

**CALIFORNIA OFFICE
OF TRAFFIC SAFETY**

2008 Annual Performance Report



California Business, Transportation and Housing Agency

Arnold Schwarzenegger

Governor
State of California

Dale E. Bonner

Secretary
California Business, Transportation and Housing Agency

Christopher J. Murphy

Director
Office of Traffic Safety



DALE E. BONNER

Secretary

BUSINESS, TRANSPORTATION AND HOUSING AGENCY

Dear Fellow Californians,

I am pleased to report that the efforts California has established to improve traffic safety have seen great success in 2008 and show every indication of continuing through 2009. Programs that combine education, prevention and enforcement to reduce traffic injuries and fatalities are making our roadways safer for all Californians.

The "Click It or Ticket" public education and enforcement campaign has seen great success, surpassing goals and setting a new record high seat belt usage rate of 95.7 percent. Since this campaign began in 2005, over 1.2 million more Californians have begun buckling up, saving countless lives. The 2008 Click It or Ticket campaign was supported by \$1.8 million in grants awarded to 280 law enforcement agencies throughout California, plus the active partnership of many state, local, and private organizations.

2007 saw a significant decline of 6.2 percent in total traffic deaths, which we attribute to the increased innovative and coordinated efforts in public awareness and enforcement. California also had the first decline in alcohol-related traffic deaths since 1998, a drop of 8.3 percent. The concentrated efforts of the Avoid DUI Taskforces, along with installation of over 750 permanent Report Drunk Drivers – Call 911 signs, contributed greatly to those encouraging statistics.

In June 2008, Governor Schwarzenegger announced the award of \$66 million in grants to 153 agencies for proven, results-driven programs in the areas of impaired driving, roadway safety, seat belt and child safety seat usage, emergency medical services, pedestrian and bicycle safety and police traffic services.

California leads the way in varied and innovative programs to strengthen DUI arrests, prosecutions, intervention screenings, probation supervisions and targeting repeat offenders. Teens are getting the traffic safety message delivered throughout their middle and high school years – and in ways they can relate to. Our programs to combat illegal street racing are taking thousands of illegally modified cars off the road.

Californian's traffic safety community is working smarter and harder than ever so that resources are allocated where the need is greatest and where the potential for life-saving results can be achieved. As the State's Secretary for the Business, Transportation and Housing Agency, I am proud of the Office of Traffic Safety and their partners for their efforts in 2008 and am assured of their continued success in 2009.

Sincerely,

Dale E. Bonner
Secretary

Annual Performance Report

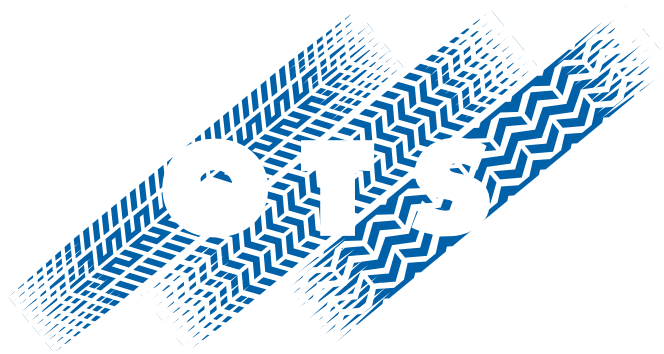
Federal Fiscal Year 2008

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**CALIFORNIA OFFICE
OF TRAFFIC SAFETY**

California's Traffic Safety "Report Card"

California's 2007 Mileage Death Rate of 1.18 (traffic fatalities per 100 million vehicle miles traveled) - is the lowest rate since California began calculating the rate in 1946.*

In 2007, traffic fatalities decreased 6.2 percent from 4,236 in 2006 to 3,974 in 2007 - represents the largest single year reduction since 1996-97.**

Alcohol related fatalities dropped 8.3 percent from 1,762 in 2006 to 1,616 in 2007 - first year to year decrease since 1997-98.**

Alcohol Impaired Driving Fatalities (fatalities in crashes involving a least one driver or motorcycle operator with a Blood Alcohol Content (BAC) of 0.08 or greater) decreased 9.5 percent from 1,276 in 2006 to 1,155 in 2007 - represents California's first year to year reduction since 1997-98.**

Statewide DUI arrests increased 3.4 percent from 197,248 in 2006 to 203,866 in 2007 - representing the most DUI arrests since 1994. (Department of Justice)

California's 2008 seat belt usage rate is 95.7 percent - up from 94.6 percent, in 2007 - means 356,697 more people buckled up in 2008. California's seat belt use rate is significantly better than the national average of 83 percent. NHTSA estimates that 1,791 Californians were saved at the current seat belt use rate.

In California, the percent of unrestrained passenger vehicle occupant fatalities (all seat positions) decreased from 37 percent in 2006 to 36 percent in 2007, much better than the national average of 50 percent - no state had a better usage rate than California. In 2007, about half, 429, of the 857 known unrestrained fatalities would be alive today had they simply buckled up.**

California's child safety seat usage rate reached a record high of 94.4 percent in 2008 - up from 87.7 percent in 2007.

Drivers age 20 or younger involved in fatal crashes dropped 16.4 percent from 727 in 2006 to 608 in 2007.**

In 2007, the percent of unrestrained passenger vehicle occupant "teenaged" fatalities was 46 percent - the best in the nation. Since restraints are about 50 percent effective in preventing a fatality, NHTSA estimates that 66 dead California teens would be alive today had they simply buckled up.**

Alcohol impaired (BAC of .08 or greater) driver fatalities age 16-19 dropped 22 percent from 209 in 2006 to 163 in 2007.**

Motorcycle fatalities continued to spiral upward from 506 in 2006 to 517 in 2007.**

Motorcycle fatalities have increased each year since 1998, when there were 204 fatalities.**

In 2007, the 20-29 age group had the largest increase in motorcycle fatalities (up 19 percent from 135 in 2006 to 160 in 2007). Motorcycle fatalities under age 20 dropped 52 percent from 27 in 2006 to 13 in 2007.**

In 2007, 36 percent of motorcycle operators killed were not properly licensed - up from 35 percent in 2006.**

Of the 517 motorcyclists killed, at least 13 percent (68) were unhelmeted. Since helmets are about 39 percent effective in preventing fatalities, NHTSA estimates that 26 of the 68 unhelmeted motorcyclists killed would have survived had they worn a helmet.**

Pedestrian fatalities dropped 11 percent from was 717 in 2006 to 640 in 2007.**

Bicycle fatalities decreased sharply (23 percent) from 141 in 2006 to 109 in 2007.**

*Data Source - Statewide Integrated Traffic Records System (SWITRS)

**Data Source - Fatality Analysis Reporting System (FARS)



WHAT IS OUR MISSION?

The California Office of Traffic Safety's mission is to effectively and efficiently administer traffic safety grant funds to reduce traffic deaths, injuries, and economic losses.

WHAT IS OUR VISION?

California has adopted the new goal of "Toward zero deaths, every 1 counts." We believe that saving lives on California roadways calls for more than just a reduction of fatalities. Our vision is to eliminate traffic fatalities altogether. Every 1 fatality counts, every 1 is one too many. To realize the vision we emphasize:

- 1. Human worth:** OTS believes that every life lost on a California roadway is one too many.
- 2. Professionalism and integrity:** OTS is committed to performing its mission to the highest professional and ethical standards.
- 3. Performance-based management:** OTS is dedicated to being a performance-based organization – one that focuses on evaluating performance data, applying strategies for performance improvement, and achieving desired results and outcomes.
- 4. Personal and organizational sensitivity:** OTS is committed to treating each other and all customers with the highest respect and regard for individual rights.
- 5. Open communication:** OTS aims to facilitate the free and consistent flow of information in an honest and professional manner.
- 6. Teamwork:** OTS recognizes and encourages the benefits of team-building and teamwork.
- 7. Commitment and loyalty:** OTS strives to foster an environment in which accountability and commitment to the organization and its mission are supported and recognized.
- 8. Quality and customer focus:** OTS is dedicated to delivering high quality work and excellent service to all its customers.
- 9. Innovation:** OTS believes in and encourages new thinking and will constantly strive to develop new approaches to meet customer and program needs.
- 10. Professional growth:** OTS is committed to helping staff realize their potential through mentoring, training, and providing opportunities for professional development and advancement.
- 11. Collaboration:** OTS values working with other agencies, private sector businesses, and community organizations to expand resources and extend our messages.

HOW DOES CALIFORNIA RECEIVE FUNDING?

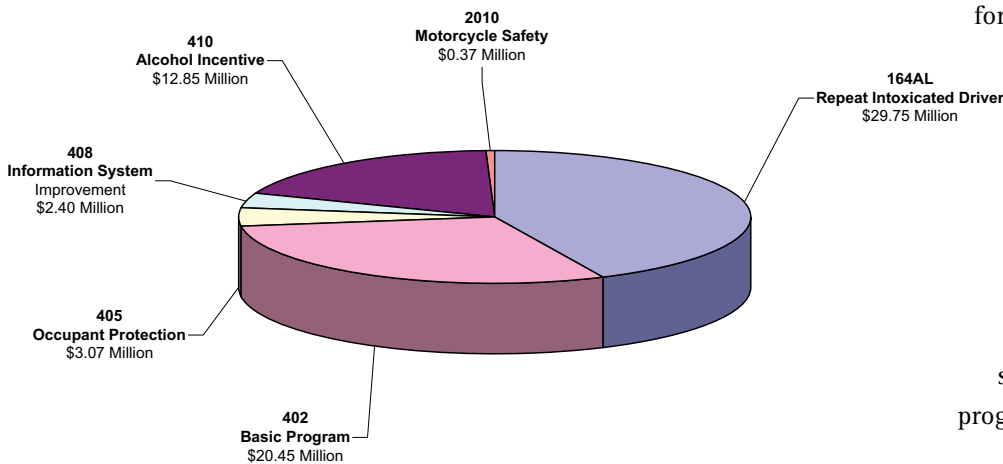
The OTS Highway Safety program is a partnership effort between the federal government (National Highway Traffic Safety Administration – NHTSA) and the states.

The partnership was created when Congress passed the Highway Safety Act of 1966. The funding for California Federal Fiscal Year (FFY) 2008 resulted from the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users. This was a four-year bill which was signed into law in August 2005 as carried forward into FFY 2008. Funding included the base program section (402) and several incentive programs.

The California OTS is designated by the Governor to receive federal traffic safety funds for coordinating its highway safety programs. Each year OTS develops a Highway Safety Plan (HSP) identifying the key highway safety problems in the state and the most effective countermeasures to address them. OTS then solicits proposals statewide to address the identified problems. Finally, available funds are allocated to state and local governmental agencies to implement traffic safety programs and grants.

The grants support planning to identify highway safety problems, provide start up “seed” money for new programs and give new direction to existing safety programs. The funds are intended to create and help sustain innovative programs at the state and local level, and leverage commitments of state, local and private resources. This Annual Performance Report, required by NHTSA (23 CFR Part 1200) and the California Vehicle Code (Section 2905), provides an update of traffic safety projects active throughout the State of California as approved in our HSP for FFY 2008.

FFY 2008 Funds
\$68.9 Million



Moving Forward

The OTS will continue to serve as a thought-leader for emerging traffic safety issues, funding results-oriented and innovative programs to help us accomplish our vision of helping to save lives. OTS is receptive to new ideas. We encourage our current grantees, and those organizations with which we have not worked in the past, to bring us their best ideas for solving traffic safety challenges in their communities. We strive to be customer friendly in all of our programs and work hard to streamline processes and eliminate duplication. Many of the strategies listed below are identified in California's Strategic Highway Safety Plan (SHSP). Future plans to improve traffic safety in California include:

EXTERNAL

ALCOHOL AND OTHER DRUGS

- 31 of the “worst or the worst” cities experiencing a disproportionate number of alcohol related crashes plan to conduct 422 DU checkpoints in 2009 – which is significantly more than the 263 they conducted in 2008. (SHSP Action 1.1)
- Utilizing OTS Crash Rankings to identify cities with disproportionate numbers of traffic collisions, OTS Regional Coordinators and Law Enforcement Liaisons will contact city representatives to encourage submittal of a grant proposal. (SHSP Action 1.1)
- Fund 12 County Probation Departments to target repeat DUI offenders who violate probation terms or who fail to appear in court. Funded strategies include intensive supervision, unannounced home contacts and searches, surveillance operations, highly publicized warrant service operations, alcohol and drug testing, and the distribution of “Hot Sheets” to local law enforcement agencies. (SHSP Action 1.3)
- Fund a statewide DUI Checkpoint Program for Local Law Enforcement Agencies. To promote sustained enforcement, state and local law enforcement agencies collectively serving at least 50 percent of California's population or serving geographic subdivisions that account for at least 50 percent of California's alcohol-related fatalities will conduct checkpoints not less than quarterly. (SHSP Action 1.1)
- Continue county wide and regional DUI Avoid programs to conduct enforcement and media campaigns during holiday periods. A long-term goal of OTS' has been realized, with 98 percent of the state's population now blanketed by a DUI Avoid program. A total of 41 counties involving 547 law enforcement agencies and CHP are participating in the program. (SHSP Action 1.1)
- Through a grant with CHP, award 250 mini-grants to local agencies to conduct the “Every 15 Minutes” program in California high schools. The “Every 15 Minutes” program is a two-day program that focuses on high school juniors and seniors and challenges them to think about the consequences of drinking, personal safety and the responsibility of making mature decisions when lives are involved. OTS is also funding CHP's teen education program; “Start Smart”. (SHSP Action 6.5)



Moving Forward

- Fund the implementation of “Live DUI Courts” and “Live DUI Sentencing” programs in high schools throughout the state. Conducting live DUI court proceedings in California high schools provides students the opportunity to see up close the consequences of driving under the influence to individual drivers, crash victims and their own local community. (SHSP Action 6.5)
- Fund the Department of Alcoholic Beverage Control to award mini-grants to local law enforcement agencies to expand the Minor Decoy Training program and include “On-Sale” premises. Local law enforcement agencies will work with ABC to conduct decoy and shoulder tap operations to reduce youth access to alcohol in the retail environment. (SHSP Action 1.11)
- Continue funding six “DUI Only Courts” in California. Courts are now operational in El Dorado, Orange, Shasta, Sonoma, Fresno, and San Joaquin counties. Prior to 2008, there were only three DUI courts in California. (SHSP Action 1.5)
- Continue funding the statewide “Traffic Safety Resource Prosecutor” (TSRP) program. The TSRP programs serve five regions in the state: Fresno, Riverside, Los Angeles, San Diego and Sacramento. The TSRP program has established five “resource centers,” a DUI Prosecutor mentoring program; and a specialized DUI prosecution training program. (SHSP Action 1.3)



- Fund the University of California Davis Medical Center to develop a uniform and consistent system for hospital staff to notify law enforcement upon the arrival of a person who has been involved in a traffic collision in which alcohol may have been involved (11 trauma centers in northern inland California will participate in the pilot). (SHSP Action 1.6)
- Fund the Department of Motor Vehicles to lead an effort to survey counties with disproportionately low DUI conviction rates to determine corrective action needed to improve conviction rates. (SHSP Action 1.7)
- Working with the California District Attorneys Association, OTS will fund and coordinate a statewide “Vehicular Homicide Seminar” in the spring of 2009, for 100 law enforcement personnel and 100 prosecutors from across the state of California who handle misdemeanor or felony vehicular homicides cases. The seminar will assist law enforcement representatives will assist law enforcement and prosecutors in developing the knowledge and skills necessary to evaluate, prepare, and try cases involving vehicular fatalities. (SHSP Action 1.4 and 1.17)



Moving Forward

- Work with Department of Public Health, Department of Motor Vehicles, and the U.C. Davis Medical Center to revise the form used to report, pursuant to Health & Safety Code Section 103900, lapses of consciousness, Alzheimer's Disease or other conditions which may impair the ability to operate a motor vehicle safely.
- Expand adult screening and brief interventions with emergency department patients to include adolescent patients with a positive blood alcohol level at four trauma centers in the greater Sacramento region: Kaiser Permanente in south Sacramento, Mercy San Juan, Sutter Roseville and UC Davis Medical Center. This project will provide adolescent patients who were intoxicated and their parents with a "brief intervention" and resources for treatment in Sacramento County. (SHSP Action 1.9)
- Continue the "Sacramento County Pilot Program for Brief Intervention of Impaired Drivers" upon their release. The purpose of the "brief intervention" is to create a "teachable moment" for repeat DUI offenders upon release from jail. (SHSP Action 1.9)
- Carefully review for implementation the priority recommendations of NHTSA's "Impaired Driving - Technical Analysis of California" report.
- Promote 30-day vehicle impound programs targeting drivers with suspended or revoked licenses. A component of this effort includes the development of 'hot sheets' that will be distributed to local law enforcement personnel to aid in the apprehension of these drivers. (SHSP Action 3.3)

OCCUPANT PROTECTION/BICYCLE AND PEDESTRIAN SAFETY

- Fund the statewide implementation of "Next Generation - Click It or Ticket" (Next Generation CIOT), in which the California Highway Patrol and local law enforcement agencies will migrate from a single two-week well-publicized enforcement mobilization annually to two mobilizations in November and May. In addition, the Next Generation CIOT campaign will promote sustained seat belt enforcement, a program in which state and local law enforcement agencies representing at least 50 percent of California's population or serving geographic subdivisions that account for at least 50 percent of unbelted fatal vehicle occupants will conduct intensified monthly enforcement efforts during both daytime and nighttime hours. (SHSP Action 4.2)



Moving Forward

- Carefully review for implementation the priority recommendations of NHTSA's statewide assessment of California's Occupant Protection Program - for Kids.
- Continue to focus on increasing seat belt use and public information to educate Californians about the life-saving benefits of seat belt use on each and every ride. Seat belts are the single most effective motor vehicle occupant safety device yet developed for older children and adults. (SHSP Action 4.1 and 4.3)
- Through grant funding to CHP, 50 communities will receive funding to implement "High School Seat Belt Challenge" programs. The challenge program is designed to raise awareness and promote seat belt use through a good-natured, student run competition on high school campuses. (SHSP Action 4.1)
- Fund, at "no cost" to cities and counties, "Pedestrian Safety Assessments" (PSA) conducted by engineers with the University of California at Berkeley. PSA's help improve pedestrian safety within California communities, as the PSA's enable cities to systematically identify pedestrian safety issues/problems and effective remedial options. Improved pedestrian safety and improved pedestrian infrastructure in turn can lead to enhanced walkability and economic vitality of communities. Twelve PSA's are planned for 2009. (SHSP Action 8.4)
- Continue to provide safety helmets and child safety seats to parents and families in need. At the same time, OTS will ensure parents receiving this life-saving equipment have the training necessary to correctly use the safety device.
- Continue to fund grants that support under-served communities. The risk of being injured or killed in a traffic crash is disproportionately high for members of certain groups as defined by race, ethnicity, socioeconomic status, and cultural practices. Latinos, African- Americans, and Native Americans are among the most severely affected. Understanding the factors that contribute to these risks is difficult, in part because data that would identify victims as members of these groups is difficult to find.
- Stay abreast of all the latest technological innovations and think creatively about countermeasures to confront potential traffic safety problems, including the use of evidence-based technologies such as red light running cameras, vehicle speed feedback signs, flashing beacons at school crosswalks, in-roadway warning lights at crosswalks and countdown pedestrian signals. (SHSP Action 8.2)
- Promote countywide grants that provide funding for traffic control devices such as vehicle speed feedback signs, flashing beacons at school crosswalks, in-roadway warning lights at crosswalks, and countdown pedestrian signals. County agencies submitting proposals for traffic control devices must conduct a comprehensive local needs and problem identification assessment of city and county roadways to justify funding request. (SHSP Action 8.2)



Moving Forward



EMERGENCY MEDICAL SERVICES

- Coordinate the development and implementation of regional emergency medical services programs to ensure rural communities have access to the latest “state-of-the-art” rescue and extrication equipment. Regions will conduct assessments of their area to determine the needs and to provide for the best use of funded equipment.

TRAFFIC RECORDS

- Funding will be offered to 25 County Engineering Departments to purchase a Traffic Collision Database System. The system helps engineering departments improve safety, data collection, access, and analysis. Additionally, the system does Collision Pattern Diagramming and produces collision location mapping on Google Earth and ESRI GIS mapping products. Twenty-one of the twenty-five counties are considered rural.

- Continue to embrace automation programs that produce timesaving and operational efficiencies, as part of our effort to utilize technological advances to conduct business and save lives. For example, OTS will continue to provide funding to automate the traffic citation, DUI arrest, and collision reporting processes. These systems greatly enhance accuracy and eliminate the entry of redundant information. Another example of efficient use of technology is the application of automated collision mapping and use of GPS coordinates for collision reports, to pinpoint key problem areas and identify appropriate solutions. OTS staff will assess the use of countywide GIS programs and facilitate efforts to gain countywide programs through OTS grants.



Moving Forward

- Funding has been provided to the California Department of Public Health to better understand current knowledge gaps and to begin working towards integrating data sets like SWITRS, pre-hospital records, emergency department records, hospital inpatient records, and death data. (SHSP Action 16.4)
- Funding is being allocated to the Emergency Medical Services Authority to update the California EMS Information System (CEMSIS) to be in compliance with, and participate in, the federal data collections systems: National EMS Information System (NEMSIS) and the National Trauma Data Bank (NTDB). CEMSIS will be designed to receive both EMS and trauma data electronically from each of the 31 local EMS agencies. Injured patient data will be linked with other data systems to assist state and local efforts in injury prevention related to traffic safety. (SHSP Action 16.2)
- CHP is finalizing testing of a statewide, external and internal Statewide Integrated Traffic Records System (SWITRS) environment that efficiently and effectively automates the request from and response to CHP and Allied Agencies for SWITRS data.
- Funding has been awarded to CHP to allow for timely, statewide, on-line submission of traffic collision reports to the Statewide Integrated Traffic Records System (SWITRS) by CHP and Allied Agencies. (SHSP Action 16.1)
- Funding has been awarded to DMV to assess, improve, and monitor the accuracy and timeliness of DUI conviction data submitted to the DMV database by the courts. (SHSP Action 16.6)



- Research is one of the keys to development of successful strategies to reduce fatal and injury collisions. Currently in California, the Statewide Integrated Traffic Records System (SWITRS) is the primary source of collision data used by public and private researchers. In order to improve the quality of the data collected, OTS and CHP are soliciting and reviewing recommendations for the update of the Traffic Collision Report forms and SWITRS information retention. These recommendations will then be forwarded to CHP for final review and implementation.

OLDER DRIVER SAFETY

- Continue involvement in the OTS sponsored “Older Driver Task Force,” headed now by CHP, to plan and develop programs to address the needs of the older drivers and pedestrians to decrease crash and injury risks now and in the future. Mobility is crucial to the social, physical and economic health of all Californian’s and one’s driver’s license is a key component. The “baby boomer” generation, those born between 1946 and 1964, is now approaching maturity, which means the number of older drivers will increase substantially.

Moving Forward

MOTORCYCLE SAFETY

- Carefully review for implementation priority recommendations from NHTSA's statewide Motorcycle Safety Program Assessment, which was conducted in September 2008, and recommendations from the Motorcycle Safety Summit, which was held in May 2008.

INTERNAL

- Continue working closely with the Federal Government to ensure California receives its fair share of federal funding.
- To gain approval from the Office of the State CIO to allow OTS to be developing and procuring a "Statewide Automated Traffic Safety Grant Administration" (SATSGA) Project as outlined in the Information Technology Capital Plan.
- Develop an OTS Intranet as a tool to organize and display internal information.
- Promote the enhanced "Grants Made Easy," grant proposal application designed specifically for local law enforcement agencies. "Grants Made Easy" significantly reduces the paperwork and time required to submit a proposal and finalize a grant agreement. In addition, "Grants Made Easy" enables OTS staff to significantly reduce the number of days required to process new grants. This innovative grant application process is a direct result of OTS' Performance Improvement Initiative to enhance efficiency and effectiveness.



- Continue the Performance Improvement Initiative to streamline the grant application and reporting processes. OTS will look towards conducting as much business as possible over the Internet. Using the Internet as a tool can streamline processes and save valuable time and efforts.
- Utilize existing staff to conduct internal audit and mapping of processes to identify and implement new efficiencies.
- Continue to promote the OTS Employee Recognition Program (ERP) to reward employees for their commitment to superior performance. A Peer Group Election will be conducted to select new Peer Recognition Committee members. The Awards Program Coordinator will survey staff to gain feedback on enhancing the program.



Moving Forward

MARKETING AND PUBLIC AFFAIRS

- In an effort to become “top of the mind” with media representatives seeking traffic safety information, a “Communication Action Plan” will be produced. The plan will identify strategies and tactics to increase the number and reach of opportunities to provide media with previously under-communicated traffic safety messaging. The Communication Action Plan will identify known targets of opportunity as well as a plan for contingencies. The goal is to position OTS as the media’s primary traffic safety information resource.
- Significantly expand relationships with billboard and commercial changeable message sign companies to highlight OTS-promoted traffic safety messages at greatly reduced or no cost.
- OTS will host, in conjunction with NHTSA, the biennial Traffic Safety Summit in April 2009 in San Francisco. The Summit is the largest statewide “traffic safety” conference in the nation. This summit is being expanded to include more engineering, bicycle and pedestrian safety programs. The Summit gives traffic safety professionals and OTS grantees the opportunity to share ideas, take an inside look at model programs and meet directly with peers.
- Spotlight traffic safety programs pioneered or uniquely adapted within California. Effectively communicate the societal benefits garnered from targeting traffic safety practices to local and diverse communities.
- Develop and implement broad-based and targeted public education programs that not only enlighten, but inspire Californians to engage in prudent traffic safety practices. These efforts will also include campaign specific (e.g., DUI, seat belts, inattention/distracted driving, and teens) advertising, earned media, events and training.
- Spotlight California’s traffic safety successes and innovative grant programs, strategically linking successful programs and focusing on key program areas that make an easily demonstrated difference.
- Develop practices and personnel within the grantee frameworks to carry the public education and promotion messages to the local and grassroots level. This will further augment and personalize the broader OTS messages.
- Conduct comprehensive public awareness campaigns, relying heavily on the media, to promote the “Next Generation - Click it or Ticket” seat belt enforcement effort in November and May, and the holiday DUI Crackdown. During the national mobilization periods, OTS will promote NHTSA’s slogan “Drunk Driving. Over the Limit. Under Arrest.” and the “Report Drunk Drivers. Call 911” message.
- Provide media relations training to appropriate OTS staff to better insure accurate, consistent and professional communications with the media.
- Conduct basic public information, media relations, and marketing training for grantees to help them more successfully promote their local messages, events, operations and activities.



Areas of Concentration

States are encouraged to identify needs in each of the nationally designated program priority areas but OTS has the flexibility to determine additional program areas and the amount of funding allocated to each. The areas chosen for funding in the 2008 fiscal year were:

ALCOHOL AND OTHER DRUGS

- Impaired driving and alcohol-related crashes constitute a major threat to the safety and well being of the public. This is especially true among young people age 15 to 24, where impaired driving is the leading cause of death. These programs aim to prevent people from driving while under the influence (DUI) of alcohol or other drugs and to remove DUI drivers from the road. OTS grants use a comprehensive approach by funding educational, prevention, and enforcement programs and by focusing on high-risk groups. Grant programs include interactive youth education, college campus programs, intensive public information campaigns, education for judges and prosecutors; community organization involvement; equipment purchases including preliminary alcohol screening devices, portable evidential breath testing devices, and checkpoint trailer purchases; enforcement operations including undercover and sting operations, felony DUI warrant services, DUI probation revocation programs, sobriety checkpoints, roving DUI enforcement patrols, and “DUI AVOID” partnerships of local law enforcement agencies and CHP.



OCCUPANT PROTECTION

- In spite of the great strides made, thousands of young people, from newborns through age 20, continue to die or experience serious injuries that could have been prevented had they been properly restrained in a child safety seat, booster seat, or safety belt. The most recent statewide seat belt survey, conducted in 2008, reports a 95.7 percent seat belt use and a child safety seat use rate of 94.4 percent. Seat belt and child safety seat programs continue to focus on statewide and local public information campaigns, increased enforcement, and community education, outreach and training. More specifically, the programs provide child safety seats to low-income families, conduct child safety seat check ups, and target teens about using seat belts.



Areas of Concentration

EMERGENCY MEDICAL SERVICES (EMS)

- Timely access to life saving emergency medical services is critical to the reduction of fatalities and life altering injuries resulting from motor vehicle collisions. OTS provides funds for cost effective programs that incorporate effective strategies for improving California's EMS system's ability to meet the needs of motor vehicle collision victims. OTS funded programs provided life saving equipment, training, reliable ambulance transportation, effective communications, public information, education, and access to data and evaluation tools.



PUBLIC RELATIONS, ADVERTISING AND MARKETING

- Effectively communicating the important life-saving benefits of traffic safety to the citizens of California is the driving force behind OTS marketing and public relations programs. By first raising awareness, followed by education, OTS is able to contribute to a change in behavior over time. Public education campaigns such as 'Click It or Ticket,' 'Report Drunk Drivers. Call 911,' and 'Drunk Driving. Over the Limit. Under Arrest', held in conjunction with law enforcement at the local level, are putting forth and reinforcing consistent messages to the public.



Areas of Concentration

PEDESTRIAN AND BICYCLE SAFETY

- Drivers of motor vehicles need to share the road with pedestrians and bicyclists. But, pedestrians and bicyclists need to know the rules of the road and how to protect themselves around traffic. OTS grantees develop programs to increase awareness of traffic rules, rights, and responsibilities, among various age groups. These programs are developed to be attractive and interactive in an effort to truly impact the students by the traffic safety messages imparted. At the elementary school level, parents and teachers are drawn into the programs as active role models and mentors in traffic safety. Grantees conduct traffic safety rodeos and presentations in an effort to build student's skills and demonstrate the proper practical application of those skills. To boost compliance with the law and decrease injuries, safety helmets are properly fitted and distributed to children in need for use with bicycles, scooters, skateboards and skates. There is a special emphasis on programs designed exclusively for the hard to reach population at the middle and high school levels. Additional outreach endeavors included programs targeting the senior population along with a multicultural approach addressing safer driving and walking behaviors.



POLICE TRAFFIC SERVICES (PTS)

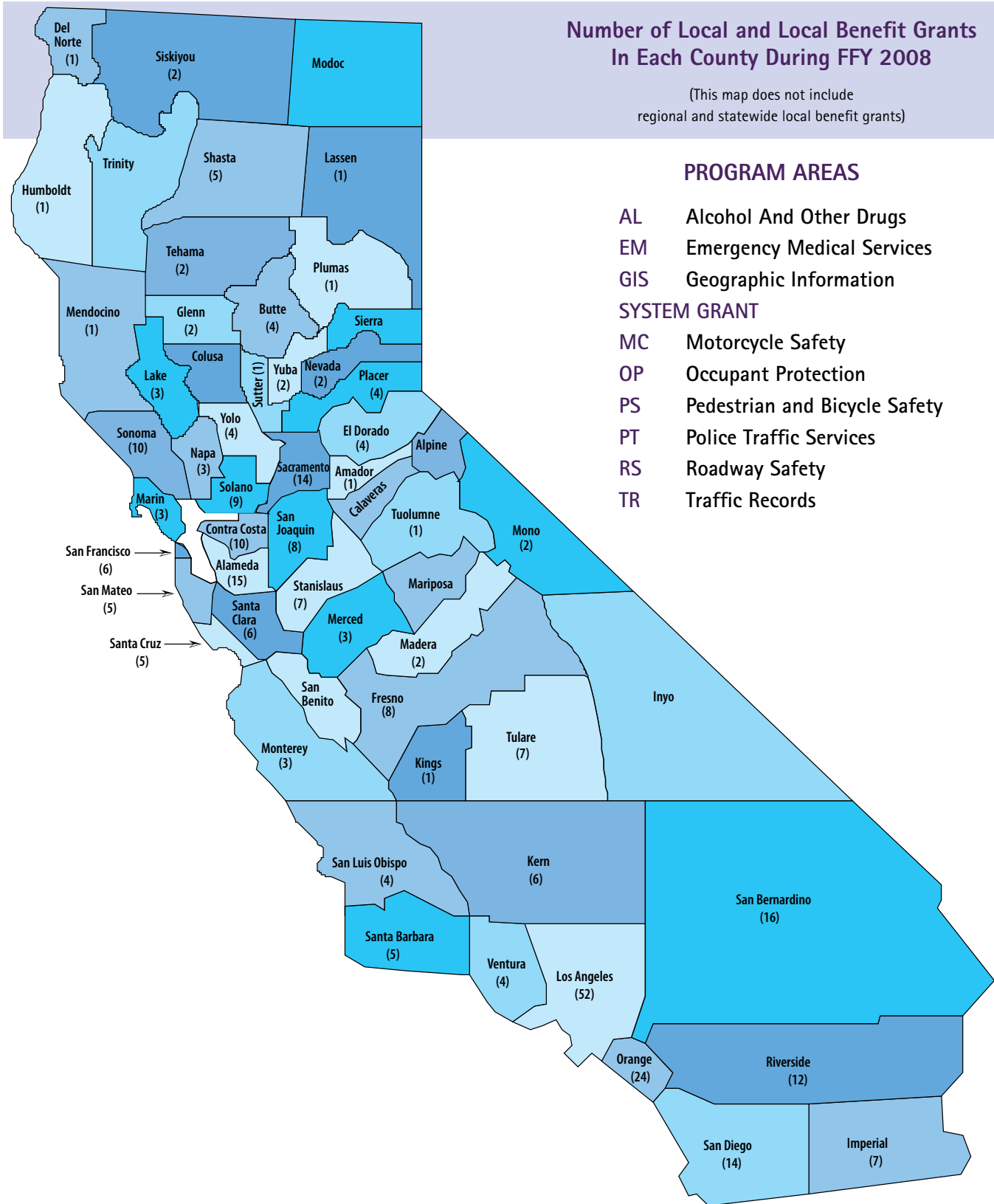
- Education and enforcement are two very important components of collision reduction. Either component taken alone is inadequate. The PTS program focuses on a comprehensive approach to enforce and encourage compliance with seat belt use, impaired driving, speed limit, red light running and other traffic laws. The grants are highly effective in reducing traffic collisions by dedicating resources to selective enforcement and education. These comprehensive programs achieve a significant and long lasting impact in reducing fatal and injury collisions, and peripheral crime. Under these programs, a community uses all available public and private assets to identify and attack all of its significant traffic safety problems.



ROADWAY SAFETY/TRAFFIC RECORDS

- Roadway Safety programs concentrate on the vehicle operating environment and are strongly influenced by enforcement and engineering gathering and utilizing relevant data generated by those activities. Grant funded items include hardware, software and expert services necessary to aid in the automation manual processes, eliminate process duplication and facilitate enhanced data gathering and data sharing. OTS advocates coordinated system automation efforts to augment local capabilities for the detection, analysis and resolution of traffic safety issues.

2008 Project Distribution



FY 2008 Project Distribution

Local Grants

Alameda County (19)

- 1- AL Avoid Grant
- 2- AL Education Grants
- 3- AL Enforcement Grants
- 1- AL Evaluation Grant
- 1- MC Evaluation Grant
- 1- OP Enforcement Mini-Grant
- 2- PS Education Grants
- 3- PT Enforcement Grants
- 1- PT Evaluation Grant
- 1- PT Youth Education Grant
- 1- RS Education Grant
- 1- RS Equipment Grant
- 1- TR Records System Grant

Butte County (4)

- 1- AL Avoid Grant
- 1- AL Enforcement Grant
- 1- OP Education Grant
- 1- PT Enforcement Grant

Contra Costa County (10)

- 1- AL Avoid Grant
- 5- AL Enforcement Grants
- 1- EM Extrication Equipment Grant
- 2- PS Education Grants
- 1- PT Enforcement Grant

Del Norte County (1)

- 1-PT Enforcement Grant

El Dorado County (3)

- 2-AL Enforcement Grants
- 1-EM Equipment Grant

Fresno County (10)

- 1- AL Avoid Grant
- 1- AL Education Grant
- 2- AL Enforcement Grants
- 1- EM Extrication Equipment Grant
- 1- OP Evaluation Grant
- 1- PS Education Grant
- 3- PT Enforcement Grants

Glenn County (2)

- 1- AL Avoid Grant
- 1- AL Education Grant

Humboldt County (1)

- 1-AL Education Grant

Imperial County (7)

- 1- AL Avoid Grant
- 1- AL Education Grant
- 1- AL Enforcement Grant
- 1- EM Equipment Grant
- 2- PT Enforcement Grants
- 1- PT Vehicle Impound Grant

Kern County (6)

- 1- AL Avoid Grant
- 1- EM Extrication Equipment Grant
- 4- PT Enforcement Grants

Kings County (1)

- 1-AL Avoid Grant

Lake County (3)

- 1- AL Avoid Grant
- 1- AL Enforcement Grant
- 1- OP Education Grant

Lassen County (1)

- 1-PT Vehicle Impound Grant

Los Angeles County (51)

- 3- AL Avoid Grants
- 2- AL Education Grants
- 17- AL Enforcement Grants
- 1- CBO Indirect Grant
- 1- CBO Education Grant
- 4- OP Education Grants
- 2- PS Education Grants
- 1- PS Enforcement Grant
- 1- PS Senior Education Grant
- 2- PS Youth Education Grants
- 2- PT Education Grants
- 13- PT Enforcement Grants
- 1- PT Vehicle Impound Grant
- 1- RS Equipment Grant

Madera County (1)

- 1-AL Enforcement Grant

Marin County (3)

- 1- AL Avoid Grant
- 1- PT Enforcement Grant
- 1- TR GIS Grant

Mendocino County (1)

- 1-AL Education Grant

Merced County (3)

- 1- AL Avoid Grant
- 1- AL Enforcement Grant
- 1- PT Vehicle Impound Grant

Mono County (2)

- 1-EM Ambulance Grant
- 1-PT Enforcement Grant

Monterey County (3)

- 1- AL Avoid Grant
- 1- EM Extrication Equipment Grant
- 1- PT Enforcement Grant

Napa County (3)

- 1-AL Avoid Grant
- 2-PT Enforcement Grants

Nevada County (2)

- 1-AL Avoid Grant
- 1-AL Enforcement Grant

Orange County (24)

- 3- AL Avoid Grants
- 2- AL Education Grants
- 11- AL Enforcement Grants
- 1- AL Equipment Grant
- 1- PS Evaluation Grant
- 6- PT Enforcement Grants

Placer County (4)

- 1-AL Avoid Grant
- 1-AL Enforcement Grant
- 2-PT Enforcement Grants

Plumas County (1)

- 1-AL Education Grant

Riverside County (12)

- 1- AL Avoid Grant
- 4- AL Enforcement Grants
- 1- OP Education Grant
- 6- PT Enforcement Grants

Sacramento County (14)

- 1- AL Avoid Grant
- 3- AL Education Grants
- 4- AL Enforcement Grants
- 1- AL Evaluation Grant
- 1- OP Enforcement Grant
- 1- PS Enforcement Grant
- 2- PT Enforcement Grants
- 1- PT Equipment Grant

San Bernardino County (16)

- 1- AL Avoid Grant
- 6- AL Enforcement Grants
- 1- EM Extrication Equipment Grant
- 1- OP Education Grant
- 7- PT Enforcement Grants

San Diego County (16)

- 1- AL Avoid Grant
- 1- AL Education Grant
- 5- AL Enforcement Grants
- 1- OP Education Grant
- 1- PS Education Grant
- 1- PS Senior Education Grant
- 5- PT Enforcement Grants
- 1- PT Equipment Grant

San Francisco County (6)

- 1- AL Avoid Grant
- 1- AL Enforcement Grant
- 2- OP Education Grants
- 1- PS Education Grant
- 1- PS Youth Education Grant

San Joaquin County (8)

- 1- AL Avoid Grant
- 3- AL Enforcement Grants
- 1- PS Enforcement Grant
- 3- PT Enforcement Grants

San Luis Obispo County (3)

- 1- AL Avoid Grant
- 1- PT Enforcement Grant
- 1- TR GIS Grant

San Mateo County (5)

- 1- AL Avoid Grant
- 2- OP Education Grants
- 2- PT Enforcement Grants

Santa Barbara County (5)

- 2- AL Avoid Grants
- 3- AL Enforcement Grants

Santa Clara County (6)

- 1- AL Avoid Grant
- 1- AL Education Grant
- 1- EM Extrication Equipment Grant
- 1- PT Enforcement Grant
- 1- RS GIS Grant
- 1- TR Equipment Grant

Santa Cruz County (5)

- 1- AL Avoid Grant
- 1- PS Education Grant
- 1- PS Youth Education Grant
- 2- PT Enforcement Grants

Shasta County (5)

- 1- AL Avoid Grant
- 2- AL Enforcement Grant
- 1- CBO Education Grant
- 1- PT Enforcement Grant

Siskiyou County (2)

- 1- AL Avoid Grant
- 1- OP Education Grant

Solano County (9)

- 1- AL Avoid Grant
- 2- AL Enforcement Grants
- 2- OP Education Grants
- 3- PT Enforcement Grants
- 1- RS Equipment Grant

FY 2008 Project Distribution

Local Grants

Sonoma County (10)

- 1- AL Avoid Grant
- 4- AL Enforcement Grants
- 1- AL Youth Education Grant
- 2- EM Extrication Equipment Grants
- 1- PS Education Grant
- 1- PT Enforcement Grant

Stanislaus County (7)

- 1- AL Avoid Grant
- 1- AL Enforcement Grant
- 1- OP Education Grant
- 3- PT Enforcement Grants
- 1- PT Vehicle Impound Grant

Tulare County (7)

- 1- AL Avoid Grant
- 1- AL Education Grant
- 1- EM Extrication Equipment Grant
- 1- OP Youth Education Grant
- 3- PT Enforcement Grants

Yolo County (4)

- 1-AL Avoid Grant
- 2-OP Education Grants
- 1-PT Enforcement Grant

Sutter County (1)

- 1-PT Enforcement Grant

Tuolumne County (1)

- 1-PT Enforcement Grant

Yuba County (2)

- 1-AL Avoid Grant
- 1-TR GIS Grant

Tehama County (2)

- 1-AL Avoid Grant
- 1-AL Education Grant

Ventura County (3)

- 1-AL Avoid Grant
- 2-AL Enforcement Grants

Regional and Statewide Grants

California Department of

- #### Alcoholic Beverage Control (5)
- 2-AL Education Grant
 - 3-AL Training Grant

California State University,

- #### Fresno (1)
- 1-OP Evaluation Grant

Emergency Medical Services

- #### Authority (1)
- 1-TR Records Grant

Judicial Council of California (4)

- 2-AL Education Grant
- 1-AL Enforcement Grant
- 1-TR Records Grant

California Department of Justice (1)

- 1-AL Youth Education Grant

California Department of Motor Vehicles (6)

- 1-AL Enforcement Grant
- 1-AL Evaluation Grant
- 1-AL Records Grant
- 2-TR Evaluation Grant
- 1-TR Records Grant

California Department of Public Health (2)

- 1-OP Education Grant
- 1-TR Records Grant

California Department of Transportation (3)

- 1-PS Training Grant
- 1-RS Education Grant
- 1-TR Records Grant

California Highway Patrol (33)

- 1-AL Corridor Safety Grant
- 3-AL Education Grant
- 6-AL Enforcement Grant
- 1-MC Education Grant
- 1-MC Enforcement Grant
- 3-OP Education Grant
- 1-PS Education Grant
- 2-PS Enforcement Grant
- 2-PT Education Grant
- 7-PT Enforcement Grant
- 1-PT Equipment Grant
- 1-PT Senior Education Grant
- 1-TR GIS Grant
- 3-TR Records Grant



Program Goals and Accomplishments



PROGRAM GOALS AND ACCOMPLISHMENTS

OVERALL PROGRAM GOAL

To facilitate activities/programs which contribute toward reducing the mileage death rate (MDR) from the 2002 rate of 1.27 fatalities per 100,000,000 vehicle miles of travel (VMT) to 1.0 by the year 2008.

OTS recognizes that achievement of quantified goals is dependent not only on the work of OTS, but also on the collaborative and ongoing efforts of a multitude of governmental and private entities involved in improving highway safety. Over the last five decades the average decline in the mileage death rate has been 30 percent per decade. Advances in vehicle safety technology, coupled with traffic safety legislation, expanded participation by the public health and private sectors, and aggressive traffic safety education, enforcement and engineering programs, should make the projected decline achievable.

ACCOMPLISHMENTS

The mileage death rate in California declined over the years to a low of 1.19 in 1999. Since then the mileage death rate has varied from year to year. The current mileage death rate for 2007 of 1.18 is an all time low. California is well below the national MDR of 1.37. This APR shows the 371 state and local grants.

ALCOHOL AND OTHER DRUGS

STATEWIDE GOALS

- To decrease the number of persons killed in alcohol-involved collisions 1.0 percent from the 2004 base period of 1,462 to 1,447 by December 31, 2008.
- To decrease the number of persons injured in alcohol-involved collisions 2.0 percent from the 2004 base period of 31,538 to 30,907 by December 31, 2008.
- To reduce alcohol-related fatalities per 100 million vehicle miles traveled 0.02 points from the 2004 base year rate of 0.50 to 0.48 by December 31, 2008.
- To reduce the percentage of drivers in fatal collisions with a BAC of .08 or above 1.2 percentage points from the 2004 base period of 15.2 percent to 14.0 percent by December 31, 2008.
- To reduce the number of Had Been Drinking (HBD) drivers age 19-25 in fatal collisions 0.5 percent from the 2004 base period of 323 to 321 by December 31, 2008.



Program Goals and Accomplishments

ACCOMPLISHMENTS

- Persons killed in alcohol-involved collisions decreased 6.6 percent from 1,596 in 2006 to 1,491 in 2007. (SWITRS)
- Persons injured in alcohol-involved collisions decreased 1.4 percent from 31,080 in 2006 to 30,642 in 2007. (SWITRS)
- HBD drivers age 19-25 involved in fatal collisions increased 5.7 percent from 364 in 2006 to 385 in 2007. (SWITRS)



FUNDED PROJECT GOALS (GRANTEES)

- To reduce the number of persons killed in alcohol-involved collisions five percent by September 30, 2008.
- To reduce the number of persons injured in alcohol-involved collisions six percent by September 30, 2008.
- To reduce hit-and-run fatal collisions five percent by September 30, 2008.
- To reduce hit-and-run injury collisions five percent by September 30, 2008.
- To reduce nighttime (2100 - 0259 hours) fatal collisions five percent by September 30, 2008.
- To reduce nighttime (2100 - 0259 hours) injury collisions five percent by September 30, 2008.
- To reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury collisions five percent by September 30, 2008.

GRANTEE ACCOMPLISHMENTS

- There was a 23.7 percent decrease in the number of persons killed in alcohol-involved collisions from the base year number of 291 to 222.
- There was a 1.6 percent increase in the number of persons injured in alcohol-involved collisions from the base year number of 6,669 to 6,773.
- There was a 1.5 percent increase in hit-and-run fatal collisions from the base year number of 389 to 395.
- There was a 20.8 percent decrease in hit-and-run injury collisions from the base year number of 10,820 to 8,574.
- There was a 23.8 percent decrease in nighttime fatal collisions from the base year number of 361 to 275.
- There was a 15.7 percent decrease in nighttime injury collisions from the base year number of 11,035 to 9,300.

Program Goals and Accomplishments

A summary of fiscal year 2008 activities conducted by all OTS-funded projects with objectives related to alcohol and other drugs is provided in the following table:

TOTAL CHECKPOINTS	NUMBER
DUI/Driver's License Checkpoint Activity	
Checkpoints Conducted	1,469
Vehicles Through Checkpoints	1,390,384
Drivers Screened at Checkpoints	777,572
Field Sobriety Tests Administered at Checkpoints	14,426
DUI Arrests from Checkpoints	5,366
Vehicles Impounded at Checkpoints (30-day impounds only)	17,951
Criminal Arrests at Checkpoints	3,336
"OTS" GRANT ACTIVITY	NUMBER
DUI/Driver's License Checkpoint Activity	
Checkpoints Conducted	745
Vehicles Through Checkpoints	757,738
Drivers Screened at Checkpoints	449,179
Field Sobriety Tests Administered at Checkpoints	7,043
DUI Arrests from Checkpoints	2,704
Vehicles Impounded at Checkpoints (30-day impounds only)	10,104
Criminal Arrests at Checkpoints	2,085
STATEWIDE DUI CHECKPOINT PROGRAM FOR LOCAL LAW ENFORCEMENT AGENCIES	NUMBER
DUI/Driver's License Checkpoint Activity	
Checkpoints Conducted	289
Vehicles Through Checkpoints	346,789
Drivers Screened at Checkpoints	212,546
Field Sobriety Tests Administered at Checkpoints	3,010
DUI Arrests from Checkpoints	1,219
Vehicles Impounded at Checkpoints (30-day impounds only)	5,438
Criminal Arrests at Checkpoints	622
"DUI AVOID" GRANT ACTIVITY	NUMBER
DUI/Driver's License Checkpoint Activity	
Checkpoints Conducted	179
Vehicles Through Checkpoints	145,624
Drivers Screened at Checkpoints	114,268
Field Sobriety Tests Administered at Checkpoints	1,812
DUI Arrests from Checkpoints	619
Vehicles Impounded at Checkpoints (30-day impounds only)	2,196
Criminal Arrests at Checkpoints	629

Program Goals and Accomplishments

"CHP"	NUMBER
DUI/Driver's License Checkpoint Activity	
Checkpoints Conducted	256
Vehicles Through Checkpoints	140,233
Field Sobriety Tests Administered at Checkpoints	2,561
DUI Arrests from Checkpoints	824
Vehicles Impounded at Checkpoints (30-day impounds only)	213

SUPPORTING DUI ENFORCEMENT ACTIVITY	NUMBER
Total Department-wide 30-Day Vehicle Impounds (Includes impounds from Checkpoints, Special Enforcement Operations & Patrols)	108,050
Total Department-wide DUI arrests	60,895
Total Department-wide Hazardous Citations Issued	968,576
Officers Trained in Standardized Field Sobriety Testing (SFST)	2,946
Officers Trained as Drug Recognition Experts (DRE)	165
Court Sting Operations Conducted	228
Arrests from Court Sting Operations	653
DUI Roving/Saturation Patrols Conducted	5,606
DUI Arrests Resulting from DUI Roving/Saturations Patrols	10,548
Criminal Arrests from DUI Roving/Saturation Patrols	2,483
Stakeout Operations Conducted	207
Arrests from Stakeout Operations	141
Repeat DUI Offender Warrant Service Operations	675
Warrant Service Attempts	7,927
Warrants Served (Citations/Arrests)	1,561
Public Education	
Number of Education Programs	577
Number of "Every 15 Minute" Presentations	151
Students Impacted	366,494
Number of "Live Theatrical" Middle/High School Presentations	208
Students Impacted	62,818
Number of "Real DUI Trials" Conducted at High Schools	61
Students Impacted	9,169
Number of "Reality Check, Student Press Conference" High School Presentations	2
Students Impacted	171
Number of "Staying Alive from Education" SAFE Programs for High Schools	7
Students Impacted	5,292

TOP 31 CITIES WITH DISPROPORTIONATE ALCOHOL RELATED TRAFFIC COLLISIONS

Anaheim	Laguna Beach	Palmdale	San Jose
Bakersfield	Lake Elsinore	Perris	Santa Ana
Cathedral City	Long Beach	Rialto	Santa Barbara
Coachella	Los Angeles	Riverside	Santa Maria
Costa Mesa	Madera	Sacramento	Stockton
Escondido	Oakland	San Diego	Visalia
Fresno	Oceanside	San Fernando	Vista
Huntington Beach	Oxnard	San Francisco	

Program Goals and Accomplishments

TOP 31 CITIES WITH DISPROPORTIONATE ALCOHOL RELATED TRAFFIC COLLISIONS	NUMBER
DUI/Driver's License Checkpoint Activity	
Checkpoints Conducted	265
Vehicles Through Checkpoints	255,297
Drivers Screened at Checkpoints	116,026
Field Sobriety Tests Administered at Checkpoints	3,185
DUI Arrests from Checkpoints	1,468
Vehicles Impounded at Checkpoints (30-day impounds only)	4,290
Criminal Arrests at Checkpoints	431
SUPPORTING "DUI AVOID" ACTIVITIES	NUMBER
DUI Roving/Saturation/Task Force Patrols Conducted	1,367
DUI Arrests Resulting from DUI Roving/Saturations Patrols	3,131
Vehicle Stops	18,278
Field Sobriety Tests Performed	4,708
Citations Issued	4,551
Vehicles Impounded (30-day impounds only)	1,485
Criminal Arrests from DUI Roving/Saturation Patrols	938
Number of Media Reports (TV, Radio, Print)	1,215
Number of Media Campaigns/Events	80
Number of Press Releases	472

OCCUPANT PROTECTION

STATEWIDE GOALS

- To increase statewide seat belt compliance 3.6 percentage points from the 2004 base compliance rate of 90.4 percent to 94.0 percent by December 31, 2008.
- To increase statewide child safety seat compliance 1.0 percentage point from the 2004 compliance rate of 89.6 percent to 90.6 percent by December 31, 2008.
- To reduce the number of vehicle occupants killed and injured under the age of four, 6.0 percent from the 2004 base period of 2,235 to 2,100 by December 31, 2008.

- To increase the percent of restrained vehicle occupant fatalities 2.6 percentage points from the 2004 base period of 62.4 percent to 65 percent by December 31, 2008.



Program Goals and Accomplishments

ACTIVITY	NUMBER
Child Passenger Safety Trainings	77
Total Trained	1,555
NHTSA Certified Technicians Trained	338
NHTSA Certified Instructors Trained	7
Child Safety Checkups	605
Child Safety/Booster Seats Distributed and Properly Fit	15,255
Additional Seats Properly Fit	26,022
Special Needs Seats Distributed	16
Court Diversion Classes	23
Number of Violators Attending	128
Fitting Stations Established	32
Public Education Presentations	6,069
School Assemblies	355
People/Students Impacted	1,197,923
Number of High School "Seat Belt Challenge" Programs	125
Students Impacted	111,445

ACCOMPLISHMENTS

- The seat belt use rate increased 1.1 percentage points from the 2007 rate of 94.6 percent to 95.7 percent in 2008.
- The child safety seat use rate increased 6.7 percentage points from 87.7 percent in 2007 to 94.4 percent in 2008.
- The number of vehicle occupants killed and injured under the age of four decreased 6.8 percent from the 2006 base period of 1,993 to 1,856 in 2007.
- The number of restrained vehicle occupant fatalities as a percent of all vehicle occupant fatalities decreased 0.4 percentage points from the 2006 base year period of 67.5 percent to 67.1 percent in 2007.

FUNDED PROJECT GOALS (GRANTEES)

- To increase seat belt compliance five percentage points by September 30, 2008.
- To increase child safety seat usage six percentage points by September 30, 2008.
- To reduce the number of vehicle occupants killed and injured under the age of four by ten percent by September 30, 2008.



Program Goals and Accomplishments

GRANTEE ACCOMPLISHMENTS

- Seat belt compliance increased an average of 6 percentage points from the base year average of 88 percent to 94 percent.
- Child safety seat usage increased an average of 6 percentage points from the base year average of 82 percent to 88 percent.
- Vehicle occupants killed and injured under age six decreased 25.4 percentage points from the base year average total of 382 to 285.

PEDESTRIAN AND BICYCLE SAFETY

STATEWIDE GOALS

- To reduce the number of total pedestrians killed 1.5 percent from the 2004 base period of 693 to 683 by December 31, 2008.
- To reduce the number of total pedestrians injured 6.0 percent from the 2004 base period of 13,889 to 13,056 by December 31, 2008.
- To reduce the number of pedestrians killed under age 15 by 3.0 percent from the 2004 base period of 57 to 55 by December 31, 2008.
- To reduce the number of pedestrians injured under age 15 by 13 percent from the 2004 base period of 3,409 to 2,966 by December 31, 2008.
- To reduce the number of pedestrians killed, age 65 and older 5.0 percent from the 2004 base period of 163 to 155 by December 31, 2008.
- To reduce the number of pedestrians injured, age 65 and older 2.0 percent from the 2004 base period of 1,279 to 1,253 by December 31, 2008.



- To reduce the number of total bicyclists killed 3.0 percent from the 2004 base period of 123 to 119 by December 31, 2008.
- To reduce the number of total bicyclists injured 7.0 percent from the 2004 base period of 11,085 to 10,309 by December 31, 2008.
- To reduce the number of bicyclists killed under age 15 by 15.0 percent from the 2004 base period of 11 to 9 by December 31, 2008.
- To reduce the number of bicyclists injured under age 15 by 25 percent from the 2004 base period of 2,749 to 2,062 by December 31, 2008.
- To increase the percent of helmeted bicyclists killed 1.0 percentage points from the 2004 base period average of 22.0 percent to 23.0 percent by December 31, 2008.

Program Goals and Accomplishments

ACCOMPLISHMENTS

- Pedestrians killed decreased 8.8 percent from the 2006 base year total of 735 to 670 in 2007.
- Pedestrians injured increased 1.1 percent from the 2006 base year total of 13,465 to 13,608 in 2007.
- Pedestrians killed under age 15 decreased 6.0 percent from the 2006 base year total of 46 to 43 in 2007.
- Pedestrians injured under age 15 increased 1.3 percent from the 2006 base year total of 2,925 to 2,964 in 2007.
- Pedestrians killed age 65 and older increased 13.0 percent from the 2006 base year total of 159 to 180 in 2007.
- Pedestrians injured age 65 and older increased 0.8 percent from the 2006 base year total of 1,313 to 1,323 in 2007.
- Bicyclists killed decreased 20 percent from the 2006 base year total of 155 to 124 in 2007.
- Bicyclists injured increased 2.1 percent from the 2006 base year total of 10,344 to 10,559 in 2007.
- Bicyclists killed under age 15 decreased 18.7 percent from the 2006 base year total of 16 to 13 in 2007.



- Bicyclists injured under age 15 decreased 3.4 percent from the 2006 base year total of 2,143 to 2,069 in 2007.
- The percent of helmeted bicyclists killed as a percentage of all bicyclists killed decreased 1.7 percentage points from the 2006 base year percentage of 21.9 percent to 20.2 percent in 2007.

FUNDED PROJECT GOALS (GRANTEES)

- To reduce the total number of pedestrians killed eight percent by September 30, 2008.
- To reduce the total number of pedestrians injured ten percent by September 30, 2008.
- To reduce the number of pedestrians killed under the age of 15 by nine percent by September 30, 2008.
- To reduce the number of pedestrians injured under the age of 15 by eleven percent by September 30, 2008.
- To reduce the number of pedestrians killed over the age of 65 by seven percent by September 30, 2008.
- To reduce the number of pedestrians injured over the age of 65 by five percent by September 30, 2008.
- To reduce the total number of bicyclists killed in traffic related collisions ten percent by September 30, 2008.
- To reduce the total number of bicyclists injured in traffic related collisions ten percent by September 30, 2008.

Program Goals and Accomplishments

- To reduce the number of bicyclists killed in traffic related collisions under the age of 15 by seven percent by September 30, 2008.
- To reduce the number of bicyclists injured in traffic related collisions under the age of 15 by ten percentage points by September 30, 2008.
- To increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2008.

ACTIVITY	NUMBER
School Traffic Safety/Bicycle Rodeos	99
Students Participating	10,077
Bicycle Helmets Distributed	11,500
Bicycle Helmets Properly Fitted	13,397
Community Traffic Safety/Bicycle Rodeos	407
People Impacted	49,974
Class Room Educational Workshops/Presentations	1,404
Students Impacted	305,307
Parent Workshops	408
Parents Impacted	48,280
Bicycle Helmet Citations	541

- Bicyclists injured decreased 9.7 percent from the base year average of 372 to 336.

GRANTEE ACCOMPLISHMENTS

- Pedestrians killed increased 33.3 percent from the base year average of 21 to 28.
- Pedestrians injured decreased 8.3 percent from the base year average of 945 to 867.
- Pedestrians killed under the age of 15 increased 100 percent from the base year average of 4 to 8.
- Pedestrians injured under the age of 15 decreased 13.4 percent from the base year average of 149 to 129.
- Pedestrians killed over the age of 65 increased 133.3 percent from the base year average of 3 to 7.
- Pedestrians injured over the age of 65 decreased 26.1 percent from the base year average of 161 to 119.
- Bicyclists killed decreased from the base year average of 4 to 1.

- Bicyclists killed under the age of 15 increased from the base year average of 1 to 2.
- Bicyclists injured under the age of 15 decreased 23 percent from the base year average of 287 to 221.
- Safety helmet compliance for children under the age of 18 increased 9 percentage points from the base year average rate of 44 to 53 percent.



Program Goals and Accomplishments

POLICE TRAFFIC SERVICES

STATEWIDE GOALS

- To decrease the number of total persons killed in traffic collisions 1.0 percent from the 2004 base period of 4,094 to 4,053 by December 31, 2008.
- To decrease the number of total persons injured in traffic collisions 1.0 percent from the 2004 base period of 302,357 to 299,333 by December 31, 2008.
- To decrease the fatality and severe injury rate per 100 million VMT 0.2 points from the 2004 base period rate of 5.4 to 5.2 by December 31, 2008.
- To decrease the traffic fatality rate per 100,000 population 0.3 points from the 2004 base period rate of 11.3 to 11.0 by December 31, 2008.
- To decrease the fatality and severe injury rate per 100,000 population 2.5 points from the 2004 base period rate of 48.9 to 46.4 by December 31, 2008.
- To decrease the number of fatal intersection collisions 2.0 percent from the 2004 base period of 700 to 686 by December 31, 2008.
- To decrease the number of injury intersection collisions 7.0 percent from the 2004 base period of 63,031 to 58,619 by December 31, 2008.



ACCOMPLISHMENTS

- Persons killed in traffic collisions decreased 5.3 percent from the 2006 base year total of 4,195 to 3,974 killed in 2007.
- Persons injured in traffic collisions decreased 4.2 percent from the 2006 base year total of 277,373 to 265,614 injured in 2007.
- Fatal intersection collisions decreased 4.7 percent from the 2006 base year total of 712 to 678 in 2007.
- Injury intersection collisions decreased 4.1 percent from the 2006 base year total of 58,084 to 55,688 in 2007.

FUNDED PROJECT GOALS (GRANTEES)

- To reduce the total number of persons killed in traffic collisions eight percent by September 30, 2008.
- To reduce the total number of persons injured in traffic collisions ten percent by September 30, 2008.

Program Goals and Accomplishments

GRANTEE ACCOMPLISHMENTS

- The total number of persons killed in traffic collisions decreased 11.1 percent from the base year average of 1,055 to 938.
- The total number of persons injured in traffic collisions decreased 10.3 percent from the base year average of 100,372 to 89,990.



ACTIVITY	NUMBER
Enforcement Operations Conducted Targeting Red Light Running Violations	1,075
Red Light Running Citations Issued	13,218
Enforcement Operations Conducted Targeting Other PCF Violations at or Near Intersections	1,011
Citations Issued (excluding citations for red light running violations)	55,485
Inspection Operations Conducted Targeting Vehicles Suspected of Being Equipped With Illegal Street Racing Equipment	426
Smog Referee Referral Citations Issued CVC 27156 (Gross Polluter)	4,403
Speed Contest Citations Issued CVC 23109	930
Number of Officers Trained to Conduct Vehicle Inspections	2,720
Total Departmentwide Seatbelt Citations	163,036
Special Enforcement Operations Conducted	2,945
Hazardous Citations Issued	55,135
Criminal Arrests	1,400

Statewide Dragnet Program – Illegal Street Racing	
Illegal Street Racing Task Force Operations Conducted	28
Agencies participating	4
Number of 23109 CVC (Speed Contest) citations issued	76
Number of 27156 CVC (Vehicle Modification) citations issued	619
Vehicles Impounded	47
Criminal Arrests	13
Officer Trainings Conducted	42
Total Officers Trained	3,303
Number of Media Reports (TV, Radio, Print)	56
Number of Media Campaigns/Events	9
Number of Press Releases	38
Lead Agencies: Elk Grove, Irwindale, Ontario, Riverside	

Program Goals and Accomplishments

COMMUNITY BASED ORGANIZATIONS (CBO)

STATEWIDE GOALS

- To effectively conduct a strategic, broad-based CBO funding plan through “umbrella” local and state governmental agencies.
- To award mini-grants to CBOs promoting traffic safety throughout their community.
- To assist CBOs capacity-building efforts by sponsoring grant writing and media advocacy workshops, and traffic safety training.

ACCOMPLISHMENTS

- Three local government “umbrella” agencies directed CBO grants.
- Grantees continued to provide technical assistance to CBOs through workshops and teleconferences.

Projects adopt the “Community Based Organizations” concept of addressing traffic safety issues through non-governmental agencies organized to work together on a community-based issue, need, or problem. The effectiveness of traffic safety projects relies heavily on community access. This program substantiates the belief that CBO/governmental agency alliances enhance community access and message credibility. This outreach program firmly establishes CBOs as key stakeholders in promoting traffic safety within individual communities.

EMERGENCY MEDICAL SERVICES (EMS)

STATEWIDE GOALS

- To improve emergency medical services to traffic collision victims in rural California communities by identifying and supporting programs that facilitate the delivery of quality emergency services within the “critical hour.”
- To improve California’s emergency medical services delivery system through the replacement of outdated and unreliable emergency vehicles and equipment.
- To continue to assess and improve California’s emergency medical services communications system.



Program Goals and Accomplishments

ACTIVITY	NUMBER
Communities Receiving First Responder Equipment (e.g., vehicles, extrication equipment and air bag lifting systems)	80
First responders receiving up-to-date training in the safe and effective use of extrication equipment	1,844
Sets of extrication tools purchased and placed into service (a single hydraulic tool or a combination of tools {airbags, hydraulic and non-hydraulic tools} placed in service at one location)	80
EMT training provided to rescue personnel	125
Educational Demonstrations and Traffic Safety Presentations	5
Attendance	6,000

FUNDED PROJECT GOALS (GRANTEES)

- To design a pilot EMS communications system that will interface with all EMS service providers (dispatch center personnel, ambulance companies, hospital emergency departments) and local public safety agencies using advanced communications technology by September 30, 2008.

GRANTEE ACCOMPLISHMENTS

- To facilitate the delivery of quality emergency services within the critical “golden hour”, OTS provided funding for training, life saving medical and rescue equipment, reliable communications equipment, education and emergency response transportation resulting in an average decrease in response time of seven minutes.
- The EMS delivery system was improved in 104 California communities through the distribution of hydraulic extrication and other specialized rescue equipment, airbag lifting systems, emergency vehicles and ambulances.

ROADWAY SAFETY/TRAFFIC RECORDS

FUNDED PROJECT GOALS (GRANTEES)

- To establish Citywide and Countywide Geographic Information Systems (GIS) and/or other Automated Collision Analysis Systems including hardware, software and network cabling or other linking media to enable data sharing between enforcement agencies, Departments of Public Works and other related agencies.
- To ensure public works and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate and analyze critical traffic safety issues.
- To improve the Traffic Engineering Department’s customer service by reducing the time required to produce and track collision reports and also by reducing by 50 percent the time that it takes to identify and analyze high collision locations. The corresponding salary savings are to be tracked and reported.

Program Goals and Accomplishments

ACCOMPLISHMENTS

- Statewide data indicates that automated collision and citation analysis based Geographic Information Systems were developed in 2 jurisdictions.
- The joint system development effort ensures the sharing of traffic related data between engineering and enforcement agencies. Ultimately, the shared system leads to timely data access and data collection. The development of these systems generally replaces archaic manual or flat file systems.
- The new systems result in significant and lasting timesavings for each of the involved agencies. Reports from a number of agencies indicate timesavings of 50 percent with the new GIS systems. The timesavings results in increased customer satisfaction and enhanced staff productivity.



PUBLIC RELATIONS, ADVERTISING AND MARKETING

GOALS

OTS Marketing and Public Affairs supports the OTS mission of reducing deaths, injuries and economic losses resulting from traffic crashes by creating and implementing comprehensive public awareness programs designed to improve and encourage safe driving practices statewide. In addition, these efforts are intended to make safe driving the behavior of choice for all Californians, including at-risk and under-served communities. Recognizing the challenge of reaching a diverse population of over 38 million people, OTS increased its budget for public awareness program support by more than 30 percent in 2008 to help meet these goals.

RESULTS

In 2008, OTS Public Affairs was instrumental in the successful execution of multiple statewide and regional campaigns and outreach efforts.

HOLIDAY DUI CRACKDOWN CAMPAIGN

In conjunction with the state's comprehensive regional and county "DUI Avoid" taskforces, OTS partnered with the California Highway Patrol (CHP), Department of Alcoholic Beverage Control (ABC), Department of Motor Vehicles (DMV) and Department of Transportation (Caltrans), among others, to conduct the state's annual winter holiday anti-DUI campaign. The month-long effort generated more than 76 million audience impressions from earned media placements, paid advertising and public service announcements. Collectively the campaign generated more than \$1.1 million in added value.

Program Goals and Accomplishments



SPORTS & ENTERTAINMENT MARKETING

OTS continues to lead the nation when it comes to using sports and entertainment venues as a means to reach the public with life-saving traffic safety messages. As 2008 marked the program's 14th year in California, OTS continued to partner with professional sports teams and entertainment venues to promote key programs – including seat belt use, impaired driving, and youth safety education. Returning partners included the Los Angeles Angels of Anaheim, The San Diego Padres, Clear Channel radio in Fresno, the San Francisco Giants and Sacramento River Cats. We were able to expand into new venues, reaching new audiences, including many on-site events sponsored by radio stations KZZO-The Zone in Sacramento and 91X-FM in San Diego, minor league baseball team the Lancaster Jet Hawks in a DUI plagued central valley city, TEAM Coalition, and in San Diego's Qualcomm and Oakland's McAfee Stadiums.

SEAT BELT MOBILIZATIONS

The 2008 'Click It or Ticket' public education campaign marked the fourth year of this successful May effort, including the new November mobilization. The paid advertising component of the OTS campaign garnered 7.6 million audience impressions alone. The public education campaign contributed to the increase in California's seat belt usage rate from 92.5 percent in 2005 to 95.7 percent in 2008, surpassing our goal. This represents an increase of over 1.2 million people who have started buckling up since the campaign began.



Program Goals and Accomplishments



GRANTEE MEDIA SUPPORT

OTS Public Affairs regularly provides technical assistance to local grantees in their communications and outreach efforts. In 2008, Public Affairs supported grantees in the development of press materials and the planning of media events. OTS assisted grantees by participating in print and broadcast media interviews to underscore the key points regarding impaired driving, occupant protection and police traffic services, among others.

GRANTEE MEDIA CAMPAIGNS

Media campaigns costing \$309,000 were implemented by the CHP to support statewide and local enforcement efforts. The campaigns resulted in media messages reaching an estimated audience of over 14,900,000.

INSTITUTIONAL PARTNERING

OTS continued to build on highly successful cooperative promotional activities with NHTSA, MADD and other national institutions, as well as many statewide industry groups such as Enterprise Rent-a-Car, the California Restaurant Association, the California Motor Car Dealers Association, and the Driving School Association of California. OTS partnerships with other state agencies have been particularly effective, including the Department of Motor Vehicles, California Highway Patrol, Department of Alcoholic Beverage Control, and Caltrans.

The use of Caltrans changeable message signs for traffic safety messages during the holiday DUI Crackdown campaign, “Click It or Ticket” campaign, plus several holiday weekends during the year reached tens of millions of freeway drivers dozens of times each. OTS contracted with Caltrans to install over 750 permanent highway signs with the “Report Drunk Drivers - Call 911” message throughout 15,000 miles of state roadways in 2007.



Program Area Highlights

ALCOHOL AND OTHER DRUGS

DUI AVOID

AVOID Campaigns have expanded to 41 counties proving to be an outstanding program funded by OTS to lower death and injuries caused by impaired drivers. AVOID Grants fund coalition of law enforcement agencies within the county to increase DUI enforcement and drive public awareness campaigns during special holiday periods with higher numbers of DUI collisions. The campaigns deploy multi-agency Sobriety Checkpoints and DUI task force saturation patrols along with local roving DUI patrols. They coordinate other special DUI enforcement conducted by police, sheriff, CHP and ABC into one large media effort to heighten awareness of the tragedy and dangers of driving drunk throughout the year. The media campaign is



reaching nearly 98 percent of the state's population. The DUI AVOID effort has expanded to year round crackdowns to include weekends with higher incidents

of DUI arrest and collisions such as Super Bowl Sunday, St Patrick's Day, Cinco de Mayo and Halloween, as well as local festivals or events with DUI problems. These grants incorporate over 450 local and state agencies to turn DUI deaths and injuries lower in California in 2008.

TEEN CHOICES 2

The Teen Choices 2 grant is a two-year grant awarded to the California Highway Patrol (CHP) to provide informational programs to teenagers on the dangers and consequences of drinking and driving. One of the more successful components of this grant is the Every 15 Minutes Program, which is a



dramatic re-enactment of a fatal collision caused by a drunk driver (a

fellow schoolmate). Students are provided with a realistic presentation of how a DUI collision affects everyone – not just those involved in the actual collision. Students witness the crash scene (complete with cars used from actual DUI collisions and student victims who are made-up with make up to look like actual collision victims), the paramedics removing the victims from the scene, the law enforcement officers who secure the scene and test the impaired driver, the arrest of the driver, and the series of events that occur after the crash when victims are pronounced “dead.” This is a very emotional experience for the majority of students and gives them as real of an experience as possible so they can truly grasp how devastating the consequences of drinking and driving are. In the 2008 Federal Fiscal Year, the CHP conducted 151 of these Every 15 Presentations throughout the state – 26 more than their projected goal for the year. Under this grant, the CHP also conducts Sober Graduation and other alcohol-reduction educational programs. In the 2008 FFY, 198 Sober Graduation Programs and 215 other alcohol-reduction programs were conducted statewide by the CHP.

Program Area Highlights

DRUG RECOGNITION EVALUATOR (DRE) IMPAIRED APPLICATION

Drug-impaired driving continues to be an issue in California, and detection of impaired drivers is a key component in the effort to reduce the mileage death rate. Under this grant, the California Highway Patrol (CHP) is using the grant resources to train allied agency and CHP personnel on the Standardized Field Sobriety Tests (SFST) and the Drug Recognition Evaluator (DRE) program. During the 2008 Federal Fiscal Year, the CHP trained 1,110 officers on SFST's and 157 officers to be DRE's. In addition to the 80-hour classroom training and 40 hours of field certification required to be a DRE, the CHP teams with allied agencies to conduct saturation patrols aimed toward detecting and removing drug-impaired drivers. For the FFY, the CHP conducted 143 of these specialized saturation patrols, resulting in 962 arrests for impaired driving.

COMPUTERIZED ALCOHOL SCREENING AND INTERVENTION (CASI)

The University of California Irvine campus in Orange County has successfully implemented a computerized alcohol screening and intervention (CASI) kiosk in their Emergency Department. A total of 2,962 Emergency Department patients were screened for alcohol use problems, with 402 screened in the Spanish language. These screenings resulted in CASI providing 242 patients with Brief Intervention and additional 83 patients being referred to social services. Through a new grant, CASI is in the process of being upgraded, refined and expanded into two additional Trauma Centers in Orange County.

PROBATION DEPARTMENTS – INTENSIVE SUPERVISION OF DUI PROBATIONERS

During Federal Fiscal Year 2008, there were five grants to Probation Departments. Four grant funded individual probation departments (San Bernardino, Contra Costa, Placer and Butte Counties). One grant, hosted by San Diego County, funded a total of 17 County Probation Departments (Butte, Fresno, Imperial, Kern, Los Angeles, Mariposa, Merced, Sacramento, San Joaquin, Santa Barbara, Shasta, Solano, Stanislaus, Trinity, Tulare and Yolo). During the 2008 Federal Fiscal Year, there were approximately 1,300 high risk DUI probationers receiving supervision via the intensive caseloads. In addition to keeping regularly scheduled office appointments, probationers are also subject to random, after-hours, home and worksite visits, drug and alcohol tests and searches. Several probation departments participated in multi-agency DUI enforcement efforts, such as the Avoid campaign warrant service operations, or worked with specific local agencies within their county.



Program Area Highlights

Intensive Supervision of DUI Probationers	Fiscal Year Total
Quarterly Average Number of Specialized Intensive DUI Caseloads	24
Average Number of Cases per Probation Officer	56
Field and/or Home Contacts Attempted	9,197
Field and/or Home Contacts Made	6,357
Office Contacts Scheduled	19,300
Office Contacts Made	18,367
Home and/or 4th Waiver Searches Conducted	4,004
Alcohol or Other Drug Tests Conducted	24,617
Special Operations Conducted or Participated In	179
Warrant Service Attempts	590
Warrants Successfully Served	168
Known Probation Violations	1,382
Responses to Known Probation Violations	1,304
Court Actions Initiated for Known Probation Violations	981

OCCUPANT PROTECTION

CLICK IT OR TICKET

The statewide “Click it or Ticket” campaign included mini-grants to 280 law enforcement agencies. The “Click it or Ticket” Campaign mobilization was conducted May 12 through June 1, 2008. Each agency conducted at least one Driver Only Seat Belt Observation survey during the week before and during the week after the mobilization. Seat belt observation surveys provided information on the best locations for conducting an enforcement campaign, and made the agencies aware of the seat belt use compliance rate in their communities. Each agency conducted roll call training by reviewing the different vehicle code violations that make up California’s occupant protection laws. As part of an effort to improve night time seat belt use rates, 54 agencies conducted night time enforcement. During the three-week mobilization period, a total of 62,702 seat belt citations were issued by participating law enforcement agencies.

SAFETY FOR PARENTS AND THEIR CHILDREN

The “Safety for Parents and Their Children” grant hosted by the Los Angeles Community Development Department established a means for providing child passenger and bicycle safety education through seven youth and family centers within the City of Los Angeles (Lucile Becera Robal, Pacoima, Bradley Milken, Cypress, Tom Bradley, Vera Davis Clendon and Hollywood). During the first year of the grant, the department trained 10 employees as child passenger safety technicians, held 68 child safety seat classes impacting 928 parents,

distributed 3,170 child safety seats, and distributed 3,951 bicycle helmets.

A MULTI-FACETED BOOSTER SEAT EDUCATIONAL PROGRAM FOR HEALTH SYSTEMS AND COMMUNITIES

Thru an OTS funded grant to the University of Davis Trauma Center for injury prevention program for occupant protection, UCD began working with Community & Physicians Together (CPT) in 2007 to provide sustainable injury prevention programs in Sacramento and the surrounding communities. They were able to achieve partnerships with seven neighborhood collaboratives to build community centered programs addressing child passenger safety. The success of these partnerships has lead to the establishment of bilingual child passenger fitting stations, neighborhood head injury prevention programs and safety helmet distribution centers. This Community-based intervention has been a key component in preventing injuries and deaths among children and adolescents. This program has properly fitted 403 children in safety seats.

Program Area Highlights

BICYCLE AND PEDESTRIAN SAFETY

SCHOOL AREA

The Bicycle, Pedestrian and Traffic Safety program has improved traffic safety for elementary and middle school students throughout the San Francisco Bay Area. This program is a collaborative effort led by the San Francisco Municipal Transportation Agency. Key players include the San Francisco Unified School District, the YMCA of San Francisco, and the League of Cycling Instructors (LCI). The program includes peer-based outreach education at middle schools and has developed a bicycle safety component that has been included in the physical education curriculum at participating middle schools. Each school has a designated Traffic Safety Coordinator to conduct education outreach and schedule bicycle safety events such as Bike to School Day and Bicycle “Roadeos.” As a result of this effort, the YMCA has created a Bicycle Learning Area, which is a permanent bike “roadeo” safety skills-building facility. The collaborative has also provided bicycle safety education presentations at community events such as “Lights on Afterschool,” “San Francisco Family Day,” and the mayor’s “Summer Resource Fair.” Over 900 bicycle helmets were distributed and properly fitted at these and other events that have impacted almost 3,000 students and community members. The program also provides free bicycle helmet safety inspections.



SCREENING FOR AGE RELATED DRIVING DISORDERS IN THE HOSPITAL SETTING

The University of California, San Diego (UCSD) Department of Family & Preventive Medicine initiated this grant to implement and evaluate an intervention to improve the ability of hospital-based health care providers to address age related driving disorders. Prevention faculty from the UCSD Department of Family & Preventive Medicine along with the Director of the UCSD Trauma Center developed the “Road Safe Senior Screening” Program to train the UCSD hospital staff how to access senior inpatients. The age related driving disorders screenings will improve the capacity of San Diego hospitals to screen and make recommendations to seniors and their physicians regarding their driving risks. Seniors admitted to any three hospitals within the UCSD system are offered the opportunity to participate in the screening. The voluntary assessment can be conducted in either English or Spanish. During the first year of the grant, 243 Road Safe Senior Screenings were conducted on senior inpatients. An informational brochure with a resource list of agency services for seniors was distributed to patients who were screened. The primary care providers of all patients screened were notified of the results. Patients who failed the screen were reported to DMV. Follow-up with patients who took part in the screenings were conducted one to two months after their release from the hospital to determine what steps were taken to address their driving safety needs. Thirty three percent stated they stopped driving, 29 percent self-imposed driving restrictions, 8 percent took a driver refresher course for older adults and 27 percent said their primary care physicians ordered additional testing to assess their suitability to drive based on the hospital screen report.

Program Area Highlights



EMERGENCY MEDICAL SERVICES

SAN BERNARDINO COUNTY FATAL AND INJURY REDUCTION PROGRAM

The San Bernardino County Fire Department served as the host agency to implement a regional extrication equipment grant for fifteen communities within the County of San Bernardino. Equipment was

distributed to Devore, Silver Lake, Angles Oak, Spring Valley, Grand Terrace, Joshua Tree, Baldy Mesa, Fawnskin, Oak Hills, Baker, Lucerne Valley, Forest Falls, Green Valley, Hesperia and Adelanto. A total of 700 first responders received up-to-date training in the safe and effective use of extrication equipment and extrication response time for the arrival of appropriate equipment at the collision site was reduced from 25 to 13 minutes. Five educational demonstrations and traffic safety presentations were also provided at local schools impacting 6,000 people.

POLICE TRAFFIC SERVICES

STREET RACING TRAINING

This two-year grant provides the California Highway Patrol (CHP) funding to conduct Peace Officer Standards and Training (POST)-certified Street Racing and Modified Vehicle field certification to officers throughout the state. During 2008, the CHP reported that 977 CHP and allied agency officers were trained in detecting illegally modified vehicles. In addition to the training, the CHP conducted 174 specialized operations targeted at illegal street racing that resulted in 7,007 hazardous citations issued, 416 criminal arrests, and 575 vehicles impounded.

Furthermore, there was 2,887 Smog Referee Referral Citations issued. These referrals must report to an authorized Bureau of Automotive Repair (BAR) smog referee, where the vehicle must then pass the emissions test in order to be deemed legally drivable on California roadways.



Program Area Highlights



I-SWITRS allows access to the current SWITRS Reports 1 through 8, raw data that is comma delimited, and reports formatted to provide statistics requested by OTS for completion of grant applications and grant quarterly reporting. Agencies can log into the I-SWITRS website and be able to select any of the above reports using user friendly screens with report, jurisdiction, location (city or unincorporated area), and date range options.

The project was reported operational at the Sept 22, 2008 meeting of the Traffic Records Coordinating Committee.

ROADWAY SAFETY/TRAFFIC RECORDS

INTERNET-STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM (I-SWITRS)

This project enables all allied law enforcement agencies, public works departments, and California Highway Patrol (CHP) users to view, print or download Statewide Integrated Traffic Records System (SWITRS) data via the Internet for utilization in identifying traffic collision trends and obtaining statistical data necessary to complete requests for Office of Traffic Safety (OTS) grants.

