestrian and bicyclist traffic safety posters and postcards were approved by OTS prior to production or duplication.

16. To use the following standard language in all press, media, and printed materials: “Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.”

**Result: Accomplished.** The OTS standard language was included in the educational materials and media releases.

#### STRATEGIES AND ACTIVITIES

The CPBEEP was a 12-month traffic safety grant project (with a 12-month Program Operations Phase) coordinated and implemented by 4 CHP Divisions. The grant provided



# Policy & Guidelines

## EXECUTIVE SUMMARY

### CALIFORNIA PEDESTRIAN AND BICYCLIST ENFORCEMENT AND EDUCATION PROJECT GRANT (CONTINUED)

funding for deployment of uniformed officers on overtime for enhanced enforcement addressing pedestrian and bicyclist safety, including motorist's unsafe behaviors, along problematic roadways within the 4 CHP Division's jurisdiction. A public education campaign to enhance public awareness included issuance of news releases, completion of traffic safety presentations and traffic safety rodeos, and distribution of educational materials.

#### **RESULTS**

Of the grant's 16 objectives, 15 were accomplished on schedule. Objective 14 (notifying OTS 30 days in advance of a significant event) was not accomplished due to a missed deadline for all but 1 of the events.

**Of the 4 goals, all were accomplished.** Overall, the number of fatal and injured pedestrian and bicyclist victims totaled **2,095** during the grant period as compared to **2,302** fatal and injured pedestrian and bicyclist victims which occurred during the baseline period. This translates into an **8 percent decrease**.

The grant resources were well managed and the project coordinators within each of the 4 CHP Divisions successfully implemented the planned activities.

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x





# IMPAIRED DRIVING

*Data for this submission has been collected from the California Statewide Integrated Traffic Records System (SWITRS) database. The SWITRS database serves as California's official data source for collision reporting purposes, including fatal, injury, and property-damage-only (PDO) data. At the time of this submission, 2014 data had not been finalized; therefore, fatal and injury collision data for 2013 has been used for this submission. Due to incomplete 2013 PDO data, PDO data has been collected from the 2012 SWITRS database. Additionally, all grant-related activities referred to in this document occurred within the 2014 federal fiscal year (FFY).*

## **Problem Identification**

Despite our strenuous educational and enforcement efforts, driving under the influence (DUI) continues to cause a high percentage of fatal and injury collisions. Impaired driving, whether from alcohol or drugs (legal or illegal) puts at risk not only the driver but also passengers and others who share the road. In 2012, of the 179,828 total number of traffic collisions (fatal, injury, and PDO) occurring within the California Highway Patrol's (CHP) jurisdiction, 14,460 (8.04 percent) were caused by impaired drivers, resulting in 398 persons killed and 9,595 injured.

Substances which can impair driving and cause injuries and deaths include alcohol, illegal narcotics and stimulants, prescription and over-the-counter drugs, and marijuana and its synthetic substitutes. Many drugs, when combined with alcohol, heighten the effect of both. Based on data from the National Highway Traffic Safety Administration (NHTSA), 30 percent of all drivers killed in motor vehicle collisions in California in 2010 tested positive for legal and/or illegal drugs, a percentage which has been on the rise since 2006.

In addition to hard data, motorist surveys have shown an upward trend in drugged driving. The results of a recent California Roadside Survey of Alcohol and Drugs

Use by Drivers revealed that 14 percent of drivers who drive at night on weekends tested positive for either illicit, prescription, or over-the-counter drugs, while 7.3 percent tested positive for alcohol. This survey helps demonstrate the growing prevalence of drug use among drivers, which poses serious risk to California's motoring public.

Traffic collisions continue to be the leading cause of teen fatalities in the United States, with impaired driving being one of the main factors. A teenager's relative lack of driving experience, combined with emotional immaturity and the use of drugs or alcohol, can affect cognitive and motor functions and have tragic results.

In a 2014 study conducted by Dr. Patrick M. O'Malley and Dr. Lloyd D. Johnston of the Institute for Social Research at the University of Michigan, Ann Arbor, 22,000 12th grade students responded to a questionnaire regarding drug and alcohol use. The student responses indicated that high school seniors who had driven a motor vehicle after marijuana use and after heavy alcohol consumption were similarly likely to have been involved in traffic collisions (26.9 percent and 30.2 percent, respectively). The percentages were approximately twice those of the high school seniors who did not use either marijuana or alcohol. Citing



the data from their research, Dr. O'Malley and Dr. Johnston concluded that drunk and drugged driving is widespread among adolescents across the nation.

Because of the above statistics, the CHP is focused on the prevention and detection of impaired driving. The CHP addresses the problem through strategic planning in several areas. This includes, but is not limited to: successful education and awareness programs targeting various high-risk age groups, strict enforcement of California's impaired driving laws, collaborative DUI prevention efforts with traffic safety partners, and providing the latest DUI training to CHP and allied agency personnel throughout the state.

## Planning

The CHP utilizes a variety of preventative measures to reduce the incidence of impaired driving and the fatalities and injuries sustained from such behavior. In addition to proactive enforcement and education strategies, the Department actively participates in the California Strategic Highway Safety Plan (SHSP). The CHP also applied for and was awarded grant funding for three programs in 2014 to address impaired driving. One grant involved enhanced statewide DUI enforcement and education efforts, and two grants targeted specific rural and urban locations in the state with higher percentages of impaired driving-related injuries and fatalities.

### California Strategic Highway Safety Plan

The SHSP is a collaborative, data-driven process involving a wide range of stakeholders to identify the most pressing safety problems on all public roads in the state. The SHSP includes behavioral, infrastructure, and technology strategies addressing the "4Es" of traffic safety: engineering, enforcement, education, and emergency services. Over 400 safety stakeholders from 170 public and private agencies and organizations work together to implement the plan under the direction of the SHSP Executive Leadership and a 13-member Steering Committee. Implementation of the SHSP focuses on a list of specific targeted actions designed to reduce serious injuries and fatalities.

The CHP participates in SHSP Challenge Area 1, Reduce Impaired Driving-Related Fatalities, and is

an active member of the SHSP Steering Committee. Challenge Area 1 of the SHSP is focused on proactive measures to be adopted to help reduce the incidence of DUI, increase the apprehension of DUI drivers, equip the judicial system with the tools to appropriately adjudicate DUI offenders, and reduce recidivism.



*Blythe Area Officer Girard, ID #17353, talks to a motorist at a sobriety checkpoint on July 30, 2014.*

In an effort to tackle the issue of DUI from as many fronts as possible, Challenge Area 1 is comprised of private as well as public sector participants. Participants include the CHP, California Department of Motor Vehicles, California Department of Alcoholic Beverage Control, local law enforcement, drug and alcohol treatment programs, health care providers, district attorney's offices, Mothers Against Drunk Driving (MADD), the California Office of Traffic Safety (OTS), and restaurants and bar owners throughout California.

The CHP's continued focus on reducing the number of impaired drivers through enhanced enforcement, public awareness campaigns, and community-based traffic safety presentations (including the goals and objectives of the grant-related activities in 2014 explained in detail below) are consistent with and support SHSP Challenge Area 1.

### Statewide Alcohol Enforcement, Reduction, and Traffic Safety Grant

In an effort to reduce the number of impaired drivers on California's roadways, the CHP applied for and received grant funding for a program entitled Alcohol Enforcement, Reduction, and Traffic Safety (ALERTS). Funding for the grant was provided by



OTS. The grant provided funding to supplement the Department's DUI enforcement efforts through sobriety checkpoints, DUI saturation patrols (task force operations), proactive DUI enforcement (roving enforcement), and extensive public education efforts.

To maximize the effectiveness of the ALERTS grant, the CHP developed a statewide operational plan. The operational plan included the objectives of conducting proactive DUI enforcement patrol, as well as 225 sobriety checkpoints, 75 DUI task force operations, and a minimum of 100 local traffic safety presentations at appropriate venues.

As part of the objectives of the operational plan, the CHP participated in two NHTSA enforcement periods, known as Drive Sober or Get Pulled Over. The Drive Sober or Get Pulled Over campaign took place during the summer and winter holiday seasons: December 13, 2013, through January 1, 2014; and August 15, 2014, through September 1, 2014. During each Drive Sober or Get Pulled Over campaign period, CHP objectives included conducting a minimum of 10 sobriety/driver license checkpoints and 10 DUI task force operations.

Since the majority of impaired driving-related arrests take place during the evening hours, sobriety checkpoints were not permitted to begin prior to 6:00 p.m. without prior approval. 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 help reduce the number of impaired drivers on California roadways.

### ***Area-Wide Regional Impaired Driving Collision Reduction Effort Grants***

In 2014, the CHP continued its efforts to reduce the number of DUI/Primary Collision Factor (PCF) traffic collisions attributed to alcohol and/or drugs in targeted geographic areas with disproportionate DUI/PCF collision rates. To accomplish this, the CHP developed and implemented two Area-Wide Regional Impaired Driving Collision Reduction Effort grants, one for an urban area with over 75,000 residents, and the other for a rural area with fewer than 75,000 residents. Funding for the grants was provided by OTS.

### ***Urban Grant***

During the annual grant application cycle, the Department's Research and Planning Section (RPS) focused on urban CHP Area offices reporting an

unusually high number of DUI/PCF collision victims killed or injured on roadways within CHP jurisdiction. Based on available SWITRS data for FFY 2010-2011, the CHP Riverside Area office was recommended an Area-wide regional impaired driving traffic safety project due to 198 DUI-PCF reportable collisions which resulted in 13 fatalities and 273 injured victims. The CHP Riverside Area office was ultimately selected due to the higher than average rates of victims killed or injured as compared to other urban CHP Area office jurisdictions.



*Placerville Area Officer Horne, ID #17604, participates at a sobriety checkpoint on August 29, 2014.*

### ***Rural Grant***

During the annual grant application cycle, RPS staff also focused on rural CHP Area offices reporting an unusually high number of DUI/PCF collision victims killed or injured on roadways within CHP jurisdiction. Based on available SWITRS data for FFY 2010-2011, the CHP Yuba-Sutter Area office was recommended for an Area-wide regional impaired driving traffic safety project due to 52 DUI/PCF reportable collisions which resulted in 7 fatalities and 67 injured victims. The CHP Yuba-Sutter Area office was ultimately selected due to the higher than average rates of victims killed or injured as compared to other rural CHP Area office jurisdictions.

During 2014 task force planning meetings, the RPS Corridor Safety Program Unit grant coordinator distributed a draft Safety Action Plan outlining the enforcement, educational outreach, and engineering projects in Riverside, Yuba, and Sutter Counties. Enhanced enforcement and bilingual anti-DUI education and awareness campaigns were directed toward local residents, out-of-town drivers, military personnel, teens, and employees of local businesses, bars, and restaurants.



## ***Operational Plans and Follow-up***

To measure the success of the statewide, urban, and rural 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, the Department developed an operational plan for each of the grants. As outlined in the Department's 2014-2015 Strategic Plan, Area offices also developed specific action plans to achieve the goals and objectives of the grants.

Several follow-up measures were employed to ensure the statewide and regional grants were implemented in accordance with departmental policy and the operational plans. To accomplish this, Area grant coordinators provided quarterly reports to their respective Divisions. Division offices then compiled this data and provided quarterly reports to the CHP Enforcement and Planning Division. The quarterly reports were forwarded to the Department's Top Management and OTS. Upon completion of all three grants, final reports were submitted to CHP Top Management and OTS.

### ***Written Plans***

The provisional executive summaries of the ALERTS, Riverside Area-Wide Impaired Driving Collision Reduction Effort, and the Yuba-Sutter Area-Wide Impaired Driving Collision Reduction Effort grants are included with our Impaired Driving Policy and Guidelines attachment.

## ***Training***

### ***Drug Evaluation and Classification Program***

To assist in the detection, apprehension, and prosecution of impaired drivers, the CHP collaborated with NHTSA and the International Association of Chiefs of Police (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).

## ***Standardized Field Sobriety Tests***

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

**In 2014, CHP instructors taught 75 ARIDE classes, training 307 CHP officers and 1,098 allied agency personnel.**

Every CHP officer (100 percent) receives SFST training. In 2014, 220 newly appointed CHP officers received initial SFST training. Additionally in 2014, the CHP provided two SFST instructor classes which included 23 CHP and 32 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. The ARIDE program is a 16-hour course educating officers on the seven categories of drugs and the common indicators for each category. The ARIDE program is taught by DRE instructors credentialed by the IACP and provides officers with the knowledge, skills, and experience to detect, evaluate, and apprehend drug-impaired drivers. To date, 735 CHP officers have completed the ARIDE training program.

In 2014, CHP instructors taught 75 ARIDE classes, training 307 CHP officers and 1,098 allied agency personnel, totaling 1,405 students.

### ***Drug Recognition Expert***

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



In 2014, the CHP certified 394 new DREs, of whom 110 are CHP personnel, for a total of 694 employees currently certified as DREs; certified 66 new DRE instructors, of whom 41 are CHP personnel, for a total of 111 employees currently certified as DRE instructors; and provided 39 DRE recertification classes for 214 CHP officers and 175 allied agency personnel, totaling 389 students.

### ***Drug Impairment Training for Educational Professionals***

The DITEP module consists of 16 hours of classroom instruction focusing on intervention. It is designed to give school teachers, staff, nurses, school resource officers, and administrators the basic knowledge to detect whether or not a student is 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 2014, the CHP assisted in training 26 school resource officers, 91 school nurses, and 391 other school administrative personnel in DITEP.

### ***Solid, Realistic, Ongoing, Verifiable Training***

In addition to the minimum annual training requirements established by POST, 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. 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.

In 2014, 11 SROVT scenarios relating to the detection and apprehension of impaired drivers were used during statewide briefings.

## ***Public Information and Education***

### ***Statewide Grant-Related Public Information and Education Activities***

Addressing the impaired driving issue at the community level is an important way to spread the message of the dangers of impaired driving. In FFY 2014, the Department conducted 168 traffic safety

presentations regarding the dangers of impaired driving. These presentations impacted more than 140,000 licensed drivers and soon-to-be licensed drivers statewide, exceeding the operational plan objective of 100 presentations of the ALERTS grants.



*Hayward Area Officer Kropp, ID #20316, performs a sobriety test on a volunteer wearing "beer goggles" during a high school assembly on April 9, 2014*

### ***Statewide Media Campaign***

In 2014, 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, movie theaters, and digital advertising. Throughout the year, English and Spanish public service announcements (PSA) and anti-DUI messages were broadcast throughout the state, resulting in over 13.4 million impressions. The 2014 media campaign took place May 23 through September 4, 2014.

In 2014, the CHP and tmdgroup formed several partnerships with major media vendors including Comcast, Time Warner, Cox Cable TV, and other local affiliates. Through these partnerships, the Department was able to secure promotional programs/sponsorships and free airtime in major media markets throughout California.

### ***Area-Wide Regional Impaired Driving Collision Reduction Effort Grants***

As part of the operational plan of the Riverside Area-Wide Impaired Driving Collision Reduction Effort grant, the CHP Riverside Area facilitated 46 public events to approximately 33,160 attendees in Riverside County. Traffic safety presentations were conducted at appropriate venues along with grant-funded anti-



DUI posters, brochures, and pocket-size emergency reference cards printed in English and Spanish. The events took place at the March Air Reserve Base in Riverside County, training classes, public events, high school and college career fairs, senior centers, town hall meetings, municipal advisory council meetings, auto groups, safety fairs, neighborhood watch groups, media interviews, local businesses, and to teens during driver training classes and school events.

As part of the operational plan of the Yuba-Sutter Area-Wide Impaired Driving Collision Reduction Effort grant, the CHP Yuba-Sutter Area conducted a regional anti-DUI public awareness campaign. The campaign events provided the opportunity for CHP officers to discuss and distribute grant-funded anti-DUI education materials throughout Yuba and Sutter Counties. Traffic safety presentations were conducted at venues including teen driver safety classes and homeowner association meetings. Posters containing the “Don’t Drink and Drive” traffic safety message were handed out at each of the presentations.

Combined, the Riverside Area and Yuba-Sutter Area conducted 88 traffic safety presentations regarding the dangers of impaired driving. These presentations impacted more than 205,000 drivers and soon-to-be drivers.

### ***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 participated in successful educational and awareness programs targeting high-risk age groups. These programs support SHSP Challenge Area 5, Reduce Young Driver Fatalities.

***Every 15 Minutes*** — 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. The program brings together a broad coalition of local agencies with the goal of reducing impaired driving incidents among youth. Partnerships include local law enforcement, fire departments, local hospitals, emergency medical responders, schools, businesses, and service clubs.

In 2014, the CHP coordinated 157 Every 15 Minutes program presentations, impacting more than 140,000 participating students, parents, and faculty.



*Los Banos Area Officer Stiers, ID #18670, conducts a mock arrest during an Every 15 Minutes presentation on March 20, 2014.*

***Start Smart*** — Teen drivers are found at fault in 66 percent of all fatal collisions in which they are involved, although they only represent 4 percent of licensed drivers in California. Start Smart classes help newly licensed and soon-to-be licensed teenage drivers understand the critical responsibilities of driving. Start Smart instructors warn teenagers about the consequences of driving while impaired.

The CHP has formed many partnerships through the Start Smart program, such as auto insurance companies (which provide discounts to students attending Start Smart classes) and some high schools require students to attend a Start Smart class before allowing the student to park on campus. Recently, several counties throughout the state have begun mandating Start Smart attendance to juvenile traffic offenders and/or offering Start Smart attendance as an alternative to traditional traffic schools.

In 2014, the CHP conducted 1,067 Start Smart classes and 947 public education and awareness presentations, impacting 199,408 young drivers.

***Right Turn*** — The Right Turn program targets middle-school students, ages 11 to 14, who are still forming opinions about drug and alcohol use. The Right Turn program provides this age group the tools to resist peer pressure when they see others making poor choices involving alcohol, drugs, and impaired driving. Since the inception of the program, the CHP has formed many partnerships, including numerous California middle schools offering to provide classrooms and gymnasiums during school hours to conduct the presentations.



**In 2014, the CHP participated in 98 Sober Graduations, impacting 18,279 graduating seniors.**

***Sober Graduation***

Since 1985, the Sober Graduation campaign has been successful in decreasing the number of graduating seniors 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 to develop and present on-campus anti-DUI programs and distribute anti-DUI educational materials to students.

In 2014, the CHP participated in 98 Sober Graduations, impacting 18,279 graduating seniors.

***National Teen Driver Safety Week***

The CHP participated in National Teen Driver Safety Week, October 19-25, 2014. The week is dedicated to focusing attention on setting rules for teens to follow before they get behind the wheel, with emphasis on the rule to never drink and drive or ride with an impaired driver.

***Social Media - Facebook and Twitter***

According to a 2012 Pew Research Center survey, online and digital news consumption continues to increase, with many more people now getting news on cell phones, tablets, or other mobile platforms. To reach these people, the CHP integrates social media, including Facebook and Twitter, into our marketing strategy.

The CHP delivers many traffic safety messages on our statewide Facebook page throughout the year on the dangers of impaired driving. Since 2012, when CHP first joined Facebook, our traffic safety posts have received nearly 106,000 “likes.” In addition, all eight CHP Divisions and 34 Area offices have their own Facebook pages and deliver traffic safety messages specific to their jurisdictions.

Twitter is used by many CHP Divisions and Area offices as an efficient way of disseminating timely information regarding current traffic conditions and important traffic safety messages. To date, the Department has more than 14,000 Twitter

followers, many of whom forward CHP’s traffic safety messages to friends and family, thereby expanding our audience even wider.

Additionally, special anti-DUI messages are posted on the CHP Facebook page and through CHP Twitter feeds prior to and during major holidays, such as Labor Day and Thanksgiving, and significant sporting events, such as the Super Bowl and the World Series.

***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). The DDP is designed to educate the public about the dangers of drinking and driving, as well as encourage and reward those who choose not to drink in order to safely drive others home. Through the DDP, the CHP publicizes the traffic safety message, “Designate a Sober Driver.” To ensure the effectiveness of the DDP, the message is promoted at sporting venues that target the primary audience of the DDP: men between the ages of 21 and 34. According to SWITRS data, this segment of our population has the highest percentage of fatal collisions with DUI as the PCF. Venues that provide the greatest exposure of the DDP message include automobile races, rodeos, minor league baseball and hockey games, collegiate sporting events, movie theaters, large capacity arenas, and other high-profile events.

The year 2014 marked the unveiling of a new mobile application (app) developed by the OTS to help prevent DUI-related collisions. The CHP participated in the initial media campaign in December 2014 for the new app which will help users locate local establishments offering incentives for designated drivers.

***Techniques for Effective Alcohol Management Coalition-Good Sport Program***

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

The CHP has partnered with Anheuser-Busch and the TEAM Coalition-Good Sport Program since 2010



to promote responsible drinking and positive fan behavior at professional sporting events. In 2014, CHP officers hosted booths at San Diego Chargers, Oakland Raiders, and Sacramento Kings home games, encouraging fans to sign a pledge to be designated drivers and reminding all patrons that “Fans Don’t Let Fans Drive Drunk.”

### Transportation Management Centers and Safety Messages

Transportation Management Centers (TMC) are the control centers for California urban freeway and highway systems and are operated 24/7 in partnership with the CHP and the California Department of Transportation (Caltrans). Located throughout the state, TMCs manage changeable message signs along freeways and highways to provide information on a wide range of topics, including incident management, inclement weather advisories, and travel times. In addition, the annual CHP/Caltrans Statewide Traffic Safety Campaign includes the message “Report Drunk Drivers - Call 911.” This message was displayed 36 times on changeable message signs statewide throughout 2014, reaching millions of travelers on California roadways.

## Enforcement

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

In 2014, CHP officers committed 446,120 hours of regular duty time toward impaired driving enforcement, arresting 73,398 drivers and conducting 5,843 DRE evaluations.

### Grant-Related Enforcement

In support of the enhanced enforcement efforts of the statewide ALERTS grant and the regional DUI grants at the Riverside and Yuba-Sutter Area offices, the CHP directed over 57,000 grant-funded overtime hours toward the detection, apprehension, evaluation, documentation, and conviction of impaired drivers.

The table to the right represents the Department’s enforcement statistics during the 2014 summer and winter holiday Drive Sober or Get Pulled Over mobilization periods.

### Statewide Grant Operational Plan Objectives and Results

The CHP observed the following positive results after completion of the operational plan of the ALERTS grant:

- The objective to conduct 225 sobriety checkpoints was accomplished. During the course of this grant, the Department conducted 239 sobriety checkpoint operations, resulting in 484 DUI arrests, 112,429 vehicles screened, 2,544 SFSTs conducted, and 1,280 citations issued. *Note: Because the majority of impaired driving and related arrests occur during the evening hours, no checkpoints began prior to 6:00 p.m.*
- The objective to conduct 75 DUI saturation patrols (also known as task force operations) was accomplished. A total of 177 DUI saturation patrols were conducted, resulting in 586 DUI arrests, 2,573 SFSTs conducted, and 2,555 citations issued.
- The objective to deploy officers on grant-funded overtime for proactive DUI enforcement (also known as roving enforcement) was accomplished. Over 50,000 overtime hours were used by uniformed officers conducting proactive DUI enforcement during the grant period, resulting in 1,731 DUI arrests.

| NHTSA Holiday Mobilization                                 |                                     |        |                                     |
|--|-------------------------------------|--------|-------------------------------------|
|  | August 15, 2014 - September 1, 2014 |        | December 12, 2014 - January 1, 2015 |
| DUI Checkpoints Conducted                                  | 51                                  | 24     |                                     |
| Vehicles Through Checkpoints                               | 30,423                              | 15,814 |                                     |
| Drivers Contacted at Checkpoints                           | 20,295                              | 11,574 |                                     |
| Field Sobriety Tests Administered at Checkpoints           | 505                                 | 217    |                                     |
| DUI Arrests (Alcohol Only) from Checkpoints                | 58                                  | 45     |                                     |
| DUI Drug Arrests (Drug Only) at Checkpoints                | 13                                  | 4      |                                     |
| DUI Arrests (Alcohol/Drug Combo Only) at Checkpoints       | 1                                   | 1      |                                     |
| Drug Arrests (Possession, Trans, Sales...) at Checkpoints  | 13                                  | 10     |                                     |
| Criminal Arrests (Felony in custody) at Checkpoints        | 5                                   | 2      |                                     |
| Suspended/Revoked Driver's Licenses                        | 36                                  | 32     |                                     |
| DUI Roving/Saturation/Task Force Patrols Conducted         | 28                                  | 21     |                                     |
| Field Sobriety Tests Administered from Sat Patrols         | 674                                 | 235    |                                     |
| DUI Arrests (Alcohol Only) from DUI Sat Patrols            | 75                                  | 33     |                                     |
| DUI Drug Arrests (Drug Only) from DUI Sat Patrols          | 12                                  | 17     |                                     |
| DUI Arrests (Alcohol/Drug Combo Only) from DUI Sat Patrols | 2                                   | 13     |                                     |
| Drug Arrests (Posses., Trans, Sales...) from Sat Patrols   | 5                                   | 14     |                                     |
| Criminal Arrests (Felony in custody) from DUI Sat Patrols  | 39                                  | 12     |                                     |
| Suspended/Revoked Driver's Licenses                        | 19                                  | 13     |                                     |



### Area-Wide Regional Impaired Driving Collision Reduction Effort Grants

As a result of the enhanced enforcement efforts of the Area-wide regional DUI grants at the Riverside Area office, CHP officers conducted a total of 92 proactive enforcement patrols, resulting in 381 DUI arrests (380 alcohol-involved and 1 alcohol and drugs), 1 miscellaneous arrest, 253 field sobriety tests (these did not result in an arrest), 39 vehicles impounded, 305 motorist assists, 1,061 verbal warnings, and 498 citations.

As a result of the enhanced enforcement efforts of the Area-wide regional DUI grant at the Yuba-Sutter Area office, CHP officers conducted a total of 311 proactive enforcement patrols, resulting in 59 DUI arrests (51 alcohol-involved and 8 drug involved), 23 miscellaneous arrests, 176 field sobriety tests (these did not result in an arrest), 36 vehicles impounded, 161 motorist assists, 1,258 verbal warnings, and 1,743 citations.

### Special Enforcement — Maximum Enforcement Periods

In addition to daily enforcement efforts, each Area office participates in maximum enforcement periods (MEPs) over holiday periods. During an MEP, field commands are required to deploy the maximum number of available uniformed personnel to address PCF 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 enforcement efforts on impaired driving.

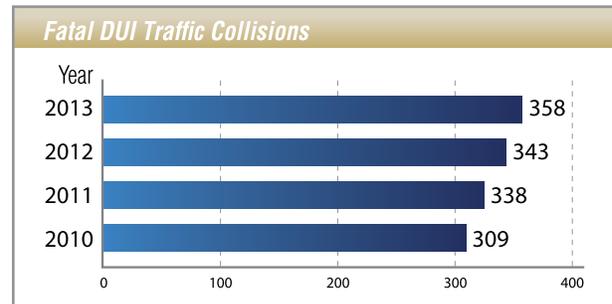
In 2014, CHP officers arrested 1,670 impaired drivers during the New Year's and Labor Day MEPs.

## Outcomes

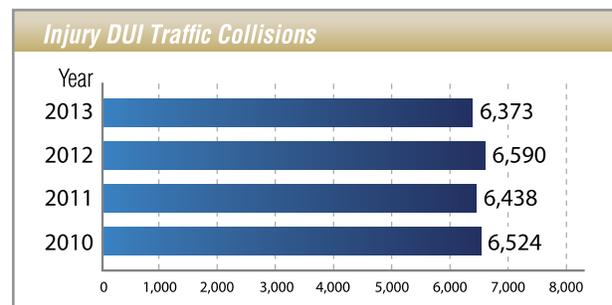
The ultimate goal of all members of the CHP, uniformed and nonuniformed, is saving lives. We are proud of our employees for their efforts to reduce the number of impaired drivers in 2014. Through training, public education, and strict enforcement efforts, the total number of traffic collisions caused by impaired drivers has decreased by 1.56 percent compared to the previous three-year average.

This is promising news, but our work is not done. The CHP will continue to support innovative policies

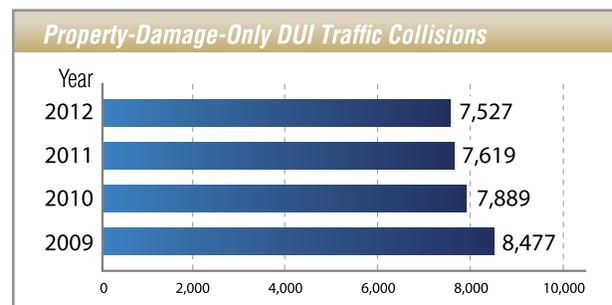
and programs to further reduce and prevent fatalities and injuries while remaining committed to the safety of all roadway users.



In 2013, the number of fatal DUI traffic collisions increased by 8.48 percent when compared to the previous three-year average.



In 2013, the number of injury DUI traffic collisions decreased by 2.21 percent when compared to the previous three-year average.



In 2012, the number of property-damage-only DUI traffic collisions decreased by 5.85 percent when compared to the previous three-year average.

### Statewide Grant-Related Outcomes

Since finalized collision data for the entire Program Operations Phase is still unavailable, results are not yet known. Nevertheless, RPS grant coordinators conducted all planned activities and successfully implemented the statewide grant project to address the problem of alcohol-involved collisions.

The CHP identified several significant arrests associated with increased enforcement activities



of the ALERTS grant. As a result of 2014 summer and winter holiday Drive Sober or Get Pulled Over mobilization periods, the CHP made 58 felony arrests for criminal activity not associated with alcohol or drugs.

### ***Area-Wide Grant-Related Outcomes***

#### ***Riverside Area***

The CHP has seen significant results since the implementation of the Area-Wide Regional Impaired Collision Reduction Effort Grant at the Riverside Area office. Provisional statistics compiled by the Riverside Area office shows impaired driving related fatalities were reduced by 38 percent, and the number of injuries was reduced by 26 percent, exceeding its goals.

#### ***Yuba-Sutter Area***

Similarly, the CHP has seen significant results since the implementation of the Area-Wide Regional Impaired Collision Reduction Effort Grant at the Yuba-Sutter Area office. Provisional statistics compiled by Yuba-Sutter Area office staff show impaired driving-related fatalities were reduced by 14 percent; however, impaired driving-related injuries increased by 9 percent.

### ***Follow Up***

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 the 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 of grants, the CHP submitted quarterly performance

reports to OTS showing how activities were conducted in a timely and efficient manner. Included within the quarterly reports were the NHTSA Mobilization Data sheets for the summer and winter holiday mobilization periods.

### ***Awards and Recognition***

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

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. Area office commanders and shift supervisors routinely recognize extraordinary efforts in impaired driving enforcement and education. The use of 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 employees who go above and beyond to help reduce impaired driving in California.

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.

### ***Mothers Against Drunk Driving***

In 2014, MADD California held its 16th Annual Statewide Law Enforcement and Community Recognition Dinner. Recognition was given to officers and deputies for their impaired driving enforcement and educational efforts. Over 500 officers, commanders, family members, and MADD volunteers attended this event. Nine CHP officers received MADD awards in 2014. In addition, for the first time ever, a MADD award for conducting drug evaluations was given to the top five DREs in the state. California Highway Patrol Officer J. Griffith, #19208, was recognized as conducting the second highest number of DUI evaluations in the state, with 61 evaluations conducted in 2014.



# Impaired Driving *Policy & Guidelines*



**2014 NATIONAL LAW ENFORCEMENT CHALLENGE**

# Policy & Guidelines

## 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 & Guidelines

## 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.

11-1

HPM 70.4



# Policy & Guidelines

## 2014-2015 STRATEGIC PLAN

*"Safety, Service, and Security"*



### GOAL 1 – Prevent the Loss of Life, Injuries, and Property Damage.

*To reduce collisions that cause the loss of life, personal injury, and property damage resulting from traffic collisions through enforcement, education, engineering, and emergency medical services.*

*Strategy 1.1 — Focus on enforcement of PCFs and occupant restraint through visible, proactive patrol utilizing proper deployment of resources, and public education.*

#### *Performance Measures 1.1*

- The number of fatal, injury, and property damage only (PDO) collisions.
- The number of unrestrained fatal victims.
- The number of truck-at-fault collisions (fatal, injury, and PDO).
- The number of truck-involved collisions (fatal, injury, and PDO).
- The number of motorcycle collisions (fatal, injury, and PDO).
- The number of speed PCF collisions (fatal, injury, and PDO).
- The number of DUI PCF collisions (fatal, injury, and PDO).
- As a gauge of overall effectiveness, enforcement citation numbers for **speed, DUI, and occupant restraint** will be reported.
- At the conclusion of the Strategic Plan 2015, the performance metrics will be compared to the average of the previous Strategic Plan (2005–2010) and the Department will seek a statewide reduction of 5 percent during the life of the Strategic Plan through 2015.

#### *Action Guidelines/Suggestions 1.1*

- ✓ Identify and address Area specific collision information (e.g., DUI, speed, unrestrained fatal victims, motorcycle, truck-involved, and truck-at-fault collisions). Each Area shall analyze their individual collision statistics to identify specific trends to employ departmental enforcement or education programs.
- ✓ Joint traffic enforcement with allied agencies.
- ✓ Deployment assessments/adjustments.
- ✓ Divisions shall be aware and attend meetings with major traffic stakeholders (e.g., Caltrans) during road construction engineering projects within their respective Areas.

*Strategy 1.2 — Increase compliance with cellular telephone and texting while driving laws.*

#### *Performance Measures 1.2*

- The number of distracted driving education programs conducted.
- All Areas (except Commercial Vehicle Enforcement Facilities) are responsible for conducting at least two distracted driving surveys within their jurisdiction per quarter. A baseline was established in 2011. The Department will compare 2014 distracted driving statistics with the baseline established in 2011.
- As a gauge of overall effectiveness, enforcement citation numbers for **cellular telephone and texting while driving** (California Vehicle Code [CVC] Sections 23123[a], 23124[a], and 23123.5) will be reported.



# Policy & Guidelines

## ALCOHOL ENFORCEMENT, REDUCTION, AND TRAFFIC SAFETY (ALERTS) PROVISIONAL EXECUTIVE SUMMARY

State of California • Office of Traffic Safety  
EXECUTIVE SUMMARY  
OTS-31 (Rev. 8/14)

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### PROVISIONAL EXECUTIVE SUMMARY

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This Grant is a part of the California Traffic Safety Program and was made possible through the support of the California Office of Traffic Safety, and the National Highway Traffic Safety Administration.

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of California or the National Highway Traffic Safety Administration.

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| <b>AGENCY NAME:</b><br>California Highway Patrol                                   | <b>GRANT NUMBER:</b><br>AL1426   |
| <b>GRANT TITLE:</b><br>Alcohol Enforcement, Reduction, and Traffic Safety (ALERTS) |  |
| <b>TOTAL GRANT AMOUNT:</b><br>\$6,000,000  | <b>TOTAL AMOUNT EXPENDED:</b><br>\$4,223,791.56 (through 8/31/2014 Claim)          |
| <b>GRANT CONTACT NAME:</b><br>Rachel Gonzales                                      | <b>GRANT CONTACT TITLE:</b><br>Staff Services Analyst                              |
| <b>TELEPHONE:</b><br>(916) 843-3396  | <b>E-MAIL:</b><br><a href="mailto:ragonzales@chp.ca.gov">ragonzales@chp.ca.gov</a> |

The California Highway Patrol (CHP) implemented a 12-month statewide grant to combat fatal/injury collisions attributed to driving under the influence (DUI). Grant strategies involved use of enhanced enforcement and a broad public education and awareness campaign statewide. Enforcement activities included proactive DUI and saturation patrols as well as sobriety/driver's license (DL) checkpoints. Public education and awareness campaign activities included a kickoff media release, traffic safety presentations, and distribution of anti-DUI public service announcements (PSA) in both Spanish and English.

### **RESULTS**

Of the grant's 19 objectives, 17 were accomplished on schedule. Objectives 16-17 were not applicable. Over 50,000 overtime hours were used toward proactive DUI enforcement, including 239 sobriety/DL checkpoint operations and 177 DUI saturation patrols. Additionally, a Spanish/English language PSA was filmed and broadcast throughout California.

Since finalized collision data for the entire Program Operations Phase is still unavailable, results are not yet known. Nevertheless, grant coordinators in CHP Research and Planning Section conducted all planned activities and successfully implemented the statewide grant project to address the problem of alcohol-involved collisions. Upon the availability of official collision data for the entire Program Operations Phase, this Provisional Executive Summary will be updated, forwarded through channels to Executive Management for approval, and provided to the Office of Traffic Safety.



# Policy & Guidelines

## ALCOHOL ENFORCEMENT, REDUCTION, AND TRAFFIC SAFETY (ALERTS) PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

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### GOALS AND OBJECTIVES

#### Goals

1. **To reduce the number of fatal alcohol-involved traffic collisions within California Highway Patrol (CHP) jurisdiction by 5 percent from the federal fiscal year (FFY) 2011 baseline total of 590 to 561.**

**Result: Unknown. Data Unavailable.** Finalized collision data is not yet available for the entire Program Operations Phase.

2. **To reduce the number of injury alcohol-involved traffic collisions within CHP jurisdiction by 5 percent from the FFY 2011 baseline total of 7,338 to 6,971.**

**Result: Unknown. Data Unavailable.** (See Goal 1.)

3. **To reduce the number of persons killed in alcohol-involved traffic collisions within CHP jurisdiction by 5 percent from the FFY 2011 baseline total of 637 to 605.**

**Result: Unknown. Data Unavailable.** (See Goal 1.)

4. **To reduce the number of persons injured in alcohol-involved traffic collisions within CHP jurisdiction by 5 percent from the FFY 2011 baseline total of 10,796 to 10,256.**

**Result: Unknown. Data Unavailable.** (See Goal 1.)

#### Objectives

1. **To develop and issue a written Operational Plan to establish the method of operation and the policies applicable to carry out the activities of the grant program by November 15.**

**Result: Accomplished.** The Operational Plan was completed, approved, and issued on October 14, 2013.

2. **To contract for out-of-warranty repair of the Department's preliminary alcohol screening (PAS) devices and associated equipment.**

**Result: Accomplished.** The contract for PAS device repair (#13C061003) was executed on September 15, 2013.



# Policy & Guidelines

## ALCOHOL ENFORCEMENT, REDUCTION, AND TRAFFIC SAFETY (ALERTS) PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

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- 3. To issue a media release announcing the grant's kickoff by December 15. Statewide media releases shall be prepared by the Office of Community Outreach and Media Relations (COMR). The checklist shall be submitted to the Office of COMR at least 45 days prior to release date to ensure sufficient time is given for review.**

**Result: Accomplished.** The grant's kickoff media release was issued on December 13, 2013.

- 4. To deploy officers on grant-funded overtime to conduct proactive driving under the influence (DUI) patrols.**

**Result: Accomplished.** Over 50,000 overtime hours were used by uniformed staff conducting proactive DUI enforcement patrols during the grant period.

- 5. To conduct 225 Sobriety/Driver License (DL) Checkpoints. NOTE: To enhance the overall deterrent effect and promote high visibility, be sure to issue an advance media release for each checkpoint operation. For combination sobriety/DL checkpoints, departments must issue media releases that mention DLs will be checked at the sobriety/DL checkpoint. Also, according to the Attorney General's Office, all sobriety/DL checkpoint operations must have signs reading "Sobriety/Driver License Checkpoint Ahead." To maximize effectiveness, it may be necessary to conduct a checkpoint operation at more than one location on any given night. No occupant restraint citations will be issued at a checkpoint. The Office of Traffic Safety (OTS) does not fund or support independent DL checkpoints. Only on an exception basis and with OTS pre-approval will OTS fund checkpoint operations that begin prior to 1800 hours.**

**Result: Accomplished.** During the course of this grant, the Department conducted 239 sobriety/DL checkpoint operations. The checkpoints resulted in 484 DUI arrests; 112,429 vehicles screened; 2,544 standardized field sobriety tests (SFST) conducted; and 1,280 citations issued.

- 6. To conduct 75 DUI Saturation Patrols.**

**Result: Accomplished.** A total of 177 DUI saturation patrols (task force operations) were conducted. Task force operations resulted in 586 DUI arrests; 2,573 SFSTs conducted; and 2,555 citations issued.

- 7. To conduct 10 sobriety/DL checkpoints during each Winter Holiday Mobilization period. NOTE: These 10 checkpoints are part of the 225 checkpoints required in Objective #5.**

**Result: Accomplished.** The Department conducted 23 sobriety/DL checkpoints during the Winter Holiday Mobilization period.



# Policy & Guidelines

## ALCOHOL ENFORCEMENT, REDUCTION, AND TRAFFIC SAFETY (ALERTS) PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

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- 8. To conduct 10 sobriety/DL checkpoints during each Summer Holiday Mobilization period. NOTE: These 10 checkpoints are part of the 225 checkpoints required in Objective #5.**

**Result: Accomplished.** The Department conducted 51 sobriety/DL checkpoints during the Summer Holiday Mobilization period.

- 9. To conduct 10 DUI Saturation Patrols during each Winter Holiday Mobilization period. NOTE: These 10 saturation patrols are part of the 75 required in Objective #6.**

**Result: Accomplished.** The Department conducted 27 DUI Task Force Operations during the Winter Holiday Mobilization period.

- 10. To conduct 10 DUI Saturation Patrols during each Summer Holiday Mobilization period. NOTE: These 10 saturation patrols are part of the 75 required in Objective #6.**

**Result: Accomplished.** The Department conducted 28 DUI Task Force Operations during the Summer Holiday Mobilization period.

- 11. To submit operational data for each of the National Highway Traffic Safety Administration (NHTSA) Holiday Mobilization Campaigns within 45 days after each mobilization. NOTE: This data is important as it is forwarded to NHTSA for national campaign reporting.**

**Result: Accomplished.** The NHTSA Mobilization Datasheets for the Winter and Summer Mobilization Campaigns were included with their respective Quarterly Performance Reports.

- 12. To conduct a minimum of 100 DUI traffic safety presentations at appropriate venues.**

**Result: Accomplished.** A total of 168 traffic safety presentations impacting over 140,000 people were completed by September 30, 2014.

- 13. To develop and/or distribute 1 public service announcement(s) (PSA) to radio and/or TV stations.**

**Result: Accomplished.** A Spanish/English language PSA was filmed on June 3, 2014, approved for distribution on June 12, 2014, and began broadcasting throughout California on June 13, 2014. The Spanish/English language PSA was broadcast throughout California during the grant cycle impacting drivers statewide.

- 14. To use on all videos, radio PSAs, television PSAs, etc., “a message from the California Highway Patrol (or just ‘CHP’) and the California Office of Traffic Safety.”**

**Result: Accomplished.** The OTS-required standard language was included in all PSAs distributed during the project cycle.



# Policy & Guidelines

## ALCOHOL ENFORCEMENT, REDUCTION, AND TRAFFIC SAFETY (ALERTS) PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

State of California • Office of Traffic Safety  
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15. To describe and assess separately the effectiveness of “paid and donated” TV/radio airtime messages by providing:
  - a. Number of public service announcements produced.
  - b. Subject of each announcement.
  - c. Number of airings for each announcement.
  - d. Total size of audience reached.
  - e. Total cost or donated value.
  - f. Conduct evaluation surveys as appropriate.

**Result: Accomplished.** The media contractor provided a detailed report on the effectiveness of the campaign. The report contained the OTS-required data points for airtime messages and was provided to OTS with the final Quarterly Performance Report.

16. To describe and assess separately the effectiveness of “paid and donated” printed messages by providing:
  - a. Number of messages produced.
  - b. Subject of each message.
  - c. Number of printings for each message.
  - d. Total size of audience reached.
  - e. Total cost or donated value.
  - f. Conduct evaluation surveys as appropriate.

**Result: Not Applicable.** No printed messages were produced during the grant cycle.

17. To send electronic mail (e-mail), through Grants Management Unit (GMU), to the OTS Public Information Officer (PIO) at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copy the OTS Coordinator, at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has enough notice to arrange for attendance and/or participation in the event.

**Result: Not Applicable.** No such events/programs occurred during this reporting period.

18. To submit, through GMU, a draft or rough cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copy the OTS Coordinator, for approval 14 days prior to the production or duplication of the material.

**Result: Accomplished.** Draft copies and rough-cuts of recorded materials were all provided to OTS during the course of the project.



# Policy & Guidelines

## ALCOHOL ENFORCEMENT, REDUCTION, AND TRAFFIC SAFETY (ALERTS) PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

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19. To use the following standard language in all press, media, and printed materials:  
“Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.”

**Result: Accomplished.** The required OTS standard language was included in the kickoff and subsequent media releases. In addition, the required language was included in all anti-DUI PSAs.

**PREPARED BY:**

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# Policy & Guidelines

## AREA-WIDE (RIVERSIDE AREA) IMPAIRED DRIVING COLLISION REDUCTION EFFORT GRANT PROVISIONAL EXECUTIVE SUMMARY

State of California • Office of Traffic Safety  
EXECUTIVE SUMMARY  
OTS-31 (Rev. 8/14)

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### PROVISIONAL EXECUTIVE SUMMARY

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This Grant is a part of the California Traffic Safety Program and was made possible through the support of the California Office of Traffic Safety, and the National Highway Traffic Safety Administration.

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| <b>AGENCY NAME:</b><br>California Highway Patrol                             | <b>GRANT NUMBER:</b><br>AL1450   |
| <b>GRANT TITLE:</b><br>Area-Wide Impaired Driving Collision Reduction Effort |  |
| <b>TOTAL GRANT AMOUNT:</b><br>\$599,957.00                                   | <b>TOTAL AMOUNT EXPENDED:</b><br>\$565,882.38 (Through 8/31/14 claim)        |
| <b>GRANT CONTACT NAME:</b><br>Latwan Heuang                                  | <b>GRANT CONTACT TITLE:</b><br>Associate Governmental Program Analyst        |
| <b>TELEPHONE:</b><br>(916) 843-3395  | <b>E-MAIL:</b><br><a href="mailto:lheuang@chp.ca.gov">lheuang@chp.ca.gov</a> |

### REGION 1: RIVERSIDE

The Area-Wide Impaired Driving Collision Reduction Effort grant project included 2 regions with high numbers of driving under the influence (DUI) of alcohol or drugs involved traffic collisions. Driving under the influence of alcohol or drugs is one of the most predominant primary collision factors (PCF) in traffic collisions. Through an Office of Traffic Safety (OTS) and California Highway Patrol (CHP) agreement, the CHP Riverside Area was selected to participate in this grant project based on a federal fiscal year 2011 baseline total of 13 victims killed and 273 victims injured in DUI-PCF traffic collisions.

The CHP Riverside Area is responsible for patrolling 782.9 square miles of heavily traveled state and county roadways. The CHP Riverside Area is located within the Inland Empire which covers 27,000 miles in Riverside and San Bernardino Counties and is home to over 4 million people. The CHP Riverside Area's boundaries include Interstate (I) 15, I-215, State Route (SR) 60 and 91. The Area's most problematic roadway, SR-91, has continuous major construction projects and connects the cities of Riverside and Corona to Orange County within the Inland Empire. This route is located within proximity to numerous businesses selling alcoholic beverages and convention centers in Riverside and Corona. The Area has investigated numerous citizen complaints and reportable collisions attributed to DUI violations.



# Policy & Guidelines

## AREA-WIDE (RIVERSIDE AREA) IMPAIRED DRIVING COLLISION REDUCTION EFFORT GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

State of California • Office of Traffic Safety  
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### RESULTS

Of the grant's 15 objectives, all were accomplished on schedule.

Since finalized collision data for the entire Program Operations Phase is unavailable, results are not yet known. Nevertheless, grant coordinators in the Research and Planning Section (RPS) and CHP Riverside Area conducted all planned activities and successfully implemented the grant project to address the problem of victims killed and injured in reportable traffic collisions where the PCF was DUI of alcohol or drugs. Upon the availability of official collision data for the entire Program Operations Phase, this Provisional Executive Summary will be updated, forwarded through channels to Executive Management for approval, and then provided to OTS.

### GOALS AND OBJECTIVES

#### Goals

1. **To reduce the number of victims killed in traffic collisions where the primary collision factor (PCF) is driving under the influence (DUI) of alcohol and/or drugs within the California Highway Patrol (CHP) Riverside Area from the federal fiscal year (FFY) 2011 baseline total of 13 to 12.**

**Result: Unknown. Final Data Unavailable.** Since official Statewide Integrated Traffic Records System (SWITRS) data are unavailable, provisional Area Information System (AIS) data are provided. Provisional statistics compiled by CHP Riverside Area staff from October 1, 2013, through September 30, 2014, reflected 8 victims killed in DUI-PCF traffic collisions within the CHP Riverside Area. This is a 38 percent decrease from the baseline total of 13, suggesting this goal may be accomplished.

2. **To reduce the number of victims injured in traffic collisions where the PCF is DUI of alcohol and/or drugs within the CHP Riverside Area by 5 percent from the FFY 2011 baseline total of 273 to 259.**

**Result: Unknown. Data Unavailable.** Since official SWITRS data are unavailable, provisional AIS data are provided. Provisional statistics compiled by CHP Riverside Area staff from October 1, 2013, through September 30, 2014, reflected 201 victims injured in DUI-PCF traffic collisions within the CHP Riverside Area. This is a 26 percent decrease from the baseline total of 273, suggesting this goal may be accomplished.



# Policy & Guidelines

## AREA-WIDE (RIVERSIDE AREA) IMPAIRED DRIVING COLLISION REDUCTION EFFORT GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

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### Objectives

1. **To develop and issue a written Operational Plan to establish the method of operation and the policies applicable to carry out the activities of the grant program by November 15.**

**Result: Accomplished.** The Operational Plan for Region 1 was provided to CHP Riverside Area staff on August 14, 2013.

2. **To issue a media release announcing the grant's kickoff by December 15. Statewide media releases shall be prepared by the Office of Community Outreach and Media Relations (COMR). The checklist shall be submitted to the Office of COMR at least 45 days prior to release date to ensure sufficient time is given for review.**

**Result: Accomplished.** A media release announcing the kickoff of the Region 1 grant project was issued by the CHP Riverside Area on October 2, 2013.

3. **To conduct a strategic planning meeting with participating commands to discuss goals, objectives, and operations by November 30.**

**Result: Accomplished.** The RPS Corridor Safety Program Unit (CSPU) grant coordinator conducted the strategic planning meeting with Riverside Area on August 14, 2013, at which goals, objectives, and operations were discussed.

4. **To identify task force members and conduct the initial task force meeting for each region by December 31.**

**Result: Accomplished.** Task force members were identified by the Riverside Area and submitted to the RPS CSPU grant coordinator on October 21, 2013. Task force members included California Department of Transportation, California Department of Alcoholic Beverage Control, Riverside County Sheriff's Department, Riverside County District Attorney's Office, Riverside Police Department, and Riverside County Board of Supervisors Districts 3 and 4. The initial task force meeting was held on October 16, 2013.

5. **To confirm with the task force the established grant goals for each region by December 31.**

**Result: Accomplished.** Captain Amanda Snowden, CHP Riverside Area, confirmed the pre-established Region 1 goals during the first task force meeting held on October 16, 2013.



# Policy & Guidelines

## AREA-WIDE (RIVERSIDE AREA) IMPAIRED DRIVING COLLISION REDUCTION EFFORT GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

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- 6. To identify through the task force at least 4 factors (including conditions and behaviors) negatively impacting traffic safety in the respective region and to identify potential short-and/or long-term solutions for each factor by December 31.**

**Result: Accomplished.** On October 16, 2013, the task force identified 12 factors (including conditions and behaviors) negatively impacting traffic safety for Region 1 and identified potential short- and/or long-term solutions for each factor. The identified solutions were implemented on October 16, 2013.

- 7. To develop and/or requisition educational materials by December 31 for distribution at appropriate venues.**

**Result: Accomplished.** The anti-DUI educational materials were developed and requisitioned during the first quarter of the grant. Educational materials were distributed at public events, training classes, and traffic safety presentations in Riverside County in support of the public awareness campaign.

- 8. To provide the Office of Traffic Safety (OTS) with the required documentation of local support for each region by January 31.**

**Result: Accomplished.** The RPS CSPU grant coordinator received letters of support from California State Assembly Member Jose Medina (61st District) and Riverside County Supervisors Kevin Jeffries (1st District) and John Tavaglione (2nd District).

- 9. To conduct a minimum of 1 task force meeting for each region during each quarter of the grant.**

**Result: Accomplished.** The task force convened for their meetings on October 16, 2013; January 15, 2014; May 7, 2014; and August 6, 2014, in support of the grant project.

- 10. To implement a minimum of 2 potential solutions per region.**

**Result: Accomplished.** From October 1, 2013, through September 30, 2014, the Riverside Area conducted impaired driving patrols and implemented a regional anti-DUI public awareness campaign. The events provided the opportunity for CHP officers to discuss and distribute grant-funded anti-DUI educational materials throughout Riverside County. The RPS CSPU grant coordinator reviewed and discussed the regional Safety Action Plan at all task force meetings. During the meetings, additional solutions were discussed and implemented by partnerships with allied agencies.



# Policy & Guidelines

## AREA-WIDE (RIVERSIDE AREA) IMPAIRED DRIVING COLLISION REDUCTION EFFORT GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

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**11. To conduct a minimum of 30 enforcement operations within both regions.**

**Result: Accomplished.** The CHP Riverside Area conducted 92 roving impaired driving patrols resulting in 381 DUI arrests (380 alcohol-involved and 1 alcohol and drugs), 1 miscellaneous arrest, 266 field sobriety tests (these did not result in an arrest), 39 vehicles impounded, 305 motorist assists, 1,061 verbal warnings, and 498 citations.

**12. To conduct a minimum of 12 local traffic safety presentations for each region at appropriate venues.**

**Result: Accomplished.** The CHP Riverside Area facilitated 46 public events to approximately 33,160 attendees in Riverside County. Traffic safety presentations were conducted at appropriate venues and Officer Travis Monks, CHP Riverside Area Public Information Officer, distributed grant-funded anti-DUI posters, brochures, and pocket-size emergency reference cards in English and Spanish at March Air Reserve Base in Riverside County, training classes, public events, high school and college career fairs, senior centers, town hall meetings, municipal advisory council meetings, auto groups, safety fairs, neighborhood watch groups, media interviews, local businesses, and to teens during driver training classes and school events.

**13. To send electronic mail (e-mail), through the Grants Management Unit (GMU), to the OTS Public Information Officer (PIO) at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copy the OTS Coordinator, at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has enough notice to arrange for attendance and/or participation in the event.**

**Result: Accomplished.** Ms. Janise Truelock, OTS Region 8 Coordinator, attended task force meetings and provided information and resources to allied agencies on impaired driver safety programs in California.

**14. To submit, through GMU, a draft or rough cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copy the OTS Coordinator, for approval 14 days prior to the production or duplication of the material.**

**Result: Accomplished.** The Department submitted artwork drafts of posters, brochures, and informational cards through GMU, to OTS for approval. All were approved by OTS and distributed at appropriate venues in support of the grant project's public awareness campaign.

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# Policy & Guidelines

## AREA-WIDE (RIVERSIDE AREA) IMPAIRED DRIVING COLLISION REDUCTION EFFORT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

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- 15. To use the following standard language in all printed materials: “Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.”**

**Result: Accomplished.** The Department used the standard language in all printed materials.

**PREPARED BY:**

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# Policy & Guidelines

## AREA-WIDE (YUBA-SUTTER AREA) IMPAIRED DRIVING COLLISION REDUCTION EFFORT GRANT PROVISIONAL EXECUTIVE SUMMARY

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### PROVISIONAL EXECUTIVE SUMMARY

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This Grant is a part of the California Traffic Safety Program and was made possible through the support of the California Office of Traffic Safety, and the National Highway Traffic Safety Administration.

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of California or the National Highway Traffic Safety Administration.

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| <b>AGENCY NAME:</b><br>California Highway Patrol                             | <b>GRANT NUMBER:</b><br>AL1450   |
| <b>GRANT TITLE:</b><br>Area-Wide Impaired Driving Collision Reduction Effort |  |
| <b>TOTAL GRANT AMOUNT:</b><br>\$599,957.00                                   | <b>TOTAL AMOUNT EXPENDED:</b><br>\$565,882.38 (Through 8/31/14 claim)        |
| <b>GRANT CONTACT NAME:</b><br>Latwan Heuang                                  | <b>GRANT CONTACT TITLE:</b><br>Associate Governmental Program Analyst        |
| <b>TELEPHONE:</b><br>(916) 843-3395  | <b>E-MAIL:</b><br><a href="mailto:lheuang@chp.ca.gov">lheuang@chp.ca.gov</a> |

### **REGION 2: YUBA-SUTTER**

The Area-Wide Impaired Driving Collision Reduction Effort grant project included 2 regions with high numbers of driving under the influence (DUI) of alcohol or drugs involved traffic collisions. Driving under the influence of alcohol or drugs is one of the most predominant primary collision factors (PCF) in traffic collisions. Through an Office of Traffic Safety (OTS) and California Highway Patrol (CHP) agreement, the CHP Yuba-Sutter Area was selected to participate in this grant project based on a federal fiscal year 2011 baseline total of 7 victims killed and 67 victims injured in DUI-PCF traffic collisions.

The CHP Yuba-Sutter Area is responsible for patrolling 1,791.3 miles of heavily traveled state and county roadways. The CHP Yuba-Sutter Area has jurisdictional responsibilities for State Route (SR) 20, SR-65, SR-70, SR-99, SR-113, and the unincorporated county roads located within Yuba and Sutter Counties. Each county has 2 incorporated cities, which are Marysville and Wheatland in Yuba County and Yuba City and Live Oak in Sutter County. Additionally, the Beale Air Force Base (AFB) is located within 23,000 acres of unincorporated Yuba County, which is east of Marysville and has approximately 1,319 residents. The Area's arrest documents reflect the majority of active military personnel and their dependents at Beale AFB are under the age of 25. From 2009 to 2012, there were 124 DUI arrests associated with Beale AFB.



# Policy & Guidelines

## AREA-WIDE (YUBA-SUTTER AREA) IMPAIRED DRIVING COLLISION REDUCTION EFFORT GRANT PROVISIONAL EXECUTIVE SUMMARY(CONTINUED)

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### RESULTS

Of the grant's 15 objectives, 14 were accomplished on schedule and 1 was not applicable.

Since finalized collision data for the entire Program Operations Phase is unavailable, results are not yet known. Nevertheless, grant coordinators in the Research and Planning Section (RPS) and CHP Yuba-Sutter Area conducted all planned activities and implemented the grant project to address the problem of victims killed and injured in reportable traffic collisions where the PCF was DUI of alcohol or drugs. Upon the availability of official collision data for the entire Program Operations Phase, this Provisional Executive Summary will be updated, forwarded through channels to Executive Management for approval, and then provided to OTS.

### GOALS AND OBJECTIVES

#### Goals

1. **To reduce the number of victims killed in traffic collisions where the PCF is DUI of alcohol and/or drugs within the CHP Yuba-Sutter Area from the FFY 2011 baseline total of 7 to 6.**

**Result: Unknown. Final Data Unavailable.** Since official Statewide Integrated Traffic Records System (SWITRS) data are unavailable, provisional Area Information System (AIS) data are provided. Provisional statistics compiled by CHP Yuba-Sutter Area staff from October 1, 2013, through September 30, 2014, reflect a total of 6 victims killed in DUI-PCF traffic collisions within the CHP Yuba-Sutter Area. This is a 14 percent decrease from the baseline total of 7, suggesting this goal may be accomplished.

2. **To reduce the number of victims injured in traffic collisions where the PCF is DUI of alcohol and/or drugs within the CHP Yuba-Sutter Area by 5 percent from the FFY 2011 baseline total of 67 to 64.**

**Result: Unknown. Final Data Unavailable.** Since official SWITRS data are unavailable, provisional AIS data are provided. Provisional statistics compiled by CHP Yuba-Sutter Area staff from October 1, 2013, through September 30, 2014, reflect a total of 73 victims injured in DUI-PCF traffic collisions. This is a 9 percent increase from the baseline total of 67, suggesting this goal was not accomplished.



# Policy & Guidelines

## AREA-WIDE (YUBA-SUTTER AREA) IMPAIRED DRIVING COLLISION REDUCTION EFFORT GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

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### Objectives

1. **To develop and issue a written Operational Plan to establish the method of operation and the policies applicable to carry out the activities of the grant program by November 15.**

**Result: Accomplished.** The Operational Plan for Region 2 was provided to CHP Yuba-Sutter Area staff on September 4, 2013.

2. **To issue a media release announcing the grant's kickoff by December 15. Statewide media releases shall be prepared by the Office of Community Outreach and Media Relations (COMR). The checklist shall be submitted to the Office of COMR at least 45 days prior to release date to ensure sufficient time is given for review.**

**Result: Accomplished.** A media release announcing the kickoff of the Region 2 grant project was issued by the CHP Yuba-Sutter Area on October 23, 2013.

3. **To conduct a strategic planning meeting with participating commands to discuss goals, objectives, and operations by November 30.**

**Result: Accomplished.** The RPS Corridor Safety Program Unit (CSPU) grant coordinator conducted the strategic planning meeting with the CHP Yuba-Sutter Area on September 4, 2013, at which goals, objectives, and operations were discussed.

4. **To identify task force members and conduct the initial task force meeting for each region by December 31.**

**Result: Accomplished.** Task force members were identified by the Yuba-Sutter Area and submitted to the RPS CSPU grant coordinator on October 11, 2013. Task force members included Yuba County Board of Supervisors, the Sutter County Board of Supervisors, California Department of Transportation (Caltrans) District 3, Yuba County District Attorney's (DA) Office, Sutter County DA's Office, Yuba and Sutter County Sheriff Departments, Mothers Against Drunk Driving from Yuba and Sutter Counties, Yuba City Police Department, Marysville Police Department, Every 15 Minutes Program coordinator for Yuba and Sutter Counties, and private citizens of Yuba and Sutter Counties. The initial task force meeting was held on November 6, 2013.



# Policy & Guidelines

## AREA-WIDE (YUBA-SUTTER AREA) IMPAIRED DRIVING COLLISION REDUCTION EFFORT GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

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- 5. To confirm with the task force the established grant goals for each region by December 31.**

**Result: Accomplished.** Captain Andres Ornelas, CHP Yuba-Sutter Area, confirmed the pre-established Region 2 goals during the first task force meeting held on November 6, 2013.

- 6. To identify through the task force at least 4 factors (including conditions and behaviors) negatively impacting traffic safety in the respective region and to identify potential short-and/or long-term solutions for each factor by December 31.**

**Result: Accomplished.** On November 6, 2013, the task force identified 10 factors (including conditions and behaviors) negatively impacting traffic safety for Region 2 and identified potential short- and/or long-term solutions for each factor. The identified solutions were implemented on November 6, 2013.

- 7. To develop and/or requisition educational materials by December 31 for distribution at appropriate venues.**

**Result: Accomplished.** The anti-DUI educational materials were developed and requisitioned during the first quarter of the grant. Educational materials were distributed at public events, training classes, and traffic safety presentations in Yuba and Sutter Counties in support of the public awareness campaign.

- 8. To provide the Office of Traffic Safety (OTS) with the required documentation of local support for each region by January 31.**

**Result: Accomplished.** The RPS CSPU grant coordinator received letters of support from California State Assembly Member Dan Logue (District 3); Yuba County Supervisors Andy Vasquez (District 1), John Nicoletti (District 2), Roger Abe (District 4), and Hal Stocker (District 5); Yuba County DA Patrick J. McGrath; Sutter County DA Jana D. McClung; Yuba County Sheriff Steven L. Durfor; Sutter County Sheriff J. Paul Parker; and Wheatland Police Department Chief Allyn Wightman.

- 9. To conduct a minimum of 1 task force meeting for each region during each quarter of the grant.**

**Result: Accomplished.** The task force convened for their meetings on November 6, 2013; March 19, 2014; June 24, 2014; and September 3, 2014, in support of the grant project.



# Policy & Guidelines

## AREA-WIDE (YUBA-SUTTER AREA) IMPAIRED DRIVING COLLISION REDUCTION EFFORT GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

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**10. To implement a minimum of 2 potential solutions per region.**

**Result: Accomplished.** From October 1, 2013, through September 30, 2014, the CHP Yuba-Sutter Area conducted impaired driving patrols and implemented a regional anti-DUI public awareness campaign. The events provided the opportunity for CHP officers to discuss and distribute grant-funded anti-DUI education materials throughout Yuba and Sutter Counties. The RPS CSPU grant coordinator reviewed and discussed the regional Safety Action Plan at all task force meetings. During the meetings, additional solutions were discussed and implemented by partnerships with allied agencies.

**11. To conduct a minimum of 30 enforcement operations within both regions.**

**Result: Accomplished.** The CHP Yuba-Sutter Area conducted 311 roving enforcement patrols for impaired drivers. The enhanced patrols resulted in 59 DUI arrests (51 alcohol; 8 drugs), 23 miscellaneous arrests, 176 field sobriety tests, 36 vehicles impounded, 161 motorist assists, 1,258 verbal warnings, and 1,743 citations.

**12. To conduct a minimum of 12 local traffic safety presentations for each region at appropriate venues.**

**Result: Accomplished.** The CHP Yuba-Sutter Area facilitated 42 public events to approximately 172,650 attendees in Yuba and Sutter Counties. Traffic safety presentations were conducted at appropriate venues and Officer Jodie Beck, CHP Yuba-Sutter Area Public Information Officer, distributed grant-funded anti-DUI posters, brochures, and pocket-size emergency reference cards in English, Spanish, and Punjabi at public events, high school and college career fairs, senior centers, safety fairs, service clubs, media interviews, Beale AFB, and to teens during driver training classes and school events.

**13. To send electronic mail (e-mail), through the Grants Management Unit (GMU), to the OTS Public Information Officer (PIO) at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copy the OTS Coordinator, at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has enough notice to arrange for attendance and/or participation in the event.**

**Result: Not Applicable.** No significant traffic safety related events occurred during the grant cycle.

X



# Policy & Guidelines

## AREA-WIDE (YUBA-SUTTER AREA) IMPAIRED DRIVING COLLISION REDUCTION EFFORT GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

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- 14. To submit, through GMU, a draft or rough cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copy the OTS Coordinator, for approval 14 days prior to the production or duplication of the material.**

**Result: Accomplished.** The Department submitted artwork drafts of posters, brochures, and informational cards through GMU, to OTS for approval. All were approved by OTS and distributed at appropriate venues in support of the grant project's public awareness campaign.

- 15. To use the following standard language in all printed materials: "Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration."**

**Result: Accomplished.** The Department used the standard language in all printed materials.

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# OCCUPANT PROTECTION

Data for this submission has been collected from the California Statewide Integrated Traffic Records System (SWITRS) database. The SWITRS database serves as California's official data source for collision reporting purposes, including fatal, injury, and property-damage-only (PDO) data. At the time of this submission, 2014 data had not been finalized; therefore, fatal and injury collision data for 2013 has been used for this submission. Due to incomplete 2013 PDO data, PDO data has been collected from the 2012 SWITRS database. Additionally, all grant-related activities referred to in this document occurred within the 2014 federal fiscal year.

## Problem Identification

Unrestrained or improperly restrained vehicle occupants continue to be the leading cause of death and injury for vehicle occupants of all age groups, regardless of gender, ethnicity, or any other factors. Furthermore, motor vehicle collisions 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 these collisions.

As stated in the California Office of Traffic Safety (OTS) 2014 Seat Belt Usage Report, (through California State University, Fresno), survey results indicate California's occupant restraint usage rate was 97.09 percent in 2014. This means only 2.91 percent of drivers and front seat passengers were without safety restraints. While 2014 percentages were down slightly from 2013 (97.67 percent), they are higher than the 2012 results (95.49 percent).

Data from the OTS 2014 Infant and Child Restraint Usage Report (through California State University, Fresno) indicates infants are being restrained at a higher rate (98.6 percent) than adults (97.09 percent). However, children from 1 to 8 years old are being restrained at a rate significantly lower (88.9

percent) than adults. In addition, the 2014 California child restraint study shows a very strong connection between driver seat belt use and the use of child passenger restraints: infants and small children are more likely to be restrained properly when the driver is wearing a seat belt.

Data also shows teen seat belt use in California is lower than the statewide rate. According to the OTS Spring 2014 High School Restraint Usage Report (through California State University, Fresno), the observed teen seat belt use in California is 95.19 percent. This percentage is down slightly from 2013 (96.91 percent). The study also found restraint usage in pickup trucks was lower than other vehicle types. In addition, teen drivers were more likely to be restrained than teen passengers, and females were slightly more likely to be restrained than males. Lastly, usage rates across the state were fairly consistent with all counties surveyed, exceeding 91 percent and ranging from 91.12 percent in San Bernardino to 99.93 percent in San Diego counties.

For the second year in a row, there was little difference in occupant restraint use on local roads compared to freeways, according to the OTS 2014 Seat Belt Usage Report. The finding that Californians have increased their restraint usage on the "smaller" roads is



particularly positive given that on a per-mile-driven basis, these roads are significantly more dangerous than freeways, and a large portion of traffic fatalities occur on local roads.

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. Additionally, NHTSA estimates that about half or 260 of the 521 known unrestrained fatalities would be alive today had they simply buckled up.



*Modesto Area Officer Banuelos, ID #17415, assists during a child safety seat event on May 31, 2014.*

Far too many motorists in California continue to die or experience serious injuries that could have been prevented had they been properly restrained. Research has found that seat belts, when used, reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent. For light-truck occupants, seat belt use reduces the risk of fatal injury by 60 percent and moderate-to-critical injury by 65 percent.

Accordingly, the CHP is focused on reducing the number of unrestrained or improperly restrained vehicle occupants. To accomplish this, the Department believes a combination of rigorous enforcement and widespread public education is the most effective way to increase awareness about the need for all vehicle occupants to be properly restrained at all times.

## **Planning**

The CHP uses a variety of countermeasures to reduce the number of unrestrained or improperly restrained vehicle occupants. In 2014, the CHP developed and implemented a grant-funded program that uses education and enforcement in problematic areas throughout the state. In addition to proactive enforcement and education strategies, the Department actively participates in the state's Strategic Highway Safety Plan (SHSP) with the goal of reducing the number of lives lost and injuries sustained from unrestrained or improperly restrained vehicle occupants.

### **California Strategic Highway Safety Plan**

The SHSP is a collaborative, data-driven process involving a wide range of stakeholders to identify the most pressing safety problems on all public roads in the state. The SHSP includes behavioral, infrastructure, and technology strategies addressing the "4Es" of traffic safety: engineering, enforcement, education, and emergency services. Over 400 safety stakeholders from 170 public and private agencies and organizations work together to implement the plan under the direction of the SHSP Executive Leadership and the SHSP Steering Committee. Implementation of the SHSP focuses on a list of specific targeted actions designed to reduce serious injuries and fatalities in each of the Challenge Areas designated in the SHSP.

The CHP participates in SHSP Challenge Area 4, Increase Use of Safety Belts and Child Safety Seats, and is an active member of the SHSP Steering Committee. In an effort to further reduce the needless deaths associated with nonuse or misuse of occupant restraints, the CHP is the lead agency in several Challenge Area 4 actions, including:

- Targeting high risk populations with education and enforcement to increase occupant protection restraint use.
- Improving occupant protection educational outreach.
- Increasing occupant protection enforcement and adjudication.
- Improving occupant protection data collection processes.



Challenge Area 4 membership consists of the following agencies and organizations: California Highway Patrol (CHP), Concord Police Department, Public Health Behavior Solutions/ProConsumer Safety, Safe Kids Greater Sacramento Coalition, Injury Prevention Program, San Mateo County EMS, California Safe Kids, California Department of Public Health, and the University of California Berkeley SafeTREC (Transportation Research and Education Center).

The CHP's continued focus on reducing the number of unrestrained and improperly restrained vehicle occupants through enhanced enforcement, public awareness campaigns, and community-based traffic safety presentations, including the goals and objectives of the grant-related activities in 2014 (explained in detail below), are consistent with and support SHSP Challenge Area 4.



*Bridgeport Area staff conduct a child safety seat event on June 21, 2014.*

### **Vehicle Occupant Restraint Education and Instruction III Grant**

In an effort to reduce the number of unrestrained and improperly restrained occupants in California, the CHP applied for and received funding for the Vehicle Occupant Restraint Education and Instruction III (VOREI III) grant. Funding for this grant was provided by OTS through NHTSA. The grant provided funding to supplement the Department's occupant restraint enforcement and public education efforts, as well as funding for replacement child passenger seats and booster seats to families who would otherwise not be able to afford appropriate occupant protection for their children.

In 2014, through the VOREI III grant, the CHP purchased 2,800 child safety seats and distributed 1,439 of those child seats free of charge to families in need.

To maximize the effectiveness of the VOREI III grant, low compliance areas within CHP jurisdiction were targeted based upon SWITRS collision data. Although the VOREI III grant provided additional resources statewide, geographical areas that have historically low occupant restraint compliance received additional resources, including planning, enforcement, and public education. To accomplish this, the CHP developed an operational plan for the VOREI III grant which included 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.

As part of the objectives of the VOREI III operational plan, the CHP participated in two NHTSA-enhanced enforcement periods known as Click It or Ticket, a seat belt enforcement campaign funded by a grant from OTS through NHTSA. The 2014 Click It or Ticket campaign took place in late May and early June by conducting a well-publicized statewide seat belt enforcement mobilization, focusing on low compliance areas throughout California. Additionally, the CHP participated in the National Child Passenger Safety Week from September 14, 2014, through September 20, 2014, when CHP Area offices conducted child safety seat events statewide. Many offices held Saturday events for the convenience of working parents.



## **Operational Plans and Follow-Up**

To measure the success of the VOREI III grant, the CHP established specific goals and objectives for reducing the number of victims killed and injured in traffic collisions as a result of being unrestrained or improperly restrained. To accomplish this, the Department developed an operational plan for the VOREI III grant. As outlined in the Department's 2014-2015 Strategic Plan, Area offices also developed specific action plans to achieve the goals and objectives of the grant.

Several follow-up measures were employed to ensure the VOREI III grant was implemented in accordance with departmental policy and the operational plans. To accomplish this, Area grant coordinators provided quarterly reports to their respective Divisions. Division offices then compiled this data and provided quarterly reports to the CHP Enforcement and Planning Division. The quarterly reports were then forwarded to CHP executive management and OTS. Upon completion of the grant, a final report was submitted to CHP management and OTS.

## **Written Plan**

The provisional executive summary of the VOREI III grant is included within our Occupant Restraint Policy and Guidelines attachment.

## **Child Passenger Safety Program**

According to NHTSA, CSS reduce fatal injuries by 71 percent for infants and by 54 percent for toddlers (1 to 4 years old) in passenger cars. The problem is most parents and caregivers are unaware of the risk to children when they are not properly restrained in child safety seats. According to a study conducted by Chrysler, 96 percent of parents and caregivers believe their child safety seats are installed correctly, but NHTSA research shows that seven out of 10 children are improperly restrained, putting them at risk for serious injury or death in a crash. For this reason the CHP continues to operate the Department's CPS Program. Since 1999, the CPS Program has assisted the motoring public with awareness and education relating to CPS laws and issues. We continue to accomplish this by

**Since the inception of the CPS program, the Department has certified over 1,500 CPS technicians.**



*Buttontwillow Area Officer Bentley, ID #15548, conducts a child passenger safety seat certification class on March 7, 2014.*

having every Area office participate in the CPS Program by providing traffic safety presentations, conducting CSS check-up events, and operating CSS fitting stations.

To manage each Area office's CPS Program, each 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 required to organize CSS check-up events to show parents/caregivers the proper way to install child passenger restraint systems (CPRS). While installing the CPRS, trained departmental personnel educate the driver/caregiver on how to properly use their CPRS, as well as potential CPRS misuses.

In addition to conducting CSS check-up events, each 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.

## **Training**

### **Child Passenger Safety Program**

Each year the CHP trains new and existing departmental CPS technicians, as well as allied agency personnel, on how to properly use and install CPS seats. All CPS technicians must attend a strenuous five-day, 40-hour course administered by Safe Kids Worldwide through NHTSA. Due to ever-changing trends and technology in CPS seats, technicians are required to recertify every two years.



In 2014, the CHP trained and certified 246 new CPS technicians and recertified 127 CPS technicians, for a total of 373 CHP personnel trained. Currently the CHP has 570 uniformed and nonuniformed CHP personnel certified as CPS technicians, and 34 certified as CPS instructors. Since the inception of the CPS program, the Department has certified over 1,500 CPS technicians.

The CHP routinely partners with allied agencies, including police and fire departments, hospitals, and insurance companies to train and certify CPS technicians and instructors. In 2014, the CHP conducted 18 recertification courses in order to provide CPS technicians with the continuing education units required to maintain their certification. The Department also trained and certified 31 allied agency personnel as CPS technicians in 2014.



*Valley Division Officer Oliveros, ID #18434, conducts a child safety seat class on November 19, 2014.*

### ***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. This training allows 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 or non-use of restraints during a traffic collision.



*Southern Division Officer Fajardo, ID #16349, gets a "thumbs up" at a child passenger seat safety event on September 20, 2014.*

### ***Below 100 Program***

In 2013, the CHP adopted the mission of the Below 100 national campaign utilizing five tenets: (1) recognize the benefits of wearing a seat belt while on duty, (2) recognize the benefits of wearing a ballistic vest and a reflective vest, (3) recognize the dangers of speed and distracted driving, (4) understand and apply the "What is Important Now" mindset, and (5) recognize and avoid the dangers of complacency. The CHP enhanced this training by incorporating powerful videos and presentations to elicit an emotional connection.

The CHP designed a Below 100 train-the-trainer program, enhanced with newly developed videos filmed and edited by CHP audio-video staff. This approach and delivery has caused law enforcement throughout the state to recognize the need for improved safety procedures. In the short time CHP has been providing the training, over 6,500 CHP officers and 3,000-plus allied agency officers have been trained throughout the state.

The CHP's Below 100 training has had a substantial influence on CHP officers on wearing their seat belt as they conduct their day-to-day operations. In addition, it has reduced liability and increased accountability for law enforcement as a whole throughout the state.



In addition to the uniformed training conducted, the CHP developed a nonuniformed version of this program, has trained over 500 CHP Headquarters nonuniformed personnel, and has implemented nonuniformed training throughout all field Divisions.

To reinforce the five tenets of the Below 100 Program, the CHP introduced the second phase of the training program, "Peers, Tears, & Fears," in the second quarter of 2014.

The CHP has recently gained POST certification for the Below 100 training. The CHP assisted the California Peace Officers Association in developing and implementing their Below 100 program which is also POST certified, enabling officers to receive POST credit for attending the course.

### ***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 current on policies and procedures. 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 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.

In 2014, two SROVT scenarios relating to occupant restraints were used in statewide briefings.

### ***Commentary Driving/Sergeant Ride-Along***

In 2014, CHP officers were reminded of the Department's mandatory seat belt policy for all uniformed 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 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 seat belts as well as look for occupant restraint violations as they patrol.

## ***Public Information and Education***

### ***Child Passenger Safety Program and Partnerships***

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/caregivers, ensuring the appropriate safety seat is used based on a child's height, weight, and age. In addition, 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 2014, CPS technicians and instructors conducted 292 child passenger safety check-up events and inspected 13,628 child safety seats. The majority of these events were conducted in geographical areas that have historically low compliance for the use and high misuse of child passenger restraint systems.

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

In 2014, CPS technicians and instructors conducted: 17 informational sessions for judicial officials, impacting 68 officials; and 244 CPS educational classes for day care centers or preschools, impacting 10,945 people.

### ***California Highway Patrol Internet Web Site***

The Department's CSS Web page at <http://www.chp.ca.gov/community/safeseat.html> is the most visited page on our Internet Web site. Parents and caregivers can learn about current law, download or print an informative child safety seat brochure (available in four languages), find answers to frequently asked

**In 2014, CPS technicians and instructors conducted 244 CPS educational classes for day care centers or preschools, impacting 10,945 people.**



questions, and access other useful child passenger safety links.

The CHP knows many parents and caregivers are not confident on how to properly secure their child in a safety seat. To assist parents and caregivers, the CHP makes it easy to make an appointment for a free CSS inspection and installation. By simply entering their address and zip code on our Web site, parents and caregivers can easily locate the address and telephone number of their closest CHP Area office for an appointment.

### **Start Smart and Partnerships**

Nationally, vehicle collisions are the leading cause of death for teen drivers. Teen drivers are found at fault in 66 percent of all fatal collisions in which they are involved, although they represent 4 percent of licensed drivers in California. Research has shown that immaturity and inexperience are primary factors contributing to these collisions. In an effort to address this problem, the CHP created the Start Smart Program in 2002 with funding through an OTS grant.

Start Smart classes help newly licensed and soon-to-be licensed teenage drivers understand the critical responsibilities of driving and that at-fault collisions are 100 percent preventable. The classes help to open dialogue between law enforcement, teenage drivers, and parents/guardians. During each Start Smart presentation, officers discuss the importance of defensive driving and buckling up, both day and night. Additionally, testimonials are often given by CHP officers who have investigated fatal traffic collisions involving unrestrained occupants, including emotional testimonials 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 attending Start Smart classes and schools which offer classroom space for the classes. Recently, several counties throughout the state have begun mandating Start Smart attendance to juvenile traffic offenders and/or offering Start Smart attendance as an alternative to traditional traffic schools.

In 2014, the CHP conducted 1,067 Start Smart classes and 947 public education and awareness presentations, impacting 199,408 young drivers.

### **University of California, Davis Partnership**

In 2014, 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 2015.

### **Click It or Ticket**

The CHP participated in the statewide Click It or Ticket campaign from May 19 through June 1, 2014. The Click It or Ticket campaign involved the cooperative efforts of four traffic safety-related departments within the California State Transportation Agency: CHP, OTS, the California Department of Transportation, and the California Department of Motor Vehicles, as well as the California Department of Alcoholic Beverage Control. Throughout the 2014 Click It or Ticket campaign, a statewide media campaign encouraged drivers to buckle up.

### **Social Media — Facebook and Twitter**

According to a 2012 Pew Research Center survey, online and digital news consumption continues to increase, with

**CHP - Monterey**  
May 22, 2014 · 🌐

**CLICK it or TICKET**  
In a crash, unrestrained motorist stand a 50 percent greater chance of being killed than those who have taken the two seconds to buckle in. In an on-going effort to reach those remaining safety hold-outs, the California Highway Patrol (CHP) and law enforcement agencies across the state will be taking part in [Click It or Ticket](#) enforcements from May 19 through June 1.

Like · Comment · Share · 🍷 29 💬 4 ➦ 1

*Monterey Area posted a seat belt safety message on its Facebook page on May 22, 2014.*



many more people now getting news on cell phones, tablets, or other mobile platforms. To reach this audience, the CHP integrates social media, including Facebook and Twitter, into our marketing strategy.

The CHP delivers many traffic safety messages on the statewide CHP Facebook page throughout the year on the importance of occupant restraints. Since 2012, when CHP first joined Facebook, our traffic safety posts have received nearly 106,000 “likes.” In addition, all eight CHP Divisions and 34 Area offices have their own Facebook pages and deliver traffic safety messages specific to their jurisdictions.

**Since 2012, when CHP first joined Facebook, our traffic safety posts have received nearly 106,000 “likes.”**

Twitter is used by many CHP Divisions and Area offices as an efficient way of disseminating timely information regarding current traffic conditions and important traffic safety messages, including the importance of being properly restrained. To date, the Department has more than 14,000 Twitter followers, many of whom forward CHP’s traffic safety messages to friends and family, thereby expanding our audience even wider.

### ***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 between the CHP and the California Department of Transportation. Located throughout the state, TMCs operate changeable message signs along the freeways and highways to provide up-to-date motorist information on a wide range of topics. Examples of messages include road closures due to traffic collisions, inclement weather advisories, and descriptions of vehicles involved in child abductions. These signs are also used to display statewide traffic safety campaign messages throughout the year.

The Click it or Ticket message was displayed in the months of May, June, and September on changeable message signs in 2014, including during statewide

safety campaigns, to remind drivers and passengers to buckle up.

### ***1-800-TELL-CHP Hotline***

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

## ***Enforcement***

According to NHTSA, occupant restraints are the single most effective traffic safety devices for preventing deaths and injuries. For this reason, CHP officers aggressively enforce California occupant restraint laws on a continuous basis, consistently focusing their efforts (regular patrol and grant-funded overtime) on geographical areas that have historically low compliance for the use of occupant restraints.

In 2014, CHP officers committed more than 30,650 hours of regular duty time toward occupant restraint enforcement, citing 81,892 seat belt violations and 10,156 child restraint violations.

### ***Statewide Grant-Related Enforcement***

To support the objectives of the VOREI III grant, officers dedicated nearly 8,801 grant-funded overtime hours toward occupant restraint enforcement, issuing 1,083 seat belt violations and 77 child restraint citations. In addition to these occupant protection violations, CHP officers issued 95 speeding, 96 commercial vehicle, 39 cellular telephone, and 4 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 citation if an officer observes a seat belt violation during a Click It or Ticket campaign.

During the Click It or Ticket campaign in 2014, a total of 6,042 seat belt citations and 514 child restraint citations were issued statewide.



## Occupant Restraint Day

One of the objectives of the operational plan of the VOREI III grant was to conduct a statewide occupant restraint day in September 2014 during Child Passenger Safety Week, including maximum enforcement of applicable laws.

Result: Accomplished. A CHP statewide occupant restraint day was held during the September 14-20, 2014, Child Passenger Safety Week. During this period, 1,372 seat belt citations and 180 child safety seat citations were issued statewide.

## Special Enforcement — Maximum Enforcement Periods

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

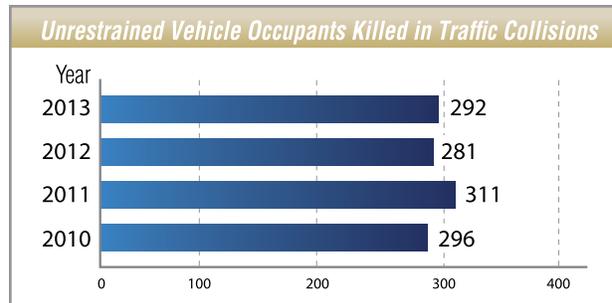
To assist the motoring public with arriving safely at their destination during the Memorial Day and Thanksgiving MEP holidays, all 119 CHP Area offices and commercial enforcement facilities concentrated on enforcing occupant restraint violations.

In 2014, the CHP issued 2,464 seat belt citations and 305 child safety seat citations during the Memorial Day and Thanksgiving MEP holidays.

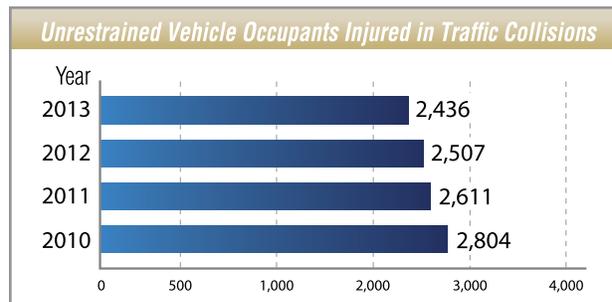
## Outcomes

The ultimate goal of the CHP is saving lives. We are proud of our employees for their efforts in reducing the number of unrestrained and improperly restrained vehicle occupants in 2014. Through training, public education, and strict enforcement efforts, the total number of unrestrained vehicle occupants killed or injured in traffic collisions has decreased since 2008.

Though these statistics are promising, our work is not done. The CHP will continue to support innovative policies and programs that will further reduce and prevent fatalities and injuries while remaining committed to the safety of all roadway users.



*In 2013, the total number of unrestrained vehicle occupants killed in traffic collisions decreased by 1.35 percent when compared to the previous three-year average.*



*In 2013, the total number of unrestrained vehicle occupants injured in traffic collisions decreased by 7.76 percent when compared to the previous three-year average.*

## Statewide Grant-Related Outcomes

The VOREI III was a 12-month traffic safety grant project (with a 12-month Program Operations Phase) coordinated and implemented statewide. This grant provided overtime funding for the deployment of uniformed officers for enhanced enforcement addressing unrestrained and improperly restrained vehicle occupants, concentrating on geographical areas that have historically low occupant restraint compliance. Additionally, a public education campaign included issuance of news releases, conducting traffic safety presentations, conducting CSS check-up events, operating CSS fitting stations, and distributing educational materials. The grant resources were well managed and the statewide project coordinators successfully implemented the planned activities.

## Follow-Up

The CHP routinely monitors the performance and progress of each grant to ensure the success of its direction. 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 was provided to CHP management to discuss the 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. In addition to this internal review and analysis, the CHP submitted quarterly performance reports to OTS showing activities were conducted in a timely and efficient manner.

### ***Societal and Economic Benefit***

On June 13, 2014, the United States Department of Transportation, Office of Assistant Secretary for Transportation Policy, released its report, "Guidance on Treatment of the Economic Value of a Statistical Life in U.S. Department of Transportation Analyses," increasing the cost of one traffic collision fatality from \$9.1 million to \$9.2 million. For injury collisions, the economic cost ranges from \$27,600 to \$5,455,600 per injured victim, depending on injury severity. Accordingly, any reduction in reportable collisions provides societal and economic benefit.

### ***Awards and Recognition***

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



*Hanford Area Commander Knoff, ID #13682, congratulates a recipient of the Saved by the Belt Award on May 1, 2014.*

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

### ***Saved by the Belt***

The Saved by the Belt program recognizes individuals whose lives have been saved or injuries significantly reduced because they were properly restrained during a traffic collision. Recipients of this award may be members of the community or on- 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.

The Saved by the Belt program has helped foster relationships within 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 for the CHP.



*Willows Area Commander Carpenter, ID #10683, presents Saved by the Belt Awards to two fortunate individuals on November 19, 2014.*



# Occupant Protection *Policy & Guidelines*



**2014 NATIONAL LAW ENFORCEMENT CHALLENGE**

# Policy & Guidelines

## CALIFORNIA HIGHWAY PATROL EMPLOYEE SAFETY BELT USE 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 & Guidelines

## CALIFORNIA HIGHWAY PATROL

### EMPLOYEE SAFETY BELT USE (CONTINUED)

### 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.

HPM 70.6

5-6



# Policy & Guidelines

## 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 & Guidelines

## CALIFORNIA HIGHWAY PATROL

### SAFETY BELT AND CHILD PASSENGER SAFETY SEAT ENFORCEMENT 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 & Guidelines

## CALIFORNIA HIGHWAY PATROL

### CHILD PASSENGER RESTRAINTS

#### 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 & Guidelines

## CALIFORNIA HIGHWAY PATROL

### CHILD PASSENGER RESTRAINTS (CONTINUED)

#### 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 & Guidelines

## CALIFORNIA HIGHWAY PATROL CHILD PASSENGER SAFETY PROGRAM 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 & Guidelines

## CALIFORNIA HIGHWAY PATROL CHILD PASSENGER SAFETY PROGRAM (CONTINUED) 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 & Guidelines

## 2014-2015 STRATEGIC PLAN

*"Safety, Service, and Security"*



### GOAL 1 – Prevent the Loss of Life, Injuries, and Property Damage.

*To reduce collisions that cause the loss of life, personal injury, and property damage resulting from traffic collisions through enforcement, education, engineering, and emergency medical services.*

*Strategy 1.1 — Focus on enforcement of PCFs and occupant restraint through visible, proactive patrol utilizing proper deployment of resources, and public education.*

#### *Performance Measures 1.1*

- The number of fatal, injury, and property damage only (PDO) collisions.
- The number of unrestrained fatal victims.
- The number of truck-at-fault collisions (fatal, injury, and PDO).
- The number of truck-involved collisions (fatal, injury, and PDO).
- The number of motorcycle collisions (fatal, injury, and PDO).
- The number of speed PCF collisions (fatal, injury, and PDO).
- The number of DUI PCF collisions (fatal, injury, and PDO).
- As a gauge of overall effectiveness, enforcement citation numbers for **speed, DUI, and occupant restraint** will be reported.
- At the conclusion of the Strategic Plan 2015, the performance metrics will be compared to the average of the previous Strategic Plan (2005–2010) and the Department will seek a statewide reduction of 5 percent during the life of the Strategic Plan through 2015.

#### *Action Guidelines/Suggestions 1.1*

- ✓ Identify and address Area specific collision information (e.g., DUI, speed, unrestrained fatal victims, motorcycle, truck-involved, and truck-at-fault collisions). Each Area shall analyze their individual collision statistics to identify specific trends to employ departmental enforcement or education programs.
- ✓ Joint traffic enforcement with allied agencies.
- ✓ Deployment assessments/adjustments.
- ✓ Divisions shall be aware and attend meetings with major traffic stakeholders (e.g., Caltrans) during road construction engineering projects within their respective Areas.

*Strategy 1.2 — Increase compliance with cellular telephone and texting while driving laws.*

#### *Performance Measures 1.2*

- The number of distracted driving education programs conducted.
- All Areas (except Commercial Vehicle Enforcement Facilities) are responsible for conducting at least two distracted driving surveys within their jurisdiction per quarter. A baseline was established in 2011. The Department will compare 2014 distracted driving statistics with the baseline established in 2011.
- As a gauge of overall effectiveness, enforcement citation numbers for **cellular telephone and texting while driving** (California Vehicle Code [CVC] Sections 23123[a], 23124[a], and 23123.5) will be reported.

2014 – 2015 Strategic Plan

An Internationally Accredited Agency

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# Policy & Guidelines

## VEHICLE OCCUPANT RESTRAINT EDUCATION AND INSTRUCTION (VOREI) III GRANT PROVISIONAL EXECUTIVE SUMMARY

State of California • Office of Traffic Safety  
EXECUTIVE SUMMARY  
OTS-31 (Rev. 8/14)

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### PROVISIONAL EXECUTIVE SUMMARY

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This Grant is a part of the California Traffic Safety Program and was made possible through the support of the California Office of Traffic Safety, and the National Highway Traffic Safety Administration.

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of California or the National Highway Traffic Safety Administration.

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|---|--|
| <b>AGENCY NAME:</b><br>California Highway Patrol  | <b>GRANT NUMBER:</b><br>OP1411   |
| <b>GRANT TITLE:</b><br>Vehicle Occupant Restraint Education and Instruction (VOREI) III |  |
| <b>TOTAL GRANT AMOUNT:</b><br>\$1,130,000   | <b>TOTAL AMOUNT EXPENDED:</b><br>\$843,045.57 (through 8/31/2014 Claim)            |
| <b>GRANT CONTACT NAME:</b><br>Rachel Gonzales   | <b>GRANT CONTACT TITLE:</b><br>Staff Services Analyst                              |
| <b>TELEPHONE:</b><br>(916) 843-3396   | <b>E-MAIL:</b><br><a href="mailto:ragonzales@chp.ca.gov">ragonzales@chp.ca.gov</a> |

The California Highway Patrol (CHP) implemented a traffic safety grant to conduct community outreach and enforcement measures to increase seat belt and child safety restraint usage. Grant strategies involved educational and enforcement activities. Presentations focused on the importance of correct and consistent occupant restraint for every trip in a motor vehicle. The CHP and allied agency personnel provided assistance and education on the correct installation of child passenger restraint systems and the use of seat belts statewide. Educational information was provided at various venues including car seat events, community events, day care centers, and preschools. Enhanced enforcement efforts included roving and saturation patrols focused on unrestrained or improperly restrained vehicle occupants. Public education and awareness campaign activities included a kickoff media release and participation in the Click It or Ticket campaign, Seat Check Saturday, and Vehicle Occupant Safety Week.

### RESULTS

Of the grant's 17 objectives, 14 were accomplished on schedule, 2 objectives were not accomplished due to missed due dates (Objectives #2 and #3) and 1 (Objective #9) was not accomplished.

Since finalized collision data for the entire Program Operations Phase is still unavailable, results are not yet known. Grant coordinators in the CHP Research and Planning Section conducted all planned activities and successfully implemented the statewide grant project to address the problem of unrestrained or improperly restrained vehicle occupants. Upon the availability of official collision data for the entire Program Operations Phase, this Provisional Executive Summary will be updated, forwarded through channels to Executive Management for approval, and then provided to the Office of Traffic Safety.



# Policy & Guidelines

## VEHICLE OCCUPANT RESTRAINT EDUCATION AND INSTRUCTION (VOREI) III GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

State of California • Office of Traffic Safety  
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### GOALS AND OBJECTIVES

#### Goals

1. **To reduce the number of unrestrained people of all ages killed or injured in traffic collisions within California Highway Patrol (CHP) jurisdiction by 5 percent from the federal fiscal year (FFY) 2011 base period total of 3,031 to 2,879.**

**Result: Unknown. Data Unavailable.** Finalized collision data is not yet available for the entire Program Operations Phase.

2. **To reduce the number of unrestrained people, ages 7 and younger, killed or injured in traffic collisions within CHP jurisdiction by 5 percent from the FFY 2011 base period total of 223 to 212.**

**Result: Unknown. Data Unavailable.** Finalized collision data is not yet available for the entire Program Operations Phase.

#### Objectives

1. **To develop and issue a written Operational Plan to establish the method of operation and the policies applicable to carry out the activities of the grant program by November 15.**

**Result: Accomplished.** The Operational Plan was distributed to all Divisions on October 31, 2013.

2. **To issue a media release announcing the grant's kickoff by December 15. Statewide media releases shall be prepared by the Office of Community Outreach and Media Relations (COMR). The checklist shall be submitted to the Office of COMR at least 45 days prior to the release date to ensure sufficient time is given for review.**

**Result: Not Accomplished. Deadline Missed.** The media release was issued on December 18, 2013, missing the goal date of December 15 by 3 days.

3. **To develop and/or requisition educational materials by December 31 for distribution at appropriate venues.**

**Result: Not Accomplished. Deadline Missed.** Although the December 31 deadline to develop educational materials was missed, during the grant, citation cards and educational rack cards were developed and distributed.



# Policy & Guidelines

## VEHICLE OCCUPANT RESTRAINT EDUCATION AND INSTRUCTION (VOREI) III GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

State of California • Office of Traffic Safety  
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- 4. To conduct a minimum of 120 child passenger safety check-up events to promote correct usage of child passenger restraint systems. NOTE: Any activity attended by 10 or more participants is considered an event.**

**Result: Accomplished.** During the grant, 292 child passenger safety check-up events were conducted.

- 5. To inspect a minimum of 12,250 child safety seats.**

**Result: Accomplished.** During the grant, 13,628 child safety seats were inspected.

- 6. To conduct a minimum of 15 occupant restraint informational sessions for judicial officials throughout California.**

**Result: Accomplished.** During the grant, 17 informational sessions for judicial officials were conducted impacting 68 people.

- 7. To conduct a minimum of 50 child passenger safety educational classes for day care centers or preschools throughout California.**

**Result: Accomplished.** During the fourth quarter, 244 child passenger safety educational classes were conducted at day care centers or preschools impacting 10,945 people.

- 8. To distribute educational materials at child passenger safety events and at other appropriate venues.**

**Result: Accomplished.** During the entire grant, existing educational materials were distributed at all traffic safety presentations and child passenger safety seat inspections.

- 9. To purchase up to 2,500 child safety seats and distribute to people in need. NOTE: Car seat recipients must receive proper training from a National Highway Traffic Safety Administration (NHTSA) certified child passenger safety technician or instructor as a mandatory component of this program.**

**Result: Not Accomplished.** During the grant, 1,439 child safety seats were distributed to people in need. The outcome of this goal is affected by circumstances which are difficult to predict. Issuing grant-funded child safety seats is determined on a case-by-case basis. It may not be necessary to issue a new seat to every person who attends a car seat event. Therefore, while 2,800 seats were purchased, only 1,439 were distributed. The remaining inventory of seats purchased with VOREI III grant funds will be distributed during the VOREI IV grant cycle.

- 10. To certify, recertify (current technicians), or renew (expired technicians) 15 allied agency personnel as child passenger safety technicians.**

**Result: Accomplished.** During the grant, a total of 31 allied agency personnel were certified as child passenger safety technicians.



# Policy & Guidelines

## VEHICLE OCCUPANT RESTRAINT EDUCATION AND INSTRUCTION (VOREI) III GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

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11. **To certify, recertify (current technicians), or renew (expired technicians) 80 CHP personnel as child passenger safety technicians.**

**Result: Accomplished.** During the grant, 176 CHP personnel were certified as child passenger safety technicians, 127 were recertified and 60 renewed their status as child passenger safety technicians, for a total of 363 CHP personnel trained.

12. **To conduct a minimum of 10 (8-hour) recertification training courses in order to provide technicians with the continuing education units required to maintain their certification.**

**Result: Accomplished.** During the grant, a total of 13 recertification training courses were conducted.

13. **To participate in NHTSA's Click It or Ticket campaign by conducting a well-publicized statewide seat belt enforcement mobilization in November and May, focusing on low compliance areas throughout California. Mobilization statistics will be provided to the Office of Traffic Safety (OTS) as required.**

**Result: Accomplished.** The Click It or Ticket campaign was held from May 19 to June 1, 2014. During this period, 1,008 seat belt citations and 71 child restraint citations were issued statewide within CHP jurisdiction.

14. **To conduct 1 CHP statewide occupant restraint day in September, including maximum enforcement of applicable laws.**

**Result: Accomplished.** Child Passenger Safety Week and Seat Check Saturday check-up events were held during September 13 – 20, 2014. During this week, CHP personnel checked 412 child passenger safety seats. Citation data will be provided when available.

15. **To send electronic mail (e-mail), through the Grants Management Unit (GMU), to the OTS Public Information Officer (PIO) at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copy the OTS Coordinator, at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has enough notice to arrange for attendance and/or participation in the event.**

**Result: Accomplished.** Notification was given to OTS in advance of significant events during the entire grant progress.

16. **To submit, through GMU, a draft or rough cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and copy the OTS Coordinator for approval 14 days prior to the production or duplication of the material.**

**Result: Accomplished.** The Department submitted a draft or rough cut of all printed or recorded material to the appropriate staff for approval.



# Policy & Guidelines

## VEHICLE OCCUPANT RESTRAINT EDUCATION AND INSTRUCTION (VOREI) III GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

State of California • Office of Traffic Safety  
EXECUTIVE SUMMARY  
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17. To use the following standard language in all press, media, and printed materials:  
“Funding for this program was provided by a grant from the California Office of  
Traffic Safety, through the National Highway Traffic Safety Administration.”

**Result: Accomplished.** The Department used the standard language in all press, media, and printed materials.

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# SPEED AWARENESS

*Data for this submission has been collected from the California Statewide Integrated Traffic Records System (SWITRS) database. The SWITRS database serves as California's official data source for collision reporting purposes, including fatal, injury, and property-damage-only (PDO) data. At the time of this submission, 2014 data had not been finalized; therefore, fatal and injury collision data for 2013 has been used for this submission. Due to incomplete 2013 PDO data, PDO data has been collected from the 2012 SWITRS database. Additionally, all grant-related activities referred to in this document occurred within the 2014 federal fiscal year (FFY).*

## **Problem Identification**

The California Highway Patrol (CHP) is committed to preventing injuries and saving lives on California roadways. 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 each year.

The National Highway Traffic Safety Administration (NHTSA) estimates that speeding is involved in approximately 31 percent of fatal motor vehicle collisions, costing society over \$40 billion per year. In California, within CHP jurisdiction, a total of 62,995 fatal and injury traffic collisions occurred in FFY 2011. "Unsafe speed for roadway conditions" was the primary collision factor (PCF) for 26,603 (approximately 42 percent) of those collisions. Of the 26,603 speed-related collisions, 276 were fatal and 26,327 were injury, resulting in 310 victims killed and 38,726 victims injured. These numbers are significantly higher in comparison to speed-related injuries and fatalities in other states due to the fact that

California law requires the PCF to fall within four main categories: driving under the influence (DUI), right-of-way violation, unsafe turning movement, or unsafe speed for conditions.

Aggressive driving further compounds the speeding problem in California. As defined by NHTSA, aggressive driving is "individuals committing a combination of moving traffic offenses so as to endanger other persons or property." This includes following too closely, passing without sufficient clearance, and making improper lane changes and improper turning movements while speeding.

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 respondents stated speeding and aggressive driving are the leading safety concerns on California's roadways.

Excessive speed can occur on highways as well as on local roads, and CHP Area offices routinely receive local community input regarding speeding motorists; typical complaints include excessive speed in residential neighborhoods and in school zones during drop off and pick-up hours.



For these reasons, speeding and aggressive driving are major concerns for our Department. The CHP believes a combination of education, detection, and enforcement can effectively increase the public's awareness of the dangers of excessive speed.

## Planning

The CHP utilizes a variety of countermeasures to reduce the number of needless fatalities and injuries sustained due to speeding motorists. In 2014, the CHP developed and implemented several grant-funded programs to address this issue. One grant involved enhanced statewide speed enforcement and education efforts, and two grants targeted specific locations in the state with higher percentages of speed-related injuries and fatalities. In addition to proactive enforcement and education strategies to help reduce the number of speed-related injuries and fatalities, the Department actively participates in the state's Strategic Highway Safety Plan (SHSP).

### California Strategic Highway Safety Plan

The SHSP is a collaborative, data-driven process involving a wide range of stakeholders to identify the most pressing safety problems on all public roads in the state. The SHSP includes behavioral, infrastructure, and technology strategies addressing the "4Es" of traffic safety: engineering, enforcement, education, and emergency services. Over 400 safety stakeholders from 170 public and private agencies and organizations work together to implement the plan under the direction of SHSP Executive Leadership as well as a 13-member Steering Committee. Implementation of the SHSP focuses on a list of specific targeted actions designed to reduce serious injuries and fatalities in each of the Challenge Areas designated in the SHSP.

The CHP participates in SHSP Challenge Area 10, Reduce Speeding and Aggressive Driving, and is an active member of the SHSP Steering Committee. Currently, the CHP is the lead agency in several Challenge Area 10 strategies.

The CHP's continued focus on reducing speed and aggressive driving by all vehicle types through enhanced enforcement, public awareness campaigns, and community-based traffic safety presentations, including the goals and objectives of the grant-related activities in 2014 (explained in detail below), are consistent with and support SHSP Challenge Area 10.

### Statewide Reduce Aggressive Driving Incidents and Tactically Enforce Speed II Grant

In a strategic effort to reduce the number of speeding and aggressive drivers on California's roadways, the CHP applied for and received funding for a statewide traffic safety grant from OTS. The Reduce Aggressive Driving Incidents and Tactically Enforce Speed II



*Blythe Area Officer Ray, ID #19409, conducts an enforcement stop on a speeding motorist on October 20, 2014.*

(RADIATES II) grant provided overtime hours to supplement the Department's speed and aggressive driving enforcement as well as public education efforts statewide. Funding for the RADIATES II grant was provided by OTS through NHTSA.

To reduce the number of speeding and aggressive drivers, the CHP developed a statewide operational plan which divided the RADIATES II grant into three components: (1) targeted statewide enforcement on state and federal roadway segments within CHP jurisdiction, (2) Division-selected roadway enforcement on state highways and county roads at Division and Area office commanders' discretion, and (3) traffic safety presentations.

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

### Targeted Statewide Enforcement

The targeted statewide enforcement component of the RADIATES II grant incorporated all state and federal roadway segments within CHP jurisdiction. To convey a strong visible presence across California, Division



commanders allocated overtime hours appropriately throughout CHP Area offices.

Additionally, the operational plan included three statewide overtime enforcement deployments on the following dates in 2014: March 14-18, June 13-17, and August 1-5. These enforcement deployments primarily focused on speeding and aggressive driving behaviors; however, all other PCFs, as well as occupant restraint and distracted driving violations, were strictly enforced.

Statistics from the 2011 SWITRS database reveal 90.8 percent of all speed-related traffic collisions occurred between 5:00 a.m. and 10:00 p.m. Accordingly, all targeted enforcement deployments occurred during these hours.

### ***Division/Area Selected Roadway Enforcement***

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

Objectives within the operational plan of the RADIATES II grant included deploying radar trailers a minimum of 400 times and conducting at least 100 speed enforcement operations in conjunction with radar trailers.

### ***Traffic Safety Presentations***

The RADIATES II operational plan required each CHP Division to conduct a highly publicized enforcement event on a problematic roadway. Additionally, each Area office was required to conduct presentations at appropriate venues regarding the dangers of speeding

**A total of 517 vehicle-mounted radar units were purchased through the RADIATES II grant in 2014.**

and aggressive driving throughout the grant period. Educational materials were developed and distributed throughout the year to further increase public awareness.

An objective within the operational plan of the RADIATES II grant was to conduct a minimum of 300 traffic safety presentations.

In addition to enforcement and public education activities, the RADIATES II grant provided additional funding for vehicle-mounted radar units. A total of 517 vehicle-mounted radar units were purchased through the RADIATES II grant in 2014 to replace aging equipment.

### ***Area-Wide Regional Traffic Safety Grants***

Using the most current statistical information from SWITRS, CHP transportation planners evaluated and ranked all 103 CHP Areas with the highest number of total traffic collision victims killed regardless of the PCF. Staff also ranked each county by fatal traffic collision victims within CHP jurisdiction. Additionally, a county mileage death rate was calculated for each CHP Area using annual vehicle miles traveled data.

After evaluating each Area, the CHP applied for and received funding for two Area-wide regional traffic safety grants. Funding for both projects was provided by a grant from the OTS, through NHTSA. Due to their many similarities, the two Area-wide regional traffic safety grants will be described jointly below.

The CHP El Centro and Fresno Area offices were ultimately selected for traffic safety projects due to the higher than average rates of victims killed and injured in traffic collisions as compared to other rural CHP Area jurisdictions. In both jurisdictions, unsafe speed was one of the top five PCFs between calendar years 2009 through 2011. From 2009-2011, speed was the second highest PCF in El Centro Area's jurisdiction and the top PCF in Fresno Area's jurisdiction.

Detailed operational plans established the method of operation and the policies applicable to carry out the activities of each grant program. Strategies included enhanced enforcement and an aggressive, bilingual education and awareness campaign which were directed toward local residents, out-of-town drivers, teens, and local businesses.

The grant objectives for the El Centro and Fresno Area offices included task force operations. Representatives of the task forces included CHP as well as the California Department of Transportation, the legislature, courts, probation departments, health departments, public interest associations, and other



organizations and individuals interested in improving traffic safety. The multijurisdictional task forces met quarterly in support of their respective grant projects.

Both grant projects supported the 2012 Commissioner's Vision directing CHP managers and supervisors to be proactive in their communities and participate in



*Capistrano Area Officer Miles, ID #12386, uses lidar for speed enforcement on State Route 74 on November 19, 2014.*

collective law enforcement efforts, such as regional task forces, to promote public and traffic safety. The focused high-collision grant project included enhanced enforcement and a regional public awareness and education campaign for all roadway users. These strategies were instrumental in saving lives and preventing injuries in traffic collisions.

### **Operational Plans and Follow-up**

To measure the success of the statewide and Area-wide regional traffic safety grants, the CHP established specific goals and objectives for reducing the number of victims killed and injured in traffic collisions caused by speeding and aggressive drivers. To accomplish this, the Department developed an operational plan for each of the grants. As outlined in the Department's 2014-2015 Strategic Plan, Area offices also developed specific action plans to achieve the goals and objectives of the grants.

Several follow-up measures were employed to ensure the statewide and local traffic safety corridor grants were implemented in accordance with departmental policy and the operational plans. To accomplish this, Area grant coordinators provided quarterly reports to their respective Divisions. Division offices compiled this data and provided quarterly reports to the CHP Enforcement and Planning Division. The quarterly

reports were then forwarded to CHP management and OTS. Upon completion of all three grants, final reports were submitted to CHP management and OTS.

### **Written Plans**

The provisional executive summaries of the RADIATES II statewide grant and the El Centro Area and Fresno Area-wide regional traffic safety grants are included with our Speeding Policy and Guidelines attachment.

### **Community-Oriented Policing**

To help address the speeding problems in the communities in which we serve, the CHP developed and maintains a community-oriented policing program to develop partnerships dedicated toward the resolution of traffic safety-related issues. It is the goal of the Department to engage the public, businesses, media, educational systems, local and tribal government, and other organizations to promote traffic safety, including speeding motorists within school zones and local neighborhoods. This approach increases direct communication and builds trust between the CHP and all segments of the community.

## **Training**

### **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 in speed enforcement is the pacing method. This method is accomplished by offsetting the patrol vehicle with a violator's vehicle and using the patrol vehicle's calibrated speedometer to determine its speed.

**In 2014, 220 newly graduated officers were trained on the technique of pacing.**

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 the indicated speed of the patrol vehicle is noted within the log. The logbook is kept in the vehicle for an officer to document any variance of speed when pacing a vehicle.

In 2014, 220 newly graduated officers were trained on the technique of pacing.



## Radar

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. Radar 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 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.

In 2014, a total of 168 officers received initial radar training.

Currently, all CHP primary enforcement vehicles are equipped with vehicle-mounted radar units. In addition, the Department has approximately 600 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.



*Santa Barbara Area Officer Smith, ID #12263, conducts a lidar class on September 4, 2014.*

## Lidar

In 2006, the Department deployed lidar devices to combat speeding motorists throughout the state. After radar certification, officers can receive lidar training consisting of eight hours of classroom instruction, followed by five visual estimations confirmed by the use of the lidar device. In 2014, a total of 255 officers received lidar training.

Currently, the Department has approximately 810 lidar units deployed throughout the state,

## Below 100 Program

In 2013, the CHP adopted the mission of the Below 100 national campaign, utilizing its five tenets: (1) recognize the benefits of wearing a seat belt while on duty, (2) recognize the benefits of wearing a ballistic vest and a reflective vest, (3) recognize the dangers of speed and distracted driving, (4) understand and apply the "What is Important Now" mindset, and (5) recognize and avoid the dangers of complacency.

Modeled after the national campaign, the CHP designed a Below 100 train-the-trainer program. To generate an emotional connection, the training was enhanced with newly developed videos filmed and edited by CHP audio-video staff. This approach and delivery has caused law enforcement throughout the state to recognize the need for improved safety procedures. In the short time CHP has been providing the training, over 6,500 CHP officers and more than 3,000 allied agency officers have been trained throughout the state.

The CHP's Below 100 training has had a substantial influence on CHP officers in the way they perceive the dangers of speed as they conduct their day-to-day operations. In addition, it has reduced liability and increased accountability for law enforcement as a whole throughout the state.

In addition to the training conducted for uniformed officers, the CHP developed a version of this program for nonuniformed personnel. The Department has trained over 500 CHP Headquarters nonuniformed personnel, and has implemented nonuniformed training throughout all field Divisions.

To reinforce the five tenets of the Below 100 Program, the CHP introduced the second phase of the program, "Peers, Tears, & Fears," during the second quarter of 2014.

The CHP recently gained California Peace Officers Standards and Training (POST) certification for the Below 100 training. The CHP also assisted the California Peace Officers Association (CPOA) in developing and implementing their Below 100 program which is POST certified, enabling officers to receive POST credit for attending the course. The CHP is currently working on curriculum and planning to implement a third year (2015) of teaching CPOA employees the Below 100 program.



### ***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.

The SROVT occurs every day during pre-shift briefings. A different, real-life 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.

In 2014, a total of seven SROVT scenarios relating to speed enforcement were used during statewide briefings.

## ***Public Information and Education***

### ***Statewide Grant-Related Public Information and Education Activities***

Public awareness activities for the speed-related RADIATES II grant included a statewide media release, several local media releases, traffic safety presentations, deployment of radar trailers, press releases, display of a freeway billboard, as well as educational materials and banners with a traffic safety message distributed at various community events statewide.

In 2014, the Department conducted 522 traffic safety presentations highlighting the dangers of speeding and aggressive driving. These presentations impacted



*Mojave Area Officer Dotson, ID #18897, conducts a traffic safety presentation on February 26, 2014.*

more than 68,000 people statewide and exceeded the RADIATES II operational plan objective of 300 presentations.

### ***Area-Wide Regional Traffic Safety Grant-Related Public Information and Education Activities***

The public awareness activities for the speed-related traffic safety grants in the El Centro and Fresno Area offices included press releases, traffic safety presentations, and educational materials distributed at community events.

In particular, El Centro Area facilitated traffic safety presentations and distributed pocket-sized emergency reference cards in both English and Spanish at high school and college career fairs, farmers' markets, car shows, shopping malls, senior centers, safety fairs, media interviews, teen driver safety training classes, and business safety training days in Imperial County.

The Fresno Area facilitated traffic safety presentations and distributed grant-funded educational materials at public events, such as the Fresno County Fair; California State University, Fresno basketball games; Fresno major league soccer games; schools; and other venues to promote public awareness.

In total, the El Centro Area facilitated 22 public events, impacting approximately 7,218 attendees; and the Fresno Area facilitated 27 public events, impacting approximately 38,330 attendees.

### ***Speed Trailers in Problem Zones***

Speed trailers allow motorists to be aware of their speed and are commonly placed within construction zones, maintenance zones, school zones, and residential areas. Speed trailers are portable and take little effort to set up, and the impact they provide is invaluable.

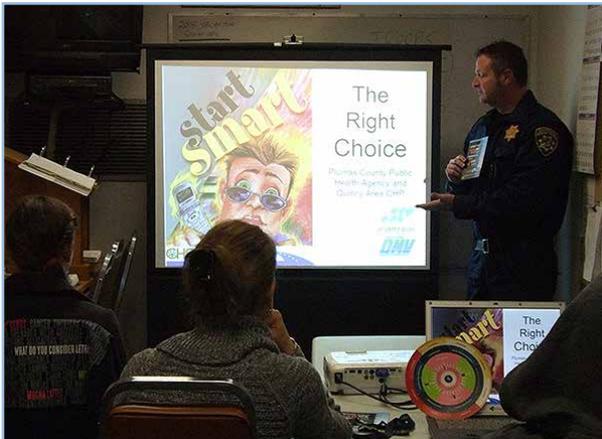
In 2014, the CHP deployed speed trailers and changeable message signs 1,013 times, exceeding objective of the RADIATES II grant of 400 deployments.

### ***Start Smart and Partnerships***

Teen drivers involved in a fatal collision are found at fault 66 percent of the time, yet teenage drivers represent only 4 percent of all licensed drivers in California. Nationally, vehicle collisions are the leading cause of death for drivers 15-20 years old. Research has shown that immaturity and inexperience are primary factors contributing to these collisions. In an effort to address this problem, the



CHP created the Start Smart Program with funding provided through an OTS grant. Since 2002, Start Smart classes have helped newly licensed and soon-to-be licensed teenage drivers understand the critical responsibilities of driving and that at-fault collisions are 100 percent preventable. The classes have also helped open dialog between law enforcement, teenage drivers, and parents/guardians.



*Quincy Area Officer Rood, ID #19993, discusses the dangers of speeding at a Start Smart class on December 3, 2014.*

Each Start Smart presentation addresses the dangers of speeding, laws regarding provisional driver licenses, common collision factors associated with young drivers, and driving tips that may reduce the possibility of being involved in an injury or fatal collision. Attendees hear testimonials from CHP officers who have investigated fatal traffic collisions involving teenagers and from parents who have lost a child in a traffic collision.

The CHP has formed many partnerships through the Start Smart Program, including several auto insurance companies which provide discounts to students attending Start Smart classes and schools which offer classroom space for the classes. Recently, several counties throughout the state have begun mandating attendance at a Start Smart presentation to juvenile traffic offenders and/or offering Start Smart attendance as an alternative to traditional traffic schools.

In 2014, the CHP conducted 1,067 Start Smart classes and 947 public education and awareness presentations, impacting 199,408 young drivers.

## ***Transportation Management Centers and Safety Messages***

Transportation Management Centers (TMC) are the control centers for California's urban freeway and highway systems and are operated in partnership between the CHP and the California Department of Transportation. Real-time traffic information is gathered 24/7 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.

Located throughout the state, TMCs operate changeable message signs along the freeways and highways. The signs provide helpful information, including road closures due to traffic collisions, inclement weather advisories, and traffic safety messages.

Four different speed-related safety messages were displayed 22 times throughout 2014 on changeable message signs statewide: "Slow for the Cone Zone," "Move Over or Slow for Workers - It's the Law," "Fines Increased in Work Zones - Slow Down," and "Workers Ahead – CHP on Patrol – Max Enforcement."

## ***Social Media — Facebook and Twitter***

According to a 2012 Pew Research Center survey, online and digital news consumption continues to increase, with many more people now getting news on cell phones, tablets, or other mobile platforms. To reach this audience, the CHP integrates social media, including Facebook and Twitter, into our marketing and communication strategy.

The CHP delivers many speed-related traffic safety messages throughout the year on our statewide Facebook page. Since 2012, when CHP first joined Facebook, our traffic safety posts have received nearly 106,000 "likes." In addition, all eight CHP Divisions and 34 Area offices have their own Facebook pages and deliver traffic safety messages specific to their jurisdictions.

Twitter is used 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 14,000 Twitter followers. Many of those followers forward CHP's traffic safety messages to friends and family, thereby allowing us to reach an even wider audience.



In 2014, the CHP routinely reminded Facebook and Twitter followers to drive at speeds that are safe for conditions.

## **Enforcement**

Traveling at speeds unsafe for conditions continues to be the number one cause of traffic collisions in California. For this reason, the CHP remains committed in our dedication to conduct proactive speed enforcement.

In 2014, CHP officers committed more than 313,665 hours of regular duty time, issuing 941,938 citations to speeding drivers.

### **Statewide Grant-Related Enforcement Statistics**

Due to enhanced enforcement efforts of the RADIATES II grant, officers dedicated nearly 25,000 grant-funded overtime hours toward speed enforcement, citing 18,565 drivers, of which 12,719 were for maximum speed violations and 962 were for unsafe speed violations. Additionally, CHP officers gave 3,350 verbal warnings to speeding motorists during the RADIATES II grant period.



*Fresno Area Officer Avila, ID #13780, conducts a speed enforcement stop on February 21, 2014.*

Citations issued for violations not speed related during RADIATES II grant activities included, but were not limited to, 452 for occupant restraints, 468 for stop signals, 161 for unsafe lane change, 124 for following too close, 58 for improper lane change, 116 for wrong side of road, 80 for improper passing, 13 for DUI, and 2 for reckless driving. Additionally, CHP officers provided 3,289 motorist and disabled vehicle services during the RADIATES II grant period.

Included within the operational plan of the RADIATES II grant was the goal to conduct at least 100 speed enforcement operations in conjunction with, and

downstream from, speed trailers. *Note:* Enforcement was only conducted after the motorist continued to speed after having the opportunity to observe the speed trailer and slow to the posted speed limit or less.

Result: Accomplished. A total of 310 speed enforcement operations, in conjunction with the use of radar trailers, were conducted.

### **Area-Wide Regional Traffic Safety Grant-Related Enforcement Statistics**

Included within the operational plan of the El Centro Area traffic safety corridor grant was the objective to conduct a minimum of 30 special enforcement operations within each region.

Result: Accomplished. El Centro Area conducted a total of 184 special enforcement operations resulting in 1,230 citations, 461 verbal warnings, 8 miscellaneous arrests, 23 DUI arrests, 40 field sobriety tests, 22 vehicles impounded, and 70 motorist assists.

Included within the operational plan of the Fresno Area traffic safety corridor grant was the objective to conduct a minimum of 30 enforcement operations within each region.

Result: Accomplished. The CHP Fresno Area conducted 497 special enforcement patrols resulting in 3,383 citations, 328 verbal warnings, 20 miscellaneous arrests, 13 DUI arrests, 31 field sobriety tests, 105 vehicles impounded, and 126 motorist assists.

To maximize the effectiveness of the grants, CHP El Centro and Fresno Areas deployed officers to specified locations for enhanced enforcement during peak hours when statistics indicated a high number of collisions.

### **Special Enforcement — Maximum Enforcement Periods**

In addition to our daily enforcement efforts, each Area office participates in Maximum Enforcement Periods (MEP) during holidays. During MEPs, field commands are required to deploy the maximum number of available uniformed personnel to address PCF violations (including speed), 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.

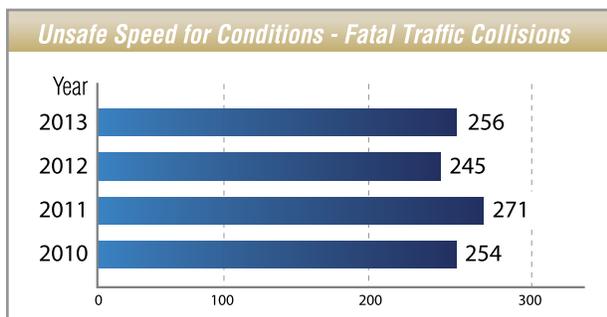


In 2014, CHP officers cited 26,320 speeding drivers during the Independence Day and Christmas MEPS.

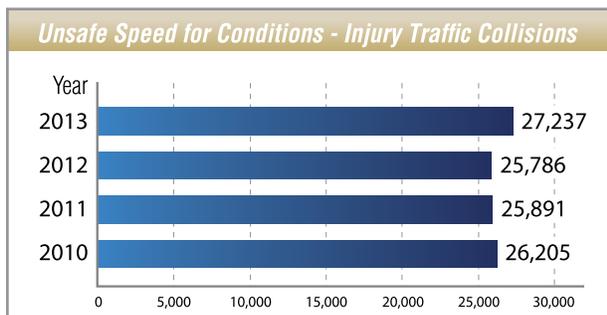
## Outcomes

The ultimate goal of all members of the CHP, uniformed and nonuniformed, is saving lives. We are proud of our employees for their efforts in reducing the total number of fatal and property damage only traffic collisions caused by speeding motorists. Through training, public education, and strict enforcement efforts, in 2013, the total number of victims killed in speed-related traffic collisions has decreased by 2.14 compared to the previous three-year average.

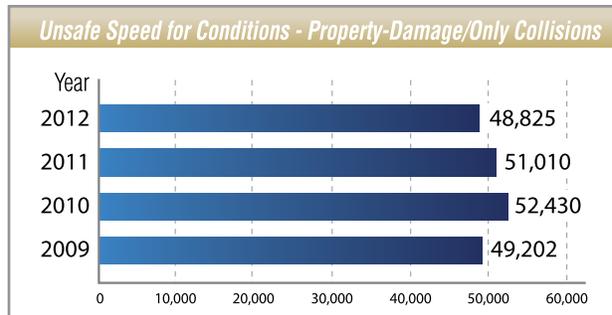
This is promising news, but our work is not done. The CHP will continue to support innovative policies and programs that will further reduce and prevent fatalities and injuries while remaining committed to the safety of all roadway users.



In 2013, the number of fatal traffic collisions due to unsafe speed for conditions decreased by .39 percent when compared to the previous three-year average.



In 2013, the number of injury traffic collisions due to unsafe speed for conditions increased by 4.92 percent when compared to the previous three-year average.



In 2012, the number of property-damage-only (PDO) traffic collisions due to unsafe speed for conditions decreased by 4.04 percent when compared to the previous three-year average.

### Statewide Grant-Related Outcomes

The RADIATES II grant was a 12-month traffic safety grant project coordinated and implemented by all eight CHP field Divisions throughout the state. The grant provided funding for deployment of uniformed officers on overtime for enhanced enforcement of traffic laws, focusing particularly upon speed, improper turning, and driving on the wrong side of the road. In addition to the public awareness campaign, radar trailers were deployed, many in conjunction with speed enforcement operations. The campaign included the issuance of media releases, completion of traffic safety presentations, display of a freeway billboard, and the distribution of educational materials including banners with a traffic safety message.

### Area-Wide Traffic Safety Grant-Related Outcomes

#### EL CENTRO AREA

According to provisional statistics compiled by the El Centro Area office, grant-funded activities resulted in an improvement in injury collision statistics; however, fatal collision victims continued to rise. Since official SWITRS data is not available, the following provisional data was provided by the El Centro Area office: the total number of victims killed in traffic collisions increased 140 percent, and the total number of victims injured in traffic collisions decreased 32 percent. The CHP El Centro Area task force members overwhelmingly voted to continue meeting and collaborating on strategies to reduce the number of victims killed and injured in reportable traffic collisions. The CHP is utilizing other grants and existing resources to continue enhanced enforcement. Personnel from the CHP El Centro Area office remain committed to continuing their aggressive enforcement and public education campaigns.



## FRESNO AREA

According to provisional statistics compiled by the Fresno Area, grant-funded activities resulted in an improvement in injury collision statistics; however, fatal collision victims continued to rise. Since official SWITRS data is not available, the following provisional data was provided by the Fresno Area office: total number of victims killed in traffic collisions increased 48 percent, and the total number of victims injured in traffic collisions decreased 29 percent. The CHP Fresno Area will continue to submit traffic safety proposals to address traffic safety problems in Fresno County. The task force members will continue meeting and collaborating on strategies to reduce the number of victims killed and injured in reportable traffic collisions. The CHP is utilizing other grants and existing resources to continue enhanced enforcement. Personnel from the CHP Fresno Area office remain committed to continuing their aggressive enforcement and public education campaigns.

### Follow-up

The CHP routinely monitors the performance and progress of each grant to ensure its success. To accomplish this, Area office commanders meet at least bimonthly with the next level of command (Division) to prepare quarterly progress reports for their respective Division commanders. This information was provided to CHP management to discuss the progress toward achieving the goals and objectives of each operational plan and to review trends or other factors indicating a need to reassess the direction of the grant. Part of this ongoing review process is the analysis of collision trends and other relevant data to refine grant-related strategies and performance measures.

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

### Societal and Economic Benefit

On June 13, 2014, the United States (U.S.) Department of Transportation, Office of Assistant Secretary for Transportation Policy, released its report, "Guidance on Treatment of the Economic Value of a Statistical Life in U.S. Department of Transportation Analyses," increasing the cost of one traffic collision fatality from

\$9.1 million to \$9.2 million. For injury collisions, the economic cost ranges from \$27,600 to \$5,455,600 per injured victim, depending on the severity of the injury. Accordingly, any reduction in reportable collisions provides societal and economic benefit.

### Awards and Recognition

The CHP is committed to providing the highest level of Safety, Service, and Security to the people of California. To inspire excellence in our uniformed and nonuniformed employees, the CHP recognizes exemplary performance at all levels through our internal and external awards programs. 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 speed enforcement and education. Area office commanders

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| <p style="text-align: center;"><b>California Highway Patrol</b><br/>COMMANDER'S<br/><b>CERTIFICATE OF COMMENDATION</b></p> <p style="text-align: center;">Awarded to<br/><b>Officer Rob Whitney, #13492</b></p> <p style="text-align: center;">In recognition of exceptional performance</p> <p><small>You have aggressively enforced California's speed law throughout the year and played a significant role in our effort to reduce speed violations in Kings County. Thanks to your hard work and focus, you issued 915 citations for speeding, year-to-date, in 2014. Enforcement of speed violations is among the Department's highest priorities, and your performance has been instrumental in the Area's effort to achieve Strategic Plan goals. You are hereby commended for outstanding dedication and commitment to the Mission of the Department. Please accept my personal thanks and congratulations for your exceptional effort!</small></p> <p style="text-align: center;">Presented at <u>Hanford Area</u> on <u>December 12, 2014</u></p> <p style="text-align: right;"><br/>Commander</p> <p><small>CHP 133E (Rev 6-03) 01/03</small></p> <p><i>Hanford Area Officer Rob Whitney, #13492, received a commendation on December 12, 2014, for his speed enforcement efforts.</i></p> |
|---|

and shift supervisors routinely commend these efforts, reinforcing the mission of this Department. Forms such as the CHP 100, Officer's Evaluation/Activity Summary; CHP 2, Incident Report; and CHP 123E, Commander's Certificate of Commendation, provide avenues of recognition for exemplary traffic safety efforts.



# Speed Awareness *Policy & Guidelines*



**2014 NATIONAL LAW ENFORCEMENT CHALLENGE**

# Policy & Guidelines

## 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



# Policy & Guidelines

**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.

**b. Pacing From the Front.**

(2) When a patrol vehicle is operated at the speed limit and a violator overtakes it from the rear, the violator may be cited for an estimated speed in excess of the applicable speed limit.

**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 & Guidelines

**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 & Guidelines

## 2014-2015 STRATEGIC PLAN

*"Safety, Service, and Security"*



### GOAL 1 – Prevent the Loss of Life, Injuries, and Property Damage.

*To reduce collisions that cause the loss of life, personal injury, and property damage resulting from traffic collisions through enforcement, education, engineering, and emergency medical services.*

*Strategy 1.1 — Focus on enforcement of PCFs and occupant restraint through visible, proactive patrol utilizing proper deployment of resources, and public education.*

#### *Performance Measures 1.1*

- The number of fatal, injury, and property damage only (PDO) collisions.
- The number of unrestrained fatal victims.
- The number of truck-at-fault collisions (fatal, injury, and PDO).
- The number of truck-involved collisions (fatal, injury, and PDO).
- The number of motorcycle collisions (fatal, injury, and PDO).
- The number of speed PCF collisions (fatal, injury, and PDO).
- The number of DUI PCF collisions (fatal, injury, and PDO).
- As a gauge of overall effectiveness, enforcement citation numbers for **speed, DUI, and occupant restraint** will be reported.
- At the conclusion of the Strategic Plan 2015, the performance metrics will be compared to the average of the previous Strategic Plan (2005—2010) and the Department will seek a statewide reduction of 5 percent during the life of the Strategic Plan through 2015.

#### *Action Guidelines/Suggestions 1.1*

- ✓ Identify and address Area specific collision information (e.g., DUI, speed, unrestrained fatal victims, motorcycle, truck-involved, and truck-at-fault collisions). Each Area shall analyze their individual collision statistics to identify specific trends to employ departmental enforcement or education programs.
- ✓ Joint traffic enforcement with allied agencies.
- ✓ Deployment assessments/adjustments.
- ✓ Divisions shall be aware and attend meetings with major traffic stakeholders (e.g., Caltrans) during road construction engineering projects within their respective Areas.

*Strategy 1.2 — Increase compliance with cellular telephone and texting while driving laws.*

#### *Performance Measures 1.2*

- The number of distracted driving education programs conducted.
- All Areas (except Commercial Vehicle Enforcement Facilities) are responsible for conducting at least two distracted driving surveys within their jurisdiction per quarter. A baseline was established in 2011. The Department will compare 2014 distracted driving statistics with the baseline established in 2011.
- As a gauge of overall effectiveness, enforcement citation numbers for **cellular telephone and texting while driving** (California Vehicle Code [CVC] Sections 23123[a], 23124[a], and 23123.5) will be reported.



# Policy & Guidelines

## REDUCE AGGRESSIVE DRIVING INCIDENTS AND TACTICALLY ENFORCE SPEED II GRANT PROVISIONAL EXECUTIVE SUMMARY

### PROVISIONAL EXECUTIVE SUMMARY

CALIFORNIA

This grant is a part of the California Traffic Safety Program and was made possible through the support of the California Office of Traffic Safety (OTS) and the National Highway Traffic Safety Administration (NHTSA).

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the California State Transportation Agency, or NHTSA.

### **Reduce Aggressive Driving Incidents and Tactically Enforce Speed II**

|                         |                |                                    |                               |
|-------------------------|----------------|------------------------------------|-------------------------------|
| <b>Grant Number:</b>    | PT1488         | <b>Program Area(s):</b>            | Police and Traffic Services   |
| <b>Fund Source:</b>     | 402PT          | <b>Jurisdiction Type:</b>          | Statewide                     |
| <b>Funds Allocated:</b> | \$4,000,000    | <b>Jurisdiction Size:</b>          | Approximately 38 million      |
| <b>Funds Expended:</b>  | \$3,717,948.25 | <b>Office of Primary Interest:</b> | Research and Planning Section |

### PROBLEM IDENTIFICATION

Speeding motorists continue to be a major concern for the California Highway Patrol (CHP). Despite the CHP's strenuous enforcement efforts, excessive speed consistently causes a large share of the fatal and injury collisions annually. In federal fiscal year (FFY) 2011, within CHP jurisdiction, there were a total of 62,995 fatal and injury collisions, of which 26,603 indicated speed as the primary collision factor (PCF). Of the 26,603 speed-PCF collisions, 276 were fatal and 26,327 were injury, resulting in 310 victims killed and 38,726 victims injured.

The National Highway Traffic Safety Administration defines aggressive driving as "when individuals commit 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. Such additional violations may include following too closely, passing without sufficient clearance, improper lane changes, driving on the wrong side of the road, improper turning movements, and driving in violation of cell phone and texting laws.

### GOALS AND OBJECTIVES

**It is important to note, data for the Program Operations Phase of this grant will not be finalized until approximately May 2016.**

#### Goals

- To reduce the number of fatal and injury traffic collisions where speed is the primary collision factor (PCF) within CHP jurisdiction by 5 percent from the federal fiscal year (FFY) 2011 baseline total of 26,576 to 25,247.**

**Result: Unknown. Data Unavailable.** Finalized collision data is not yet available for the entire Program Operations Phase.

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# Policy & Guidelines

## REDUCE AGGRESSIVE DRIVING INCIDENTS AND TACTICALLY ENFORCE SPEED II GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

2. To reduce the number of killed and injured victims of speed-PCF traffic collisions within CHP jurisdiction by 5 percent from the FFY 2011 baseline total of 38,994 to 37,044.  
**Result: Unknown. Data Unavailable.** (See Goal 1.)
3. To reduce the number of fatal and injury improper turning-PCF traffic collisions within CHP jurisdiction by 5 percent from the FFY 2011 baseline total of 13,303 to 12,638.  
**Result: Unknown. Data Unavailable.** (See Goal 1.)
4. To reduce the number of killed and injured victims of improper turning-PCF traffic collisions within CHP jurisdiction by 5 percent from the FFY 2011 baseline total of 18,154 to 17,246.  
**Result: Unknown. Data Unavailable.** (See Goal 1.)
5. To reduce the number of fatal and injury driving on the wrong side of the road-PCF traffic collisions within CHP jurisdiction by 5 percent from the FFY 2011 baseline total of 1,529 to 1,453.  
**Result: Unknown. Data Unavailable.** (See Goal 1.)
6. To reduce the number of killed and injured victims of driving on the wrong side of road-PCF traffic collisions within CHP jurisdiction by 5 percent from the FFY 2011 baseline total of 2,328 to 2,212.  
**Result: Unknown. Data Unavailable.** (See Goal 1.)

### Objectives

1. To develop and issue a written “Operational Plan” to establish the method of operation and the policies applicable to carry out the activities of the grant program by November 15.  
**Result: Accomplished.** The Operational Plan was developed and distributed to each CHP Division on October 17, 2013. Each of the CHP Divisions developed an operational plan assigning overtime and scheduling a highly publicized event.
2. To deploy radar trailers a minimum of 400 times.  
**Result: Accomplished.** Radar trailers were deployed a total of 1,013 times.
3. To develop and/or requisition educational materials by December 31 for distribution at appropriate venues.  
**Result: Accomplished.** Educational foam boards and banners were developed by CHP staff prior to December 31. With OTS approval on January 23, 2014, 108 educational foam boards were purchased and distributed to Division and Area offices. With OTS approval on



# Policy & Guidelines

## REDUCE AGGRESSIVE DRIVING INCIDENTS AND TACTICALLY ENFORCE SPEED II GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

July 30, 2014, 60 banners were purchased for statewide distribution in problematic areas such as school zones within CHP jurisdiction.

4. **To conduct at least 100 speed enforcement operations in conjunction with, and downstream from, the radar trailers. Note: The enforcement must be conducted after the motorist has the opportunity to observe the radar trailer and slow to the speed limit or less.**

**Result: Accomplished.** A total of 310 speed enforcement operations, in conjunction with radar trailers, were conducted.

5. **To conduct a minimum of 300 traffic safety presentations at appropriate venues.**

**Result: Accomplished.** A total of 522 traffic safety presentations, impacting 68,046 people were conducted.

6. **To develop and/or distribute 1 public service announcement (PSA) billboard.**

**Result: Accomplished.** The billboard for the PSA was displayed during July 2014. Although the billboard was contractually funded for only 30 days, the vendor kept the CHP sign posted during the month of August 2014 free of charge until it was replaced.

7. **To use on all videos, radio PSAs, television PSAs, etc., “a message from the California Highway Patrol (or just ‘CHP’) and the California Office of Traffic Safety.”**

**Result: Accomplished.** The media campaign contained the required language.

8. **To describe and assess separately the effectiveness of “paid and donated” TV/radio airtime messages by providing:**

- a. **Number of public service announcements produced.**
- b. **Subject of each announcement.**
- c. **Number of airings for each announcement.**
- d. **Total size of audience reached.**
- e. **Total cost or donated value.**
- f. **Conduct evaluation surveys as appropriate.**

**Result: Not Applicable for this reporting period.** TV/radio airtime was not purchased during the grant cycle.

9. **To describe and assess separately the effectiveness of “paid and donated” printed messages by providing:**

- a. **Number of messages produced.** One message was produced.
- b. **Subject of each message.** The subject was a traffic safety message.
- c. **Number of printings for each message.** Two 14 foot x 48 foot billboards were displayed in the Fresno area along north and southbound State Route 99.
- d. **Total size of audience reached.** 1,795,812 people were reached in the month of July.
- e. **Total cost or donated value.** The total cost was \$9,630.00.
- f. **Conduct evaluation surveys as appropriate.** Evaluation surveys were not applicable for this type of PSA.

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# Policy & Guidelines

## REDUCE AGGRESSIVE DRIVING INCIDENTS AND TACTICALLY ENFORCE SPEED II GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

**Result: Accomplished.** A PSA billboard was developed during the grant and displayed for a 30-day period in July.

- 10. To electronic mail (e-mail), through Grants Management Unit (GMU), the Office of Traffic Safety (OTS) Public Information Officer (PIO) at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copy the OTS Coordinator, at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has enough notice to arrange for attendance and/or participation in the event.**

**Result: Accomplished.** All CHP Divisions had media events preapproved by OTS.

- 11. To submit, through GMU, a draft or rough cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copy the OTS Coordinator, for approval 14 days prior to the production or duplication of the material.**

**Result: Accomplished.** Artwork for the banner and educational foam boards was submitted to OTS and approved prior to production.

- 12. To use the following standard language in all press, media, and printed materials: "Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration."**

**Result: Accomplished.** The required language was included in all media releases during the grant cycle.

### STRATEGIES AND ACTIVITIES

Grant strategies involved use of targeted enhanced enforcement incorporating all state/federal roadway segments statewide within CHP jurisdiction and Division-selected roadway enhanced enforcement on state highways and county roads at the Division and Area commanders' discretion. Additionally, each of the 8 Divisions conducted at least 1 highly publicized event; 1 Division conducted 3. Public education and awareness campaign activities included a statewide kickoff media release, traffic safety presentations, and highly publicized events.

### MAJOR GOAL AND OBJECTIVE RESULTS

Of the grant's 12 objectives, 11 were accomplished and 1 was not applicable.

Since finalized collision data for the entire Program Operations Phase is still unavailable, results are not yet known. Nevertheless, grant coordinators in Research and Planning Section conducted all planned activities and successfully implemented the statewide grant project addressing the problems where

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# Policy & Guidelines

## REDUCE AGGRESSIVE DRIVING INCIDENTS AND TACTICALLY ENFORCE SPEED II GRANT PROVISIONAL EXECUTIVE SUMMARY (CONTINUED)

speed, improper turning, and driving on the wrong side of the road were the PCFs. Upon the availability of official collision data for the entire Program Operations Phase, this Provisional Executive Summary will be updated, forwarded through channels to Executive Management for approval, and provided to OTS.



# Policy & Guidelines

## FOCUSED HIGH-COLLISION REDUCTION GRANT PROVISIONAL EXECUTIVE SUMMARY (EL CENTRO AREA)

State of California • Office of Traffic Safety  
EXECUTIVE SUMMARY  
OTS-31 (Rev. 8/14)

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### PROVISIONAL EXECUTIVE SUMMARY

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This Grant is a part of the California Traffic Safety Program and was made possible through the support of the California Office of Traffic Safety, and the National Highway Traffic Safety Administration.

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of California or the National Highway Traffic Safety Administration.

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|---|--|
| <b>AGENCY NAME:</b><br>California Highway Patrol        | <b>GRANT NUMBER:</b><br>PT1498   |
| <b>GRANT TITLE:</b><br>Focused High-Collision Reduction |  |
| <b>TOTAL GRANT AMOUNT:</b><br>\$400,000.00              | <b>TOTAL AMOUNT EXPENDED:</b><br>\$386,739.49 (Through 9/30/14 claim)        |
| <b>GRANT CONTACT NAME:</b><br>Latwan Heuang             | <b>GRANT CONTACT TITLE:</b><br>Associate Governmental Program Analyst        |
| <b>TELEPHONE:</b><br>(916) 843-3395                     | <b>E-MAIL:</b><br><a href="mailto:lheuang@chp.ca.gov">lheuang@chp.ca.gov</a> |

#### **REGION 2: EL CENTRO**

The California Highway Patrol (CHP) El Centro Area is responsible for patrolling 1,414.1 square miles of jurisdictional state highways and unincorporated county roadways in Imperial County. Interstate (I) 8 and State Route (SR) 7, SR-78, SR-86, SR-98, SR-111, and SR-115, are a combination of agricultural, rural, desert, and vast county roadways which are heavily traveled by both local residents and significant transient traffic. The jurisdiction is bordered by the Mexican Border to the south; Yuma, Arizona to the east; San Diego County to the west; and Riverside County to the north. During November through March, Imperial County experiences a significant increase in motor vehicle traffic traveling to sand dune recreational areas (i.e., Glamis, Ocotillo, Buttercup).

Retirees and vacationers also flock to the community during the fall and winter months to enjoy the moderate and dry climate the area has to offer. Another heavily traveled area is Mexicali, Mexico, where approximately 20,000 people cross the border daily from Mexico and enter the United States through 2 ports of entry. For calendar years 2009-2011, the top 5 primary collision factors (PCF) for the CHP El Centro Area were: 1) improper turning; 2) unsafe speed; 3) automobile right-of-way; 4) driving or bicycling under influence of alcohol or drugs; and 5) traffic signals and signs.



# Policy & Guidelines

## FOCUSED HIGH-COLLISION REDUCTION GRANT PROVISIONAL EXECUTIVE SUMMARY (EL CENTRO AREA) (CONTINUED)

State of California • Office of Traffic Safety  
EXECUTIVE SUMMARY  
OTS-31 (Rev. 8/14)

### RESULTS

Of the grant's 15 objectives, 14 were accomplished on schedule and one (#13) was not applicable.

Since finalized collision data for the entire Program Operations Phase is unavailable, results are not yet known. Nevertheless, grant coordinators in Research and Planning Section (RPS) and CHP El Centro Area conducted all planned activities and successfully implemented the grant project to address the problem of victims killed and injured in reportable traffic collisions. Upon the availability of official collision data for the entire Program Operations Phase, this Provisional Executive Summary will be updated, forwarded through channels to Executive Management for approval, and then provided to the Office of Traffic Safety (OTS).

### GOALS AND OBJECTIVES

#### Goals

1. **To reduce the number of victims killed in traffic collisions within the CHP El Centro Area from the FFY 2011 baseline total of 15 to 14.**

**Result: Unknown. Final Data Unavailable.** Since official Statewide Integrated Traffic Records System (SWITRS) data are unavailable, provisional Area Information System (AIS) data are provided. Provisional statistics compiled by the CHP El Centro Area staff from October 1, 2013, through September 30, 2014, reflected 36 victims killed in traffic collisions. This is a 140 percent increase from the baseline total of 15, suggesting this goal was not accomplished.

2. **To reduce the number of victims injured in traffic collisions within the CHP El Centro Area by 5 percent from the FFY 2011 baseline total of 510 to 485.**

**Result: Unknown. Final Data Unavailable.** Since official SWITRS data are unavailable, provisional AIS data are provided. Provisional statistics compiled by the CHP El Centro Area staff from October 1, 2013, through September 30, 2014, reflected 348 victims injured in traffic collisions. This is a 32 percent decrease from the baseline total of 510, suggesting this goal may be accomplished.



# Policy & Guidelines

## FOCUSED HIGH-COLLISION REDUCTION GRANT PROVISIONAL EXECUTIVE SUMMARY (EL CENTRO AREA) (CONTINUED)

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### Objectives

1. **To develop and issue a written Operational Plan to establish the method of operation and the policies applicable to carry out the activities of the grant program by November 15.**

**Result: Accomplished.** The Operational Plan was provided to the CHP El Centro Area on August 13, 2013.

2. **To issue a media release announcing the grant's kickoff by December 15. Statewide media releases shall be prepared by the Office of Community Outreach and Media Relations (COMR). The checklist shall be submitted to the Office of COMR at least 45 days prior to release date to ensure sufficient time is given for review.**

**Result: Accomplished.** The CHP El Centro Area issued its media release announcing the kickoff of its regional project on September 27, 2013.

3. **To conduct a strategic planning meeting with participating commands to discuss goals, objectives, and operations by November 30.**

**Result: Accomplished.** The RPS Corridor Safety Program Unit (CSPU) grant coordinators conducted a strategic planning meeting with the CHP El Centro Area staff on August 13, 2013, to discuss goals, objectives, and operations.

4. **To identify task force members and conduct the initial task force meeting for each region by December 31.**

**Result: Accomplished.** Task force members were identified by the CHP El Centro Area and submitted to the RPS CSPU grant coordinator on November 1, 2013. Task force members included representatives from the United States (U. S.) Congress; California State Senate; California State Assembly; Consulate of Mexico; U. S. Naval Air Facility, El Centro; California Department of Transportation, District 11; Imperial County District Attorney's Office; Imperial County Sheriff's Department; Mothers Against Drunk Driving (MADD), San Diego; Brawley, Calexico, Calipatria, El Centro and Westmoreland Police Departments; and private citizens of the Imperial Valley. The initial task force meeting was held on November 20, 2013.



# Policy & Guidelines

## FOCUSED HIGH-COLLISION REDUCTION GRANT PROVISIONAL EXECUTIVE SUMMARY (EL CENTRO AREA) (CONTINUED)

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5. **To confirm with the task force the established grant goals for each region by December 31.**

**Result: Accomplished.** Captain Kari Clark, CHP El Centro Area, confirmed the pre-established Region 2 goals during the first task force meeting held on November 20, 2013.

6. **To identify through the task force at least 4 factors (including conditions and behaviors) negatively impacting traffic safety in the respective region, and to identify potential short-and/or long-term solutions for each factor by December 31.**

**Result: Accomplished.** On November 20, 2013, the task force identified 8 factors (including conditions and behaviors) negatively impacting traffic safety for Region 2 and identified potential short- and/or long-term solutions for each factor. The identified solutions were implemented on November 20, 2013.

7. **To develop and/or requisition educational materials by December 31 for distribution at appropriate venues.**

**Result: Accomplished.** Educational materials were developed and distributed by the CHP El Centro Area at appropriate venues in support of the public awareness campaign. Officer Germán Lazarin, CHP El Centro Area Public Information Officer, arranged for grant-funded educational materials to be distributed at U. S. Border Patrol checkpoints in Imperial County.

8. **To provide the Office of Traffic Safety (OTS) with the required documentation of local support for each region by January 31.**

**Result: Accomplished.** Letters of support for the Region 2 grant project were received from California State Senator Ben Hueso, District 40; and Mr. Steve Lykins, MADD's San Diego Executive Director.

9. **To conduct a minimum of 1 task force meeting for each region within each quarter of the grant.**

**Result: Accomplished.** The task force convened for their meetings on November 20, 2013; March 12, 2014; June 18, 2014; and August 13, 2014, in support of the grant projects.



# Policy & Guidelines

## FOCUSED HIGH-COLLISION REDUCTION GRANT PROVISIONAL EXECUTIVE SUMMARY (EL CENTRO AREA) (CONTINUED)

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**10. To implement a minimum of 2 potential solutions per region.**

**Result: Accomplished.** From October 1, 2013, through September 30, 2014, the CHP El Centro Area conducted enhanced enforcement patrols and implemented a regional public awareness campaign. The events provided the opportunity for CHP officers to discuss and distribute grant-funded educational materials throughout Imperial County. The RPS CSPU grant coordinator developed and distributed a Safety Action Plan at the 2014 task force meetings. During the meetings, additional solutions were discussed and implemented by partnerships with allied agencies.

**11. To conduct a minimum of 30 enforcement operations within each region.**

**Result: Accomplished.** The CHP El Centro Area conducted 184 roving enhanced law enforcement patrols resulting in 23 driving under the influence (DUI) arrests, 8 miscellaneous arrests, 40 field sobriety tests, 22 vehicles impounded, 70 motorist assists, 461 verbal warnings, and 1,230 citations.

**12. To conduct a minimum of 12 local traffic safety presentations for each region at appropriate venues.**

**Result: Accomplished.** The CHP El Centro Area facilitated 22 public events to approximately 7,218 attendees in Imperial County. Traffic safety presentations were conducted at appropriate venues and Officer Lazarin distributed educational materials (anti-DUI posters, brochures, and pocket-size emergency reference cards) in English and Spanish at public events, high school and college career fairs, car shows, hospitals, local shopping malls, senior centers, safety fairs, service clubs, media interviews, the U. S. Naval Air Facility stationed in El Centro, teen driver safety training classes, and local business safety training days in Imperial County.

**13. To send electronic mail (e-mail) through the Grants Management Unit (GMU), to the OTS Public Information Officer (PIO) at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copy the OTS Coordinator, at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has enough notice to arrange for attendance and/or participation in the event.**

**Result: Not Applicable.** No significant grant-related traffic safety events or programs occurred during this grant cycle.

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# Policy & Guidelines

## FOCUSED HIGH-COLLISION REDUCTION GRANT PROVISIONAL EXECUTIVE SUMMARY (EL CENTRO AREA) (CONTINUED)

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- 14. To submit, through GMU, a draft or rough cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copy the OTS Coordinator, for approval 14 days prior to the production or duplication of the material.**

**Result: Accomplished.** The Department submitted artwork drafts of posters, informational cards, and brochures through GMU, to OTS for approval. All were approved by OTS and distributed at appropriate venues in support of the regional campaigns.

- 15. To use the following standard language in all press, media, and printed materials: “Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.”**

**Result: Accomplished.** The Department used the standard language in all press, media, and printed materials.

**PREPARED BY:**

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# Policy & Guidelines

## FOCUSED HIGH-COLLISION REDUCTION GRANT PROVISIONAL EXECUTIVE SUMMARY (FRESNO AREA)

State of California • Office of Traffic Safety  
EXECUTIVE SUMMARY  
OTS-31 (Rev. 8/14)

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### PROVISIONAL EXECUTIVE SUMMARY

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This Grant is a part of the California Traffic Safety Program and was made possible through the support of the California Office of Traffic Safety, and the National Highway Traffic Safety Administration.

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of California or the National Highway Traffic Safety Administration.

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|---|--|
| <b>AGENCY NAME:</b><br>California Highway Patrol        | <b>GRANT NUMBER:</b><br>PT1498   |
| <b>GRANT TITLE:</b><br>Focused High-Collision Reduction |  |
| <b>TOTAL GRANT AMOUNT:</b><br>\$400,000.00              | <b>TOTAL AMOUNT EXPENDED:</b><br>\$386,739.49 (Through 9/30/14 claim)        |
| <b>GRANT CONTACT NAME:</b><br>Latwan Heuang             | <b>GRANT CONTACT TITLE:</b><br>Associate Governmental Program Analyst        |
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#### **REGION 1: FRESNO**

The California Highway Patrol (CHP) Fresno Area is responsible for patrolling 5,403.9 square miles which include State Route (SR) 41, SR-43, SR-63, SR-99, SR-145, SR-168, SR-180, SR-245, and unincorporated roadways in Fresno County. In 2012, Fresno's population was 509,039 and was the 5th largest inland city in California and the 34th largest in the nation. Fresno is also centrally located in the San Joaquin Valley, just 60 miles south of Yosemite National Park, 40 miles from Sierra National Forest, 60 miles from Kings Canyon National Park, and 75 miles from Sequoia National Park. Fresno sits at the junction of SR-41 and SR-99, which is a major gateway for Yosemite National Park visitors coming from Southern California. Fresno also serves as an entrance into the Sierra National Forest via SR-168, and the Sequoia and Kings Canyon National Parks via SR-180.

Fresno County was ranked third for fatal traffic collisions occurring within CHP Areas. Fresno County has been the focus of existing educational and enforcement efforts by the CHP Fresno Area to reduce the number and frequency of fatal and injury collisions. Eighty-five percent of the collisions in CHP Fresno Area from 2009 to 2012, included one of the following: driving under the influence (DUI), unsafe speed, and unsafe turning movement. For calendar years 2009-2011, the top 5 primary collision factors (PCF) for the CHP Fresno Area were: 1) unsafe speed; 2) improper turning; 3) automobile right-of-way; 4) driving or bicycling under influence of alcohol or drugs; and 5) traffic signals and signs.



# Policy & Guidelines

## FOCUSED HIGH-COLLISION REDUCTION GRANT PROVISIONAL EXECUTIVE SUMMARY (FRESNO AREA) (CONTINUED)

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OTS-31 (Rev. 8/14)

### RESULTS

Of the grant's 15 objectives, 14 were accomplished on schedule and one (#13) was not applicable.

Since finalized collision data for the entire Program Operations Phase is unavailable, results are not yet known. Nevertheless, grant coordinators in Research and Planning Section (RPS) and CHP Fresno Area conducted all planned activities and successfully implemented the grant project to address the problem of victims killed and injured in reportable traffic collisions. Upon the availability of official collision data for the entire Program Operations Phase, this Provisional Executive Summary will be updated, forwarded through channels to Executive Management for approval, and then provided to the Office of Traffic Safety (OTS).

### GOALS AND OBJECTIVES

#### Goals

1. **To reduce the number of victims killed in traffic collisions within the California Highway Patrol (CHP) Fresno Area from the federal fiscal year (FFY) 2011 baseline total of 64 to 61.**

**Result: Unknown. Final Data Unavailable.** Since official Statewide Integrated Traffic Records System (SWITRS) data are unavailable, provisional Area Information System (AIS) data are provided. Provisional statistics compiled by the CHP Fresno Area staff from October 1, 2013, through September 30, 2014, reflected 95 victims killed in traffic collisions within the CHP Fresno Area. This is a 48 percent increase from the baseline total of 64, suggesting this goal was not accomplished.

2. **To reduce the number of victims injured in traffic collisions within the CHP Fresno Area by 5 percent from the FFY 2011 baseline total of 2,853 to 2,710.**

**Result: Unknown. Final Data Unavailable.** Since official SWITRS data are unavailable, provisional AIS data are provided. Provisional statistics compiled by the CHP Fresno Area staff from October 1, 2013, through September 30, 2014, reflected 2,013 victims injured in traffic collisions within the CHP Fresno Area. This is a 29 percent decrease from the baseline total of 2,853, suggesting this goal may be accomplished.



# Policy & Guidelines

## FOCUSED HIGH-COLLISION REDUCTION GRANT PROVISIONAL EXECUTIVE SUMMARY (FRESNO AREA) (CONTINUED)

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### Objectives

1. **To develop and issue a written Operational Plan to establish the method of operation and the policies applicable to carry out the activities of the grant program by November 15.**

**Result: Accomplished.** The Operational Plan was provided to the CHP Fresno Area on September 23, 2013.

2. **To issue a media release announcing the grant's kickoff by December 15. Statewide media releases shall be prepared by the Office of Community Outreach and Media Relations (COMR). The checklist shall be submitted to the Office of COMR at least 45 days prior to release date to ensure sufficient time is given for review.**

**Result: Accomplished.** The CHP Fresno Area issued its media release announcing the kickoff of its regional project on October 28, 2013.

3. **To conduct a strategic planning meeting with participating commands to discuss goals, objectives, and operations by November 30.**

**Result: Accomplished.** The RPS Corridor Safety Program Unit (CSPU) grant coordinators conducted a strategic planning meeting with the CHP Fresno Area staff on September 23, 2013, to discuss goals, objectives, and operations.

4. **To identify task force members and conduct the initial task force meeting for each region by December 31.**

**Result: Accomplished.** Task force members were identified by the CHP Fresno Area and submitted to the RPS CSPU grant coordinator on November 5, 2013. Task force members included representatives from the California State Senate, District 14; California State Assembly, District 23; Fresno County Board of Supervisors; California Department of Transportation, District 6; Fresno County Sheriff's Department; Fresno County Hispanic Commission; and the Fresno and Clovis Police Departments. The initial task force meeting was held on November 5, 2013.

5. **To confirm with the task force the established grant goals for each region by December 31.**

**Result: Accomplished.** Captain Dave Paris, CHP Fresno Area, confirmed the pre-established Region 1 goals during the first task force meeting held on November 5, 2013.



# Policy & Guidelines

## FOCUSED HIGH-COLLISION REDUCTION GRANT PROVISIONAL EXECUTIVE SUMMARY (FRESNO AREA) (CONTINUED)

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- 6. To identify through the task force at least 4 factors (including conditions and behaviors) negatively impacting traffic safety in the respective region, and to identify potential short-and/or long-term solutions for each factor by December 31.**

**Result: Accomplished.** On November 5, 2013, the task force identified 10 factors (including conditions and behaviors) negatively impacting traffic safety for Region 1 and identified potential short- and/or long-term solutions for each factor. The identified solutions were implemented on November 5, 2013.

- 7. To develop and/or requisition educational materials by December 31 for distribution at appropriate venues.**

**Result: Accomplished.** Educational materials were developed and distributed by the CHP Fresno Area at appropriate venues in support of the public awareness campaign. Officers Axel Reyes and James Pennick, CHP Fresno Area Public Information Officers, arranged for grant-funded educational materials to be distributed by allied law enforcement agencies at public events throughout Fresno County.

- 8. To provide the Office of Traffic Safety (OTS) with the required documentation of local support for each region by January 31.**

**Result: Accomplished.** A letter of support dated December 20, 2013 was received from Fresno County Sheriff Margaret Mims, for the Region 1 grant project.

- 9. To conduct a minimum of 1 task force meeting for each region within each quarter of the grant.**

**Result: Accomplished.** The task force convened for their meetings on November 5, 2013; March 5, 2014; May 28, 2014; and August 20, 2014, in support of the grant project.

- 10. To implement a minimum of 2 potential solutions per region.**

**Result: Accomplished.** From October 1, 2013, through September 30, 2014, the CHP Fresno Area conducted enhanced enforcement patrols and implemented a regional public awareness campaign. The events provided the opportunity for CHP officers to discuss and distribute grant-funded educational materials throughout Fresno County. The RPS CSPU grant coordinator developed and distributed a Safety Action Plan at the 2014 task force meetings. During the meetings, additional solutions were discussed and implemented by partnerships with allied agencies.



# Policy & Guidelines

## FOCUSED HIGH-COLLISION REDUCTION GRANT PROVISIONAL EXECUTIVE SUMMARY (FRESNO AREA) (CONTINUED)

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**11. To conduct a minimum of 30 enforcement operations within each region.**

**Result: Accomplished.** The CHP Fresno Area conducted 497 roving enforcement patrols resulting in 13 DUI arrests, 17 miscellaneous arrests, 31 field sobriety tests, 105 vehicles impounded, 126 motorist assists, 328 verbal warnings, and 3,383 citations.

**12. To conduct a minimum of 12 local traffic safety presentations for each region at appropriate venues.**

**Result: Accomplished.** The CHP Fresno Area facilitated 27 public events to approximately 38,380 attendees in Fresno County. Traffic safety presentations were conducted at appropriate venues and Officer Reyes distributed educational materials (posters, brochures, and pocket-size emergency reference cards) in English, Spanish, and Hmong at the Fresno County Fair; California State University, Fresno men's basketball games; Fresno Major League Soccer games; high school and college career fairs; car shows; community open houses; local shopping malls; senior centers; safety fairs; media interviews; teen driver safety training classes; and local business safety training days in Fresno County.

**13. To send electronic mail (e-mail) through the Grants Management Unit (GMU), to the OTS Public Information Officer (PIO) at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copy the OTS Coordinator, at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has enough notice to arrange for attendance and/or participation in the event.**

**Result: Not Applicable.** No significant grant-related traffic safety events or programs occurred during this grant cycle.

**14. To submit, through GMU, a draft or rough cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copy the OTS Coordinator, for approval 14 days prior to the production or duplication of the material.**

**Result: Accomplished.** The Department submitted artwork drafts of posters, informational cards, and brochures through GMU to OTS for approval. All were approved by OTS and distributed at appropriate venues in support of the regional campaigns.

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# Policy & Guidelines

## FOCUSED HIGH-COLLISION REDUCTION GRANT PROVISIONAL EXECUTIVE SUMMARY (FRESNO AREA) (CONTINUED)

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15. To use the following standard language in all press, media, and printed materials:  
“Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.”

**Result: Accomplished.** The Department used the standard language in all press, media, and printed materials.

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