

POLICE TRAFFIC SERVICES

I. PROGRAM OVERVIEW

Every year, approximately 75 percent of fatal and injury-combined collisions involve the top five Primary Collision Factors (PCF): driving under the influence (DUI) of alcohol or other drugs, speed, auto right-of-way, traffic signals and signs, and improper turning (see PCF Table). The number of victims is well above the number of collisions themselves. Preventing and reducing collisions, and therefore reducing the numbers of fatality and injury victims is the major focus of OTS grants. Achieving fatality and injury reduction goals is accomplished through multifaceted approaches to the comprehensive traffic safety problems, e.g., speed, DUI, and nighttime collisions. Seatbelt and child passenger safety restraint enforcement and outreach efforts, speed-enforcement operations, deployments of radar trailers, along with school and civic presentations serve to culminate in a reduction in the numbers of fatality and injury victims in specific collisions.

Alcohol is the number one PCF in fatal crashes. According to 2008 SWITRS data, 29,752 people were killed or injured in alcohol-involved crashes, 2,381 fewer than in 2007. In addition, the number of alcohol-involved fatal victims decreased 9 percent in 2007 from 1491 to 1355; alcohol-involved traffic injury victims also decreased 9 percent from 30,642 to 28,397.

Speed is consistently the top PCF collectively for both fatal and injury collisions. SWITRS 2008 provisional data shows that unsafe speed was the PCF in 28 percent of all fatal and injury collisions. As the speed of the vehicle increases, so does the probability of injuries and deaths if the vehicle is involved in a collision. The number of total fatal and injury collisions for unsafe speed decreased 9 percent from 52,869 in 2007 to 48,713 in 2008. Unsafe speed is a major contributor to roadway fatality and injury victims.

PRIMARY COLLISION FACTORS (PCF)

Primary Collision Factor	2008		2007	
	Fatal	Injury	Fatal	Injury
1. Speed	522	48,713	620	52,869
2. Driving Under the Influence	704	14,672	785	15,406
3. Auto Right-of-Way	193	27,108	204	30,506
4. Improper Turning	584	23,043	711	25,309
5. Traffic Signals & Signs	135	14,017	195	15,448
Total	2,138	127,553	2,515	139,538
Total Fatal and Injury Collisions	129,691		146,477	

TOTAL VICTIMS KILLED AND INJURED IN COLLISIONS

2008*	Fatalities	Injuries
Injuries and Fatalities	3,401	241,249
Total Fatalities and Injuries	244,650	

Traffic-related fatalities and injuries decreased 9 percent in 2008. California's 2008 mileage death rate (MDR, fatalities per 100 million vehicle miles traveled) decreased 7 percentage points from 1.22 in 2007 to 1.15 in 2008.

II. ACTION PLANS

Police Traffic Services (PTS) is an essential element in any state or community traffic safety program. With few exceptions, other program components depend on the participation and cooperation of the enforcement community. Police departments should improve and broaden the level and quality of this cooperative effort to the maximum extent possible. Besides giving law enforcement agencies the ability to start effective selective traffic enforcement programs (STEPs), PTS grants include training and appropriate enforcement of DUI, driver license, and occupant restraint laws.

Local police departments who secure a PTS grant first complete a systematic program that starts with the identification and analysis of specific traffic problems that occur in a community. Grantees categorize collisions by type, Primary Collision Factor, age, and by time and location of their occurrence. An internal assessment of the department's current level of traffic enforcement and education is conducted by comparing their activity with the objectives listed on the "OTS Blueprint." After identifying specific collision related problems and assessing their current level of traffic enforcement and education, police departments develop appropriate performance goals and objectives and depict the personnel and equipment needed to reduce their traffic safety problems.

Many local police departments lack the information, technical assistance, equipment, and personnel to give their communities an effective speed control program, frequent sobriety checkpoints, and traffic safety education and enforcement programs. OTS provides grants to local police departments that range from \$37,000 up to \$375,725 and include the funding of traffic officers, personnel, overtime, equipment, and public information and education materials.

III TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS as it directly relates to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2010 Highway Safety Plan. Funding allocated to this task provides for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

TASK 2 - SELECTIVE TRAFFIC ENFORCEMENT AND EDUCATION PROGRAM (STEEP)

Funds in this task provide for personnel, equipment, and operating costs to conduct traffic safety enforcement and education. The primary goals include the reduction of the number of persons killed in alcohol-involved, speed-related, hit-and-run, nighttime collisions and motorcycle involved traffic collisions and increase seat belt usage rates. In addition, the cities asterisked will be conducting motorcycle related enforcement objectives.

To bring successful elements of a PTS program together, there must be a well-organized community effort. The central purpose of the community effort approach is to organize an effective community response to collision-related problems by involving public agencies, private organizations, and community-based organizations. Under such a program, a community uses both public and private resources to understand and attack all of its significant traffic safety problems. OTS will fund a total of 36 new local grants.

Grant #	Agency	164AL Funds	402 Funds	406 Funds
PT1001	Santa Monica	\$86,631	\$57,754	
PT1002*	Whittier	\$64,226	\$59,286	
PT1003	Pomona	\$296,463	\$73,492	
PT1004*	Ontario	\$231,144	\$61,514	
PT1005*	Beverly Hills	\$102,700	\$55,300	
PT1006*	Los Angeles			\$700,000
PT1007*	Daly City	\$152,697	\$177,454	
PT1008*	Santa Barbara	\$137,170	\$57,685	
PT1009*	Glendale		\$150,302	
PT1011*	West Covina	\$21,662	\$24,075	
PT1012*	San Bernardino	\$176,407	\$45,627	
PT1014*	Los Banos		\$41,000	
PT1015*	Fountain Valley		\$87,264	
PT1016*	Folsom	\$100,000	\$60,000	
PT1017*	Coalinga	\$18,000	\$20,000	
PT1018*	San Mateo	\$45,924	\$43,978	
PT1019	Redwood City	\$109,920	\$21,000	
PT1020	Lompoc	\$225,974	\$45,071	
PT1021*	Costa Mesa	\$150,000	\$150,000	

Grant #	Agency	164AL Funds	402 Funds
PT1022*	Kingsburg		\$46,000
PT1024*	Larkspur	\$60,565	\$ 60,565
PT1025*	Oakland	\$211,008	\$118,692
PT1026*	Elk Grove	\$101,000	\$71,000
PT1027	Anderson		\$54,446
PT1028*	Signal Hill	\$40,135	\$17,505
PT1029*	Long Beach	\$209,725	\$166,000
PT1030*	Hawthorne	\$70,760	\$71,703
PT1031*	Murrieta	\$74,692	\$26,696
PT1032*	Pasadena	\$150,686	\$169,134
PT1033	Lancaster	\$57,773	\$128,423
PT1036	Half Moon Bay	\$36,478	\$25,000
PT1042	Palo Alto		\$46,465
PT1046	Pacifica	\$43,967	\$38,233
PT1047	Petaluma	\$150,266	\$49,078
PT1048*	Modesto	\$242,000	\$56,770

TASK 3 - CALIFORNIA HIGHWAY PATROL

OTS awards grants to the CHP in an effort to reduce over represented fatal collisions where the PCF has been identified. CHP is the lead agency in California for traffic education and enforcement. OTS will continue funding two grants initiated in prior years into fiscal year 2010 and commence funding four new grants in fiscal year 2010. These grants will combat speed and alcohol-related collisions, reduce truck-at-fault collisions, provide enforcement of occupant restraint laws, and provide the means to actively and efficiently enforce traffic laws, while providing a traffic safety public awareness campaign.

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PT0818 - CALIFORNIA HIGHWAY PATROL START SMART FOR ALLIED AGENCIES

This project will export the California Highway Patrol's Start Smart Teen Driver Safety Education Program to allied agencies statewide. The Start Smart program is a form of driver safety education for newly licensed teen drivers 15-19 years of age. Start Smart presentations emphasize how best to prevent and/or react to the driving dangers members of this age group are likely to encounter. CHP will train allied law enforcement agency representatives statewide in proven methods of delivering effective Start Smart presentations. Each allied agency will be provided with training and template materials to enable them to reproduce and present the Start Smart program independently. (\$236,419)

**PT0907 - CALIFORNIA HIGHWAY PATROL
SAFE HIGHWAY COALITIONS III**

The California Highway Patrol (CHP) will conduct safety corridor projects to reduce vehicle-related fatalities and injuries along these high-collision highway (corridor) segments. The first corridor is a portion of State Route (SR) 119 in the CHP Buttonwillow Area; the second corridor is a portion of Interstate 15 in the CHP Rancho Cucamonga Area; and the third corridor is a portion of SR 49 in the CHP Grass Valley Area. This project includes both a public education and awareness campaign and enhanced enforcement directed at reducing fatalities and injuries on the selected corridors. Local task force comprised of interested parties from local, regional, state, and/or federal organizations and agencies will be formed to address the issues on each corridor by comprehensively evaluating both causes and possible remedies. The task forces will establish specific goals for fatality and injury reduction on each of the three corridors and develop Safety Action Plans for implementing short and/or long term solutions individually tailored to each corridor. Fixed-wing aircraft and road patrol enforcement will be deployed on overtime along each corridor. The focus of the enforcement efforts will be on those violations which most commonly cause collisions on the identified corridors, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations. (\$453,031)

**PT1037 -- CALIFORNIA HIGHWAY PATROL
COMMUNITY INVOLVEMENT TO EDUCATE DRIVERS**

The CHP Rancho Cordova Area will implement a 12-month local area grant with a Program Operations Phase (October 1, 2009, through September 30, 2010) to combat reportable (fatal/injury) alcohol-involved collisions, speed-related collisions, and collisions caused by other primary collision factors. Strategies include a task force approach including partnership with local neighborhood watch groups, home owner associations, and various community members, and greatly enhanced enforcement augmented by a public awareness campaign (radar trailer deployments, safety presentations, promotional items, educational materials, etc.). A local task force will be formed to address the issues with traffic safety education by comprehensively evaluating both causes and possible remedies. (\$252,617)

**PT1038 -- CALIFORNIA HIGHWAY PATROL
COMPREHENSIVE APPROACH TO REDUCING SPEED (CARS) II**

The California Highway Patrol (CHP) will implement a 12-month statewide grant project with a 12-month Program Operations Phase (from October 1, 2009, through September 30, 2010) to combat reportable (fatal/injury) collisions caused by excessive speed and motorcycle-involved collisions from all causes. CARS II seeks to reduce such collisions and victims by various percentages from corresponding totals from the 2008 calendar year base period. Strategies include greatly enhanced enforcement augmented by air support and a public awareness campaign (radar trailer deployments, safety presentations, airing of radio public service announcements, etc.). (\$5,381,953)

**PT1039 -- CALIFORNIA HIGHWAY PATROL
AUBURN FREEWAY ARTERIAL SPEED TEAM (FAST)**

The CHP's Auburn Area will conduct a traffic safety grant project to reduce the number of speed-caused reportable (fatal and injury) collisions and victims within its jurisdiction. As circumstances and resources permit, Auburn Area will be assisted by as many as three other CHP Area commands (Gold Run, Grass Valley, and Yuba-Sutter) and up to four local city police departments (Auburn, Lincoln, Rocklin, and/or Roseville). The participating commands will focus enforcement efforts upon specific problematic roadways. This project includes a public education/awareness campaign as well as enhanced enforcement. (\$587,820)

**PT1040 -- CALIFORNIA HIGHWAY PATROL
SAFE HIGHWAY COALITIONS IV**

The CHP will conduct safety corridor projects to reduce vehicle-related fatalities and injuries along three high-collision highway corridor segments. The first corridor will be within the jurisdiction of the Monterey Area. The second corridor will be within the jurisdiction of the Barstow Area. The third corridor will be within the jurisdiction of the Santa Cruz Area. This project includes both a public education/awareness campaign and enhanced enforcement directed at reducing fatalities and injuries on the selected corridors. Local task forces comprised of interested parties from local, regional, state, and/or federal organizations and agencies will be formed to address the issues on each corridor by comprehensively evaluating both causes and possible remedies. The task forces will establish specific goals for fatality and injury reduction on each of the three corridors, and identify for implementation short and/or long-term solutions individually tailored to each corridor. (\$256,432)

TASK 4 - ENFORCEMENT/ENGINEERING/ANALYSIS TEAM

OTS will fund one grant that will provide an in-depth analysis of a community's enforcement and engineering practices with the goal of reducing the number and severity of crashes by recommending solutions for high crash sites in the community.

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**PT1035 - UNIVERSITY OF CALIFORNIA, BERKELEY
TRAFFIC SAFETY EVALUATIONS AND PEDESTRIAN SAFETY ASSESSMENTS**

In order to reduce the number and severity of crashes, and the number of motorists and pedestrian injuries and fatalities due to collisions, on California's roadways UC Berkeley will provide free expert technical assistance to local enforcement and engineering staff. Fifty-six two-day site visits, in-depth technical evaluation and assistance, and follow-up reporting will be conducted. University staff will oversee and evaluate performance of evaluation teams, market the services to cities and counties, and disseminate appropriate best practices. (\$400,000)

TASK 5 - AGGRESSIVE DRIVER PROGRAMS

OTS will fund one grant addressing the problems of illegal-street racing in a community with a disproportionate illegal street racing problem.

PT0901 – CHULA VISTA

OPERATION CRACK DOWN ON ILLEGAL STREET RACING

“Operation Crack Down on Illegal Street Racing” is a coordinated inter-agency law enforcement task force approach designed to positively address the escalating mortality and morbidity associated with San Diego illegal street racing involved crashes. The task force will be charged with establishing baseline statistics via surveillance, training key personnel and the deployment of strike team designed to renew a strong illegal street racing law enforcement presence in San Diego. A comprehensive training program will be implemented to provide law enforcement agencies throughout San Diego County a training team that will help integrate and institutionalize the expertise necessary to identify illegally modified vehicles into their own department's daily patrol duties. (\$319,199)

TASK 6 – LOCAL LAW ENFORCEMENT ENHANCEMENT PROGRAMS

There are currently no planned or continued grants in this task.

TASK 7 - VEHICLE IMPOUND PROGRAMS

These agencies were selected based on a disproportionate number of collisions classified as alcohol-involved, hit-and-run and nighttime. These grants will impound the vehicles of unlicensed drivers, who have never been issued a license, and drivers with a suspended or revoked license. Grant activities include DUI/Driver’s License checkpoints and special enforcement operations targeting those who continue to drive with a suspended or revoked license. A “Hot Sheet” program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with suspended or revoked licenses as a result of DUI convictions, and “Stakeout” operations to observe the “worst of the worst” repeat DUI offender probationers with suspended or revoked driver licenses. Additionally, “Court Sting” operations may be conducted to cite individuals driving from court after having their license suspended or revoked.

The primary goals are to reduce collisions that are alcohol-involved, hit-and-run, and nighttime related. These grants will strive to increase conviction rates for habitual DUI offenders that continue to drive with suspended or revoked licenses. In addition, the cities asterisked will be conducting motorcycle related enforcement objectives.

Grant #	Agency	164AL Funds	402 Funds
PT1010*	Livermore	\$38,900	\$64,850
PT1013*	Baldwin Park	\$101,258	\$65,413
PT1034*	Lake Elsinore	\$146,409	\$38,851
PT1044*	Rialto	\$171,982	\$97,000
PT1045	Irvine	\$90,000	\$22,138
PT1049	Manteca	\$62,800	\$26,000