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A COMPREHENSIVE PLAN

TO ADDRESS THE PROBLEM OF THE DRINKING DRIVER

IN SANTA CLARA COUNTY

SUPPORTED BY GRANTS FROM THE OFFICE OF TRAFFIC SAFETY, STATE OF CALIFORNIA

FUNDED BY THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION, U.S. DEPARTMENT
OF TRANSPORTATION

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REVISED EDITION

PHASE I

APRIL 1979

FORWARD

The National Highway and Traffic Safety Administration (NHTSA) has encouraged the states to develop planning processes for improved local coordination of traffic safety programs. The California Office of Traffic Safety (OTS) selected the County of Santa Clara for a pilot project to test the feasibility of local coordination in this state. OTS has specifically designated the County of Santa Clara as a demonstration site for grant projects which address the problem of the drinking driver.

In February of 1978, a grant was awarded to the County of Santa Clara for creation of an office to provide central planning coordination of the county-wide effort.

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I. INTRODUCTION -- APRIL 1979

This document represents the initial phase of the comprehensive plan to address the problem of the drinking driver in Santa Clara County, California. This effort has been supported by a grant from the California Office of Traffic Safety, Number 007802.

This plan consists of two parts. The first section contains a comprehensive series of problem statements from which the objectives for the plan were derived. In this way, the objectives represent critical areas of need. The objectives are standards for improvement which span a variety of subject areas. As each problem statement is supported by the data which was collected by the program manager, each objective is a direct function of identified needs. The second section of the plan is devoted to strategies for realization of these objectives. This document delineates only the first phase of these efforts and sets forth those grants which will operate during the first fiscal year. The second phase of the comprehensive plan will commence in October of 1979.

The constraints imposed by federal and state deadlines have made it impossible to fully research every aspect of the drinking driver problem. Moreover, the complexities of project development have made it necessary to postpone a variety of planned tasks. For these reasons, several projects/subjects have been deferred for further study during the course of the coming year.

As shown, there will be at least 12 subjects of ongoing study. Subjects which do not have projects included during the first phase will be addressed during the second fiscal year. The "strategies" section of this plan outlines some of the concepts which will be incorporated in the second phase of the program.

SUBJECTS OF ONGOING STUDY

FISCAL YEAR 1979

OFFICE OF TRAFFIC SAFETY DRINKING DRIVER PROGRAM

PREVENTION

- Evaluation of Innovative Intervention Projects

An intensive study is needed to determine the relative effectiveness of alternative methods. A broad spectrum of prevention activities will be examined with emphasis to be placed upon innovative projects operating elsewhere in California. It is intended that this process will produce a model program specifically designed for Santa Clara County.

A project cannot be implemented until this research is completed.

- Study of Local Prevention Activities

The effectiveness of local activities is not known. A number of efforts are now under review and certain decisions cannot be made until the success of these activities has been determined. Moreover, the SB38 program is now in a state of transition and changes in that program may relate to project development in the Drinking Driver Program. A series of surveys and meetings are planned to facilitate policy decisions by local government officials.

- Profile of the Drinking Driver

Relatively little information has been collected to describe the drinking driver. A comprehensive survey of persons arrested for driving under the influence has been planned to permit analysis of such characteristics as age, race, sex and drinking habits. This effort will produce a comparative analysis of drunk drivers containing both personal and demographic factors.

- Survey of Alcohol Sources for Drinking Drivers

As little is known about drinking patterns in Santa Clara County, a study of the sources of alcohol has been planned. Based upon information collected from persons arrested for driving under the influence, a county-wide analysis will be performed. The study will identify the locations where excessive drinking has occurred, as well as the frequency of such settings as parties, bars, restaurants, etc.

LAW ENFORCEMENT

- Analysis of Police Procedures

A detailed analysis of current police practices has already been initiated.

The survey has commenced with examination of deployment, patrol methods, arrest procedures, and police forms. Recommendations for improvement will be made to local officials throughout the course of the Drinking Driving Program.

- Study of Intake Process

The specific problems of delay and overcrowding will be subjects of ongoing study. As high priorities for local officials, these areas will receive considerable attention. Recommendations will be made to expedite the required procedures and plans are already underway to design more efficient methods. The County is constructing facilities to accommodate the influx of drunk driving arrests because existing facilities cannot accept the additional volume.

- Evaluation of Innovative Police Programs

Efforts will be made to compile analytical information concerning the successful enforcement programs which have been undertaken elsewhere in California. The development of new projects and refinement of ongoing grants will be based upon this study of innovative projects.

- Analysis of Accident Causes

Preliminary research has raised a series of profound questions which cannot be answered without further study. A detailed analysis will be performed to ascertain the relative significance of such determinant variables as time, location and roadway engineering.

ADJUDICATION

- Study of Dispositions

Very little is known about the outcome of prosecutions. Although an automated system is available, it has not been used to track drunk driving cases through the criminal justice system. A computer program is being developed to monitor the caseflow and tabulate the outcomes of all offenses relating to driving under the influence.

- Calendar Management

Both prosecution and defense services will experience a significant increase in caseload. During the course of the Drinking Driver Program, it will be necessary to investigate new techniques of caseload management. A study of other jurisdictions will be conducted to determine which procedures would be suitable for Santa Clara County!

- Study of Warrant Service

Certain adjudication and enforcement problems have resulted in substantial accumulation of warrants. As drunk driving offenses comprise the largest group of criminal matters in the Municipal Courts, they also produce an enormous number of warrants. Plans are underway to improve the conditions which have contributed to this problem and recommendations will be made to local officials during the year.

- Evaluation of Innovative Sentencing Programs

Santa Clara County offers relatively few alternatives to

conventional sentencing. When compared to other California counties, it is apparent that a number of new approaches may be reviewed for local implementation. Extensive study will be required to determine the appropriate structure and operation for Santa Clara County. Efforts have already been made to examine the relative effectiveness of several sentencing programs, and this study will continue through the course of fiscal year 1979.

A. BACKGROUND

Santa Clara County is located at the southern tip of San Francisco Bay. It encompasses an area of about 1,000 square miles, one-third of which is relatively flat valley land bordered by two mountain ranges.

The population, which has grown to over 1,160,000 people, is distributed among 15 cities and the unincorporated areas. Population growth has not been evenly distributed among these areas. While the average growth rate per city in the county between 1970 - 1976 was almost 10%, the cities tend to fall into three distinct groups. High growth includes San Jose, Milpitas, Cupertino and the two south county cities of Gilroy and Morgan Hill. Moderate growth includes Los Altos, Mountain View, Sunnyvale and Saratoga. Slow growth includes Campbell, Los Gatos, Monte Sereno, and Los Altos Hills. Two cities which experienced a population loss were Santa Clara and Palo Alto. The County is predominately urban, with the population and industry concentrated in its northern and central portions. The rural and agricultural areas are found in south county and east county.

Over the years the employment base has shifted from agriculture to manufacturing. Electrical and non-electrical machinery are the fastest growing types of employment. Employees seldom work in the city where they live. Many of the cities in the north county, such as Palo Alto and Sunnyvale, have the heaviest concentration of employment. Employment in south county cities has not kept up with the population growth and residents there are commuters.

The majority of the County inhabitants are White (76.8%). Other residents include Mexican-Americans (17.5%), Orientals (3%), Blacks (1.7%), and various other ethnic groups (1%).

The median age for Santa Clara County was 26.6 years in 1975, an increase of 0.9 of a year since 1970. When median age was compared to the percent of the population over 60 and under 19 by jurisdiction, no strong correlations were observed. As median age increased, the proportion of elderly increased. Not surprisingly both median age and percent elderly show negative correlations with percent of children under the age of 19. Cities with older populations have fewer children.

The County has extensive educational and recreational facilities. Health care resources are available, although not always readily accessible to all. Public transportation is limited, but improving.

Although the middle income of county residents is quite high, over one-third of the households have a yearly income of less than \$8,000.00. This lower socio-economic segment of the population, which is more vulnerable to poor health and illness, live primarily in central and southeastern San Jose, with additional "poverty pockets" in Alviso and parts of south county.

The justice system in Santa Clara County represents the collective efforts of fifteen incorporated cities and the County of Santa Clara, which is a charter county.

Law Enforcement. Municipal Police Departments in order of size are:

1. City of San Jose
2. City of Sunnyvale
3. City of Santa Clara
4. City of Palo Alto
5. City of Mountain View
6. City of Milpitas
7. City of Campbell
8. City of Gilroy

9. Town of Los Gatos
10. Town of Los Altos
11. City of Morgan Hill

Santa Clara County Sheriff's Department provides law enforcement services for all unincorporated areas and contract service to the cities of Los Altos Hills, Monte Sereno, Saratoga and Cupertino.

Agencies of the County of Santa Clara

1. Office of the Sheriff
2. Office of the Public Defender
3. Adult Probation Department
4. Juvenile Probation Department
5. Office of the District Attorney

Courts of the County of Santa Clara

1. Superior Court
2. San Jose-Milpitas Municipal Court
3. Palo Alto-Mountain View Municipal Court
4. Los Gatos-Campbell-Saratoga Municipal Court
5. Gilroy-Morgan Hill Municipal Court
6. Sunnyvale-Cupertino Municipal Court
7. Santa Clara Municipal Court

State Agencies

1. California Highway Patrol
2. Department of Alcohol Beverage Control
3. Department of Corrections

Median Age, Percent of Population Over 60
 Percent of Population Under the Age of 19 -
 Cities in Santa Clara County - 1975

	<u>Median Age</u>	<u>Percent Over 60</u>	<u>Percent Under 19</u>
Santa Clara County	26.6	9.2	35.6
Milpitas	22.7	4.6	44.9
Morgan Hill	24.2	10.7	43.6
Gilroy	24.5	11.3	40.0
San Jose	25.0	9.2	39.6
Campbell	26.7	9.4	31.5
Santa Clara	27.1	9.8	33.7
Sunnyvale	28.2	9.2	32.7
Mountain View	28.8	10.7	23.8
Cupertino	29.1	6.8	36.2
Saratoga	31.3	9.0	40.3
Monte Sereno	31.6	7.2	38.4
Palo Alto	31.8	15.3	26.8
Los Gatos	31.9	15.8	31.1
Los Altos Hills	32.6	7.9	38.2
Los Altos	35.8	13.8	31.7

Median Age Over 60 $r = .4372$

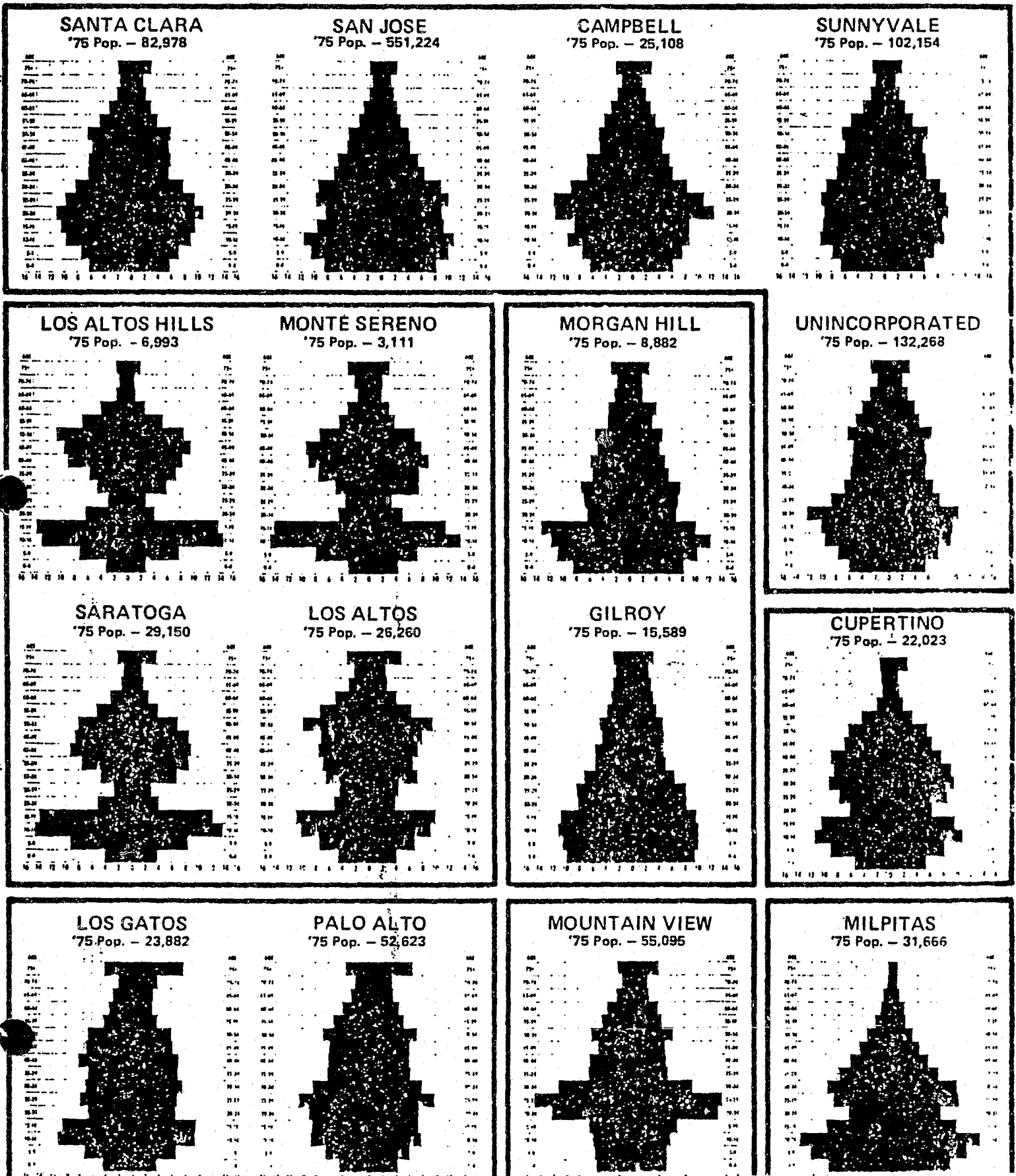
Over 60, Under 19 $r = -.5493$

Median Age Under 19 $r = -.4852$

All ages $r = .4372$

POPULATION PYRAMIDS — 1975

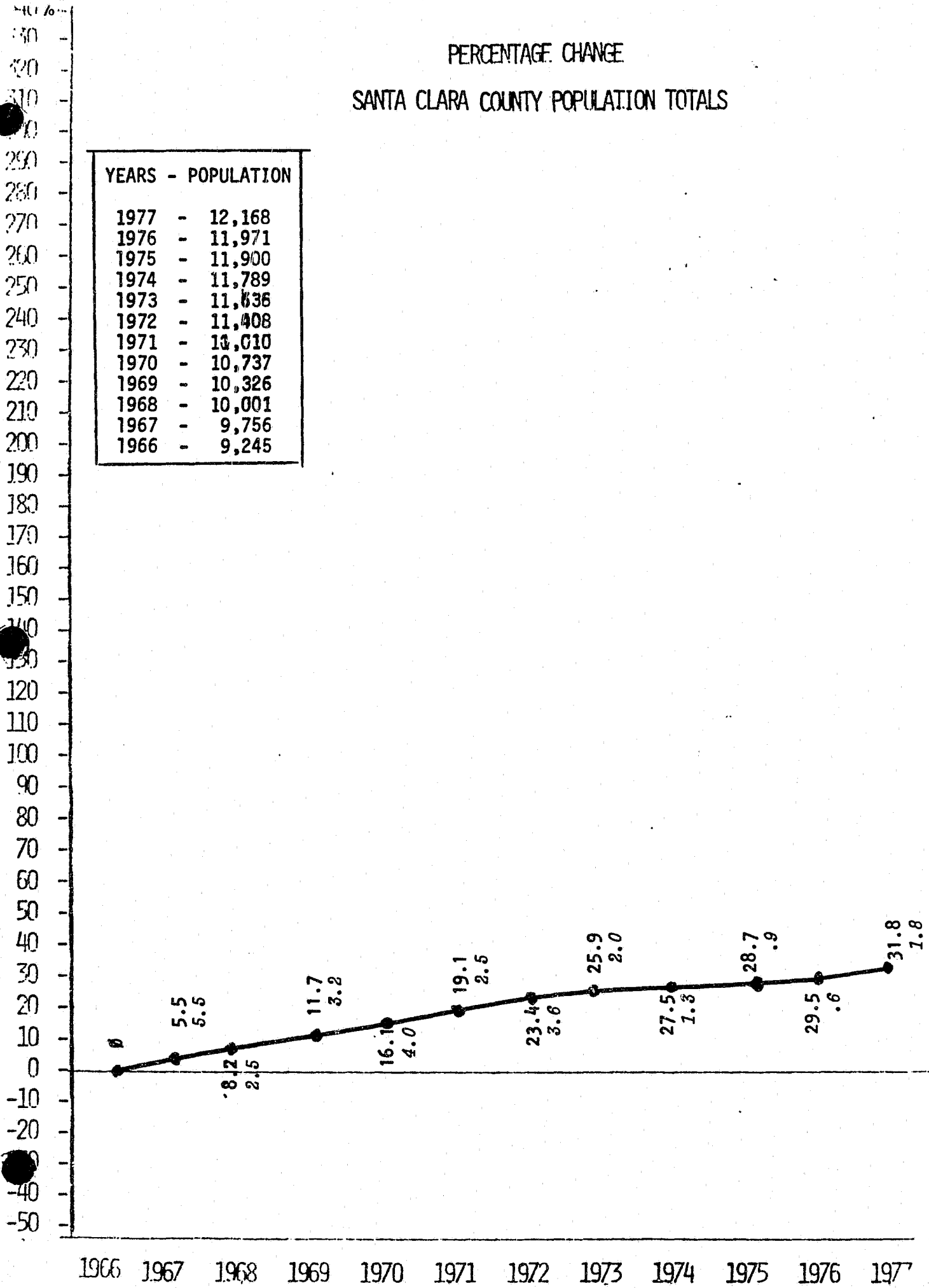
Cities & Unincorporated Areas of Santa Clara County



PERCENTAGE CHANGE
SANTA CLARA COUNTY POPULATION TOTALS

YEARS - POPULATION

1977	-	12,168
1976	-	11,971
1975	-	11,900
1974	-	11,789
1973	-	11,636
1972	-	11,408
1971	-	11,010
1970	-	10,737
1969	-	10,326
1968	-	10,001
1967	-	9,756
1966	-	9,245



BAR AND RESTAURANT
ON SALES PREMISES LICENSES IN EACH CITY **
OCTOBER, 1978

<u>RANKING</u>	<u>COMMUNITY</u>	<u>NUMBER</u>	<u>RATE PER 100,000 POPULATION *</u>
1	CAMPBELL	68	268.2
2	LOS GATOS	53	215.0
3	PALO ALTO	109	198.5
4	GILROY	32	186.6
5	MORGAN HILL	22	180.3
6	MOUNTAIN VIEW	97	173.8
7	CUPERTINO	37	161.6
8	SANTA CLARA	130	155.1
9	LOS ALTOS	33	125.7
10	SUNNYVALE	131	124.8
11	SAN JOSE	590	102.6
12	UNINCORPORATED AREAS	114	90.1
13	MILPITAS	27	83.6
14	SARATOGA	20	67.3
15	LOS ALTOS HILLS	2	27.7
16	MONTE SERENO	0	0

** PROVIDED BY THE CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL

* PROVIDED BY CALIFORNIA DEPARTMENT OF FINANCE 1977 POPULATION

B. THE PLANNING PROCESS

The Office of Traffic Safety approached the Law Enforcement Executive Council of Santa Clara County (LEEC), a body composed of police and justice officials, to develop a program to address the growing drinking driver problem in Santa Clara County. The LEEC agreed to form an oversight committee, and suggested that the coordinating grant be awarded to County government as the logical host for the program staff. The County Executive added several agencies to the committee, and a permanent Policy Board was formed to supervise the program.

The Policy Board has conducted an extensive planning process. A series of workshops and meetings were held to examine the data which had been collected by the Program Manager and priorities were established for grant funding. Each of the problem statements shown below was approved by a vote of the Policy Board, as were each of the objectives which follow. The Policy Board approved a total of 47 problem statements and 39 objectives.

The Program Manager then worked with a number of agencies to develop proposals in the areas of prevention, law enforcement, support services, and adjudication. These proposals were presented to the Policy Board and ranked according to their relative importance to the program. Through this process, ten projects have been identified for immediate funding and several others have been ranked for funding during the second year of the program.

GRANT APPROVAL PROCESS

OBJECTIVES ADOPTED

PROJECT DEVELOPMENT

PLAN DEVELOPMENT

PROPOSANTS CONTRACTED

PROJECT PROPOSALS
PREPARED

PROJECT SUMMARIES
SUBMITTED

BOARD VOTES ON
PROJECT PROPOSALS

GRANT APPLICATIONS
PREPARED

COMPLETED APPLICATIONS
SUBMITTED TO OTS

OTS REVIEW

NARRATIVE OF PROBLEMS
AND OBJECTIVES

COMPLETION OF PLAN

PLAN DISTRIBUTED AND
SUBMITTED TO OTS

O.T.S.

(APPLICATIONS IN PROCESS)

PROJECTS BEGIN

POLICY BOARD MEMBERS

NAME/TITLE	ALTERNATE/TITLE	DEPARTMENT
Kenneth Dickson Regional Director	N O N E	Office of Traffic Safety
Robert Winter Sheriff	Marion Bennett Captain	Santa Clara County Sheriff's Office
Don Ferguson Chief of Police	Frank Vasquez Asst. Chief of Police	City of Santa Clara Police Department
Dave Hampton Director of Alcohol Serv.	Laurie Kane Comm. Services Director	Bureau of Alcoholism Serv.
Glenn Hoffmann Superintendent of Schools	Marcella Sherman Program Develop. Spec.	Superintendent of Schools
Louis Bergna District Attorney	Robert Webb Asst. District Attorney	District Attorney's Office
The Hon. George Bonney Judge of Municipal Court	The Hon Lawrence Terry Judge of Muni. Court	Municipal Court
Jerry Ammerman Director of Public Safety	Alex Michaelis Captain	Sunnyvale Department of Public Safety
Richard Bothman Chief Probation Officer	Mike Kuzirian Asst Chief Prob. Officer	Juvenile Probation Dept.
Jim Tate Acting Chief Prob. Officer	Fred Kretz Super. Prob. Officer II	Adult Probation Department
John Healy Commander	William Mills Lieutenant	California Highway Patrol
Charles Bucher District Administrator	John Kulbeth Supervisor	Alcoholic Beverage Control
Susan Jones Executive Director	Tom Tucker Member of Board	National Council on Alcoholism

C. PLAN ORGANIZATION

The problem statements, objectives, and project proposals provide the framework for the comprehensive plan. Each problem identified by the Policy Board is stated, followed by a summary of the data which support that specific problem. The problem statements are organized into four sections -- (a) accidents caused by drinking drivers; (b) prevention of drunk driving; (c) support services; and (d) adjudication.

The problem statements are followed by "strategies for change". This section contains the objectives for each subject area and summarizes each of the projects to be funded during the first phase.

Where specific proposals have been developed, detailed information about project objectives and budgets has been included. Where there are no specific proposals yet developed, there is a brief explanation of the project concepts contemplated for the future shown in italics

The term "drunk driving" requires explanation. Under California Law, a person is guilty of a misdemeanor crime when operating a motor vehicle while *under the influence of alcohol, drugs, or a combination of both*. For this reason "drunk driving" is technically a misnomer since a person need not be drunk to be guilty of the offense which the term is intended to describe.

The California Vehicle Code defines this offense in terms of the alcohol content of the blood. Research has established a high coefficient of correlation between alcohol levels in the bloodstream and degrees of driving impairment. Section 23126 states that a person with less than .05 percent of weight of alcohol in their blood shall be presumed not to be under the influence of alcohol. For persons with a blood alcohol content with .05 percent but less than .10 percent, there is no presumption as to influence. Persons who are

found to have .10 percent or more are presumed to be under the influence.

While these presumptions required by the Vehicle Code must be considered in a trial, they do not dictate a verdict of guilty or not guilty. Both the prosecution and defense may introduce evidence bearing upon the question, and the decision is ultimately made by the judge or the jury.

For editorial convenience, the term "drunk driving" is used throughout this volume. Its use is intended to be synonymous with "driving under the influence of intoxicating liquor and/or drugs." The intent is to describe any driver who has been drinking to excess and whose ability to operate a motor vehicle has been impaired by alcohol alone, or in combination with drugs.

II. PROBLEM STATEMENT

A. ACCIDENTS CAUSED BY DRUNK DRIVING

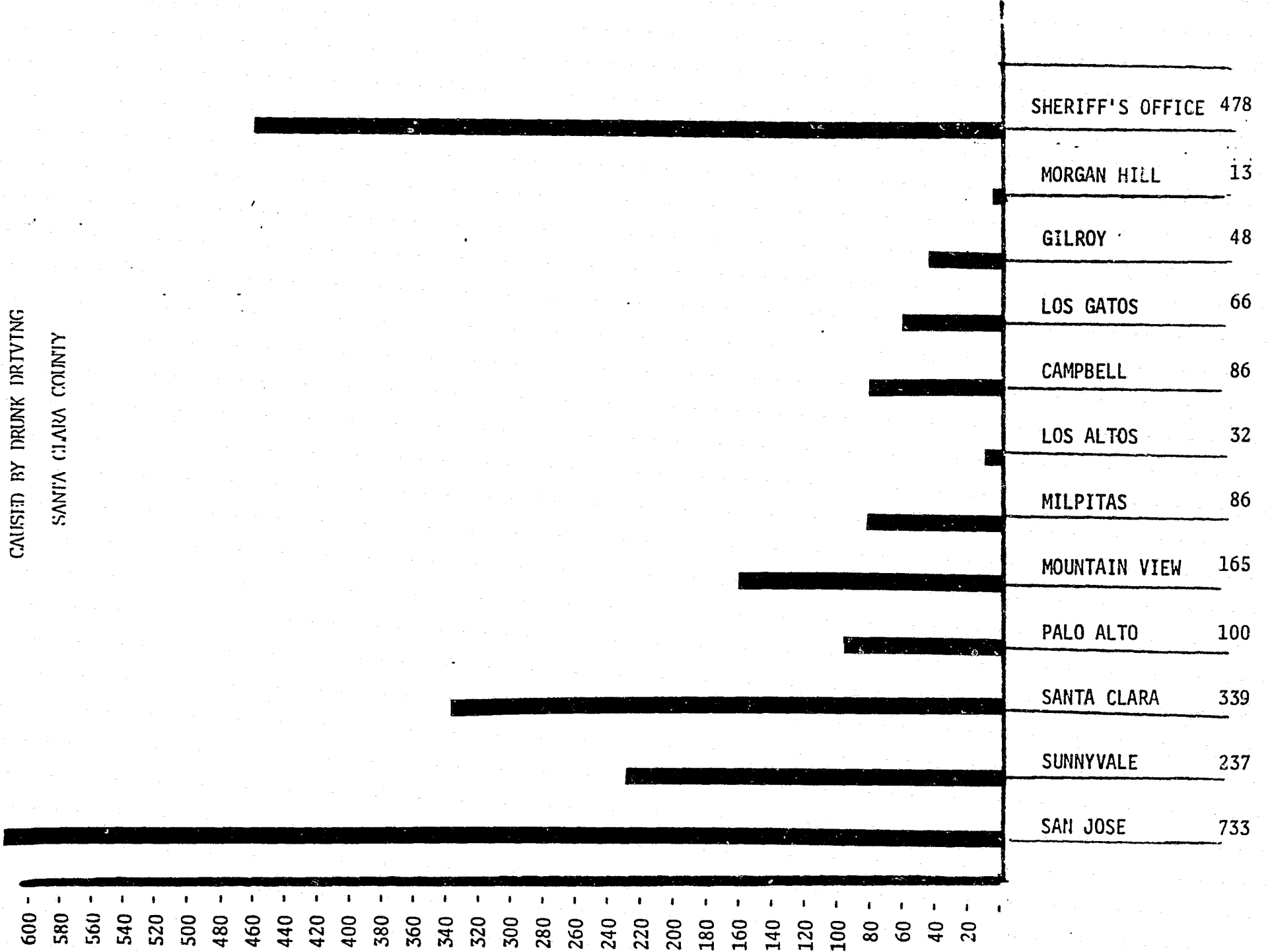
- *The incidence of accidents caused by persons driving under the influence has increased dramatically during recent years.*
- *Driving under the influence is responsible for an increasing share of total accidents every year, such that the rate of increase for drunk driving accidents greatly exceeds that of accidents as a whole.*
- *Fatal accidents caused by drunk drivers have increased by the greatest margin, with injury accidents second, and property accidents third.*

From 1972, accidents caused by drunk drivers have increased 36%, injury accidents have risen 61% and fatal accidents are up 55%. These increases are greater than those for accidents with other causes, and are not attributable to an overall rise in accident rates. Since 1972, total accidents are up only 5%, injury accidents have risen 24%, and fatal accidents have climbed only 2%. 1977 brought the largest annual increase in drunk driver accidents in six years. Total accidents advanced 17.2% and injury accidents moved up 22.7%.

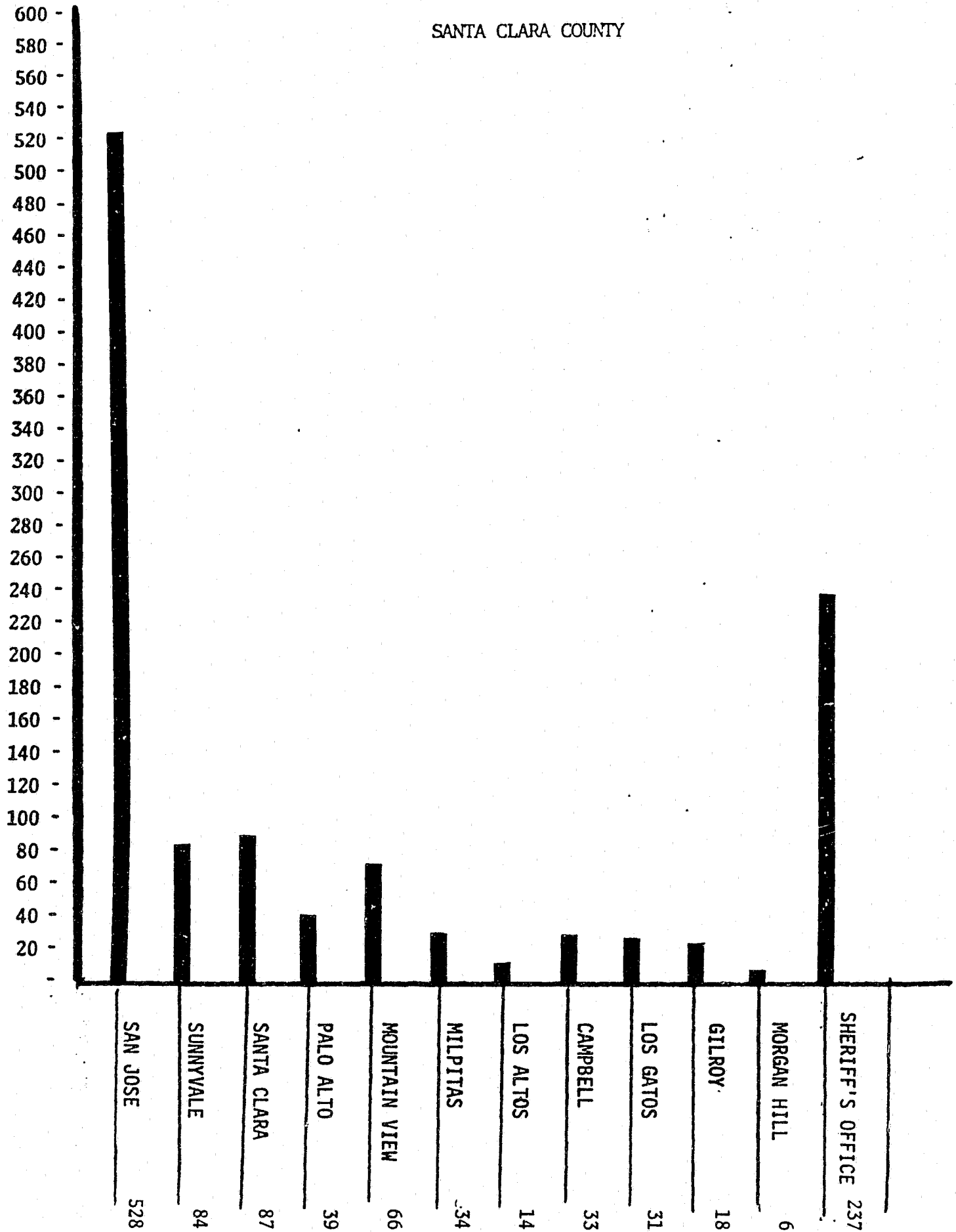
The percentage or share of accidents caused by driving under the influence has itself risen. The number of fatal accidents caused by driving under the influence in 1972 was only 23% of all fatal accidents. In 1977, fatal accidents caused by drunk drivers comprised 42% of the total, again demonstrating that the accidents caused by drunk drivers are increasing at a rate which greatly exceeds that of accidents as a whole.

- *Certain jurisdictions have experienced much more significant increases than others, such that particular areas now exhibit an accident rate which significantly exceeds the county-wide average.*

1977 ACCIDENTS
 CAUSED BY DRUNK DRIVING
 SANTA CLARA COUNTY



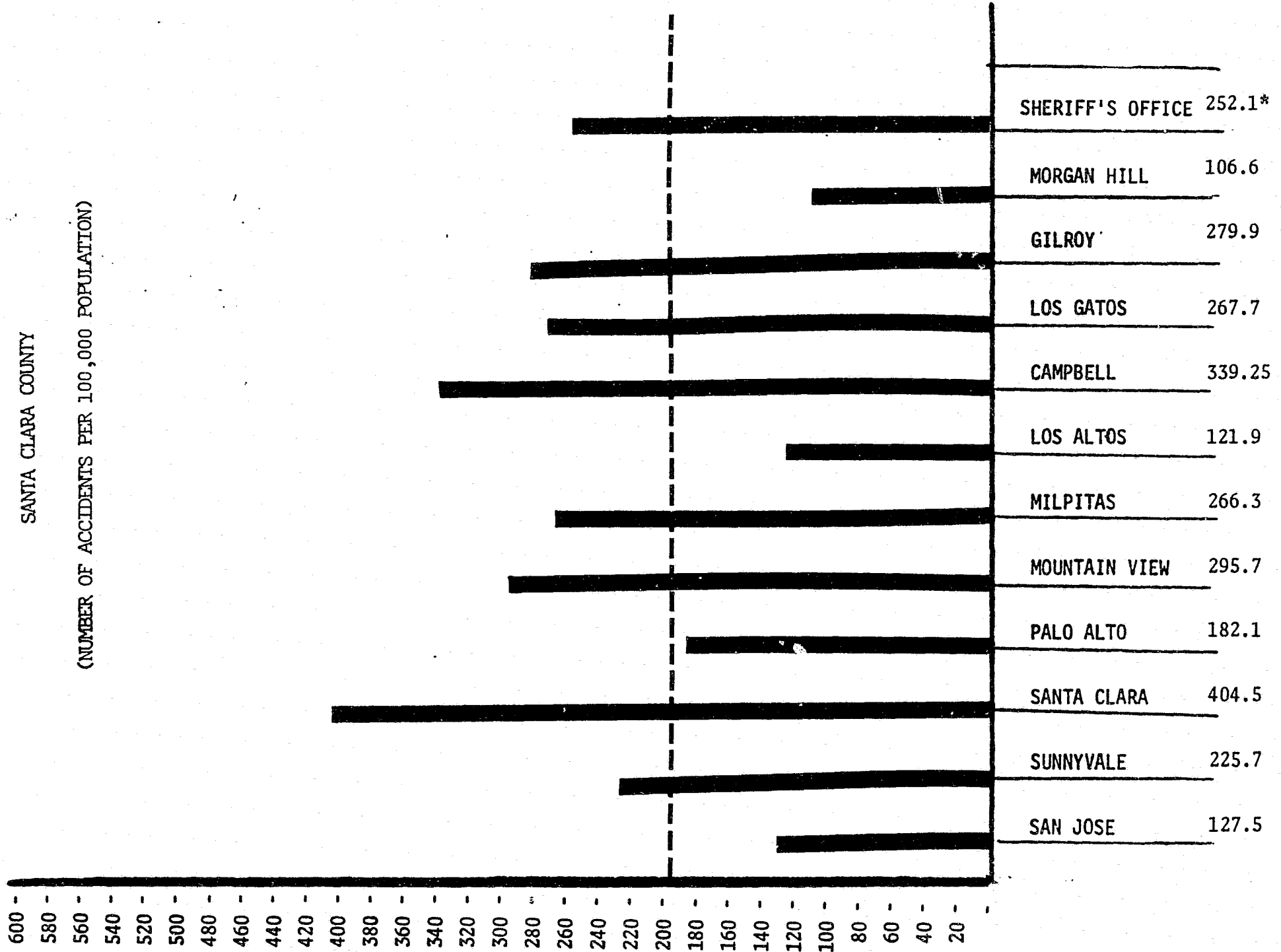
1977 INJURY ACCIDENTS
CAUSED BY DRUNK DRIVING
SANTA CLARA COUNTY



CAUSED BY DRUNK DRIVING

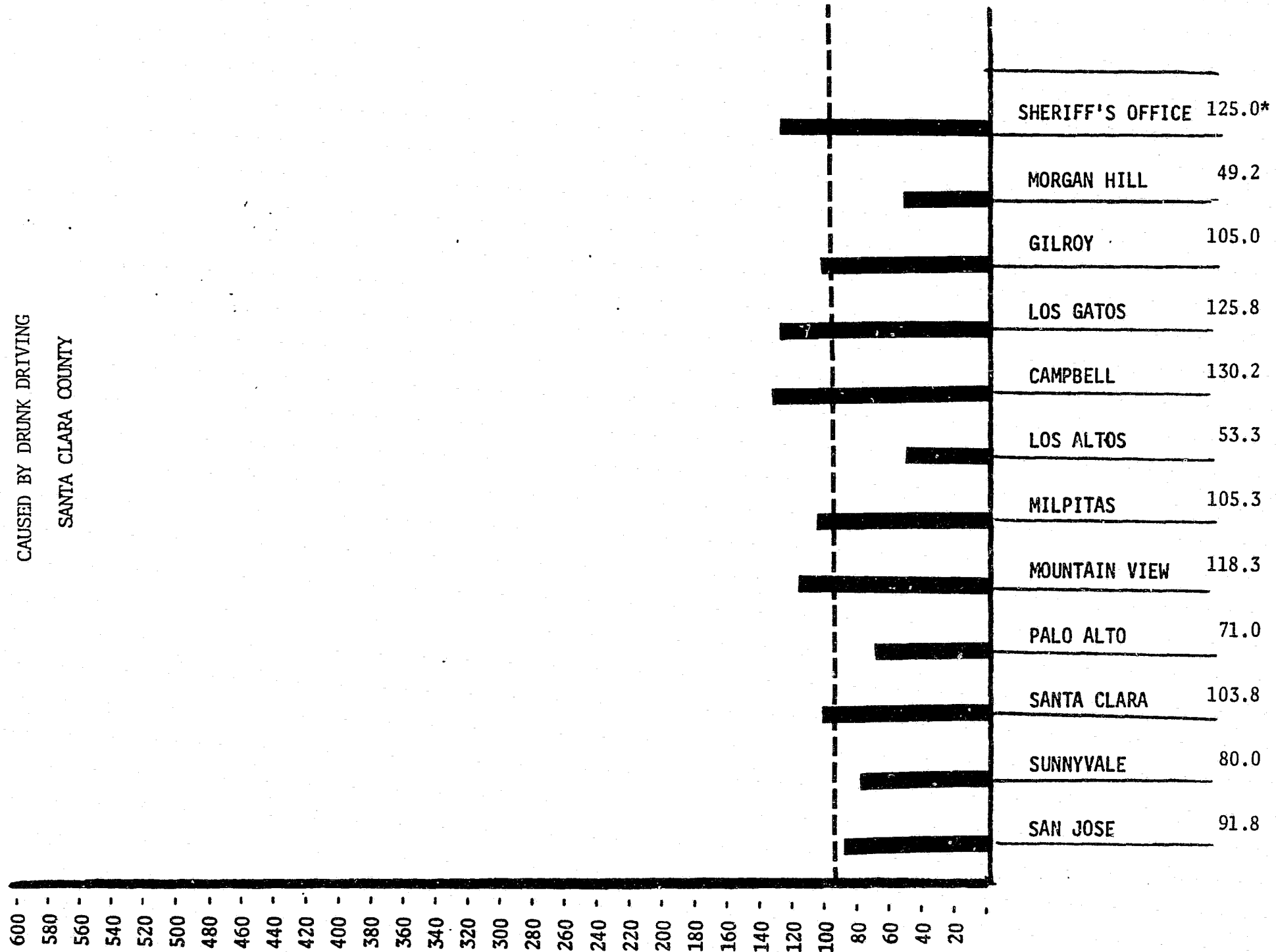
SANTA CLARA COUNTY

(NUMBER OF ACCIDENTS PER 100,000 POPULATION)



*NOTE: Total of five jurisdictions.

1977 INJURY ACCIDENT RATES
 CAUSED BY DRUNK DRIVING
 SANTA CLARA COUNTY



*NOTE: Total of five jurisdictions.

TRAFFIC ACCIDENT PROFILE

COUNTY TOTALS

19 77

POPULATION 1,202,100

100 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL <u>20,019</u> **	INJURY <u>8,532</u>	FATAL <u>148</u>
CAUSED BY DRUNK DRIVERS	<u>2,383</u> <u>11.9 %</u>	<u>1,177</u> <u>13.7 %</u>	<u>51</u> <u>34.5 %</u>
CHANGE FROM PREVIOUS YEAR	<u>17.2 %</u>	<u>22.7 %</u>	<u>41.7 %</u>
PER CAPITA RATE	<u>198.2</u>	<u>97.9</u>	<u>4.24</u>
PERCENTAGE OF COUNTY TOTAL	<u>100 %</u>	<u>100 %</u>	<u>100 %</u>

VICTIMS *

	TOTAL <u>12,213</u>	INJURY <u>12,044</u>	FATAL <u>169</u>
CAUSED BY DRUNK DRIVERS	<u>1842</u> <u>15.1 %</u>	<u>1785</u> <u>14.8 %</u>	<u>57</u> <u>33.7 %</u>
PERCENTAGE OF COUNTY TOTAL	<u>100 %</u>	<u>100 %</u>	<u>100 %</u>

DRIVERS

	TOTAL <u>38,575</u> **	INJURY <u>16,845</u>	FATAL <u>247</u>
UNDER THE INFLUENCE	<u>2404</u> <u>6.2 %</u>	<u>1194</u> <u>7.1 %</u>	<u>55</u> <u>22.3 %</u>
HAD BEEN DRINKING	<u>2171</u> <u>5.6 %</u>	<u>1153</u> <u>6.8 %</u>	<u>22</u> <u>8.9 %</u>
ALL DRINKERS	<u>4575</u> <u>11.8 %</u>	<u>2347</u> <u>13.9 %</u>	<u>77</u> <u>31.2 %</u>
PER CAPITA RATE	<u>374.7</u>	<u>195.2</u>	<u>6.4</u>
PERCENTAGE OF COUNTY TOTAL	<u>100 %</u>	<u>100 %</u>	<u>100 %</u>

* Accident and victim percentages are computed from total cases where causes are known to the police.

** Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.

- *Several jurisdictions have experienced accidents caused by drunk drivers at a rate which significantly exceeds that of the county as a whole.*

Agencies which exceed the total accident rate of 198.2 per 100,000 population are: Santa Clara, (404.5); Campbell (339.2); Mountain View (295.7); Gilroy (279.9); Los Gatos (267.7); Milpitas (266.3); Sheriff's Office (252.1); and Sunnyvale (225.7). Six agencies exceed the injury accident rate of 97.9. They are Campbell (130.2); Los Gatos (125.8); Sheriff's Office (125.0); Mountain View (118.3); Milpitas (150.3); and Santa Clara (103.8).

When Sheriff's jurisdictions which exceed the average are examined separately, unincorporated areas rank third in total accident rate (298.8) and Cupertino eighth (227.1). For injury accident rates, unincorporated areas are first (147.0) and Cupertino is fourth (122.3). All other Sheriff's jurisdictions fall below the average.

Certain jurisdictions have experienced a disproportionate incidence of accidents caused by drunk drivers. For example, the unincorporated areas of the County comprised slightly less than 11% of the population in 1977, but were the location of about 32% of the fatal accidents caused by drunk drivers. The City of Santa Clara represented only 7% of the County population, but accounted for 14% of the fatal accidents caused by drunk drivers. Eight out of twelve jurisdictions exceed the county-wide rate of accidents caused by drunk drivers of 198.2 per 100,000 population, and seven jurisdictions exceed the injury rate of 97.9.

Within jurisdictions, the incidence of drunk driver accidents may be related to arrest activity. In many instances, reductions in accidents occurred during years of increased police activity. Conversely, years of reduced arrests illustrate increased accidents. However, a causal relationship may not be demonstrated, and these relationships are not consistent.

(SEE APPENDIX "A" FOR ACCIDENT PROFILES IN EACH JURISDICTION)

- *In certain jurisdictions, periodic changes in arrest and other police actions have not produced a reduction in accidents caused by drunk drivers.*
- *In several jurisdictions, accidents caused by drunk drivers are increasing at a rate which significantly exceeds increases in arrests for driving under the influence.*

When viewed county-wide, there has been a steady increase in arrests for driving under the influence. Among law enforcement officials, there is general agreement that these efforts have not been sufficient to impact accidents. The data shown here support that opinion, because the rate of accident increase has surpassed that of arrests. It is evident that the police have not been able to remove a sufficient number of drinking drivers from the road, as those which remain have obviously continued to cause an increasing number of accidents.

The police have become increasingly more aggressive during recent years. The police in San Jose, Santa Clara, Gilroy, Palo Alto, Los Gatos and Morgan Hill have each demonstrated a steady or dramatic increase in arrests for drunk driving. The jurisdictions of Sunnyvale, Mountain View, Milpitas, Campbell, Los Altos and the Sheriff's Office have experienced less significant increases during the same period. All jurisdictions have shown an overall rise in accidents caused by drunk drivers, and none of the police departments have a specialized program to concentrate resources upon this problem.

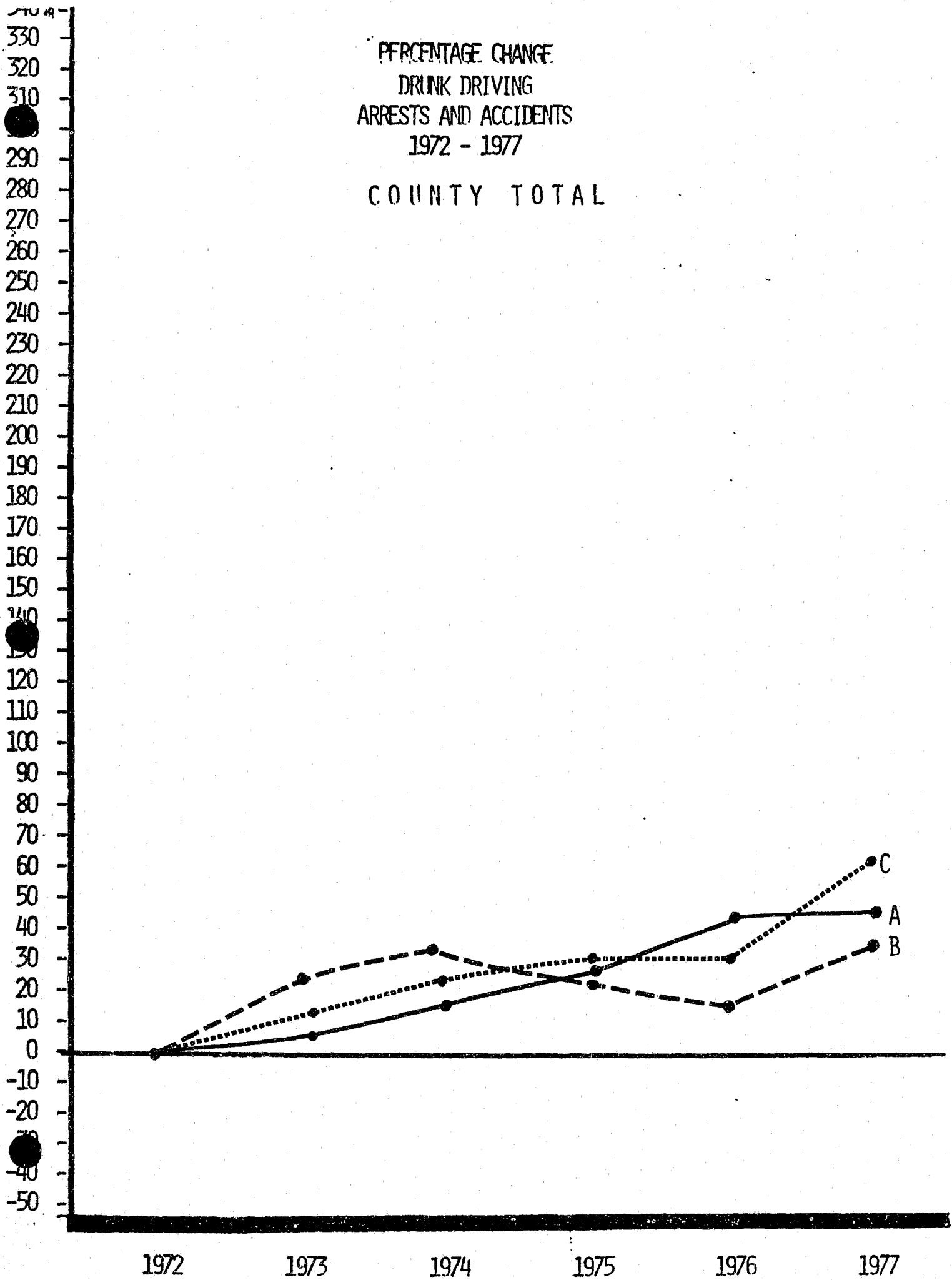
When individual jurisdictions are compared, these trends become more complex, and are most difficult to explain. In certain areas, accidents have grown much more rapidly than the police response. For example, see Milpitas, Campbell, Gilroy, Los Gatos, Morgan Hill, and the Sheriff's Office.

A ranking of per capita (number per 100,000) population by jurisdictions accident rates does not correspond to relative arrests rates. Agencies with

relatively high arrest rates may also have high accident rates. For example, the City of Santa Clara has a total drunk driving accident rate of 404.5 per capita which greatly exceeds the county-wide average of 198.2 per capita. The City of Santa Clara, however, also has a drunk driver arrest rate of 1076.4 per capita which exceeds the county-wide rate of 601.7 (excluding California Highway Patrol). Conversely, several agencies with low accident rates actually have lower arrest rates than agencies with significantly higher accident rates. The City of Los Altos has an accident rate of 121.9 per capita and an arrest rate of 278.1, both significantly lower than the respective county-wide averages. Also, the City of San Jose has both a low accident rate of 127.5 per capita and a relatively low arrest rate of 488.3 per capita. Furthermore, ostensibly comparable jurisdictions do not necessarily illustrate similar accident rates. As no significant demographic differences are evident between the jurisdictions, more detailed analysis will be required to determine what has caused these contrasts in accidents. As shown above, the specific causes of accidents will be carefully scrutinized during the first year of the program.

PERCENTAGE CHANGE
DRUNK DRIVING
ARRESTS AND ACCIDENTS
1972 - 1977

COUNTY TOTAL



DRUNK DRIVING
ARRESTS AND ACCIDENTS

TOTAL MISDEMEANOR ARRESTS
FOR DRUNK DRIVING

	#	%	%
1972	7587	0	0
1973	8167	7.6	7.6
1974	8839	16.5	8.2
1975	9745	28.4	10.3
1976	10858	43.1	11.4
1977	10997	44.7	1.3

A

ALL ACCIDENTS CAUSED BY
BY DRUNK DRIVING

	#	%	%
	1757	0	0
	2226	26.7	26.7
	2343	33.4	5.3
	2138	21.7	-8.5
	2033	15.7	-4.9
	2383	35.6	17.2

B

INJURY ACCIDENTS CAUSED
BY DRUNK DRIVING

	#	%	%
	733	0	0
	815	11.2	11.2
	887	21.0	8.8
	957	30.6	7.9
	959	30.8	.2
	1177	60.6	22.7

C

- *There are significant inconsistencies between the drunk driver arrest rates in different jurisdictions.*
- *Due to the demands of citizen calls for service, local law enforcement agencies do not have personnel sufficient to allow adequate patrol coverage for drinking drivers.*

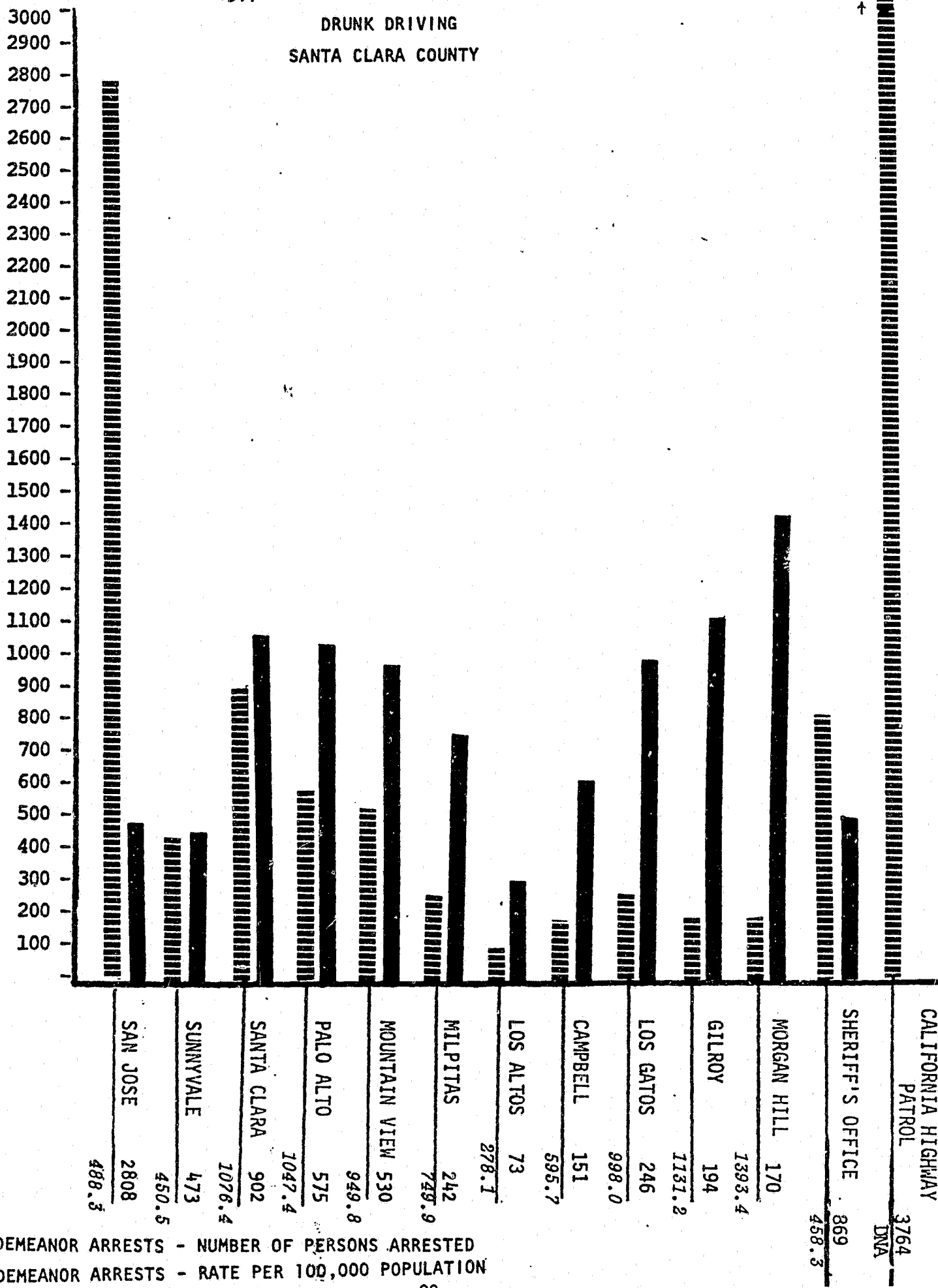
Current drinking driver arrest rates vary dramatically among the various jurisdictions. Five departments fall below the county-wide average for local agencies of 601.7 per 100,000 population (excluding CHP). They are Los Altos (278.1); Sunnyvale (450.5); San Jose (486.9); Sheriff's Office (458.3); and Campbell (595.7). Morgan Hill has the highest arrest rate of 1393.4 per 100,000 population. Los Altos is the lowest 278.1.

It is immediately obvious that police policies are not consistent. In certain jurisdictions, there is clearly more emphasis upon the problem than in others. For example, the per capita rates indicate that a drunk driver in Morgan Hill is five times more likely to be arrested than a drunk driver in Los Altos.

These differences in police activities may also be attributable to the size of the law enforcement agencies, and the nature of their jurisdictions. Factors like the number of patrol officers on the streets and the amount of area covered are critical determinants of how many drunk drivers can be observed. Similarly the demand for police services varies between agencies. In some jurisdictions, calls for service drain police resources more than others and the time available for patrol officers to observe vehicular traffic can be limited by these demands.

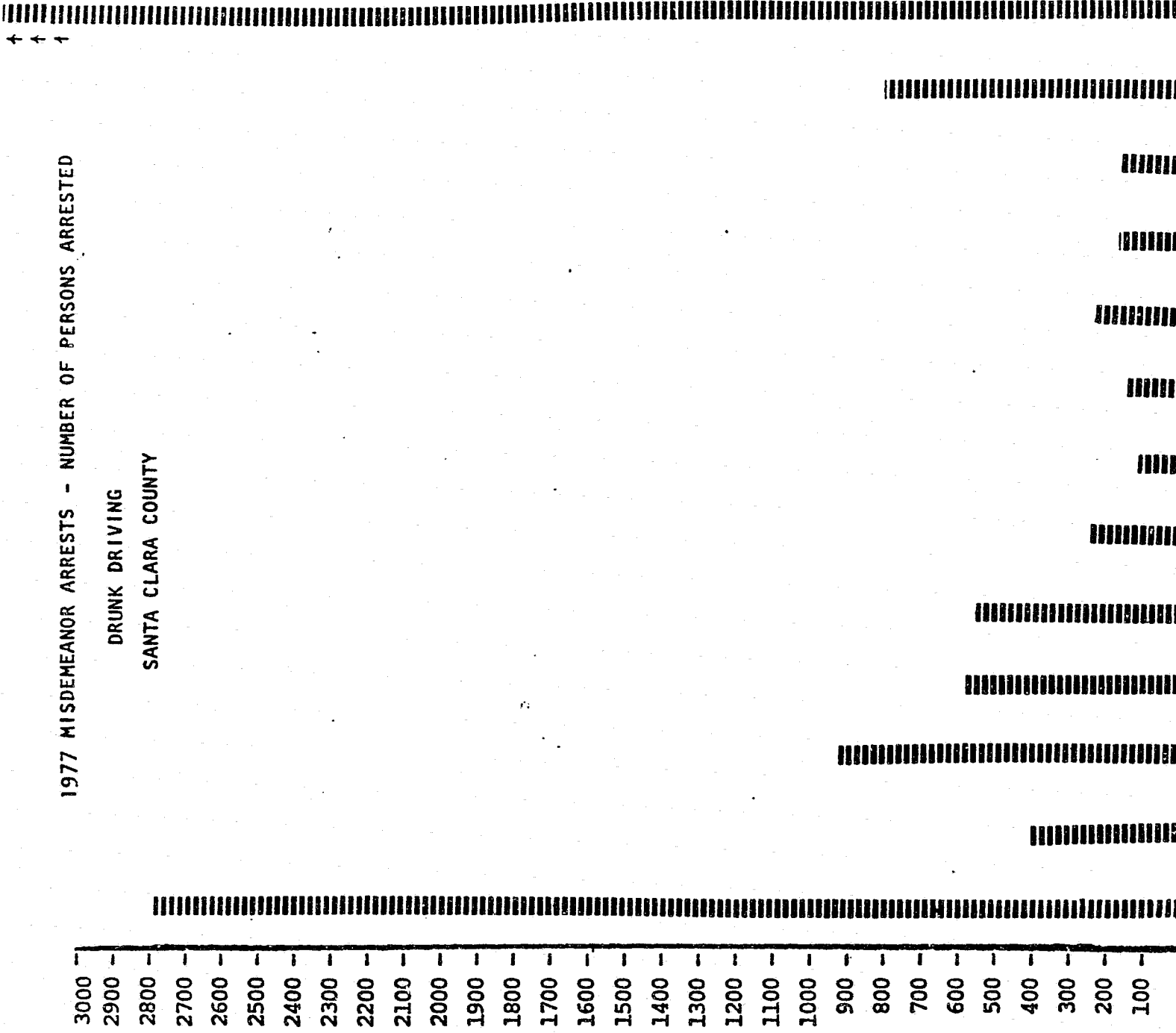
1977 MISDEMEANOR ARRESTS
 1977 MISDEMEANOR ARREST RATES PER 100,000

DRUNK DRIVING
 SANTA CLARA COUNTY



MISDEMEANOR ARRESTS - NUMBER OF PERSONS ARRESTED
 MISDEMEANOR ARRESTS - RATE PER 100,000 POPULATION

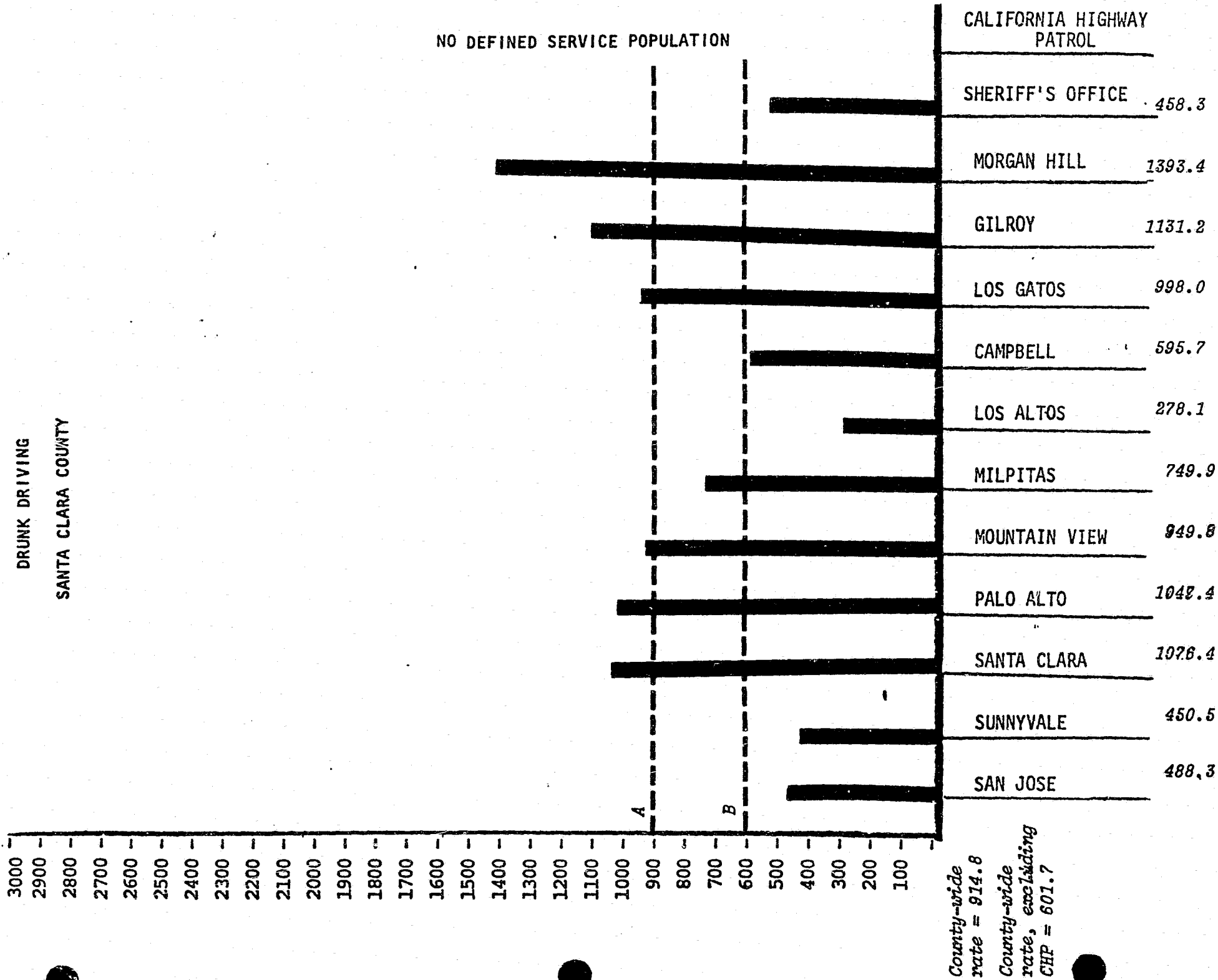
1977 MISDEMEANOR ARRESTS - NUMBER OF PERSONS ARRESTED
 DRUNK DRIVING
 SANTA CLARA COUNTY



1977 MISDEMEANOR ARRESTS - RATE PER 100,000

DRUNK DRIVING

SANTA CLARA COUNTY



- *State and local law enforcement agencies do not have resources sufficient to allow vigorous enforcement of laws which prohibit the sale of alcoholic beverages to minors and intoxicated persons.*

Section 25602 of the Business and Professions Code provides that any person who sells, furnishes, gives or causes to be sold, furnished or given away, any alcoholic beverage to an habitual drunkard or an obviously intoxicated person is guilty of a misdemeanor. Section 25658(a) forbids the furnishing of alcoholic beverages to a person under the age of 21 and 25658(c) prohibits allowing persons under the age of 21 to consume alcoholic beverages in on-sales premises.

The San Jose District Office of Alcoholic Beverage Control has the responsibility along with local authorities, for the enforcement of these laws in Santa Clara County. However, because of limited personnel in both the state and local levels, vigorous enforcement in this area is difficult. The San Jose District Office in 1978 had 3 investigators regularly assigned to investigate complaints of sales to drunks, sales to minors, vice, gambling, and generally disorderly conditions in four counties (Santa Clara, Santa Cruz, Monterey, and San Benito). In Santa Clara County in 1978 a total of 125 arrests were made, 119 related to sales to minors and 6 for sales to obviously intoxicated persons.

- *The number of juveniles arrested for driving under the influence is increasing at a dramatic rate, despite the absence of specialized efforts in this area.*

The number of juvenile drunk driving arrests per year in Santa Clara County has increased by 265 from the years 1966 to 1977. Since 1974 there has been an increase of approximately 150% in juvenile drunk driving arrests compared to 23% increase in adult drunk driving arrests in corresponding years.

The problem of juvenile drunk driving goes beyond the concerns which arise as a result of a dramatic increase in arrest rates. The present day society's endorsement and glorification of drinking has had a profound effect upon the

attitudes of our youth regarding alcohol. Social pressure to associate the consumption of alcoholic beverages not only with recreational settings, but with nearly every important occasion in our lives, has made it difficult for young persons to develop healthy and responsible drinking habits.

The problem of the juvenile drinking driver is further complicated by the fact that all juvenile consumption of alcoholic beverages is illegal. Juvenile drinking typically takes place wherever it can go unnoticed. Unfortunately, this is quite often in an automobile. Thus for this reason, juveniles frequently mix drinking with driving.

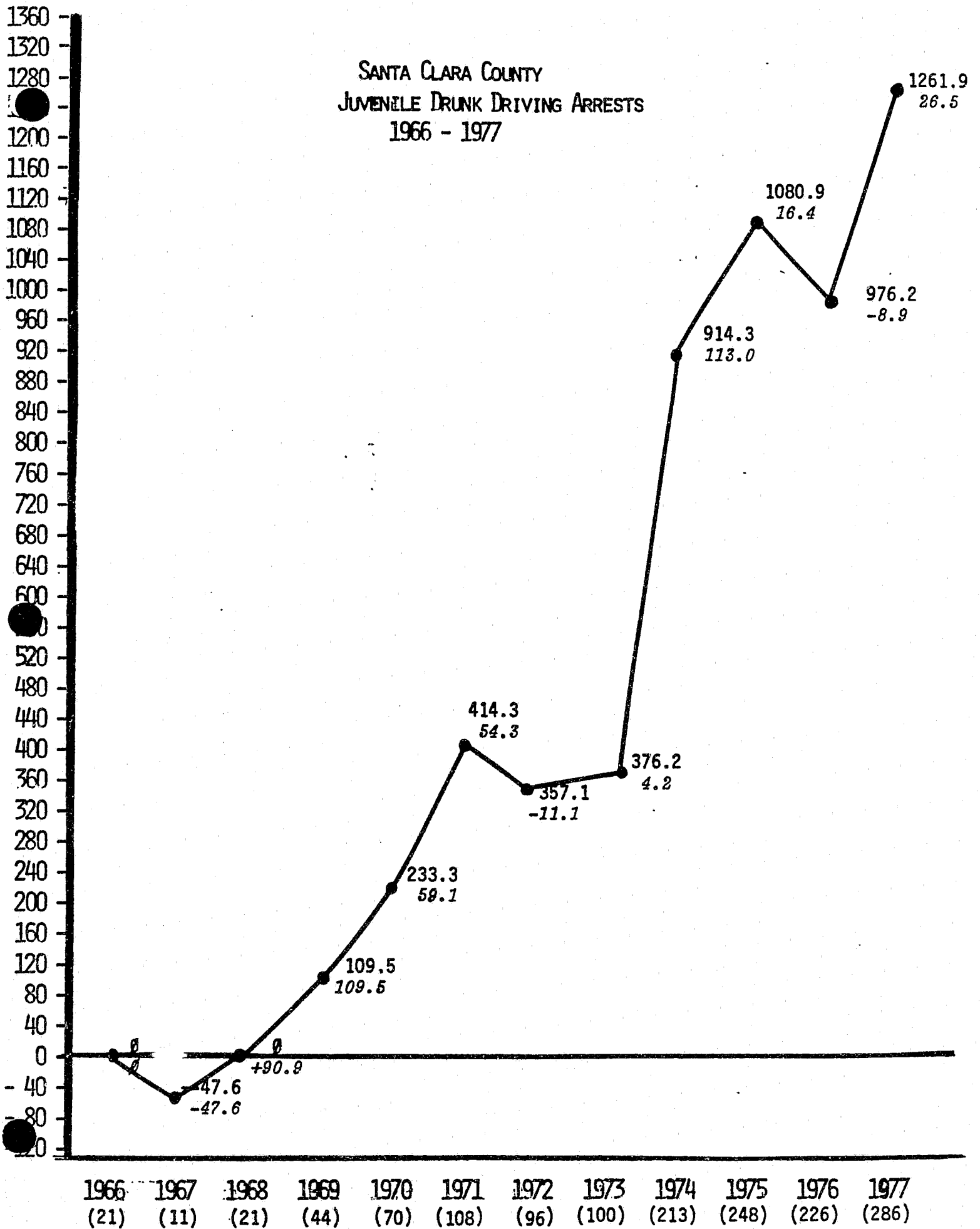
There has been no special effort on the part of law enforcement agencies in the county to identify and apprehend the juvenile drunk driver. Yet, the number of juveniles arrested has increased dramatically. Despite the clear indication of a rapidly growing problem, none of the police agencies have created special programs to deal with the juvenile drinking driver, nor have special educational programs been developed in the schools.

(IT SHOULD BE NOTED THAT THE DRAMATIC INCREASES SHOWN MAY BE PARTIALLY ATTRIBUTABLE TO CHANGES IN REPORTING PRACTICES BY LOCAL AGENCIES.)

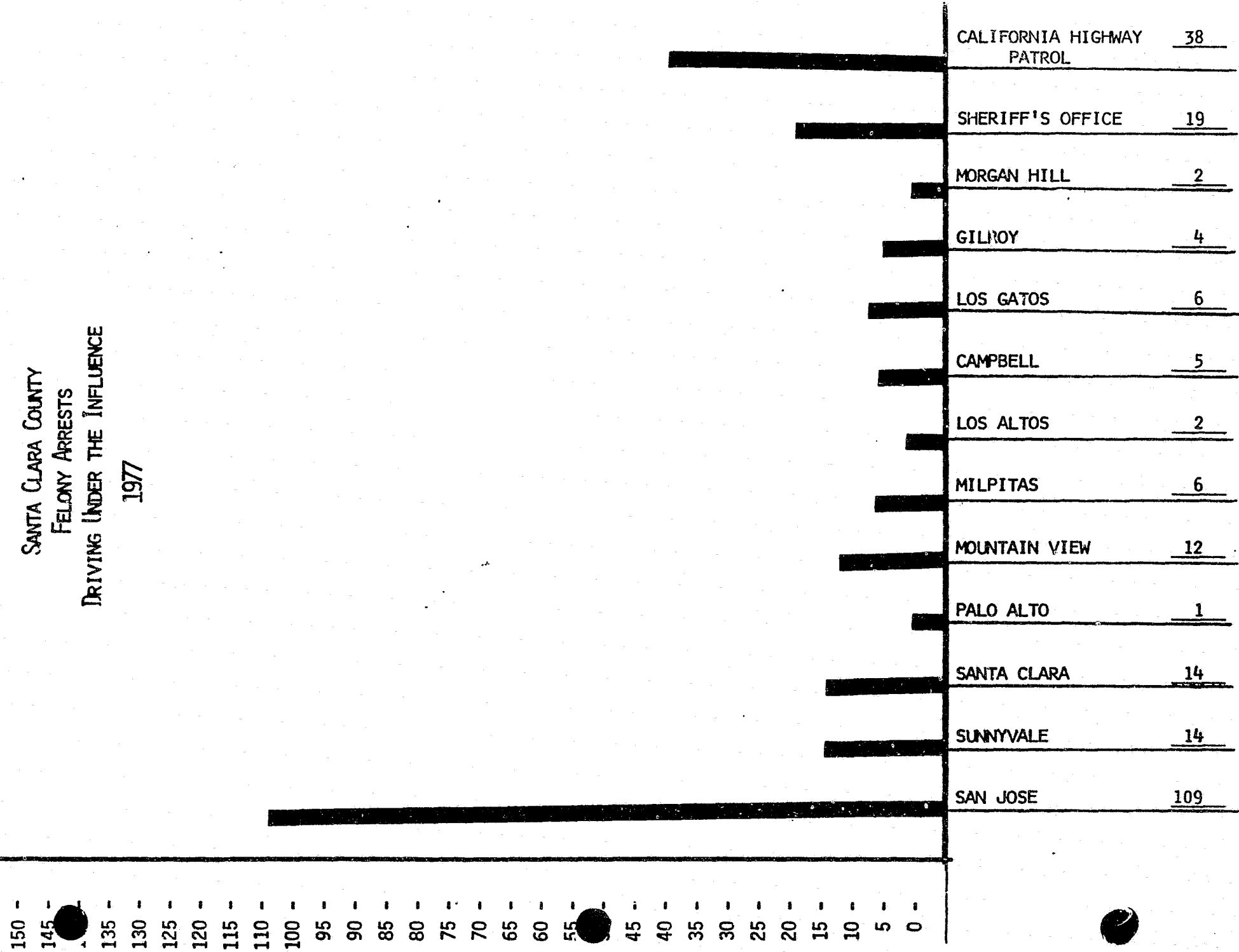
- *Cases of felony drunk driving have increased more rapidly than misdemeanor cases.*

Available statistics indicate a discrepancy between the increases in misdemeanor and felony drunk driving arrests. Misdemeanor arrests have increased steadily since about 1971, with an average yearly percentage increase of approximately 7% per year. Felony arrests have been more sporadic, however, with dramatic increases between the years 1966 and 1969 (40.7%) and 1975 and 1977 (37%).

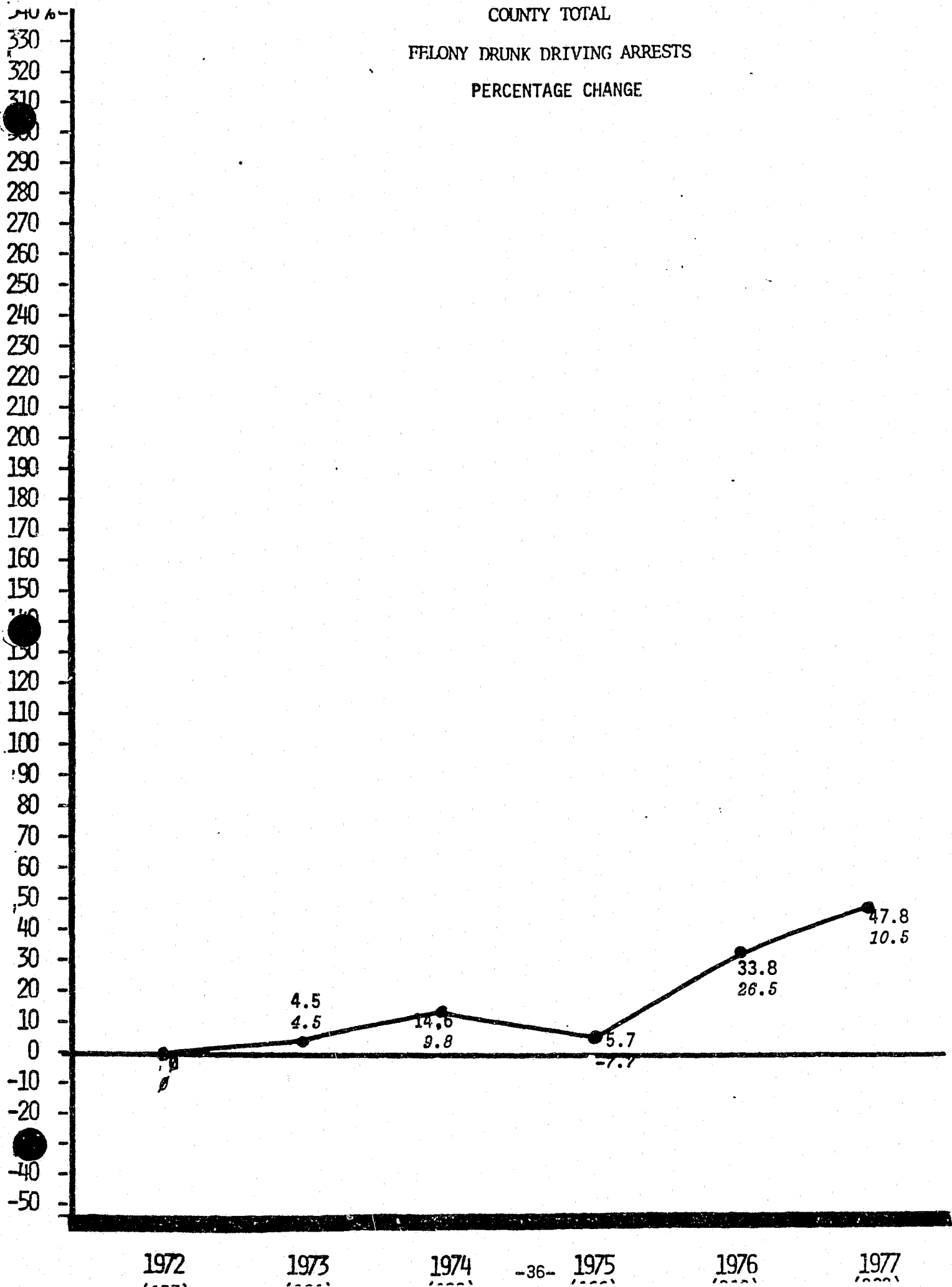
SANTA CLARA COUNTY
 JUVENILE DRUNK DRIVING ARRESTS
 1966 - 1977



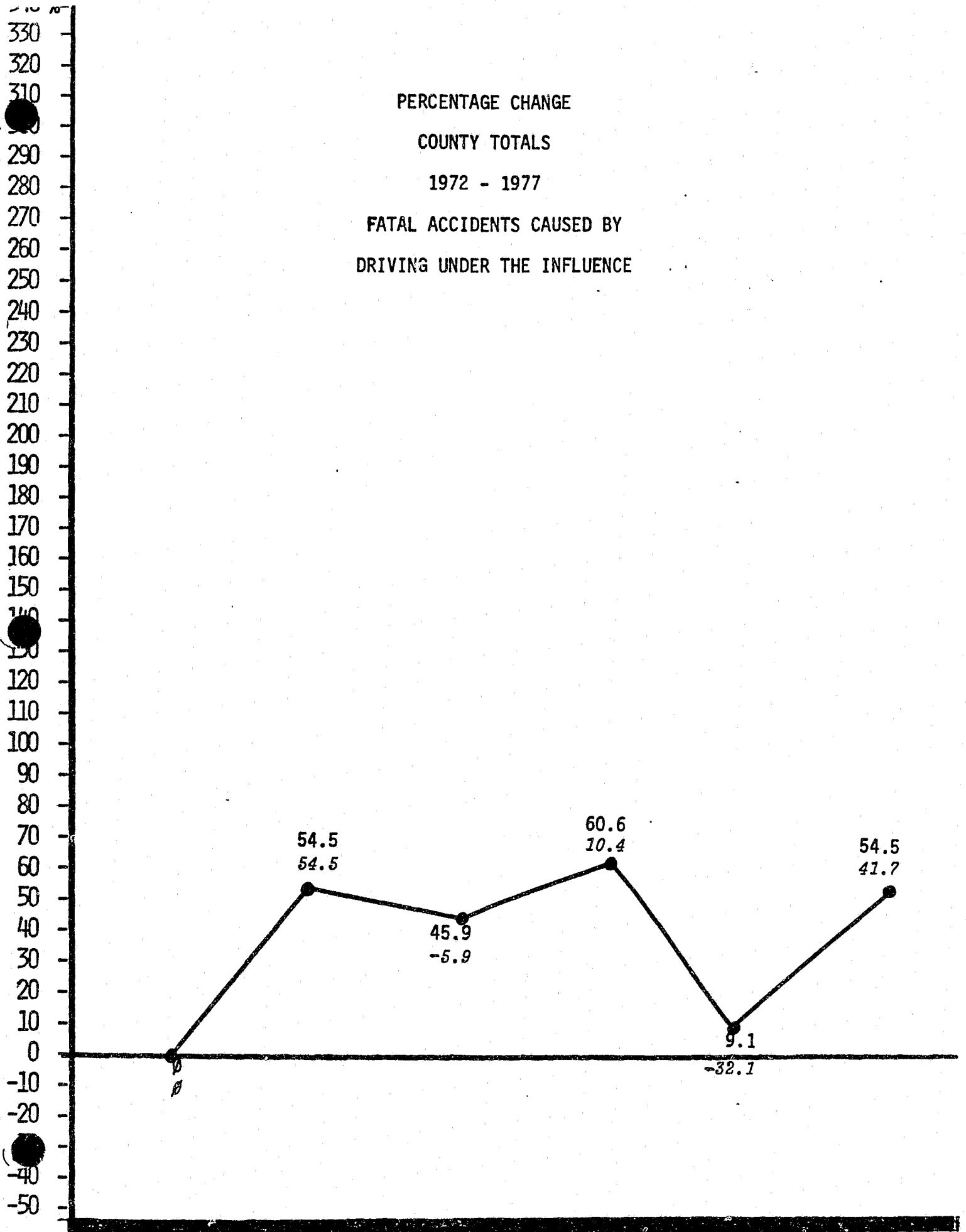
SANTA CLARA COUNTY
 FELONY ARRESTS
 DRIVING UNDER THE INFLUENCE
 1977



COUNTY TOTAL
FELONY DRUNK DRIVING ARRESTS
PERCENTAGE CHANGE



PERCENTAGE CHANGE
COUNTY TOTALS
1972 - 1977
FATAL ACCIDENTS CAUSED BY
DRIVING UNDER THE INFLUENCE



1972
(33)

1973
(51)

1974
(48)

-37-

1975
(52)

1976
(25)

1977
(51)

- *Although there are inconsistencies between agencies, blood alcohol levels of arrested parties are very high.*

Blood alcohol levels also illustrate significant contrasts. County-wide, 44% are higher than .20, 78% are greater than 1.5, and 92% exceed the statutory limit. Only 8% were lower than .10.

The blood alcohol levels vary widely from one agency to another. Levels exceeding .15 range from 65% to 90%. Arrests in the .10 to .14 category range from 6% to 28%. The County-wide median blood alcohol is .18. Individual jurisdictions range from .16 to a high of .21.

The number of negative blood alcohol tests is significant, as high as 15%, for some agencies. The county-wide average is 6%. It is reasonable to assume that these numbers represent combined influence cases. In such cases, police officers made arrests for driving under the influence of alcohol, and the tests revealed that the erratic behavior which resulted in arrest was not caused by alcohol.

- *The number of combined alcohol and drug cases is significant and growing. Deficiencies in evidence have made investigation and prosecution extremely difficult.*
- *Evidence illustrates an increasing number of drug influence cases mistaken as driving under the influence of alcohol.*

Cases of driving under the influence of a drug other than alcohol or of driving under the combined influence of alcohol and another drug present particularly difficult investigation and prosecution problems. The number of drugs available and the wide range of symptoms they may create alone or in connection with alcohol makes detection of drug presence difficult for arresting officers. In addition, the crime lab currently lacks the resources necessary to routinely test for many of the barbiturates, amphetamines and hallucinogenics which may be combined with alcohol. Where the presence of a particular drug can be detected,

BLOOD ALCOHOL SURVEY
 NOVEMBER AND DECEMBER
 1977
 SANTA CLARA COUNTY

LAW ENFORCEMENT AGENCIES	TOTAL SAMPLE	PERCENTAGE OF TOTAL ARRESTS	POSITIVE BLOOD ALCOHOL	NEGATIVE BLOOD ALCOHOL	BLOOD ALCOHOL -MODE- *	BLOOD ALCOHOL -MEAN- *	BLOOD ALCOHOL -MEDIAN- *
SAN JOSE	65	10%	58	7	none	.19	.21
SUNNYVALE	64	100%	59	6	none	.20	.19
SANTA CLARA	62	25%	54	8	.13	.17	.20
PALO ALTO	86	100%	80	6	none	.18	.21
MOUNTAIN VIEW	70	100%	65	5	.20	.20	.19
SAN LUIS OBISPO	37	100%	37	none	.19	.20	.20
CAMPBELL	35	100%	32	3	.22	.19	.19
GILROY	33	100%	31	2	.18	.18	.16
LOS GATOS	55	100%	52	3	.19	.18	.20
LOS ALTOS	15	100%	15	none	none	.21	.20
MORGAN HILL	16	100%	16	none	.22	.18	.15
CALIFORNIA HIGHWAY PATROL	63	10%	62	1	.19	.18	.17
SHERIFF'S OFFICE	66	50%	64	2	.18	.16	.19
TOTALS **	667	32.2%	625/93.7%	42/6.3%	.19	.18	.18

* CALCULATIONS DO NOT INCLUDE NEGATIVE BLOOD ALCOHOLS

** CALCULATIONS BASED UPON ABOVE RESULTS BY JURISDICTIONS

BLOOD ALCOHOL SURVEY

CITY: _____ COUNTY TOTAL _____

TEST TYPES: *	Percent	%		Number
	<u>74.4</u>	%	BLOOD	<u>465</u>
	<u>19.8</u>	%	BREATH	<u>120</u>
	<u>4.8</u>	%	URINE	<u>30</u>
	<u>1.6</u>	%	COMBINATION	<u>10</u>

TEST RESULTS: *	A.	.01 - .04	<u>10 / 1.6%</u>	(not under the influence)
	B.	.05 - .09	<u>38 / 6.1%</u>	(no presumption)
	C.	.10 - .14	<u>91 / 14.5%</u>	(under the influence)
	D.	.15 - .19	<u>210 / 33.6%</u>	(" " ")
	E.	.20 - .29	<u>249 / 39.8%</u>	(" " ")
	F.	.30 or more	<u>27 / 4.3%</u>	(" " ")

RANGE: *	<u>.19</u>	MODE
	<u>.18</u>	MEDIAN
	<u>.18</u>	MEAN

SAMPLE SIZE: 667 / 32.2 %

(* Negative results excluded from calculations)

NOVEMBER AND DECEMBER 1977

there is a lack of qualified expert witnesses to provide adequate evidence connecting the presence of this drug with driving impairment.

To adequately detect the presence of drugs in the systems of persons arrested for driving under the influence would require, first, more efficient blood alcohol analysis capabilities to determine cases where alcohol is not the major source of impairment. Moreover, the crime lab would have to acquire a number of very sophisticated and expensive instruments to screen for the presence of drugs in the blood and/or urine.

Studies conducted elsewhere indicate that as many as 20% of the persons arrested for drunk driving may also have marijuana in their blood. In Santa Clara County, this would have been about 2200 persons in 1977. To routinely screen for the presence of marijuana in the system of impaired drivers would require the addition of personnel and fixed assets in the crime lab costing approximately \$225,000.

- *All components of the criminal justice system now devote more resources to these offenses than any other crimes.*

Available statistics clearly indicate that a great deal of time and resources within the criminal justice system are being devoted to offenses related to drinking and driving. Examples of this will be cited throughout this comprehensive plan. A few are:

- The current rate of bookings at the Sheriff's facilities for drunk driving is approximately 30-40 per day on weekdays, and 40-50 per day on weekends. Bookings for driving under the influence represent approximately one-third of total bookings.
- Trials for all misdemeanors combined do not equal the number of drunk driving cases. In the first seven months of 1978, there were 73 jury trials for misdemeanor drunk driving in

San Jose Municipal Court, which represents 54% of the total criminal and civil jury trials. However, even this figure is not an accurate indication of the relative volume of misdemeanor drunk driving cases in the municipal courts, as evidence indicates that jury trials comprise only 2% of the misdemeanor drunk driving cases.

-- Referrals to the adult probation department for drunk driving have sharply increased. In 1973, there were 1209 cases, and by 1977 the total had risen to 3613, an increase of 200 percent. Drunk drivers now represent 50 percent of the total probation referrals.

B. PREVENTION OF DRUNK DRIVING

- *Based upon national surveys, there is reason to believe that the public does not understand the drunk driving problem.*

A recent national survey demonstrated that the public does not adequately comprehend the problem of alcohol and driving. 57% believed that they would sober up after a cup of coffee. 68% believed a cold shower would eliminate the effects of alcohol. 70% believe that beer is less intoxicating than liquor. 80% believed that a number of one type of drink would be less intoxicating than a combination of different types. Not one of these beliefs is accurate. (Survey conducted by the U.S. Department of Transportation.)

- *Media presentations to increase community awareness are restricted to the holiday season and are operated on a very limited scale.*

The only local media campaign devoted specifically to the drinking driver is the annual "AVOID THE 13" program undertaken by the police agencies in Santa Clara County. The campaign includes literature such as posters, hand-outs and billboards along with newspaper, radio and television coverage. The "AVOID THE 13" program is confined to the December-January holiday season and is not carried on throughout the entire year.

Other media presentations in Santa Clara County result from national or state programs. For example, the Office of Traffic Safety has circulated television spots to bay area stations and these are occasionally aired during public service time. However, the incidence of such coverage is extremely limited and no special media efforts have been made in Santa Clara County.

- *Voluntary educational programs for adults are extremely limited. The problem of drunk driving represents only a small part of adult driver education classes, and the quality of instruction is inconsistent.*
- *Voluntary educational programs for juveniles are extremely limited. Although problems of drunk driving are included in high school classes, such programs do not offer a standardized curriculum of high quality.*
- *Extensive study will be required to determine the effectiveness of treatment and classroom programs in reduction of recidivism among drunk drivers.*

Community Agencies:

There are a considerable number of community agencies which provide services to persons with alcohol problems. All of these groups operate on a voluntary basis and receive clients through "Walk-in" or referral. None concentrate exclusively upon the problem of driving under the influence, and evaluation data have not been developed to demonstrate their effectiveness in the prevention of drunk driving.

It is difficult to generalize about the prevention activity of community organizations because each agency has a unique approach to the problem of drunk driving. Most of the agencies shown below are concerned with the problem of alcoholism, a disease which far exceeds the scope of the Drinking Driver

Program. The services provided by each agency are shown below.

--- Alcoholics Anonymous

210 South First St.

San Jose, CA -- 297-3555

Voluntary fellowship of men and women who meet together to attain and maintain sobriety. Membership is anonymous. AA is self-supporting and cooperates with, but does not affiliate with, any other organization concerned with alcoholism. Program is one of total abstinence maintained through regular group meetings.

--- National Council on Alcoholism

100 North Winchester, Suite 330

San Jose, CA -- 241-6903

24 hour help line and crisis intervention provides information and counseling to the point of referral. Develops and implements alcoholism awareness and training programs for industry, agencies, schools and groups. Provides coordination and cooperation for agencies interested in the problem of alcoholism and alcohol abuse.

--- Community Health Abuse Council (CHAC)

655 Castro Street, Suite 1

Mountain View, CA -- 965-2020

Health abuse education programs for schools and community; information service including literature, speakers bureau, assistance in developing programs; referral service; short-term counseling for parents, youth, others involved with drug abuse, alcohol or related problems; parent-teen communication programs

--- Mexican American Council on Alcoholism

1577 East Santa Clara Street

San Jose, CA -- 926-2818

Offers bilingual, bicultural program of treatment services for alcohol abuser and family. Provides alcohol awareness programs for referrals from Santa Clara County Municipal Courts.

--- Salvation Army
Men's Social Service Center
702 West Taylor
San Jose, CA -- 294-6316

A program of rehabilitation for men with character and/or emotional handicaps. A 24-hour-a-day treatment and care program which provides food, clothing, and shelter in a home-like atmosphere; psychological counseling, medical treatment, vocational training, recreational and leisure time activities, and spiritual counseling. This program is under the careful guidance of casework services and is geared towards the clients rehabilitation and return to this community.

--- Voluntary Action Center of Santa Clara County
Sentencing Alternative Program
Court Referral Component
2175 The Alameda
San Jose, CA -- 244-5252

The program has two goals: To interview and refer to nonprofit agencies those offenders who have been assigned community service hours instead of, or in addition to fines and/or jail sentences; and to provide information and referral to meet an individual's special emotional, physical and/or vocational needs. Provides a sentencing alternative that may alleviate the financial and emotional hardship which a fine and/or jail may impose.

Public Agencies

Department of Health

Like services offered by community agencies, the county programs are designed for all persons with alcohol problems. None of the preventive activities are designed specifically for drunk drivers. For this reason, the clients represent only a part of the drunk driving problem and the programs generally attract chronic alcoholics. Follow up data collected by the Bureau of Alcoholism Services indicate that these clients have a quantitative drinking index which is five times that of the general population, and that they represent

only a part of the drinking driver problem.

The Health Department estimates that there are approximately 2400 to 2800 persons who regularly receive alcoholism services from county programs. This group represents 60% to 70% of the total caseload in the clinics throughout the county. Services include individual counseling, group therapy, lectures and discussions. The format and content of services relating to alcoholism vary somewhat from one clinic to another.

There is no evaluation data on drunk drivers available for these prevention programs.

The clinics operated by the Health Department are shown below.

--- County of Santa Clara

Alcohol Service Centers

- Blossom Hill Alcohol Service Center
841 Blossom Hill Road
San Jose, CA -- 578-8820
- East Valley Alcohol Services Center
1660 McKee Road
San Jose, CA -- 923-5909
- Fair Oaks Alcohol Service Center
660 South Fair Oaks Avenue
Sunnyvale, CA -- 733-2760
- Central Alcohol Services Center
85 Notre Dame
San Jose, CA -- 287-5890
- North County Alcohol Services Center
270 Grant Avenue
Palo Alto, CA -- 321-2141 ext 381
- West Valley Alcohol Services Center
14195 Capri Drive
Los Gatos, CA -- 379-7020

-- Park Alameda 24 hour Alcohol Screening Unit
Emergency Entrance of Park Alameda Health Facility
976 Lenzen Avenue
San Jose, CA -- 295-4868

-- Alcoholism Family Crisis Line
24 Hour Alcohol Screening Service
Toll Free - Enterprise 1-9411

Out patient centers provide detoxification screening, individual and group counseling, education programs, outreach and crisis intervention, alcohol awareness classes, medication (including antibuse).

--- Private Agencies -- County Contract

-- Black Council on Alcoholism
2164 Sullivan Avenue
San Jose, CA -- 259-6024

Referrals to various agencies, counseling, education, information, recovery home, and court intervention.

-- Family Health Foundation of Alviso, Inc.
1621 Gold Street
Alviso, CA -- 262-7944

Outpatient services including medical, dental, pharmacy, optometric, mental health, home nursing, transportation and social services.

-- South Valley Alcoholism Services
7485 Montarry
Gilroy, CA -- 842-7138

Outpatient centers provide detoxification screening, individual and group counseling, education programs, outreach and crisis intervention, alcohol awareness classes, medication (antibuse).

Metropolitan Adult Education

Driver education classes are offered for adults who need formal instruction in order to obtain a driver's license. Portions of these classes are specifically devoted to the drinking driver problem. The curriculum includes lectures, films and discussions. However, both the quality and quantity of

instruction varies between classes and teachers. In a class of 27 hours only about 1 to 2 hours are usually devoted to drunk driving.

Evaluation data have not been developed for these classroom programs.

High Schools

The State of California requires all high schools to provide courses in driver education. Although the curriculum varies between classes, the problem of drunk driving is always included. Like the adult education classes, high school programs typically involve a combination of lectures, films and discussions. However, a preliminary survey of local high schools indicates that there is little consistency in the quality of classes.

Evaluation data have not been developed for these programs.

Law Enforcement Agencies

Prevention programs undertaken by police agencies are limited to the annual media campaign known as "AVOID THE 13". Although the extent of activity varies from one agency to another, all thirteen police departments utilize common materials. An assortment of literature is developed each year, generally consisting of posters, handouts, and billboards. These materials are distributed to schools, industry and drinking establishments.

Newspapers publish the daily statistics during the two-week holiday period. Limited radio time is donated by local stations. Television coverage is provided each night during the program.

Evaluation data have not been developed for this program.

- *Post arrest alternatives available to law enforcement and prosecution are extremely limited.*

This category of prevention programs includes those which function after arrest but before adjudication. Referrals come from either police departments

or prosecutor offices.

Citizens who are arrested and released by law enforcement agencies are not referred to treatment or counseling programs. Persons formally arrested by law enforcement agencies are prosecuted by the District Attorney in the manner prescribed by law. Persons who desire assistance do not receive services until after conviction. Services specifically relating to alcohol are provided only for persons convicted of a second or subsequent charge of drunk driving. Defendants convicted of either a first offense or another charge do not receive any alcohol related services.

There is no mechanism for intervention and referral. Drinking drivers receive such services only when they seek out the agencies which provide such services. In this way, the impetus for prevention must come from the drinking driver. Prevention agencies are not reaching out to contact the drinking driver. Rather, they are reacting to requests for assistance. Even persons arrested for the offense are not offered such services. In Santa Clara County, the criminal justice system refers persons to the health system only after two or more convictions.

- *Post conviction alternatives available to courts are somewhat limited.*
- *Available evidence indicates a high rate of repeat offenders in Santa Clara County.*

A number of programs have been developed for the treatment of persons under the jurisdiction of the Municipal Court or Superior Courts. Persons attend such programs only after conviction as part of their sentence. Although defendants are occasionally ordered to attend as a condition of probation, the majority are volunteers. First offenders receive a \$100 fine reduction for participation in an alcohol awareness class. Second and subsequent offenders

are allowed to retain their driver's license if they agree to participate in the SB38 program.

Community Agencies:

Several community agencies have designed programs for persons convicted of drunk driving. As the Vehicle Code allows a fine reduction for participation in an alcohol awareness program, some Municipal Court Judges send defendants to community agencies for completion of this requirement. It should be noted that this is a rare practice, and such sentences are usually given at the request of the defendant and the program. Since the adoption of SB330, such programs have not received repeat offenders.

Although limited evaluation reports are available for some of these programs, none separate drunk drivers from the other offenders enrolled in their program.

Public Agencies:

Metropolitan Adult Education

The class offered by Metropolitan Adult Education is by far the largest recipient of defendants from the Municipal Court. During 1977, it received 2324 referrals or about 38% of the estimated 6031 convicted first offenders. The class is attended once each week for two hours over a period of six weeks. Instruction consists of a combination of lectures, films and discussions.

Evaluation data have not been developed for this program.

Department of Health

The Department of Health also operates courses for first offenders. Like Metropolitan Adult Education, relatively few referrals are received from the courts. During 1977, the Health Department estimates that about 1200-1600 persons were enrolled in the program. This represents an estimated 20-26% of the 6031 convicted first offenders. These persons comprised 30-40% of the clients participating in the Health Department's programs. It is difficult

to generalize about the services provided by these programs as each of the clinics offers a somewhat different class.

Limited evaluation data have been collected by the Department of Health. A 10-20% sample of clients has been followed after completion of Health Department programs. The initial tests of persons enrolled in the driver programs indicate that their drinking behavior is comparable to that of the general population, and quantities of alcohol consumed daily are far less than that of other referrals. The follow-up reports show no significant changes in drinking patterns after completion of the program

Juvenile Probation

The Superior Court and the Juvenile Probation Department refer youthful offenders to the Bureau of Alcoholism Services for a twelve hour course of instruction. The class meets for eight 1-1/2 hour sessions, and consists of lectures, films and discussion. It is the current practice of the court to impose a fine, restrict driving, and require completion of an alcohol program.

As the program has been in operation only since January, an evaluation is not yet available.

SB330/SB38 Drinking Driver Program

Although the post conviction drinking driver program was first authorized in January 1976, it did not commence operations until April. The entire program was initially contracted to a private firm, which then subcontracted with two groups for the delivery of services to defendants. Currently, the program is operated through the Adult Probation Department which is responsible for intake, fee

assessment and collection, and compliance monitoring; and the Bureau of Alcoholism Services which negotiates contracts with and monitors treatment providers. Services are provided by Metropolitan Adult Education and a private consultant. Between them, these two groups receive approximately 140 repeat offenders each month. Their program lasts for one year and operates under specific provisions of State Law as well as a number of local guidelines.

A local impact evaluation to test whether the SB330/SB38 program has been successful in reducing recidivism among multiple drunk driving offenders has not been conducted as of this time. However, limited information does permit an overview of activity during the first years of its operation.

The program receives approximately 1500 referrals each year, which comprises less than 50% of the total estimated repeat offenders and less than 13% of all convicted drunk drivers during 1977. The exact number of referrals was 1522. During 1977, 381 persons were terminated from the program, representing 20% of the referrals during this period. A recent follow-up study indicated that 6% were arrested during the program and an additional 8% were arrested during their first 8 months out of the program. This suggests a projected arrest rate of 17% for the two-year period following conviction.

Based upon these preliminary data it does not appear that this treatment program is preventing drunk driving. The Department of Motor Vehicles (DMV) conducted a study of prevention for repeat offenders before the change in legislation. Under the former law, persons received a brief jail sentence and a one year license suspension. There was no treatment program. Without the benefit of any treatment, the persons rearrested represented only 22% of the original convictions, a mere 5% higher than the group from the Santa Clara County program. Moreover, the DMV study encompassed all repeat offenders and not a select group such as the local sample.

The SB 38 program in Santa Clara County systematically screens out at least 57% of the repeat offenders. The recidivism rate for the entire repeat offender

population cannot be accurately estimated, because the survey was conducted of program participants only. However, it is readily apparent that the overall rate would be substantially higher, because the 57% not surveyed were persons with more serious problems than those enrolled in the program. It is because of their alcohol and financial problems that these persons are not allowed to participate in the program.

Enrollment figures illustrate two major deficiencies in current efforts to prevent drunk driving by repeat offenders. The first is that only 43% of the repeat offenders receive the benefit of any prevention program. The second is that the present one year prevention program may not be any more effective than the former procedure which offered no treatment at all. Findings in a final evaluation report prepared by the Department of Motor Vehicles (DMV) of all demonstration SB 330 counties indicates that program participants actually had worse subsequent accident and conviction records than non-participants. Thus it was concluded that a drunk driving sentencing scheme that provided either treatment or licensing sanctions was not superior to imposing licensing controls alone.

RECIDIVISM RATE AMONG MULTIPLE DRUNK DRIVING OFFENDERS:
 STUDIES OF CONVICTIONS FOR PERSONS RECEIVING
 LICENSE SUSPENSION & PERSONS ENROLLED IN SB330 PROGRAM

<u>CONVICTIONS</u>	<u>ONE YEAR</u>	<u>TWO YEARS</u>	
<u>O.T.S. STUDY</u>			
JAIL AND LICENSE SUSPENSION N = 1500	12.9% DURING SUSPENSION	21.7%	
<u>LOCAL STUDY</u>			
SB330 PROGRAM N = 379	6.3% DURING PROGRAM	13.7% 20 MOS.	17.0% 24 MOS.

THESE STUDIES SHOULD NOT BE COMPARED. SIGNIFICANT DIFFERENCES IN THE SUBJECT POPULATIONS PRECLUDE A VALID COMPARISON. THE SB330 SAMPLE WAS TAKEN FROM A CAREFULLY SCREENED POPULATION REPRESENTING LESS THAN 50% OF CONVICTED MULTIPLE OFFENDERS, AND IS NOT COMPARABLE TO THE POPULATION FROM WHICH THE OTHER SAMPLE WAS DRAWN. THE SB330 SAMPLE CONTAINED ONLY PERSONS WHO ABSTAIN FROM DRINKING; MAINTAIN INSURANCE; ATTEND REGULARLY; AND PAY TUITION. THE OTHER GROUP WAS RANDOMLY SELECTED FROM A STATE-WIDE POPULATION WHICH INCLUDED ALL MULTIPLE OFFENDERS.

1977 SUMMARY OF CASES
REFERRED TO SB330 PROGRAM

	CASE TOTALS	PERCENTAGE SB330 CASES REMAINING	PERCENTAGE OF MULTIPLE OFFENDERS
MULTIPLE OFFENDERS REFERRED TO PROBATION FOR SB330 *	2639	—	100%
CASES ELIGIBLE REFERRED TO ADMIN. 330 **	1522	100%	57.7%
TERMINATION (945 / 62.1%)	577	37.9%	21.9%
[Reinstatements +584]	—	—	43.2%
NET TERMINATIONS (381 / 25.0%)	1141	74.9%	43.2%

* Based upon total referrals to Adult Probation Department for Driving Under the Influence during the calendar year 1977.

** Based upon monthly activity reports submitted by Admin 330, Inc. during the calendar year 1977.

C. SUPPORT SERVICES

1. The Arrest Process

- *Excessive time is required to arrest and process drunk drivers, thus preventing police officers from promptly returning to their duties in the community.*
- *As the majority of drunk driving arrests are processed at one location, the concentration of volume has produced severe overcrowding and lengthy backlogs.*

Every law enforcement agency believes that processing time is the most critical of all police problems relating to drunk drivers. Moreover, evidence indicates that excessive processing time has discouraged many police officers from arresting drunk drivers. Processing time for each drunk driving arrest ranges from 1 to 8 hours. If an average of 2 hours is assumed, arrests for 1977 consumed approximately 22,000 hours, the equivalent of twelve full-time police officers. At an assumed rate of \$12.00 per hour (the cost of a deputy sheriff and benefits), the cost was about \$264,000.

When compared to other jurisdictions, it is apparent that processing arrests for drunk driving in Santa Clara County requires an excessive period of time. The following sections describe each step of the process.

a) Arrest Procedures

There are a variety of differences between the practices of the thirteen police agencies in Santa Clara County. Compliance with procedures in some jurisdictions may consume more time than the practices elsewhere. A few points of contrast are: clearance requirements for booking; use of "fill" cars; number of officers per car; types of sobriety tests given; and vehicle towing procedures.

Without question, the wait for tow trucks is the longest delay in the field. This period ranges from 15 minutes to 30 minutes.

b) Travel Time

Travel time is obviously a function of the distance to jail facilities. Clearly, several jurisdictions in Santa Clara County are a considerable distance from the Sheriff's Department. This problem applies to nine of the police agencies in Santa Clara County, as four jurisdictions utilize their own facilities. The cities of Santa Clara, Sunnyvale, Gilroy, and Morgan Hill process their own cases locally, and the other agencies transport prisoners to the Sheriff's facilities in Palo Alto and San Jose. As only one agency utilizes transportation vehicles, the remaining eight police agencies must cope with the extended absence of a police unit after each drunk driving arrest. Travel time may take anywhere from minutes to hours, depending upon the location of the arrest and prevailing traffic conditions.

c) Hospital Screening

As the Sheriff's Office will not accept seriously injured persons for booking, arresting officers must frequently obtain a medical clearance for drunk drivers. Although several private medical centers may be utilized for this purpose, Valley Medical Center is most commonly used because there is no charge for service. Unfortunately, arresting officers and their prisoners are frequently compelled to wait for an extended period of time.

A variety of factors may influence the waiting time, and the period may range from minutes to hours.

d) Tasting Procedures

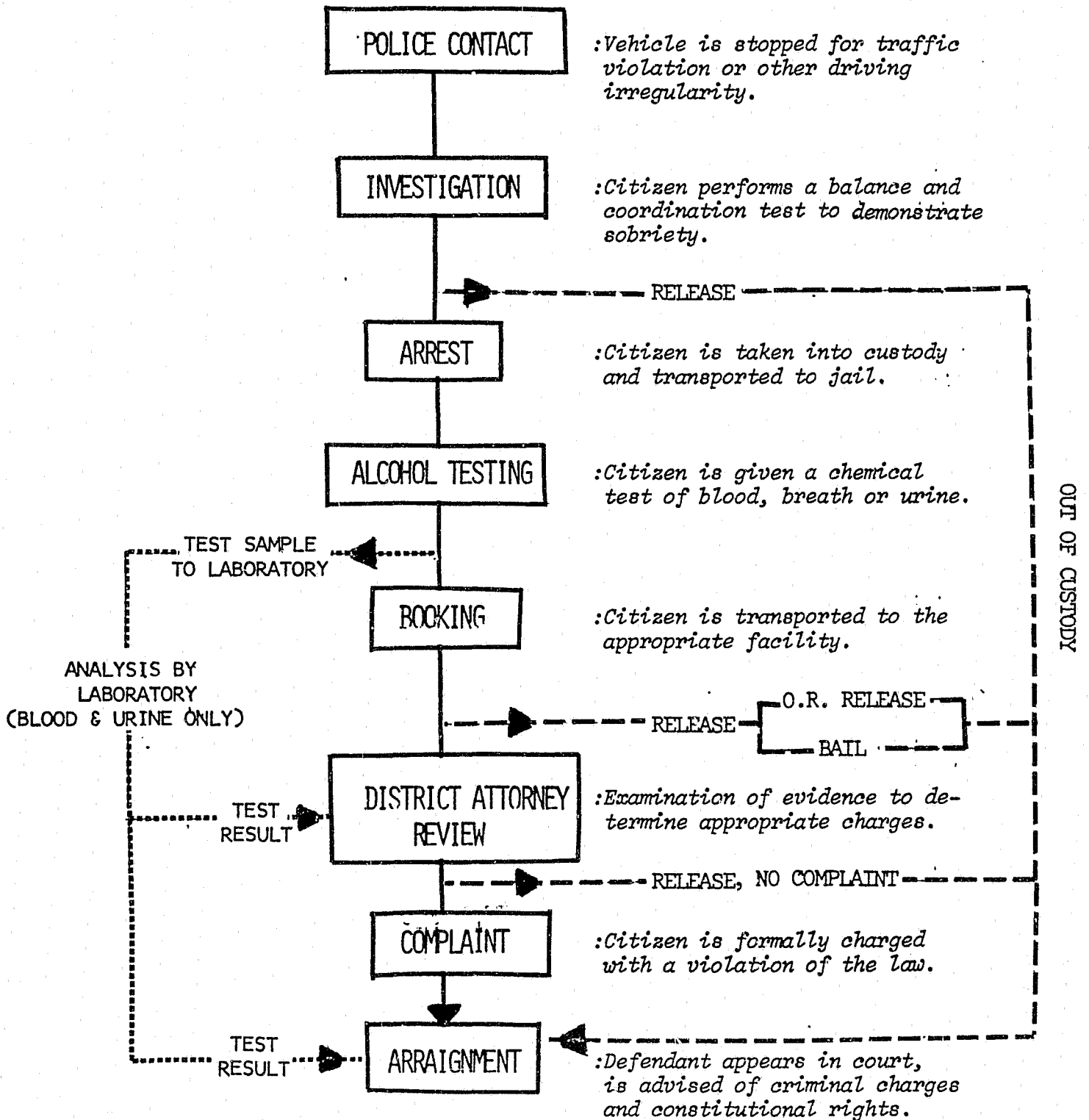
The Accident Investigation Bureaus, or AIB rooms, are the location for most blood alcohol testing. Of the police agencies which book at county facilities, five utilize the North County Jail. This includes the cities of Palo Alto, Los Altos, and Mountain View, as well as the Sheriff's Office and the Highway Patrol. Six agencies bring prisoners to the Main Jail. This group includes the cities of San Jose, Campbell, Los Gatos, and Milpitas, together with the Sheriff's Office and the Highway Patrol. Approximately 65% of the arrests are processed at the latter location.

Present procedures at AIB facilities are a joint product of the District Attorney and the Chief's of Police. The process consists of three stages;

- 1) Blood Alcohol Tests: A medical technician draws a blood sample in about 75% of the cases. The breath test is administered by the technician for about 20% of the arrests. Citizens occasionally insist upon the urine test, and officers sometimes administer this test without assistance of a technician. Urine tests comprise about 5% of the total.
- 2) Sobriety Tests: The officer repeats the balance and coordination tests previously administered in the field, and records performance in a report.
- 3) Interview: The AIB report also contains a variety of information relating to drunk driving and the officer must administer the questions at this time.

Although the process should take about thirty minutes, it frequently runs up to an hour. Common reasons for delay are: lack of cooperation from the arrested party; waiting for the laboratory technician to arrive; and overcrowding in the AIB room. The major problem is one of volume. The AIB room

AN ARREST FOR DRUNK DRIVING: THE CHRONOLOGY OF EVENTS



ALCOHOL TESTING LOCATIONS
1977 ARRESTS
DRUNK DRIVING

<u>LOCAL TESTING</u>	SANTA CLARA	902	8.2	
	SUNNYVALE	473	4.3	
	GILROY	194	1.8	
	MORGAN HILL	170	1.5	<u>15.8</u>
<u>NORTH COUNTY</u>	PALO ALTO	575	5.2	
	MOUNTAIN VIEW	530	4.8	
	LOS ALTOS	73	.7	
	* SHERIFF	174	1.6	
	* HIGHWAY PATROL	759	6.9	<u>19.2</u>
<u>MAIN JAIL **</u>	SAN JOSE	2808	25.5	
	CAMPBELL	151	1.4	
	LOS GATOS	246	2.2	
	MILPITAS	242	2.2	
	* SHERIFF	695	6.5	
	* HIGHWAY PATROL	3005	27.3	<u>64.9</u>

* FOR SHERIFF'S AND HIGHWAY PATROL, IT HAS BEEN ASSUMED THAT 20% OF THE BOOKINGS FOR BOTH AGENCIES WERE AT NORTH COUNTY. THE EXACT NUMBER IS NOT KNOWN AT THIS TIME.

** WOMEN PROCESSED AT THE MAIN JAIL ARE TRANSPORTED TO ANOTHER FACILITY FOR BOOKING AND HOUSING.

has become a "BOTTLENECK" for thousands of arrests because all but four agencies have elected to use the Sheriff's facilities.

It should be noted that some California counties do not have these processing centers. Where blood alcohol testing is conducted in the field, it is no longer necessary to bring the citizen to a facility for that purpose. Similarly, the recording of balance and coordination tests in the field may eliminate such a procedure at the facility. In jurisdictions where drunk driving questions are incorporated into a single arrest report, agencies have also eliminated the duplication of forms which now exists in Santa Clara County.

e) Booking

The booking process may be viewed as two stages. The first step involves the delivery of a citizen into the custody of the Sheriff's Department and includes the functions which must be performed by the arresting officer. The second phase includes the activities performed by Sheriff's personnel which occur after the departure of the arresting officer.

Of the thirteen local law enforcement agencies only four book prisoners at their own facilities. The City of Santa Clara operates its own jail and is the only jurisdiction which incarcerates drunk drivers. The cities of Sunnyvale, Gilroy and Morgan Hill have developed local booking and release procedures. All have done so to avoid the excessive time consumed at AIB and the Sheriff's Department. The remaining nine agencies utilize the Sheriff's Department.

The current rate of bookings at the main jail is about 30-40 drunk drivers per day on weekdays, and 40-50 per day on weekends. Bookings for driving under the influence represent approximately one third of the total bookings. During peak periods the percentage is somewhat greater. The high volume of drunk drivers booked at the main jail causes severe overcrowding at intake and a lengthy backlog in bookings. As many as 60 persons may be held in a cell.

designed to hold 16. The resulting backlog may cause release procedures to take from 4 to 8 hours during peak periods. It is not uncommon for drunk drivers to remain overnight even though they are immediately eligible for release.

Like the other processes described above, booking time may vary. It may take as little as 15 minutes or as long as an hour for a police officer to complete the process. A number of factors influence the procedure, such as the number of Sheriff's personnel, the volume of bookings, and the diligence of the arresting officer.

A cursory examination of other jurisdictions indicates that some counties provide services which preclude many of the functions now performed by arresting officers in Santa Clara County. In Santa Clara County, arresting officers must perform the following tasks prior to departure.

- 1) Search: Arresting officers are required to search prisoners before the Sheriff's Office will accept them into custody.
- 2) Money: Arresting officers are required to count money and record the appropriate information.
- 3) Property: Arresting officers are required to inventory property and record the appropriate information.
- 4) Forms: Arresting officers are required to complete pre-booking forms for entry of information into a automated system.

Santa Clara County has not provided Sheriff's personnel to perform these functions.

Upon completion of these tasks, the arresting officer must wait for a Deputy Sheriff to verify the information. At this point, medical staff may refuse to accept the booking if there is an injury which requires medical

clearance. If such is the case the arresting officer must take the citizen to Valley Medical Center to wait for a medical examination. This will usually add 2 hours to the process.

Altogether the booking process ranges from 15 minutes to several hours. Overcrowding and medical clearance are the major causes for delay.

A variety of problems are created by the configuration of existing facilities for processing drunk drivers. The limitations of the jail facilities are the major cause of delay.

- 1) Location of Facilities: Facilities which receive drunk drivers are not centrally located. There are up to three steps required in complicated cases and facilities are spread across the County at six different locations.

For Example: An automobile accident involving an intoxicated female will create at least three stops for the arresting officer. First is the hospital for medical screening and clearance. Second is the AIB room for alcohol testing. Third is the women's facility for booking. As each of the facilities are miles apart, the arresting officer and prisoner are compelled to travel many miles.

- 2) Limitations of Design: Although drunk drivers are a unique category of arrestees, there are no facilities designed specifically for such use. Drinking drivers undergo maximum security procedures and related processing because the only facilities at which they may be booked are of the felony classification. The Sheriff's Department is unable to separate drunk drivers from the general population of the jail because there are no other booking facilities.

A number of functions are required in maximum security settings which are not appropriate for drinking drivers. For example, body searches and the removal of property are now required because drinking drivers are processed where convicted felons are housed.

- *Policies and procedures which govern the pretrial release of persons arrested for drunk driving and related offenses are not consistent from one jurisdiction to another.*

There are differences in policy and procedures between jurisdictions concerning pretrial release of persons arrested for drunk driving. The four agencies which operate their own release programs, Gilroy, Morgan Hill, Santa Clara and Sunnyvale, do not use the same criteria. The other 9 jurisdiction use the regular county jail booking and O.R. release procedures.

2. Blood Alcohol Testing

- *Blood alcohol testing of drunk drivers by police agencies has become an increasing expensive function.*
- *Santa Clara County does not possess the equipment and technology needed to decentralize blood alcohol testing.*
- *Because of the limitations of current testing procedures, several law enforcement agencies are unable to ascertain drug influence in conjunction with alcohol.*
- *Laboratory analysis of blood alcohol tests has become an increasingly expensive function.*
- *The laboratory of Criminalistics has limited capabilities to perform analysis of certain drugs which are commonly combined with alcohol.*

The current testing practices of police agencies indicate that 75% utilize blood tests, 20% give breath tests and 5% offer urine tests.

Santa Clara County Police agencies give blood tests for the overwhelming majority of arrests. Although agency practices vary dramatically, blood comprises about 75% of the tests. The Sheriff's office provides breath testing in up to 40% of the arrests while other agencies use the BreathalyzerTM as little as 5% of the time. Urine tests are administered in only about 1-6% of the arrests, the County average being 5%. The number of combination tests is insignificant, less than 2%.

Unlike many California jurisdictions, Santa Clara County utilizes technicians to perform all alcohol tests. The cost of laboratory technicians employed for this purpose during 1977 was approximately \$190,000 to \$250,000. There are wide variations in technician costs, the charge per test ranging from \$16.00 to \$30.00.

The breath testing equipment now utilized in Santa Clara County is probably least desirable of all breath testing devices. A variety of problems have developed which create substantial cost and inconvenience for local agencies, such that this device is seldom used elsewhere in California.

The design of the testing units is outdated, and the devices which the County now owns are subject to frequent breakdowns. Repair time equals at least \$1,000 in staff services per year. In addition, the units require expensive supplies. Last year, the chemicals and ampoules cost the County over \$6,000.

Since the operation of the present instrument is very complicated, technicians are now employed to conduct the tests. At an average of \$17.50 per case, this costs the cities and county \$44,000 to \$53,000 each year. (estimated 2500-3000 breath tests). The cost is about \$21,000 in the County Budget alone. It should be noted that these figures represent very limited use of the breath test.

The required use of technicians also creates considerable delay. Arresting officers must contact technicians, wait for them to arrive, and then wait again during the test. During peak periods, officers must wait in line for an available technician.

Since the Hitch case applies to the current device, the Laboratory must preserve and catalogue all test ampoules. This responsibility costs the County about \$1,000 in staff time each year. Moreover, the instruments require delicate adjustments, and are very vulnerable to tampering during the tests.

The limited number of operational breath testing units is not sufficient for the needs of all law enforcement agencies. Several police departments are compelled to transport prisoners to the Sheriff's Facilities for this purpose. This problem precludes local processing and release, causes considerable delay, and ultimately contributes to overcrowding at jail facility.

These inconveniences have discouraged the use of breath tests. As shown in the survey of tests, breath tests are used far less often than blood tests. This practice is questionable for several reasons. Breath tests are faster, cheaper, and more pleasant. Both blood and urine tests require expensive laboratory analysis. Moreover, the breath test can be given without embarrassment or fear of infection from an injection. They also assist police officers to detect the influence of drugs. As the result of a breath test is immediately available, a police officer may readily ascertain whether a substance other than alcohol is involved.

As certain drugs can only be detected by particular tests, it is important that police officers administer the correct tests. For example, a urine test must be given to detect heroin and a blood test must be given to determine the presence of barbiturates. Unless a breath test is initially administered to confirm that alcohol is not the cause of impairment, police officers may unwittingly give the wrong test. When the laboratory tests and finds little or no alcohol, it may be impossible to detect the drug which caused impairment because the wrong test was given.

3. Training

- *Current training programs for criminal justice personnel do not include specialized instruction relative to the drinking driver.*

The lack of a coordinated training effort for criminal justice personnel relative to the drinking driver has resulted in a loosely connected set of operations in this area with no recognition of each individual agency's role or contribution toward the overall goal of preventing accidents caused by drunk drivers. This has resulted not only in a lack of standard processes with respect to the drunk driver among the various law enforcement agencies in the county, but also in a lack of coordination and mutual support among the different components of the criminal justice system having contact with drunk driving cases. Individual agencies may have training or materials available relative to the unique problems of the drunk driver. However, none has developed an educational or training process that addresses the efficient processing and successful prosecution of these cases, in a manner which emphasizes coordinating and relating the performances of individual components of the process to the actual purpose of eliminating drunk drivers from the streets.

Current law enforcement training programs available at the police academy and through in-service field training vary in their treatment of the drinking driver problem but generally emphasize only the laws relating to driving under the influence. However, law enforcement officers need training beyond the elements of drunk driving, related offenses, and their judicial interpellations. Also, important is a knowledge of the techniques necessary to detect, apprehend and effectively present facts supporting the drunk driving arrest.

A survey of Santa Clara County law enforcement agencies in which training needs were noted by both supervisors and training personnel revealed the following training needs.

- A. Techniques of Detection and Apprehension
- B. Understanding of Alcohol Problems
- C. Operation of Breath Testing and Video Equipment

- D. ABC Enforcement Procedures
- E. Combined Influence Cases
- F. Report Writing and Case Preparation

Inadequate training of District Attorneys caused deficiencies in evidence which have resulted in an inability to secure convictions in a number of drunk driving cases. Beginning Deputy District Attorneys are usually placed on general misdemeanor calendars first to allow them to obtain some courtroom experience prior to being placed on the more technical drunk driving calendars. However, there is at time to time no formally organized and administered training for deputies handling those drunk driving calendars. Moreover, as the number of deputies handling these calendars at any one time is limited, formal training would have to be developed in a manner which allowed for individual or small groups of deputies to participate at varying times--for example, video-taped instruction which would be reviewed at will.

Specific areas in which training is needed are case preparation, examination of officers and citizen witnesses, cross-examination of defendants, proof of relationship between driving impairment and blood alcohol level and summation of evidence for the jury.

D. ADJUDICATION

1. Prosecution

- *Due to deficiencies in evidence, the District Attorney is unable to secure convictions in substantial number of drunk driving cases.*
- *Major deficiencies in cases presented by the prosecution result from inadequate training and preparation; insufficient physical or laboratory evidence; and difficulties in proving the relationship between chemical tests and driving impairment.*

The misdemeanor conviction rate for drunk driving complaints in 1976 was 77.1% (98.9% guilty plea, .6% by court trial and 1.4% by jury trial). The felony drunk driving conviction rate was 42% (98.5% guilty plea and 1.5% court trial).

Statistics for the same time period indicate that a considerable number of felony drunk driving cases are adjudicated as misdemeanors. 83% of the drunk driving cases were initially filed as misdemeanors and almost 51% of the felony filings were eventually convicted as misdemeanors.

Although reductions in misdemeanor cases are generally the result of action taken by the prosecution, reductions in felony cases may be made by both the prosecution and the courts. Available evidence indicates that charges are reduced or dismissed in 14% of the misdemeanors and are reduced in 51% of the felonies. Reductions and dismissal are usually the result of insufficient evidence to indicate a reasonable probability for conviction at trial. Common deficiencies in evidence are poor police reports; problems with physical evidence; refusal of chemical tests; lack of laboratory analysis; lack of expert testimony and inadequately trained or prepared witnesses.

Standards for prosecution of misdemeanor drunk driving cases in Santa Clara County are among the most strict in California. All persons lawfully arrested are prosecuted. The Office of The District Attorney is Santa Clara County will not automatically dismiss a case, or file charges for lesser included offenses

1976 MISDEMEANOR DRUNK DRIVER CASES

	NUMBER	PERCENTAGE ARRESTS	PERCENTAGE COMPLAINTS
ARRESTS	10,858	100%	-----
COMPLAINTS	10,855	99.0%	100%
CONVICTIONS	8,376	77.1%	77.1%
GUILTY PLEA	8188	98.0%	75.4%
COURT TRIAL	58	.6%	.5%
JURY TRIAL	130	1.4%	1.2%
NON CONVICTIONS	2,479	14.3%	22.8%
REDUCED CHARGES	1,090	44.0%	10.0%
DISMISSALS	460	19.0%	4.2%
UNKNOWN	929	37.0%	8.6%

1976 FELONY DRUNK DRIVER CASES

			NUMBER	PERCENTAGE INJURY ACCIDENTS	PERCENTAGE ARRESTS	PERCENTAGE COMPLAINTS
FATAL ACCIDENTS CAUSED BY DRUNK DRIVERS			36	-----	-----	-----
INJURY ACCIDENTS CAUSED BY DRUNK DRIVERS			959	100%	-----	-----
PERSONS ARRESTED FOR FELONY DRIVING UNDER THE INFLUENCE			210	21.9%	100%	-----
FELONY COMPLAINTS			150	15.6%	71.4%	100%
FELONY CONVICTIONS			63	6.6%	30.0%	42.0%
GUILTY PLEA	62	98.5%				41.3%
COURT TRIAL	1	1.5%				.7%
JURY TRIAL	0	0.0%				.0%
NON CONVICTIONS			87	9.1%	41.4%	58.0%
REDUCED CHARGES	77	89.0%				51.3%
OTHER (DISMISSED, ETC.)	10	11.0%				6.7%

when blood alcohol levels are less than .10%. Unlike many California counties, Santa Clara County will take such cases all the way to a trial by jury, provided that evidence of impairment is strong. Cases are disposed of as convictions for lesser charges only in those instances where the prosecutor believes that a conviction may not be obtained for the original charge.

- *High volume and the demands of other cases have prevented deputy district attorneys and police officers from effectively coordinating their efforts to prosecute drunk driving cases.*

Police agencies have reported a need to clarify policy for prosecution of felony drunk driving charges. Accident and arrest data suggest that law enforcement agencies may not be seeking felony complaints in many cases where injury accidents have been caused by drunk drivers. In 1977, there were 1,177 injury accidents caused by drunk drivers, and only 232 arrests for felony drunk driving. Of the 210 arrests for felony driving under the influence in 1976, only 150 resulted in a felony complaint being filed and only 63 resulted in felony convictions. The remaining 87 complaints were either dismissed, reduced to misdemeanor charges or processed out of the system by some other means. These figures viewed in light of a 99% rate of filings on misdemeanor drunk driving arrests indicates a substantial need for coordination with respect to prosecution requirements and guidelines in injury drunk driving cases.

Police officers and Deputy District Attorneys have also reported a need to improve coordination in preparation for court appearances. Problems illustrating the importance of this coordination would include such things as lack of evidence at time of prosecution due to either insufficient police reports or officer testimony so divergent from evidence contained in the police report as to make a guilty verdict unlikely. Other problems are suggested by the fact that law enforcement agencies find it necessary to expend a substantial amount of money in overtime for police officers making court appearances. Although some law enforcement agencies

have liaison officers who coordinate court appearances with the individual courts, many do not. Thus, in many cases there is no one individual responsible for assuring that the appropriate officer will be present in the appropriate court at the designated time. The problem is compounded by the fact that many courts require the District Attorney's Office to have all witnesses (including officers) present when the trial calendar is called in the morning even if those witnesses will not realistically testify until later in the afternoon.

• *Combined influence cases pose a variety of unique problems for prosecution which make convictions extremely difficult.*

A major problem confronting the prosecution is a current inability to present sufficient evidence to secure convictions in combined influence cases. Because of the inadequacy and inconvenience of the present breath testing equipment in Santa Clara County, police agencies administer blood tests to determine blood alcohol content in approximately 75% of the cases. The urine test, which is more appropriate in many drug-related cases, is currently offered by only 5% of police agencies. As noted above, this extreme use of a blood test makes it impossible for an officer to know that alcohol is not the cause of impairment in time to administer a more appropriate drug-related test. The result is problematic for a prosecutor. In many cases, the police report and testimony show erratic behavior, but the chemical tests are negative.

In addition, the crime lab at this time has a limited capability in terms of screening blood samples for all drugs which may cause impairment. Routinely screening all samples for the presence of any drug is at this time too time-consuming. Moreover, there is a definite need for qualified expert witnesses to provide adequate evidence connecting the presence of drugs in the blood with driving impairment.

- *If there is a substantial increase in the volume of misdemeanor drunk driving cases, the Office of the District Attorney may be unable to maintain its present standards of prosecution with existing staff levels.*

A significant increase in complaints for driving under the influence, resulting in more trials, will create a demand for prosecutions which the District Attorney may not be able to accommodate with current staffing levels. Although it is impossible to make accurate predictions as to the exact effect of any particular increase in drunk driving complaints, some estimates can be developed from information with respect to current staffing levels. The District Attorney requires approximately two deputies for every full-time municipal court department with a high volume drunk driving trial calendar. San Jose Municipal Court now has five attorneys working exclusively on drunk driving trial calendars and Palo Alto has the equivalent of 1/2 a deputy position handling drunk driving trials. In other outlying courts, the deputies handling the misdemeanor calendars also handle drunk driving complaints. The District Attorney's office estimates that for every increase in drunk driving prosecutions which would require the full-time effort of one additional judge, there will be a corresponding need for two full-time deputy district attorneys to handle the resulting caseload.

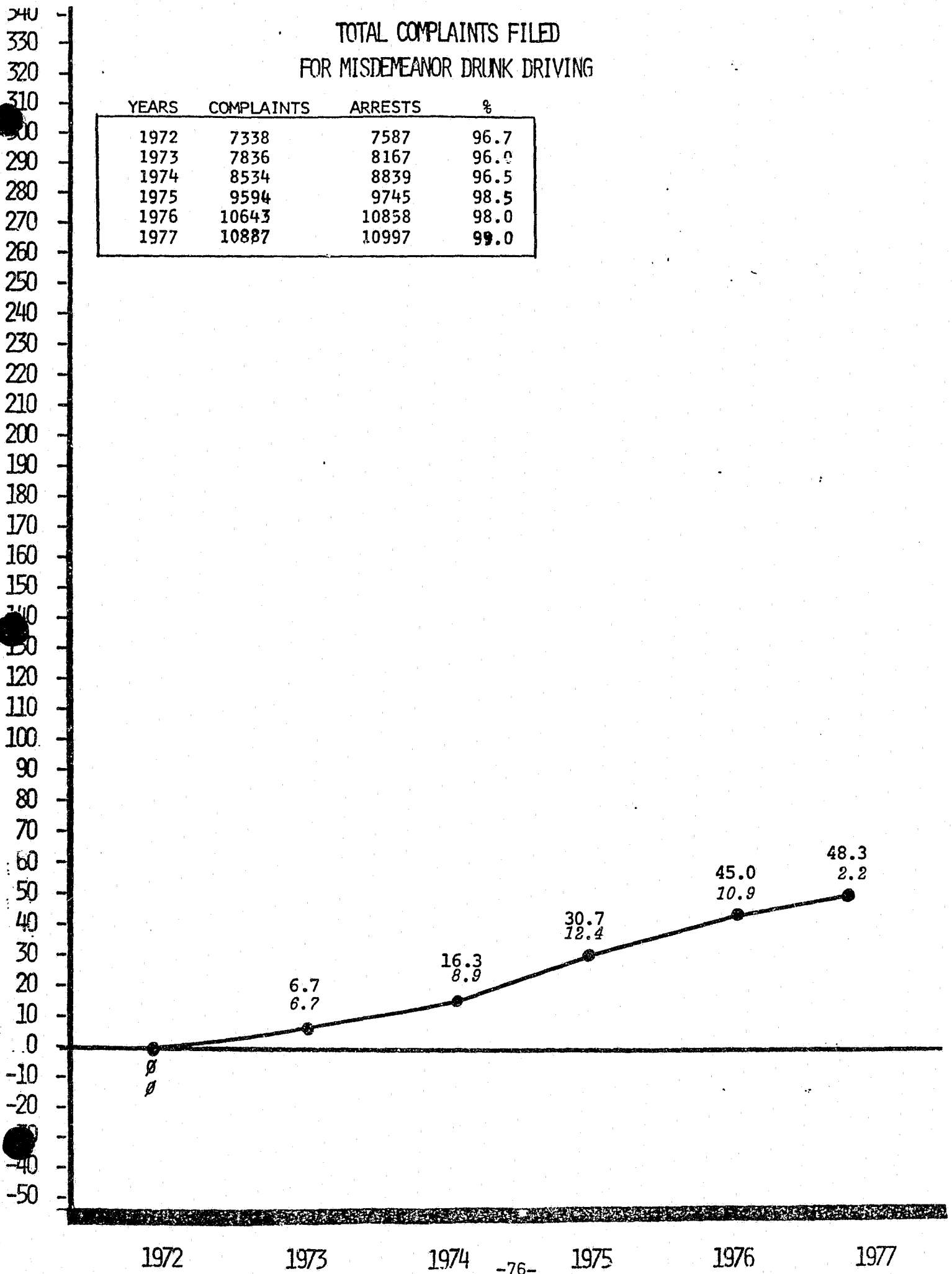
2. Courts

- *Substantial and increasing volume of drunk driving and related cases indicate a need for improved calendar management in all courts.*

There were 10,887 complaints for misdemeanor drunk driving in 1977. The number of misdemeanor complaints has increased somewhat more sharply than arrests. Total misdemeanor complaints filed in 1977 were 48% greater than those filed in 1972. Total misdemeanor arrests for drunk driving in 1977 were 45% greater than the arrests in 1972.

TOTAL COMPLAINTS FILED FOR MISDEMEANOR DRUNK DRIVING

YEARS	COMPLAINTS	ARRESTS	%
1972	7338	7587	96.7
1973	7836	8167	96.0
1974	8534	8839	96.5
1975	9594	9745	98.5
1976	10643	10858	98.0
1977	10887	10997	99.0



Trials for all misdemeanors combined do not equal the number of drunk driving cases. For example, during the first seven months of 1978, there were 73 jury trials for misdemeanor drunk driving in the San Jose Municipal Court, which represents 54% of the total criminal and civil jury trials. However, even this figure is not an accurate indication of the relative volume of misdemeanor drunk driving cases in the municipal courts as evidence indicates that jury trials comprise only about 2% of the misdemeanor drunk driving cases.

The San Jose Municipal Court is responsible for approximately two-thirds of all drunk driving cases. Of the 10,887 filings in 1977, 6,729 or 65% were filed in San Jose Municipal Court. This court is one of few California Courts to implement a "TEAM CONCEPT," which consolidates drunk driving matters previously distributed to all judges. The drunk driving volume in San Jose is large enough to occupy 3 judges full time. The "TEAM CONCEPT" has improved calendar management significantly. For example, the number of jury trials pending during 1978 was 73% less than the amount pending during the same period in 1976. Similarly, the pretrials pending in July of this year were 15% fewer than during the same month in 1976.

Note: The Board of Supervisors has recently adopted legislation to consolidate the six municipal court districts in Santa Clara County. Upon implementation, this ordinance will have a dramatic impact upon the adjudication of drunk driving and related charges. It is anticipated that this will allow such cases to be handled in one location, making calendar management and coordination with prosecution, public defender and probation departments of vital importance. In this way, municipal court reorganization provides a unique opportunity for innovations in drinking driver caseload management.

- *Policies and procedures for disposition of drunk driving cases in the municipal courts are unique to each judicial district.*

- *Sentencing practices are not uniform, as policies relative to fines, jail and probation are determined by each judge.*

The existence of six independent municipal court districts within Santa Clara County, each with its own calendar management system and administrative structure, makes having uniform policies and procedures for disposition of any class of cases, including drunk driving, quite difficult. Not only are procedural requirements and details different among the various courts but there are also differences between the practices of individual municipal court judges. There are contrasts in sentencing practices relating to amounts of fines for drinking driver offenses, the amount of jail time imposed, imposition of court or formal probation as well as conditions of probation, and use of alcohol awareness or treatment programs in sentencing orders. Other variations include the conditions under which prior convictions are stricken, the effect of such priors on the sentences imposed, and the effect of constitutionally invalid priors on the sentence imposed.

Although there has been considerable effort on the part of municipal court judges within the county to develop more uniform sentencing practices, discrepancies continue to exist both among courts and individual judges.

- *Judges currently have few alternatives to conventional sentencing for first offenders.*

Standard sentencing for drinking driver first offenders, absent some unusual circumstances, includes a fine (which may vary from \$250-350 plus statutory penalty assessments) and possibly six months to one year court probation. The vehicle code allows fine reduction for participation in an alcohol awareness program and some judges are willing to do this if the defendant indicates a willingness to participate.

Although several community and public agencies have developed programs for persons convicted of drunk driving, sentencing to these programs is rare

and usually only at the request of both the defendant and the program. The two public agencies which have such programs are Metropolitan Adult Education and the Department of Health. These programs receive the overwhelming majority of the referrals from municipal courts.

First offender classroom programs are utilized by the courts for about half of the convictions. Referrals to the course by the Adult Education numbered 2324 in 1977, and represent 35 percent of the estimated 6625 first offenders. In 1977, there were 1200-1600 first offenders referred to the course by the Health Department, represent 18-24 percent of the convictions.

- *Drunk drivers are becoming an increasing burden upon probation services as both adults and juvenile caseloads grow each year.*

Referrals to the adult probation department for drunk driving have sharply increased. In 1973, there were 1209 cases and by 1977 the total had risen to 3613, an increase of 200 percent. Drunk drivers now represent 50 percent of the total probation referrals.

First offender drunk drivers are rarely put on formal probation in Santa Clara County. However, repeat offenders are usually put on probation for a term of two years. This takes the resources of both the Adult Probation Investigation division for the preparation of presentence investigation reports and the Supervision Division to provide services during the probation term.

Even those repeat offenders who enter the SB 38 program must be referred to the Adult Probation Department for a presentence investigation to determine eligibility for that program and subsequently must be placed on formal probation supervised by the Adult Probation Staff. In the future, additional probation resources will be needed as the Adult Probation Department now assumes the additional responsibility for initial intake of clients and management of all fee collections in the SB 38 program.

- *Trials and motions in drinking driver cases have resulted in court appearances by increasing numbers of police personnel and members of the public.*

Deficiencies in calendar management techniques and case scheduling procedures in a number of courts have resulted in police officers and citizen witnesses spending extended periods of time waiting to testify in cases which either are delayed or are settled just prior to trial. This creates substantial difficulties for both police agencies and citizens. Police agencies report that considerable overtime has been expended for compensation of officers who are required to appear in court when it was unnecessary.

Police departments have to pay officers overtime for court appearances. Sometimes union contracts require a minimum (for example, 4 hours) of overtime pay for any court appearance however brief and regardless of its ultimate necessity.

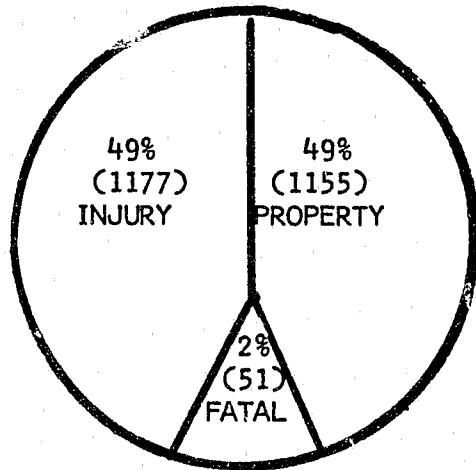
Citizen displeasure with long unnecessary court appearances is further aggravated by the fact that there is no compensation involved and the citizen is usually appearing out of a sense of civic duty.

- *Many warrants are outstanding for drunk driving, such that fines and bail collectively represent a substantial loss in revenue for local government.*

As drunk driving offenses comprise the largest group of criminal matters in the Municipal Courts, they also produce an enormous number of warrants. Preliminary figures indicate that the number of outstanding warrants is several thousand. Further study is planned to determine the exact number and nature of outstanding drunk driving warrants.

A PROFILE OF THE DRINKING DRIVER PROBLEM: 1977

ACCIDENTS CAUSED BY DRIVING UNDER THE INFLUENCE



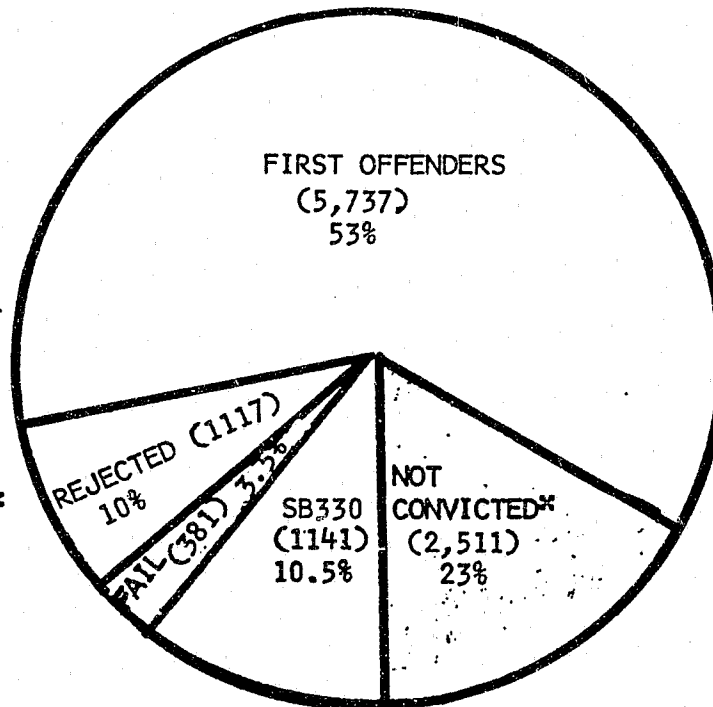
TOTAL - 2,383

ARRESTS
10,997 TOTAL
MISDEMEANOR ARRESTS FOR
DRIVING UNDER THE INFLUENCE

* ACTUAL PERCENTAGE NOT KNOWN AT THIS TIME
*** MAY ALSO INCLUDE FELONY CASES

PROSECUTIONS
10,887 FILINGS
99% OF ARRESTS

*ASSUMING CONVICTIONS OF
% - 2345 REPEAT OFFENDERS
% - 6031 FIRST OFFENDERS
% - 8376 CONVICTED



REFERRED TO PROBATION **
REPEAT OFFENDERS
2,639 OR
24% OF FILINGS

NOT ACCEPTABLE FOR
SB330
1117 OR 10%
OF FILINGS

REFERRED TO SB330 1522
LESS FAILURES - 381

REMAINING 1141 = 11% OF FILINGS
OR = 14% OF CONVICTIONS
OR = 49% OF REPEAT OFFENDERS

SOURCES: ARREST/PROSECUTION DATA - BUREAU OF CRIMINAL STATISTICS
PROBATION/REFERRAL DATA - ADULT PROBATION DEPARTMENT
SB330 DATA - ADMINISTRATION 330, INC.

III. PROGRAM GOALS

After review of the data which are set forth above, three goals were established for the Drinking Driver Program. The individual objectives in each subject area were then derived from the overall program goals.

The underlying purpose of funding provided by this program is traffic safety. The California Office of Traffic Safety is not allowed to provide funding for alcoholism projects or other health oriented activities as these functions are more properly within the purview of other state agencies. Similarly, corrections and rehabilitation are not subjects for which traffic safety grants may be awarded.

Mindful of this mandate to concentrate upon traffic accidents and their causes, the Drinking Driver Program has developed three clear goals for the federal funding which will be expended.

- A. *Reduce the number of automobile accidents caused by persons driving under the influence of alcohol.*

This goal represents the ultimate purpose of the program - to save the lives and property which are now destroyed by drunk drivers. In a sense, all efforts of the Drinking Driver Program are devoted to the realization of this goal.

Projects have been designed to address this goal from two entirely different perspectives. The projects set forth in the prevention section seek to prevent persons from drinking to excess and then operating a motor vehicle.

As these projects are focused upon the prevention of problem drinking, relationship to traffic accidents is indirect. A second approach is planned

which will provide direct prevention of accidents. These projects will be conducted by police departments and their purpose will be to prevent accidents by removing drinking drivers from the road before they have caused accidents. It is hoped that these efforts will compliment each other by reaching a common goal from two diverse perspectives. In this way, these strategies may be viewed as indirect and direct accident prevention.

B. Reduce costs and increase productivity for the justice agencies which process drinking driver cases.

This goal acknowledges the provisions of California law which clearly identify drunk driving as a crime against the people. After analysis of functions in local government which are devoted to drunk driving as a legal problem, it was decided that improvement of the justice system was the second critical area of need. Significant changes in the justice system will be of benefit to everyone from the taxpayer to the drinking driver.

The problem of drunk driving has grown to such enormous proportions that vast public resources must now be expended simply to operate the criminal justice process. It is evident that economy and the public welfare now demand new efficiencies.

An assortment of projects will be created to improve the justice system. New concepts have been offered to enhance functions in each of its components. Over the course of the three year program, pilot projects will be implemented for police agencies, the adjudication process and supportive services.

C. Reduce the number of persons arrested for second and subsequent charges of driving under the influence.

Although rehabilitation is outside the scope of federal grant funding, this goal represents an essential element in the success of a comprehensive

plan. This goal was adopted in recognition of the need for improved coordination between justice, social service and health agencies for concentration of resources upon solutions to their mutual problems. These combined efforts will lead to innovative projects because a diversity of talents and energies will now be focused upon the problem of the drinking driver. While grants may not be awarded directly to such efforts, the Drinking Driver Program may coordinate relevant functions of local government and stimulate new ideas for change.

IV. STRATEGIES FOR CHANGE

A. PREVENTION

Program Objectives

1. Increase adult awareness and understanding of the drinking driver problem.
Conduct 40 informational meetings regarding drunk driving with civic organizations, industries and businesses.
2. Increase juvenile awareness and understanding of the drinking driver problem.
Educate at least 540 students in 3 high schools, regarding the potential effects of drinking and driving.
3. Increase number of citizens and civic organizations willing to take action to prevent drunk driving.
4. Improve recognition and examination of the drinking driver problem by public officials and government agencies.
5. Improve multi-media coverage and review of the drinking driver problem.

Projects set forth in this section may be viewed as "primary" prevention, because they are intended to change basic attitudes and behavior relative to drinking and driving. The first year prevention program will focus upon public education. The project will increase sensitivity to this social problem and improve understanding of its causes. Public education will be approached from two diverse perspectives. One approach will utilize school programs to reach young people and their parents. Another approach will be media presentations for the general public. These complementary approaches to public education will incorporate a wide variety of established communication techniques.

The media and education project discussed in this section is aimed at attitude change. It is the purpose of this primary prevention project to persuade both adults and youths to develop a responsible attitude toward alcohol and driving. While the law enforcement projects seek to prevent accidents, this project is intended to prevent irresponsible use of alcohol and motor vehicles.

The project supported by the Drinking Driver Program will increase public knowledge of the nature and extent of the drunk driving problem. Both adults in the community and youths in the schools will be presented with information which clearly illustrates the severe consequences of excessive drinking in combination with driving. This information will be communicated through all types of media. Each media form will be utilized for its best features to maximize impact.

The purpose of this communication plan will be to stimulate acceptance of personal responsibility for the problem and to promote new measures which discourage drivers from drinking to excess. The type of communication methods will be determined by the subject groups or audience. As the attitudes and behavior of these groups are different, both media formats and the content will be designed accordingly.

Youth: Young people will be reached through such media as youth oriented radio and school programs. The purpose of media and instructional programs will be to (a) build new social norms about drinking and driving; (b) increase preception of the risk of accidents and arrest; (c) promote a willingness to accept responsibility for friends who are intoxicated and to personally help when needed.

The content of material will be factual, and will not represent moral indoctrination. Programs will emphasize peer interaction, and offer clear alternatives to prevent drunk driving. To ensure acceptability, young people will be involved in the design and management of the program.

Adult/Parents: Adults will be reached through special school programs, civic organizations, television and newsprint. The purpose of these presentations will be to develop an appropriate role model and to stimulate measures which discourage intoxication and driving among adults. The role of a parent to convey social values, and the role of a host or hostess to accept responsibility for guests will be two subjects of emphasis.

FIRST YEAR FUNDING FY 78-79

PROJECT SUMMARY

SUPERINTENDENT OF SCHOOLS: Public Education -- 9 month grant

A. Scope and Purpose

The primary purpose of this project is to develop an educational prevention program addressing both the teenage and adult drinking driver problem in Santa Clara County.

One aspect of the project will be an augmentation of the driver education program presently being offered in all secondary schools in California. A portion of the driver education program in three pilot schools will be devoted to a group process involving students, parents and interested community groups. This is intended to facilitate discussion and understanding of the drinking driver problem, and thus to influence youthful attitudes and behavior with respect to this problem. This project will utilize currently available curriculum materials produced by the California Office of Education.

The project will also support a general community prevention effort designed to increase public awareness of drunk driving and to influence attitudes about the problem. To this end, a Speakers Bureau will be organized and trained to speak to citizen's and civic organizations and a multi-media program with public service spots for television, radio and other public media will be developed. The Santa Clara County Office of Education will work closely with police officers who participate in the Office of Traffic Safety Drinking Driver Program. Through cooperation with such agencies as the Bureau of Alcoholism Services and the National Council on Alcoholism, it is planned that the public education program would reach all interested community agencies.

B. Objectives

1. Develop and implement an educational prevention program addressing the drinking driver problem in the driver education classes of 3 pilot secondary schools in Santa Clara County.

2. Organize and train a Speakers Bureau of a minimum of 10 speakers to address citizens and civic organizations in Santa Clara County regarding the drinking driver problem.
3. Plan and implement a public education campaign employing all media. This campaign will include the identification or production of 10 public service spots for television and 10 public service spots for radio.

C. Budget

Total for first fiscal year	<u>\$102,000</u>
Travel Expense	2,350
Personnel Costs	64,825
Contractual Services	25,000
Other Direct Costs	9,825

PROJECT SUMMARY

A project of intervention and referral is contemplated for the second year. During the first year of the Drinking Driver Program, there will be extensive study and planning for this project.

The structure and operation of the project will be based upon evaluation of successful projects operating elsewhere in California. It is anticipated that the grant will become a collective project of experiences in several counties.

All participating law enforcement agencies have already agreed to cooperate in a referral process. It is planned that persons arrested for driving under the influence would be referred to the new projects, so that services could be provided to address alcohol problems. These services need not have any relationship with the legal proceedings in which the person may be involved.

For the first time, such a project will intercept the problem drinker before multiple convictions.

The planned project would provide problem drinkers with an opportunity to work out their drinking problem before subsequent arrests and convictions. It is anticipated that both public and community alcoholism agencies will participate in the project.

B. LAW ENFORCEMENT

Program Objectives

1. Increase arrests for drunk driving throughout Santa Clara County.
Increase county-wide arrests for driving under the influence by 3000, a 25% increase over the average of 1976-1978.
2. Expand police coverage of areas with severe drunk driving problems.
Implement new driving under the influence enforcement unit in 4 cities in Santa Clara County, concentrating upon approximately 30 drunk driving target areas.
3. Increase community awareness of new law enforcement and prevention efforts to combat drunk driving.
4. Improve inter-jurisdictional cooperation for enforcement of laws relating to drunk driving.
5. Concentrate law enforcement and prevention efforts on the identified major sources of alcohol for drinking drivers.
6. Expand local police activities relating to the unlawful sale of alcoholic beverages.
7. Intensify law enforcement efforts which relate to juvenile drunk drivers.

Accident prevention will be the major thrust of each police project. Each grant will serve a dual purpose. Through publicity and deterrence, they will seek to prevent persons who have been drinking to excess from driving a motor vehicle. However, their primary functions will be to remove drinking drivers from the road before they can cause accidents.

The law enforcement projects have been planned in conjunction with several prevention activities. Police personnel will be available for school classes and civic meetings. Officers participating in the Drinking Driver Program will give lectures and facilitate discussions on the problems of driving under the influence. Restaurant and bar owners will be contacted and encouraged to cooperate with these efforts.

All patrol personnel will receive intensive training on alcoholism and its relationship to drunk driving. Officers will develop a new sensitivity to the problem of drunk driving and how it can be prevented. Police officers will learn how to better recognize levels of intoxication and relative degrees of impairment. They will acquire improved abilities to identify and understand the personal causes of problem drinking and gain an understanding of drunk driving as a health and social problem.

Each local law enforcement agency will cooperate with the intervention and treatment programs designed to help the problem drinker. Referrals will be made by law enforcement agencies so that persons arrested for driving under the influence may be assisted by appropriate public and community health programs. It is anticipated that many persons arrested for driving under the influence and referred to these programs will voluntarily participate in a treatment plan during litigation of their criminal charges. For the first time drunk drivers will receive help with their problem before several convictions.

All local police departments have pledged their cooperation with the California Department of Alcoholic Beverage Control. New procedures will be developed to concentrate police resources upon licensees who, by violation of provisions of the California Business and Professions Code, contribute to the problem of drunk driving in Santa Clara County. In future projects, police agencies will provide data to a central filing system which will then be used to identify frequent and flagrant violators.

A primary objective of each police project is to locate drinking drivers on the roads BEFORE accidents have occurred. Local law enforcement agencies will strive to prevent accidents by removing drinking drivers from the streets before they can become involved in collisions. To this end, personnel will be assigned to locations where data has demonstrated an accident pattern. Officers will be deployed during the peak hours during which accidents are known to

take place. Specific locations will be carefully monitored to allow timely identification and apprehension of drinking drivers.

During the first year of the Drinking Driver Program, four police departments will receive grants for pilot projects. The agencies selected for initial funding are the cities of Santa Clara, Mountain View, San Jose and Campbell. A multitude of factors were considered during the selection of these jurisdictions. These included geographic location, type of enforcement program planned, accident and arrest data and concentration of drinking establishments.

The most dangerous roadway in Santa Clara County is El Camino Real. It stretches from the border of San Mateo County in a southward direction all the way through San Jose, a distance of 30 miles. In northern Santa Clara County, El Camino Real is the primary location of drinking, dining and entertainment establishments. Moreover, it represents the major arterial roadway which spans Palo Alto, Mountain View, Sunnyvale and Santa Clara. For these reasons, drinking drivers cause more accidents on El Camino Real than on any other street in the area. Since it is neither a freeway nor an expressway, El Camino Real is bisected by hundreds of cross-streets. As a high density commercial boulevard, El Camino Real is congested by through traffic. This combination of many intersections and businesses, together with a high volume of through traffic, poses a constant threat of collisions.

The police departments selected for initial funding will permit a concentration of resources in these dangerous areas. The City of Palo Alto is already in receipt of a multi-purpose grant from the Office of Traffic Safety which will provide patrol coverage up to the northern border of Santa Clara County. The City of Sunnyvale will provide patrol coverage through their own resources. The Drinking Driver Program will support grants in Mountain View and Santa Clara to complete coverage southward on El Camino Real. The efforts of these agencies will permit monitoring of traffic on El Camino Real for 20 miles.

Cooperation between these jurisdictions will allow major improvements in

police efforts to combat drunk driving. Joint efforts by these agencies will facilitate more efficient and productive utilization of police personnel. Specific policies and procedures will be developed to expedite arrest and release functions. This may include cooperative arrangements between these jurisdictions for the processing and transportation of persons arrested for drunk driving. As these jurisdictions share common boundaries, agreements will be made for shared responsibilities to monitor common accident locations.

FIRST YEAR FUNDING: 78-79 FEDERAL FISCAL YEAR

PROJECT SUMMARY

CITY OF SANTA CLARA: three year grant

A. Scope and Purpose

The City of Santa Clara is the third largest city in the County, with a population of 83,800 . It represents the fourth largest jurisdiction. Santa Clara wishes to implement a "Saturation" strategy. The use of five police units at one time is intended to effectively cover all major target areas and maximize prevention of accidents. Despite the highest arrest rate of major police agencies, Santa Clara has experienced the highest total accident rate in the County. Injury accidents are ranked sixth. There are 155.1 per capita drinking establishments, making Santa Clara eighth in the County.

The primary purpose of the grant is to reduce accidents caused by drunk drivers through a major increase in arrests. Target areas will be selected after analysis of alcohol sources and accident locations. Teams will be deployed during peak hours to monitor traffic in target areas so that drunk drivers may be arrested before accidents occur.

Each week, the City of Santa Clara will operate five units for three shifts of six hours. An overtime sergeant and four overtime officers will be deployed on week-ends and one additional evening. The projected number of personnel and deployment are based upon a preliminary study of accidents already conducted by the Santa Clara Police Department.

Together with the City of Sunnyvale and the Sheriff's Department, the City of Santa Clara will make efforts to expedite the arrest procedures. This may include cooperative arrangements for processing procedures and transportation of persons arrested for driving under the influence. Efforts will be made to process cases locally to avoid booking at Sheriff's facilities. A breath testing device will be installed at police headquarters.

Personnel supported with grant funds will also be available for prevention activities. Police officers may visit businesses, schools and civic organizations to discuss the problem of drunk driving. The Santa Clara Police Department has agreed to cooperate with the intervention and referral programs which may be undertaken by health agencies to intercept alcoholics at an early stage of criminal proceedings.

The Santa Clara Police Department intends to cooperate with the California Department of Alcoholic Beverage Control to concentrate upon the sources of alcohol for drunk drivers.

The Santa Clara Police Department has agreed to make its facilities available to local law enforcement agencies in the West Valley area. This gesture is intended to alleviate pressure from the Sheriff's Office.

B. Objectives

1. Establish a 5-man drinking driver enforcement team in the City of Santa Clara Police Department on an overtime basis.
2. Reduce the number of drinking driver related and hit and run accidents in the City of Santa Clara by 10%.

In 1978, accidents involving drinking drivers numbered 302, hit and run 916-- a total of 1,203 accidents. The objective is to reduce this number by 10 percent, or 120 accidents.

3. Increase the number of drinking driver arrests in the City of Santa Clara by 98%.

In 1978, arrests of drinking drivers totaled 1237. The goal is to increase these arrests by 98%, or:

*2 arrests per patrolman per shift
24 per week, or
1248 additional per year*

C. Budget

Total for first fiscal year	<u>\$112,332</u>
Personnel Expenses	48,447
Non-Expendable Property	56,725
Other Direct Costs	7,160

FIRST YEAR FUNDING: 78-79 FEDERAL FISCAL YEAR

PROJECT SUMMARY

CITY OF SAN JOSE: one year grant

A. Scope and Purpose

The City of San Jose is the largest city in Santa Clara County but ranks tenth in driving under the influence accidents and seventh in driving under the influence injury accidents. Driving under the influence arrest rate is ninth in the County. There are 102.6 drinking establishments per 100,000 population ranking eleventh among Santa Clara communities.

The City of San Jose has already implemented a program to combat drunk driving. Two teams have been deployed, consisting of four motorcycles and two sedans. Funds are requested for overtime to augment this effort during the next year as well as the holiday season.

Together with the Sheriff's Office, the San Jose Police Department will make efforts to expedite arrest and release procedures. This may include cooperative arrangements for processing and transportation of persons arrested for driving under the influence. The City of San Jose will use two breath testing devices at outlying facilities.

Personnel with the project will also be available for prevention activities. Police officers may visit businesses, schools and civic organizations to discuss the problem of drinking drivers. The San Jose Police Department has agreed to cooperate with the intervention and referral programs which may be undertaken by health agencies to intercept alcoholics at an early stage of criminal proceedings.

The San Jose Police Department intends to cooperate with the California Department of Alcoholic Beverage Control to concentrate upon the sources of alcohol for drunk drivers.

B. Objectives

1. Increase the DUI arrests within the City of San Jose 40% or greater the first year. The periods for comparative analysis are 1976, 1977, and 1978.
2. Reduce the number of DUI associated accidents by 10%. The periods for comparative analysis are 1976, 1977 and 1978.
3. Reduce the number of fatality and major injury accidents by 15%. The periods for comparative analysis are 1976, 1977 and 1978.

C. Budget

Total for first fiscal year	<u>\$11,913</u>
Personnel Costs	11,143
Non-Expendable Property	770

FIRST YEAR FUNDING: 78-79 FEDERAL FISCAL YEAR

PROJECT SUMMARY

CITY OF MOUNTAIN VIEW: two year grant

A. Scope and Purpose

The City of Mountain View has a population of 55,800. It has the sixth highest per capita number of drinking establishments in the county. Mountain View has the third highest rate for total accidents and fourth highest rate for injury accidents. It ranks sixth in driving under the influence arrest rates. Unlike most cities, Mountain View is predominantly an apartment community where most residents work in another part of the community.

The primary purpose of the grant is to reduce accidents caused by drinking drivers through a major increase in arrests. Target areas will be selected after analysis of alcohol sources and accident locations. The City of Mountain View wishes to create two new positions for activities relating to driving under the influence. Teams will be deployed during peak hours to monitor traffic in target areas so that drunk drivers may be arrested before accidents have occurred.

Together with the City of Palo Alto and the Sheriff's Office, the City of Mountain View will make efforts to expedite arrest and release procedures. This may include cooperative arrangements for processing and transportation of persons arrested locally to avoid booking at the Sheriff's facilities. The City of Mountain View intends to install a breath testing device at the police administration building and will consider mobile application when the procedures are approved.

Personnel supported with grant funds will also be available for prevention activities. Police officers may visit businesses, schools and civic organizations to discuss the problem of drunk driving. The Mountain View Police Department has agreed to cooperate with the intervention and referral programs which may be undertaken by health agencies to intercept alcoholics at an early stage of criminal proceedings.

The Mountain View Police Department intends to cooperate with the California Department of Alcoholic Beverage Control to concentrate upon the sources of alcohol for drunk drivers.

The City of Mountain View wishes to operate the program with federal funding for a period of two years.

B. Objectives

1. Establish a 2 man drinking driver enforcement unit in the City of Mountain View.
2. Increase annual arrests for driving under the influence within the City of Mountain View.

	TOTAL DUI ARRESTS/YEAR		MONTHLY AVERAGE
1974	537		44.7
1975	502		41.8
1976	488		40.6
1977	616		51.3
1978	627		52.2
	<u>AVERAGE</u>	<u>554</u>	<u>AVERAGE</u>
			<u>46.0</u>
	<u>GRANT OBJECTIVE</u>	<u>1385</u>	<u>GRANT OBJECTIVE</u>
			<u>115.0</u>

3. Reduce annual accidents caused by driving under the influence by 10%.

The periods for comparative analysis are the calendar years of 1974 - 1978. Achievement of this objective will allow for no more than 115 DUI Accidents annually.

C. Budget

Total for first fiscal year	<u>\$60,693</u>
Personnel Costs	30,174
Non-Expendable Property	24,291
Other Direct Costs	5,598

FIRST YEAR FUNDING: 78-79 FEDERAL FISCAL YEAR

PROJECT SUMMARY

CITY OF CAMPBELL: one year grant

A. Scope and Purpose

The City of Campbell has a population of 25,350. It has more drinking establishments per capita than any other city in Santa Clara County and the highest per capita rate of injury accidents caused by drinking drivers. Total accidents rank seventh. Arrest rates are quite low, and rank eighth in the County.

The City of Campbell wishes to use both overtime and permanent staffing. The proposal contains funding for one permanent position, representing five shifts of eight hours each, and sufficient overtime hours for extended shifts and court time, and to staff high frequency nights with at least one additional officer during the Christmas/New Year holiday season.

Together with the Los Gatos Police Department and the Sheriff's Office, the City of Campbell will make efforts to expedite arrest and release procedures. This may include cooperative arrangements for processing and transportation of persons arrested for driving under the influence. Efforts may be made to process cases locally to avoid booking at the Sheriff's facilities. The City of Campbell intends to install a breath testing device at the police administration building and will consider mobile application when procedures are approved.

Personnel supported with grant funds will also be available for prevention activities. Police officers may visit businesses, schools and civic organizations to discuss the problems of drunk drivers. The Campbell Police Department has agreed to cooperate with the intervention and referral programs which may be undertaken by health agencies to intercept alcoholics at an early stage of criminal proceedings.

The Campbell Police Department intends to cooperate with the California Department of Alcoholic Beverage Control to concentrate upon the sources of alcohol for drunk drivers.

B. Objectives

1. Establish a DUI Enforcement Unit within the Patrol/Traffic Division of the Campbell Police Department.
2. Increase the DUI arrests by 250% during project year, a total of 500 additional arrests. Year of comparison is 1978.
3. Reduce accidents caused by driving under the influence by 5%.

C. Budget

Total for first fiscal year	<u>\$29,045</u>
Personnel Costs	16,638
Non-Expendable Property	10,872
Other Direct Costs	1,535

SECOND YEAR FUNDING: 79-80 FEDERAL FISCAL YEAR

ONGOING GRANTS

CITY OF SANTA CLARA

Santa Clara will continue with a second fiscal year of funding for the project described above. During this period, the City Council will assume responsibility for 30% of the project costs.

Total for second fiscal year	<u>\$114,740</u>
Personnel Costs	106,001
Non-Expendable Property	Ø
Other Direct Costs	8,739

SECOND YEAR FUNDING: 79-80 FEDERAL FISCAL YEAR

ONGOING GRANTS

CITY OF SAN JOSE

The City of San Jose will continue to utilize overtime personnel to augment the existing DUI team as described earlier.

Total for second fiscal year	<u>\$44,137</u>
Personnel Costs	44,137
Non-Expendable Property	Ø

SECOND YEAR FUNDING: 79-80 FEDERAL FISCAL YEAR

ONGOING GRANTS

CITY OF MOUNTAIN VIEW

Mountain View will also continue with a second fiscal year of funding for the project described earlier. During the second calendar year the City Council of Mountain View will assume responsibility for 50% of the project costs.

Total for second fiscal year	<u>\$53,566</u>
Personnel Costs	47,568
Non-Expendable Property	Ø
Other Direct Costs	5,998

SECOND YEAR FUNDING: 79-80 FEDERAL FISCAL YEAR

ONGOING GRANTS

CITY OF CAMPBELL

The City of Campbell will continue its one man DUI Enforcement Unit into a second fiscal year of funding. In addition, overtime personnel will be utilized to cover high frequency drinking driver nights during the holiday season.

Total for second fiscal year	<u>\$17,004</u>
Personnel Costs	16,404
Other Direct Costs	600

SECOND YEAR FUNDING: 79-80 FEDERAL FISCAL YEAR

NEW GRANTS

Several other agencies have been approved for implementation of new grant projects in October 1979. These grants will collectively comprise a second phase of law enforcement projects and will allow emphasis upon problem areas not addressed during the first year. Funding of the second stage will allow complete coverage of all dangerous accident areas in Santa Clara County and complete the police contribution to the Drinking Driver Program.

It is intended that the methods employed during the second year will be based upon the collective experience of projects implemented during the first year. For this reason, the details of the following grants are tentative. It is anticipated that they will conform to the structures described above, but include the new components which have yet to be developed. Accordingly, the following summaries are abbreviated.

SECOND YEAR OF FUNDING: 79-80 FEDERAL FISCAL YEAR

PROJECT SUMMARY

CITY OF GILROY: (FY 79-80)

Gilroy is a relatively homogeneous community, with a population of 17,150. It is located in the southern tip of Santa Clara County. Like Morgan Hill, it is a rural area where drunk driving has become a major problem. Gilroy has a driving under the influence accident rate of 280 per 100,000 population and an injury accident rate of 105, the fourth and fifth highest rates respectively in the county. Gilroy has the second highest driving under the influence arrest rate in the county with 1131.2 arrests per 100,000 population in 1977. The number of drinking establishments per capita is 186.6, the fourth highest in the county.

The City of Gilroy is requesting overtime hours equivalent to slightly more than one person per year. The requested 2600 hours would be distributed in eight hour shifts over the course of the year, allowing approximately 184 shifts.

Together with the project now under way in Morgan Hill, this grant would provide complete coverage for the south county area. Like Morgan Hill, Gilroy will process cases locally to avoid booking at the Sheriff's facilities. The City of Gilroy intends to install a breath testing device at the police administration building and will consider mobile application when the procedures have been approved.

Personnel supported with grant funds will also be available for prevention activities. Police officers may visit businesses, schools and civic organizations to discuss the problem of drunk driving. The Gilroy Police Department has agreed to cooperate with the intervention and referral programs which may be undertaken by health agencies to intercept alcoholics in the early stage of criminal proceedings.

The Gilroy Police Department intends to cooperate with the California Dept. of Alcoholic Beverage Control to concentrate upon the sources of alcohol for drunk drivers.

B. Objectives

1. Reduce annual accidents caused by driving under the influence by 10%.
2. Increase annual arrests for driving under the influence by 250% (500 new arrests)

C. Budget

Total for one fiscal year	<u>\$26,620</u>
Personnel Costs	26,170
Non-Expendable Property	450

SECOND YEAR OF FUNDING: 79-80 FEDERAL FISCAL YEAR

PROJECT SUMMARY

SHERIFF'S JURISDICTION: (FY 79-80)

A. Scope and Purpose

The Sheriff's patrol responsibilities are second only to those of the City of San Jose and includes 5 separate jurisdictions. The total accident rate within those jurisdictions is the seventh highest in the county and the injury accident rate is third. However, the driving under the influence arrest rate ranks tenth in the county.

When the five jurisdictions are examined separately two emerge as serious problem areas. Unincorporated areas are the worst fatal and injury accident areas in the county, and Cupertino ranks third in injury accidents among all jurisdictions. (Jurisdiction for drunk driving is unclear. While the Highway Patrol is responsible for general traffic enforcement the Sheriff is responsible for misdemeanor arrests. Driving under the influence may be categorized as either or both.)

The Sheriff's Patrol Division is requesting overtime funds to allow assignment of deputies to Cupertino, Los Altos Hills, Monte Sereno and Saratoga. It is intended that two two-person patrol units would be assigned to target areas. Funds requested would support four officers on eight hour shifts for two shifts per week.

Efforts will be made to expedite the arrest and release procedures. This may include cooperative arrangements for processing and transportation of persons arrested for driving under the influence. The Sheriff's Department would utilize the breath testing devices in the AIB room and will consider mobile application when the procedures are approved.

Personnel supported by grant funds will also be available for prevention activities. Police officers may visit businesses, schools and civic organizations to discuss the problem of drunk driving. The Sheriff's Office has agreed to

cooperate with the intervention and referral programs which may be undertaken by health agencies, to intercept alcoholics at an early stage of criminal proceedings.

The Sheriff's Office intends to cooperate with the California Department of Alcoholic Beverage Control to concentrate upon the sources of alcohol for drunk drivers.

B. Objectives

1. Reduce annual accidents caused by driving under the influence by 10%.
2. Increase annual arrests for driving under the influence by 70% (624 new arrests.)

C. Budget

Total for one fiscal year	<u>\$100,959</u>
Personnel Costs	88,479
Non-Expendable Property	Ø
Other Direct Costs	12,480

SECOND YEAR OF FUNDING: 79-80 FEDERAL FISCAL YEAR

PROJECT SUMMARY

TOWN OF LOS GATOS (FY 79-80)

A. Scope and Purpose

The Town of Los Gatos is a relatively small community, the tenth largest jurisdiction in Santa Clara County. As entertainment areas are highly concentrated and high accident areas are relatively few in number, it is an appropriate location for a project of this type. Drinking establishments per 100,000 population is 215.0 ranking second in the county. Los Gatos has the fourth highest total accident rate and the second highest injury accident rate in the county. It has the fifth highest arrest rate and is above the county average.

The Town of Los Gatos wishes to create a new permanent position for prevention and enforcement activities. A full time police officer would be assigned to five shifts of eight hours each.

Together with the Campbell Police Department and the Sheriff's Office, the Los Gatos Police Department will make efforts to expedite arrest and release procedures for the West Valley Area. This may include cooperative arrangements for processing and transportation of persons arrested for driving under the influence. The Town of Los Gatos intends to install a breath testing device at the administration building and will consider mobile application when the procedure has been approved.

Personnel supported by grant funds will also be available for prevention activities. Police officers may visit businesses, schools and civic organizations to discuss the problem of drunk driving. The Los Gatos Police Department has agreed to cooperate with the intervention and referral programs which may be undertaken by health agencies to intercept alcoholics in the early stage of criminal proceedings.

The Los Gatos Police Department intends to cooperate with the California Dept. of Beverage Control to concentrate upon the sources of alcohol for drunk

B. Objectives

1. Reduce annual accidents caused by driving under the influence by 10%.
2. Increase annual arrests for driving under the influence by 150% (700 new arrests)

C. Budget

Total for first fiscal year	<u>\$38, 175</u>
Personnel Costs	29,125
Non-Expendible Property	9,050

PROJECT SUMMARY

A project is planned for the second and third years to concentrate upon illegal sources of alcohol. and problems which contribute to excessive drinking. Coordinated by the California Department of Alcoholic Beverage Control, this project will collect data from all local arrests. After analysis of the data the Alcoholic Beverage Control will identify problem licensees and direct attention to these sources of alcohol.

The sources of alcohol consumed by persons arrested for drunk driving will be tabulated from arrest forms and compiled as a reference system. This will enable local law enforcement agencies to focus upon the establishments which consistantly contributed to the drinking driver problem.

THIRD YEAR FUNDING: 80-81 FEDERAL FISCAL YEAR

ON GOING GRANTS

CITY OF SANTA CLARA:

Santa Clara will continue with the last of three fiscal years of funding for its DUI Enforcement Team. After the second calendar year of funding the Santa Clara City Council will assume responsibility for 70% of the project costs.

Total for third fiscal year	<u>\$74,711</u>
Personnel Costs	69,399
Non-Expendable Property	0
Other Direct Costs	5,312

THIRD YEAR OF FUNDING: 80-81 FEDERAL FISCAL YEAR
NEW GRANTS

FOURTH YEAR OF FUNDING: 81-82 FEDERAL FISCAL YEAR (THROUGH JANUARY 2, 1982)

The Office of Traffic Safety has indicated that the last date funds would be available for projects developed through the Drinking Driver Program is January 2, 1982.

ONGOING GRANTS

CITY OF SANTA CLARA

Santa Clara will receive funds for its DUI Enforcement Team for the first three months of fiscal year 81-82. During this period the City of Santa Clara City Council will be contributing 70% of the project costs.

Total for fourth fiscal year	<u>\$10,794</u>
Personnel Costs	10,043
Non-Expendable Property	0
Other Direct Costs	751

C. SUPPORT SERVICES

A survey of justice agencies conducted in the early stages of the Drinking Driver Program revealed several areas of common need for improved support services. It was immediately apparent that significant improvements in the justice system could not be realized unless specific support services were provided. Critical deficiencies were noted in the processing of arrests for drunk driving; blood alcohol testing; and training of justice staff.

1. Arrest Process

Program Objectives

1. Reduce the time required to process an arrest for drunk driving and ensure that arresting officers are returned to duty as quickly as possible.

Reduce the average drinking driver arrest processing time from 2 hours to one hour.

2. Develop alternatives which will alleviate unnecessary pressure upon jail facilities.

Provide alternative arrest processing for 10,000 persons, removing them from the main jail system.

3. Create appropriate facilities for processing, booking and housing of persons arrested for drunk driving.

Provide 6 sheriff's deputies to staff the new drinking driver facility.

As noted in the problem statement, there are many difficulties and delays in the arrest process now used in Santa Clara County. Through the course of the three year plan, the Drinking Driver Program will concentrate upon three strategies for county-wide improvement of the arrest process.

Decentralization of the Arrest Process

a) New procedures will be developed to reduce the delays at Valley Medical Center and to encourage the use of other facilities for medical clearance.

This will expedite the process which now consumes approximately two hours.

b) The feasibility of mobile blood alcohol testing will be examined. Such programs have been successfully implemented elsewhere in California and have effectively decentralized the testing process. Mobile testing allows citizens to provide a breath test on the roadway. In so doing, it eliminates the present need to arrest and transport citizens to jail facilities for the test. This provides better treatment for the public and reduces the "Bottleneck" of activity at jail facilities.

Implementation of this system will not be considered until the State Department of Health has approved proposed procedures for mobile testing. For this reason, the first year of the Drinking Driver Program will only study mobile recommendations for future implementation.

c) Local police departments have agreed to develop booking and release procedures within their own jurisdictions. With the installation of new breath testing equipment, the police departments will now be able to offer citizens their blood alcohol test in the local jurisdiction and transportation to jail facilities will no longer be necessary. Those agencies with sufficient personnel and adequate space have agreed to accommodate booking, bail and/or OR releases at their local facilities.

Streamline the Procedures

a) Efforts are already underway to eliminate unnecessary and duplicative tasks, including the consolidation of forms and procedures. As noted in the problem statement, the arrest process contains several lengthy and repetitive steps. New forms and tasks will be designed to make all police practices uniform and efficient. Forms will be reexamined to improve clarity and brevity. Plans

are being made to consolidate what are now three sets of paperwork -- local police agency forms; district attorney alcohol reports; and sheriff's booking forms.

b) The use of the new breath testing equipment will reduce reliance upon medical technicians. Present procedures require both police officers and citizens to wait until the technicians arrive. The time and expense of present procedures will both be saved in all cases where citizens consent to the new breath test.

c) The practice of towing will be reexamined and standardized. New policies will be developed to regulate the response time and make towing practices uniform throughout the county. Present delays and confusion will be eliminated by introduction of a county-wide policy adopted by the Chiefs of Police.

d) When persons must be transported to jail facilities, more economical transportation arrangements will be made. It is anticipated that the use of specialized transportation vehicles will be expanded. This will eliminate the present practice of each police officer leaving field duties for the trip to jail facilities. Plans are underway to develop cooperative multi-jurisdictional transportation procedures.

e) New intake and booking procedures will be implemented at County facilities. This creation of a new booking center for drunk drivers will permit design of specialized forms and procedures specifically intended to expedite booking and release. As explained below, persons arrested for drunk driving will no longer be subjected to the procedures required for felony suspects and other arrestees. Instead, the procedures will be compatible with the administrative requirements of this offense. Activities which humiliate citizens and delay police officers will no longer be necessary.

FIRST YEAR FUNDING: 78-79 FEDERAL FISCAL YEAR

PROJECT SUMMARY

SHERIFF'S DEPARTMENT: one year grant

A. Scope and Purpose

The jail is rated at a total capacity of approximately 450 persons. Last year at this time, the total population was 550 to 600 inmates. This year the population has soared to over 700. It is absolutely impossible to accommodate a major increase in bookings at the present facilities. To force additional volume upon the jail system would pose an extreme danger to human life.

A solution to the jail problem is a common need in all facets of the Drinking Driver Program.

Therefore, the Office of the Sheriff has developed an alternative to present jail conditions. In December 1978, the Sheriff acquired County Government contingency funding for construction of a 1,040 square foot drinking driver booking facility detached from the main jail. This unit is designed specifically for processing of drunk drivers and provides only the security commensurate with the severity of that offense.

This facility has been in operation since December 1978. Staffing requirements and operating procedures were designed with the goal of eliminating work processes unnecessary in dealing with the booking of drunk drivers. Personnel from the Bureau of Custody are currently assigned on a 24 hour basis to operate this facility.

This alternative setting offers a variety of opportunities for change. It will eliminate the "BOTTLENECK" of volume which has been created by use of a single facility for all processings. The restricted use of the new location permits creation of new procedures specifically designed for quick booking and release of persons arrested for driving under the influence. Thus, the facility offers improved efficiency and a more humane setting. For the first time the level of security is commensurate with the severity of the crime. Drunk drivers are no longer mixed with the general inmate population.

An important function of this project is to improve county services for city police departments and the California Highway Patrol. As it will no longer be necessary to perform the tasks now required in the Main Jail, many current causes for delay will be eliminated forever. Both time and money will be saved by this improved efficiency.

The Sheriff is requesting support for the staff which would be needed to operate the new center. The Sheriff does not have personnel available to staff a new center at this time. Without additional personnel the Sheriff will be compelled to make arrangements which will cause even greater delay and inconvenience.

Funds have been approved for two deputy sheriff's positions for twenty-four hour coverage of the new facility.

B. Objectives

1. Remove a minimum of 12,000 persons from the main jail system, and provide an alternative setting for the processing of arrests for driving under the influence.
2. Reduce the average arresting officer time for booking from one hour to 15 or 20 minutes, returning police officers to duty more quickly.

C. Budget

Total for first fiscal year	<u>\$151,361</u>
Personnel Costs	151,361

SECOND YEAR FUNDING: 79-80 FEDERAL FISCAL YEAR

ONGOING GRANTS

SHERIFF'S DEPARTMENT

The Sheriff's Department will continue with the Drinking Driver Booking Program through December 1979.

Total for fiscal year 1979-80

\$56,639

Personnel Costs

56,639

2. Blood Alcohol Testing

Program Objectives

1. Reduce the time required to process an arrest for drunk driving and ensure that arresting officers are returned to duty as quickly as possible.
2. Improve the efficiency and reduce the costs of blood alcohol testing by law enforcement agencies.
3. Improve the efficiency and reduce the costs of blood alcohol analysis by the Laboratory of Criminalistics.
4. Expand testing to enable law enforcement agencies to collect evidence for combined influence, of drugs and alcohol.
5. Enhance the ability of the Laboratory of Criminalistics to analyze evidence of combined drug and alcohol influence.
6. Develop alternatives which alleviate unnecessary pressure upon jail facilities.

FIRST YEAR FUNDING: 78-79 FEDERAL FISCAL YEAR

PROJECT SUMMARY

DISTRICT ATTORNEY'S OFFICE: one year grant

A. Scope and Purpose

In recent years, it has become increasingly apparent that the existing breath testing program is impractical. A variety of problems have developed which create substantial cost and inconvenience for local government. The old devices now in use have become obsolete, as the cost of their maintenance and operation continues to rise. New instruments have been designed to solve these problems. Santa Clara County is the only major county in California which continues to base its breath program upon the older equipment and does not use the new devices.

The Office of the District Attorney wishes to acquire new breath testing devices for local law enforcement agencies. At the request of every law enforcement agency in Santa Clara County, the laboratory of criminalistics will purchase eighteen new instruments. Acquisition of the devices will serve several purposes. It will provide an opportunity to decentralize the blood alcohol testing program and reduce congestion at jail facilities. Each jurisdiction would be able to offer a local test and transportation to jail would no longer be needed for this purpose.

Several police departments have indicated a willingness to process cases locally and release persons from their own facilities. Implementation of this procedure would preclude the use of jail facilities altogether.

The new devices offer a variety of advantages over our present breath testing procedures. They will save substantial costs for maintenance, supplies and technician contracts. They provide superior reliability and efficiency, and improve screening for combined influence cases. Unlike present equipment, the new devices can be operated without specialized training and are not subject to tampering.

The project would have a comprehensive impact, because its implementation addresses a multitude of objectives. It not only saves money and time, but it also provides a more humane testing procedure for persons arrested in Santa Clara County. The needs of prevention, law enforcement and adjudication are all well served by this project. No other single application offers such a wide range of improvement.

B. Objectives

1. Implement a new breath testing system at the Laboratory of Criminalistics.
2. Decentralization of blood alcohol testing through installation of breath testing devices in each jurisdiction.
3. Reduce the time and cost of blood alcohol testing in Santa Clara County.

C. Budget

Total for first fiscal year	<u>\$96,000</u>
Personnel Costs	5,000
Non-Expendable Property	90,000
Other Direct Costs	1,000

3. Training

Program Objectives

1. Expand and coordinate relevant training programs for the criminal justice agencies which enforce drinking driver laws.

Train 1000 field officers and supervisors in more effective recognition, apprehension and handling of drinking drivers, and in the operation of new breath testing equipment.

2. Enhance police abilities to detect and apprehend drivers with moderate blood alcohol levels.
3. Reduce the time required to process an arrest for drunk driving and ensure that the arresting officer is returned to duty as quickly as possible.
4. Improve the efficiency and reduce the costs of blood alcohol testing by law enforcement agencies.
5. Increase the rate of convictions in both felony and misdemeanor prosecutions for drunk driving.
6. Develop new investigative techniques for cases of driving under the combined influence of alcohol and drugs.

PROJECT SUMMARY

CRIMINAL JUSTICE RESOURCE SYSTEM: 8 month grant

A. Scope and Purpose

CJRS is an intergovernmental program which provides coordination of training and instructional resources for law enforcement, corrections, and courts. It is a division of the Office of the County Executive and serves four counties, including Santa Clara. It has extensive experience in the development and administration of criminal justice training program and has been approved by the State of California to certify classes for POST reimbursement.

This grant directly addresses the objective of expanding and coordinating relevant training programs for the criminal justice agencies which enforce drinking driver laws. Through improvement of such training programs it also addresses indirectly several objectives relating to increasing arrests, improving inter-jurisdictional cooperation, improving efficiency of drunk driving arrest processing, increasing the District Attorney's conviction rate, and improving adult and juvenile probation services in the area of drunk driving.

CJRS proposes to provide training to the Criminal Justice agencies and their personnel who will be participating in the Drinking Driver Program. Training is to be provided in the areas of: (1) recognition of the driver while intoxicated (2) his apprehension and arrest, (3) preservation of evidence, (4) court testimony, and (5) prosecution.

CJRS will develop a cadre of teaching (trainers) experts in the enforcement and prosecution of the drinking driver. CJRS staff, assisted by these instructors, will develop curriculum and courses to be presented to patrol and traffic officers as related to the Drinking Driver Program.

In addition, specialized courses will be developed for probation and the District Attorney staffs relating to working with and prosecution of the drunk driver. Additional courses will be developed as the need is identified by the participating agencies and the project staff.

Whenever possible, CJRS will utilize local community colleges for presen-

tations of specialized classes and training in order to take advantage of state funds (ADA) to keep costs at a minimum. When necessary, CJRS will be able to deliver the training themselves using their Advanced Officer Certification for POST.

Training programs for the police are expected to reach 1,000 officers in Santa Clara County currently assigned to field duties.

B. Objectives

1. Provide training to approximately 1,000 law enforcement personnel, including 32 supervisors employed within the County of Santa Clara in the recognition of motorist who drive while under the influence of alcohol and or drugs, apprehension, arrest, preservation of evidence and court testimony. The training will be presented in approximately 32 classes to be offered during the grant year. In addition, CJRS will assist the two police training academies to assure that their graduates are trained in this area.
2. Provide training to approximately 1,000 law enforcement personnel employed within Santa Clara County, including basic recruits, in the use and certification of breath testing device.
3. Develop a cadre of teaching (trainers) experts in the enforcement and prosecution of the drinking driver who will in turn present a series of classes to traffic and patrol officers.

C. Budget

Total for first fiscal year	<u>\$56,858</u>
Personnel Costs	36,400
Travel Expenses	1,150
Contractual Services	13,400
Non-Expendable Property	2,000
Other Direct Costs	1,200
Indirect Costs	2,708

APPENDIX "A"

ACCIDENT PROFILE
FOR
EACH JURISDICTION
IN
SANTA CLARA COUNTY

TRAFFIC ACCIDENT PROFILE

SAN JOSE

19 77

POPULATION 575,100

47.8 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL <u>5232</u> **		INJURY <u>3787</u>		FATAL <u>55</u>
CAUSED BY DRUNK DRIVERS	<u>733</u> <u>14.0 %</u>		<u>528</u> <u>13.9 %</u>		<u>22</u> <u>40 %</u>
CHANGE FROM PREVIOUS YEAR	<u>21.3 %</u>		<u>21.7 %</u>		<u>83.3 %</u>
PER CAPITA RATE	<u>127.5</u>		<u>91.8</u>		<u>43.1</u>
PERCENTAGE OF COUNTY TOTAL	<u>30.8 %</u>		<u>44.9 %</u>		<u>43.1 %</u>

VICTIMS *

	TOTAL <u>5581</u>		INJURY <u>5520</u>		FATAL <u>61</u>
CAUSED BY DRUNK DRIVERS	<u>844</u> <u>15.1 %</u>		<u>818</u> <u>14.8 %</u>		<u>26</u> <u>42.6 %</u>
PERCENTAGE OF COUNTY TOTAL	<u>45.8%</u>		<u>45.8%</u>		<u>45.6%</u>

DRIVERS

	TOTAL <u>11260</u> **		INJURY <u>8208</u>		FATAL <u>110</u>
UNDER THE INFLUENCE	<u>759</u> <u>6.7 %</u>		<u>548</u> <u>6.7 %</u>		<u>25</u> <u>22.7 %</u>
HAD BEEN DRINKING	<u>688</u> <u>6.1 %</u>		<u>557</u> <u>6.8 %</u>		<u>9</u> <u>8.2 %</u>
ALL DRINKERS	<u>1447</u> <u>12.8 %</u>		<u>1105</u> <u>13.5 %</u>		<u>34</u> <u>30.9 %</u>
PER CAPITA RATE	<u>251.6</u>		<u>192.1</u>		<u>5.9</u>
PERCENTAGE OF COUNTY TOTAL	<u>31.6 %</u>		<u>47.1 %</u>		<u>44.2 %</u>

Accident and victim percentages are computed from total cases where causes are known to the police.

** *Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.*

TRAFFIC ACCIDENT PROFILE

UNINCORPORATED

19 77

POPULATION 126,535

10.5 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL <u>2863</u> **	INJURY <u>1136</u>	FATAL <u>45</u>
CAUSED BY DRUNK DRIVERS	<u>378</u> <u>13.2 %</u>	<u>186</u> <u>16.4 %</u>	<u>16</u> <u>35.5 %</u>
CHANGE FROM PREVIOUS YEAR	<u>19.2 %</u>	<u>36.8 %</u>	<u>23.1 %</u>
PER CAPITA RATE	<u>298.8</u>	<u>147.0</u>	<u>12.6</u>
PERCENTAGE OF COUNTY TOTAL	<u>15.9 %</u>	<u>15.8 %</u>	<u>31.4 %</u>

VICTIMS *

	TOTAL <u>1743</u>	INJURY <u>1687</u>	FATAL <u>56</u>
CAUSED BY DRUNK DRIVERS	<u>296</u> <u>17.0 %</u>	<u>278</u> <u>16.5 %</u>	<u>18</u> <u>32.1 %</u>
PERCENTAGE OF COUNTY TOTAL	<u>16.1</u>	<u>15.6%</u>	<u>31.6</u>

DRIVERS

	TOTAL <u>4636</u> **	INJURY <u>1824</u>	FATAL <u>58</u>
UNDER THE INFLUENCE	<u>374</u> <u>8.1 %</u>	<u>186</u> <u>10.2 %</u>	<u>16</u> <u>27.6 %</u>
HAD BEEN DRINKING	<u>333</u> <u>7.1 %</u>	<u>162</u> <u>8.9 %</u>	<u>4</u> <u>6.9 %</u>
ALL DRINKERS	<u>707</u> <u>15.2 %</u>	<u>348</u> <u>19.1 %</u>	<u>20</u> <u>34.5 %</u>
PER CAPITA RATE	<u>558.9</u>	<u>275.1</u>	<u>15.8</u>
PERCENTAGE OF COUNTY TOTAL	<u>15.5 %</u>	<u>14.8 %</u>	<u>26.0 %</u>

Accident and victim percentages are computed from total cases where causes are known to the police.

*** Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.*

TRAFFIC ACCIDENT PROFILE

SUNNYVALE

19 77

POPULATION 105,000

8.7 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL <u>2041</u> **	INJURY <u>709</u>	FATAL <u>11</u>
CAUSED BY DRUNK DRIVERS	<u>237</u> <u>11.6</u> %	<u>84</u> <u>11.8</u> %	<u>1</u> <u>.9</u> %
CHANGE FROM PREVIOUS YEAR	<u>-6.3</u> %	<u>1.2</u> %	<u>---</u> %
PER CAPITA RATE	<u>225.7</u>	<u>80</u>	<u>.95</u>
PERCENTAGE OF COUNTY TOTAL	<u>9.9</u> %	<u>7.1</u> %	<u>2.0</u> %

VICTIMS *

	TOTAL <u>970</u>	INJURY <u>958</u>	FATAL <u>12</u>
CAUSED BY DRUNK DRIVERS	<u>122</u> <u>12.5</u> %	<u>121</u> <u>12.6</u> %	<u>1</u> <u>8.3</u> %
PERCENTAGE OF COUNTY TOTAL	<u>6.6</u>	<u>6.8</u> %	<u>1.8</u>

DRIVERS

	TOTAL <u>3896</u> **	INJURY <u>1363</u>	FATAL <u>19</u>
UNDER THE INFLUENCE	<u>243</u> <u>6.2</u> %	<u>87</u> <u>6.4</u> %	<u>2</u> <u>10.5</u> %
HAD BEEN DRINKING	<u>226</u> <u>5.8</u> %	<u>82</u> <u>6.0</u> %	<u>0</u> <u>---</u> %
ALL DRINKERS	<u>469</u> <u>12.0</u> %	<u>169</u> <u>12.4</u> %	<u>2</u> <u>10.5</u> %
PER CAPITA RATE	<u>446.6</u>	<u>160.9</u>	<u>1.90</u>
PERCENTAGE OF COUNTY TOTAL	<u>10.3</u> %	<u>7.2</u> %	<u>2.6</u> %

Accident and victim percentages are computed from total cases where causes are known to the police.

*** Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.*

TRAFFIC ACCIDENT PROFILE

SANTA CLARA

19 77

POPULATION 83,800

6.8 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL <u>2703</u> **	INJURY <u>467</u>	FATAL <u>10</u>
CAUSED BY DRUNK DRIVERS	<u>339</u> <u>12.5 %</u>	<u>87</u> <u>18.6 %</u>	<u>5</u> <u>50 %</u>
CHANGE FROM PREVIOUS YEAR	<u>15.3 %</u>	<u>35.9 %</u>	<u>---</u> %
PER CAPITA RATE	<u>404.5</u>	<u>103.8</u>	<u>5.96</u>
PERCENTAGE OF COUNTY TOTAL	<u>14.2 %</u>	<u>7.4 %</u>	<u>9.8 %</u>

VICTIMS *

	TOTAL <u>614</u>	INJURY <u>604</u>	FATAL <u>10</u>
CAUSED BY DRUNK DRIVERS	<u>122</u> <u>19.9 %</u>	<u>117</u> <u>19.4 %</u>	<u>5</u> <u>50 %</u>
PERCENTAGE OF COUNTY TOTAL	<u>6.6%</u>	<u>6.6%</u>	<u>8.8%</u>

DRIVERS

	TOTAL <u>5147</u> **	INJURY <u>892</u>	FATAL <u>18</u>
UNDER THE INFLUENCE	<u>345</u> <u>6.7 %</u>	<u>90</u> <u>10.1 %</u>	<u>5</u> <u>27.8 %</u>
HAD BEEN DRINKING	<u>194</u> <u>3.8 %</u>	<u>39</u> <u>4.4 %</u>	<u>1</u> <u>5.6 %</u>
ALL DRINKERS	<u>539</u> <u>10.5 %</u>	<u>129</u> <u>14.5 %</u>	<u>6</u> <u>33.3 %</u>
PER CAPITA RATE	<u>643.2</u>	<u>153.9</u>	<u>7.16</u>
PERCENTAGE OF COUNTY TOTAL	<u>11.8 %</u>	<u>5.5 %</u>	<u>7.8 %</u>

Accident and victim percentages are computed from total cases where causes are known to the police.

** *Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.*

TRAFFIC ACCIDENT PROFILE

MOUNTAIN VIEW

19 77

POPULATION 55,800

4.6 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL	1612	**	INJURY	443	FATAL	6
CAUSED BY DRUNK DRIVERS	165	10.2	%	66	14.9	2	33.3
					%		%
CHANGE FROM PREVIOUS YEAR		28.9	%		37.5		---
					%		%
PER CAPITA RATE		295.7			118.3		358.4
PERCENTAGE OF COUNTY TOTAL		6.9	%		5.6		3.9
					%		%

VICTIMS *

	TOTAL	574		INJURY	568	FATAL	6
CAUSED BY DRUNK DRIVERS	94	16.3	%	92	16.2	2	33.3
					%		%
PERCENTAGE OF COUNTY TOTAL		5.1			5.2		3.5

DRIVERS

	TOTAL	2891	**	INJURY	790	FATAL	10
UNDER THE INFLUENCE	163	5.6	%	65	8.2	2	20
					%		%
HAD BEEN DRINKING	154	5.3	%	51	6.5	1	10
					%		%
ALL DRINKERS	317	10.9	%	116	14.7	3	30
					%		%
PER CAPITA RATE		568.1			207.8		537.6
PERCENTAGE OF COUNTY TOTAL		6.9	%		4.9		3.9
					%		%

Accident and victim percentages are computed from total cases where causes are known to the police.

*** Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.*

TRAFFIC ACCIDENT PROFILE

PALO ALTO

19 77

POPULATION 54,900

4.6 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL <u>1254</u> **		INJURY <u>465</u>		FATAL <u>4</u>	
CAUSED BY DRUNK DRIVERS	100	8.8 %	39	8.4 %	1	25 %
CHANGE FROM PREVIOUS YEAR	<u>9.9 %</u>		<u>5.4 %</u>		<u>---</u> %	
PER CAPITA RATE	<u>182.1</u>		<u>71.0</u>		<u>182.1</u>	
PERCENTAGE OF COUNTY TOTAL	<u>4.2 %</u>		<u>3.3 %</u>		<u>2.0 %</u>	

VICTIMS *

	TOTAL <u>606</u>		INJURY <u>602</u>		FATAL <u>4</u>	
CAUSED BY DRUNK DRIVERS	62	10.2 %	61	10.1 %	1	25 %
PERCENTAGE OF COUNTY TOTAL	<u>3.4</u>		<u>3.4</u>		<u>1.8</u>	

DRIVERS

	TOTAL <u>2416</u> **		INJURY <u>883</u>		FATAL <u>10</u>	
UNDER THE INFLUENCE	100	4.1 %	37	4.2 %	1	10.0 %
HAD BEEN DRINKING	93	3.8 %	46	5.2 %	2	20.0 %
ALL DRINKERS	193	7.9 %	83	9.4 %	3	30.0 %
PER CAPITA RATE	<u>351.5</u>		<u>151.2</u>		<u>546.4</u>	
PERCENTAGE OF COUNTY TOTAL	<u>4.2 %</u>		<u>3.5 %</u>		<u>3.9 %</u>	

* Accident and victim percentages are computed from total cases where causes are known to the police.

** Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.

TRAFFIC ACCIDENT PROFILE

M I L P I T A S

19 77

POPULATION 32,300

2.7 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL <u>601</u> **	INJURY <u>222</u>	FATAL <u>1</u>
CAUSED BY DRUNK DRIVERS	<u>86</u> <u>14.3 %</u>	<u>34</u> <u>15.3 %</u>	<u>0</u> <u>---</u> %
CHANGE FROM PREVIOUS YEAR	<u>22.9 %</u>	<u>-5.5 %</u>	<u>---</u> %
PER CAPITA RATE	<u>266.3</u>	<u>105.3</u>	<u>---</u>
PERCENTAGE OF COUNTY TOTAL	<u>3.6 %</u>	<u>2.9 %</u>	<u>---</u> %

VICTIMS *

	TOTAL <u>331</u>	INJURY <u>332</u>	FATAL <u>1</u>
CAUSED BY DRUNK DRIVERS	<u>62</u> <u>18.2 %</u>	<u>62</u> <u>18.7 %</u>	<u>0</u> <u>---</u> %
PERCENTAGE OF COUNTY TOTAL	<u>3.4</u>	<u>3.5</u>	<u>---</u>

DRIVERS

	TOTAL <u>1009</u> **	INJURY <u>354</u>	FATAL <u>1</u>
UNDER THE INFLUENCE	<u>82</u> <u>8.1 %</u>	<u>32</u> <u>9.0 %</u>	<u>0</u> <u>---</u> %
HAD BEEN DRINKING	<u>102</u> <u>10.1 %</u>	<u>37</u> <u>10.5 %</u>	<u>0</u> <u>---</u> %
ALL DRINKERS	<u>184</u> <u>18.2 %</u>	<u>69</u> <u>19.5 %</u>	<u>0</u> <u>---</u> %
PER CAPITA RATE	<u>569.7</u>	<u>213.6</u>	<u>---</u>
PERCENTAGE OF COUNTY TOTAL	<u>4.0 %</u>	<u>2.9 %</u>	<u>---</u> %

* Accident and victim percentages are computed from total cases where causes are known to the police.

** Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.

TRAFFIC ACCIDENT PROFILE

SARATOGA

19 77

POPULATION 29,700

2.5 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL	330	**		INJURY	142		FATAL	
CAUSED BY DRUNK DRIVERS	3.8	11.5	%		17	12.0	%		%
CHANGE FROM PREVIOUS YEAR		18.8	%			-15.0	%		%
PER CAPITA RATE		127.9				57.2			
PERCENTAGE OF COUNTY TOTAL		1.6	%			1.4	%		%

VICTIMS *

	TOTAL	203			INJURY	203		FATAL	
CAUSED BY DRUNK DRIVERS	22	10.8	%		22	10.8	%	0	---
PERCENTAGE OF COUNTY TOTAL		1.2				1.2			---

DRIVERS

	TOTAL	623	**		INJURY	263		FATAL	0
UNDER THE INFLUENCE	37	5.9	%		16	6.1	%	0	---
HAD BEEN DRINKING	43	6.9	%		24	9.1	%	0	---
ALL DRINKERS	80	12.8	%		40	15.2	%	0	---
PER CAPITA RATE		269.4				134.7			---
PERCENTAGE OF COUNTY TOTAL		1.7	%			1.7	%		---

* Accident and victim percentages are computed from total cases where causes are known to the police.

** Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.

TRAFFIC ACCIDENT PROFILE

LOS ALTOS

19 77

POPULATION 26,250

2.2 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL <u>423</u> **	INJURY <u>152</u>	FATAL <u>1</u>
CAUSED BY DRUNK DRIVERS	<u>32</u> <u>7.6</u> %	<u>14</u> <u>9.2</u> %	<u>0</u> <u>---</u> %
CHANGE FROM PREVIOUS YEAR	<u>39.1</u> %	<u>7.7</u> %	<u>---</u> %
PER CAPITA RATE	<u>121.9</u>	<u>53.3</u>	<u>---</u>
PERCENTAGE OF COUNTY TOTAL	<u>1.3</u> %	<u>1.2</u> %	<u>----</u> %

VICTIMS *

	TOTAL <u>204</u>	INJURY <u>202</u>	FATAL <u>2</u>
CAUSED BY DRUNK DRIVERS	<u>25</u> <u>12.3</u> %	<u>25</u> <u>12.4</u> %	<u>0</u> <u>---</u> %
PERCENTAGE OF COUNTY TOTAL	<u>1.4</u> %	<u>1.4</u> %	<u>---</u>

DRIVERS

	TOTAL <u>860</u> **	INJURY <u>311</u>	FATAL <u>2</u>
UNDER THE INFLUENCE	<u>33</u> <u>3.8</u> %	<u>14</u> <u>4.5</u> %	<u>1</u> <u>50</u> %
HAD BEEN DRINKING	<u>47</u> <u>5.5</u> %	<u>13</u> <u>4.2</u> %	<u>0</u> <u>--</u> %
ALL DRINKERS	<u>80</u> <u>9.3</u> %	<u>27</u> <u>8.7</u> %	<u>1</u> <u>50</u> %
PER CAPITA RATE	<u>304.8</u>	<u>102.6</u>	<u>3.81</u>
PERCENTAGE OF COUNTY TOTAL	<u>1.7</u> %	<u>1.2</u> %	<u>1.3</u> %

* Accident and victim percentages are computed from total cases where causes are known to the police.

** Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.

TRAFFIC ACCIDENT PROFILE

LOS GATOS

19 77

POPULATION 24,650

2.1 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL <u>565</u> **	INJURY <u>236</u>	FATAL <u>3</u>
CAUSED BY DRUNK DRIVERS	<u>66</u> <u>11.7 %</u>	<u>31</u> <u>13.1 %</u>	<u>1</u> <u>33.3 %</u>
CHANGE FROM PREVIOUS YEAR	<u>100 %</u>	<u>158.3 %</u>	<u>100 %</u>
PER CAPITA RATE	<u>267.7</u>	<u>125.8</u>	<u>405.7</u>
PERCENTAGE OF COUNTY TOTAL	<u>2.8 %</u>	<u>2.6 %</u>	<u>2.0 %</u>

VICTIMS *

	TOTAL <u>317</u>	INJURY <u>313</u>	FATAL <u>4</u>
CAUSED BY DRUNK DRIVERS	<u>49</u> <u>15.5 %</u>	<u>48</u> <u>15.3 %</u>	<u>1</u> <u>25 %</u>
PERCENTAGE OF COUNTY TOTAL	<u>2.7 %</u>	<u>2.7 %</u>	<u>1.8 %</u>

DRIVERS

	TOTAL <u>1006</u> **	INJURY <u>419</u>	FATAL <u>5</u>
UNDER THE INFLUENCE	<u>66</u> <u>6.6 %</u>	<u>31</u> <u>7.4 %</u>	<u>1</u> <u>20 %</u>
HAD BEEN DRINKING	<u>54</u> <u>5.4 %</u>	<u>25</u> <u>6.0 %</u>	<u>0</u> <u>-- %</u>
ALL DRINKERS	<u>120</u> <u>11.9 %</u>	<u>56</u> <u>13.4 %</u>	<u>1</u> <u>20 %</u>
PER CAPITA RATE	<u>486.8</u>	<u>227.2</u>	<u>405.7</u>
PERCENTAGE OF COUNTY TOTAL	<u>2.6 %</u>	<u>2.4 %</u>	<u>1.3 %</u>

* Accident and victim percentages are computed from total cases where causes are known to the police.

** Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.

TRAFFIC ACCIDENT PROFILE

CAMPBELL

19 77

POPULATION 25,350

2.1 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL 1099 **	INJURY 298	FATAL 4
CAUSED BY DRUNK DRIVERS	86 7.8 %	33 11.1 %	1 25 %
CHANGE FROM PREVIOUS YEAR	10.3 %	-2.9 %	---- %
PER CAPITA RATE	339.2	130.2	394.5
PERCENTAGE OF COUNTY TOTAL	3.6 %	2.8 %	2.0 %

VICTIMS *

	TOTAL 383	INJURY 379	FATAL 4
CAUSED BY DRUNK DRIVERS	44 11.5 %	43 11.3 %	1 25 %
PERCENTAGE OF COUNTY TOTAL	2.4 %	2.4 %	1.8 %

DRIVERS

	TOTAL 2166 **	INJURY 571	FATAL 4
UNDER THE INFLUENCE	82 3.8 %	32 5.6 %	1 25 %
HAD BEEN DRINKING	112 5.2 %	50 8.6 %	0 --- %
ALL DRINKERS	194 9.0 %	82 14.3 %	1 25 %
PER CAPITA RATE	765.3	323.5	3.9
PERCENTAGE OF COUNTY TOTAL	4.2 %	3.5 %	1.3 %

* Accident and victim percentages are computed from total cases where causes are known to the police.

** Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.

TRAFFIC ACCIDENT PROFILE

C U P E R T I N O

19 77

POPULATION 22,900

1.9 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL <u>619</u> **	INJURY <u>256</u>	FATAL <u>2</u>
CAUSED BY DRUNK DRIVERS	<u>52</u> <u>8.4 %</u>	<u>28</u> <u>10.9 %</u>	<u>0</u> <u>---</u> %
CHANGE FROM PREVIOUS YEAR	<u>-7.1 %</u>	<u>33.3 %</u>	<u>---</u> %
PER CAPITA RATE	<u>227.1</u>	<u>122.3</u>	<u>---</u>
PERCENTAGE OF COUNTY TOTAL	<u>2.2 %</u>	<u>2.4 %</u>	<u>---</u> %

VICTIMS *

	TOTAL <u>353</u>	INJURY <u>351</u>	FATAL <u>2</u>
CAUSED BY DRUNK DRIVERS	<u>48</u> <u>13.6 %</u>	<u>48</u> <u>13.7 %</u>	<u>0</u> <u>0</u> %
PERCENTAGE OF COUNTY TOTAL	<u>2.6</u>	<u>2.7</u>	<u>0</u>

DRIVERS

	TOTAL <u>1292</u> **	INJURY <u>541</u>	FATAL <u>3</u>
UNDER THE INFLUENCE	<u>50</u> <u>3.9 %</u>	<u>26</u> <u>4.8 %</u>	<u>0</u> <u>---</u> %
HAD BEEN DRINKING	<u>64</u> <u>5.0 %</u>	<u>35</u> <u>6.5 %</u>	<u>0</u> <u>---</u> %
ALL DRINKERS	<u>114</u> <u>8.8 %</u>	<u>61</u> <u>11.3 %</u>	<u>0</u> <u>---</u> %
PER CAPITA RATE	<u>49.8</u>	<u>266.4</u>	<u>---</u>
PERCENTAGE OF COUNTY TOTAL	<u>2.5 %</u>	<u>2.6 %</u>	<u>---</u> %

Accident and victim percentages are computed from total cases where causes are known to the police.

** *Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.*

TRAFFIC ACCIDENT PROFILE

MORGAN HILL

19 77

POPULATION 12,200

1.0 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL <u>161</u> **	INJURY <u>76</u>	FATAL <u>4</u>
CAUSED BY DRUNK DRIVERS	<u>13</u> <u>8.1 %</u>	<u>6</u> <u>7.9 %</u>	<u>1</u> <u>25 %</u>
CHANGE FROM PREVIOUS YEAR	<u>-13.3%</u>	<u>20 %</u>	<u>---</u> %
PER CAPITA RATE	<u>106.6</u>	<u>49.2</u>	<u>819.7</u>
PERCENTAGE OF COUNTY TOTAL	<u>.5 %</u>	<u>.5 %</u>	<u>2.0 %</u>

VICTIMS *

	TOTAL <u>111</u>	INJURY <u>107</u>	FATAL <u>4</u>
CAUSED BY DRUNK DRIVERS	<u>14</u> <u>12.6 %</u>	<u>13</u> <u>12.1 %</u>	<u>1</u> <u>25 %</u>
PERCENTAGE OF COUNTY TOTAL	<u>.7</u>	<u>.7</u>	<u>1.8</u>

DRIVERS

	TOTAL <u>362</u> **	INJURY <u>178</u>	FATAL <u>4</u>
UNDER THE INFLUENCE	<u>14</u> <u>3.9 %</u>	<u>6</u> <u>3.4 %</u>	<u>1</u> <u>25 %</u>
HAD BEEN DRINKING	<u>23</u> <u>6.4 %</u>	<u>14</u> <u>7.9 %</u>	<u>0</u> <u>-- %</u>
ALL DRINKERS	<u>37</u> <u>10.2 %</u>	<u>20</u> <u>11.2 %</u>	<u>1</u> <u>25 %</u>
PER CAPITA RATE	<u>303.3</u>	<u>163.9</u>	<u>819.7</u>
PERCENTAGE OF COUNTY TOTAL	<u>.8 %</u>	<u>.9 %</u>	<u>1.3 %</u>

* Accident and victim percentages are computed from total cases where causes are known to the police.

** Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.

TRAFFIC ACCIDENT PROFILE

G I L R O Y

19 77

POPULATION 17,150

1.4 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL <u>431</u> **	INJURY <u>97</u>	FATAL <u>1</u>
CAUSED BY DRUNK DRIVERS	<u>48</u> <u>11.1 %</u>	<u>18</u> <u>18.6 %</u>	<u>1</u> <u>100 %</u>
CHANGE FROM PREVIOUS YEAR	<u>65.5 %</u>	<u>63.6 %</u>	<u>---</u> %
PER CAPITA RATE	<u>279.9</u>	<u>105.0</u>	<u>583.1</u>
PERCENTAGE OF COUNTY TOTAL	<u>2.0 %</u>	<u>1.5 %</u>	<u>2.0 %</u>

VICTIMS *

	TOTAL <u>145</u>	INJURY <u>144</u>	FATAL <u>1</u>
CAUSED BY DRUNK DRIVERS	<u>31</u> <u>21.4 %</u>	<u>30</u> <u>20.8 %</u>	<u>1</u> <u>100 %</u>
PERCENTAGE OF COUNTY TOTAL	<u>1.7%</u>	<u>1.7%</u>	<u>1.8%</u>

DRIVERS

	TOTAL <u>825</u> **	INJURY <u>181</u>	FATAL <u>1</u>
UNDER THE INFLUENCE	<u>46</u> <u>5.6 %</u>	<u>18</u> <u>9.9 %</u>	<u>0</u> <u>---</u> %
HAD BEEN DRINKING	<u>53</u> <u>6.4 %</u>	<u>13</u> <u>7.2 %</u>	<u>0</u> <u>---</u> %
ALL DRINKERS	<u>99</u> <u>12.0 %</u>	<u>31</u> <u>17.1 %</u>	<u>0</u> <u>---</u> %
PER CAPITA RATE	<u>577.3</u>	<u>180.8</u>	<u>---</u>
PERCENTAGE OF COUNTY TOTAL	<u>2.2 %</u>	<u>1.3 %</u>	<u>---</u> %

Accident and victim percentages are computed from total cases where causes are known to the police.

** Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.

TRAFFIC ACCIDENT PROFILE

LOS ALTOS HILLS

19 77

POPULATION 7,225

.6 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL <u>96</u> **	INJURY <u>35</u>	FATAL <u>2</u>
CAUSED BY DRUNK DRIVERS	<u>8</u> <u>8.3 %</u>	<u>5</u> <u>14.3 %</u>	<u>0</u> <u>---</u> %
CHANGE FROM PREVIOUS YEAR	<u>14.3 %</u>	<u>66.6 %</u>	<u>---</u> %
PER CAPITA RATE	<u>110.7</u>	<u>69.3</u>	<u>---</u>
PERCENTAGE OF COUNTY TOTAL	<u>.2 %</u>	<u>.4 %</u>	<u>---</u> %

VICTIMS *

	TOTAL <u>57</u>	INJURY <u>55</u>	FATAL <u>2</u>
CAUSED BY DRUNK DRIVERS	<u>6</u> <u>10.5 %</u>	<u>6</u> <u>10.9 %</u>	<u>0</u> <u>---</u> %
PERCENTAGE OF COUNTY TOTAL	<u>.3</u>	<u>.3</u>	<u>---</u>

DRIVERS

	TOTAL <u>149</u> **	INJURY <u>49</u>	FATAL <u>2</u>
UNDER THE INFLUENCE	<u>8</u> <u>5.3 %</u>	<u>5</u> <u>10.2 %</u>	<u>0</u> <u>---</u> %
HAD BEEN DRINKING	<u>12</u> <u>8.1 %</u>	<u>4</u> <u>8.2 %</u>	<u>0</u> <u>---</u> %
ALL DRINKERS	<u>20</u> <u>13.4 %</u>	<u>9</u> <u>18.4 %</u>	<u>0</u> <u>---</u> %
PER CAPITA RATE	<u>276.8</u>	<u>124.6</u>	<u>---</u>
PERCENTAGE OF COUNTY TOTAL	<u>.4 %</u>	<u>.4 %</u>	<u>---</u> %

Accident and victim percentages are computed from total cases where causes are known to the police.

*** Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.*

TRAFFIC ACCIDENT PROFILE

MONTE SERENO

19 77

POPULATION 3240

.2 % OF COUNTY POPULATION

ACCIDENTS *

	TOTAL <u>19</u> **	INJURY <u>11</u>	FATAL <u>0</u>
CAUSED BY DRUNK DRIVERS	<u>2</u> %	<u>1</u> 9.1 %	<u>0</u> --- %
CHANGE FROM PREVIOUS YEAR	<u>-33.3 %</u>	<u>---</u> %	<u>---</u> %
PER CAPITA RATE	<u>61.7</u>	<u>30.8</u>	<u>---</u>
PERCENTAGE OF COUNTY TOTAL	<u>.08 %</u>	<u>.08 %</u>	<u>---</u> %

VICTIMS *

	TOTAL <u>19</u>	INJURY <u>19</u>	FATAL <u>0</u>
CAUSED BY DRUNK DRIVERS	<u>1</u> 5.3 %	<u>1</u> 5.3 %	<u>0</u> --- %
PERCENTAGE OF COUNTY TOTAL	<u>.05</u>	<u>.06</u>	<u>---</u>

DRIVERS

	TOTAL <u>37</u> **	INJURY <u>18</u>	FATAL <u>0</u>
UNDER THE INFLUENCE	<u>2</u> %	<u>1</u> 5.5 %	<u>0</u> --- %
HAD BEEN DRINKING	<u>3</u> %	<u>1</u> 5.5 %	<u>0</u> --- %
ALL DRINKERS	<u>5</u> %	<u>2</u> 11.1 %	<u>0</u> --- %
PER CAPITA RATE	<u>154.3</u>	<u>61.7</u>	<u>---</u>
PERCENTAGE OF COUNTY TOTAL	<u>1.1 %</u>	<u>.09 %</u>	<u>---</u> %

* Accident and victim percentages are computed from total cases where causes are known to the police.

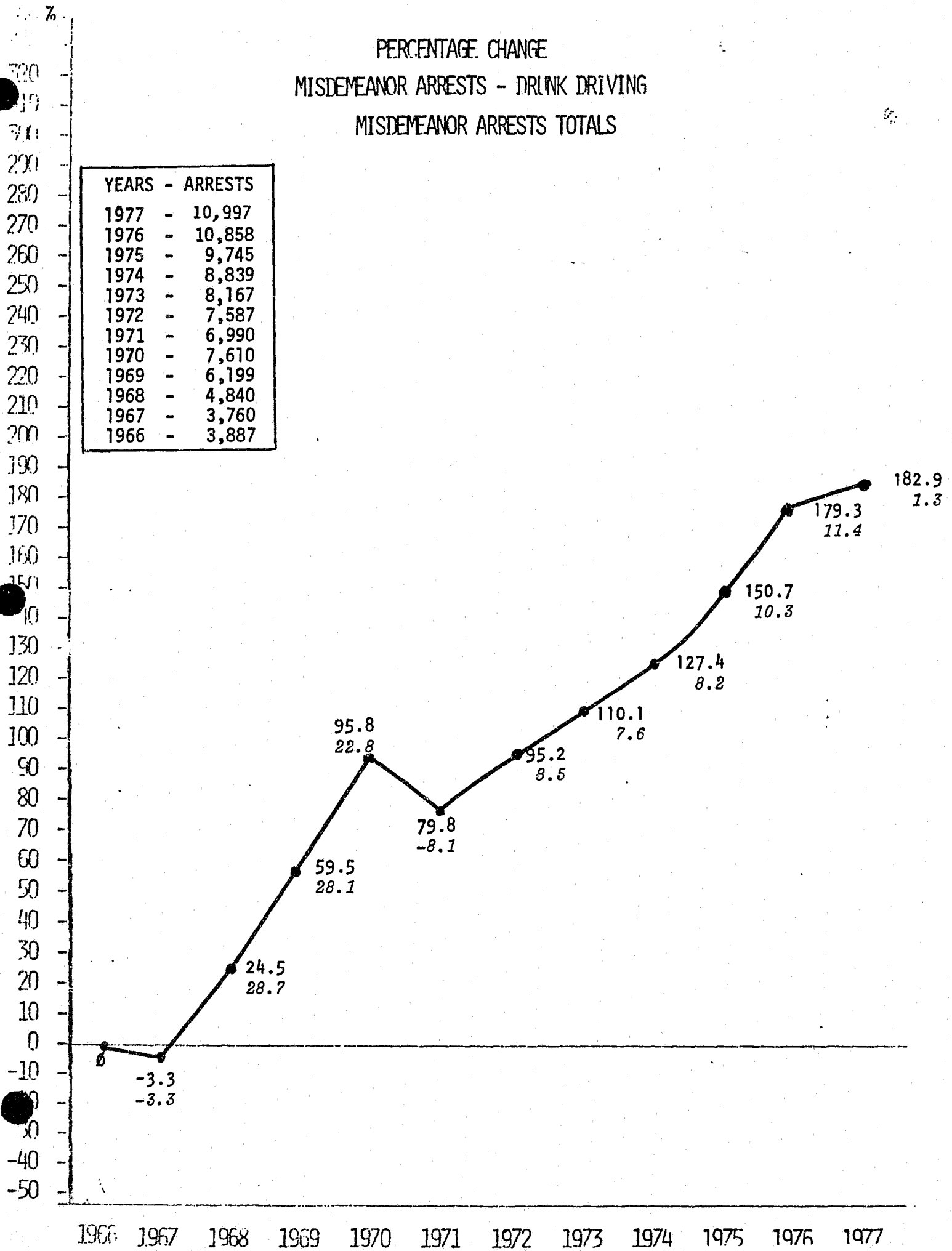
** Totals include property damage accidents, and should be viewed with the reservation that many such accidents are not reported.

APPENDIX "B"

GRAPHS
MISDEMEANOR ARRESTS FOR
DRIVING UNDER THE INFLUENCE
1966 - 1977
BY EACH JURISDICTION

PERCENTAGE CHANGE
 MISDEMEANOR ARRESTS - DRUNK DRIVING
 MISDEMEANOR ARRESTS TOTALS

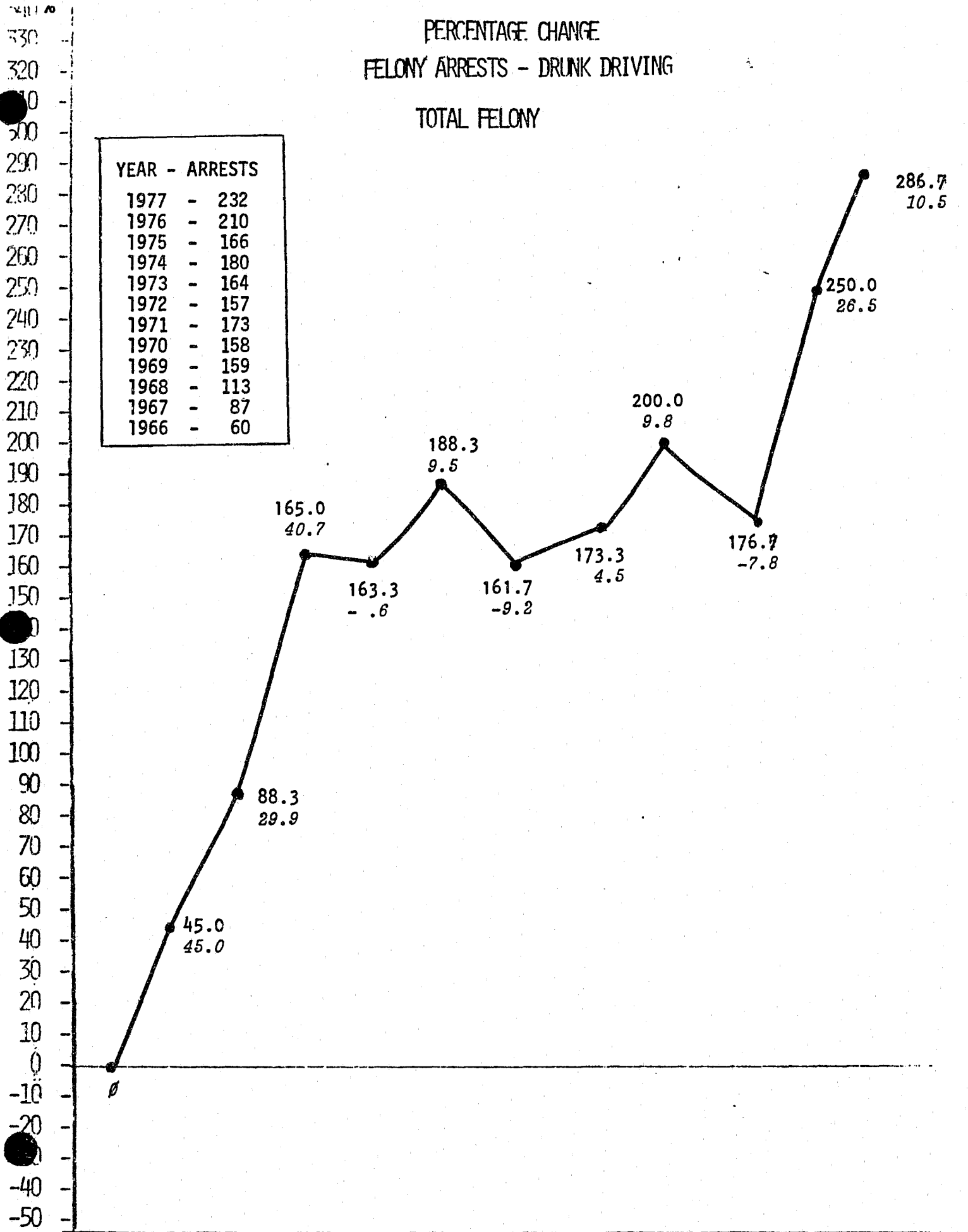
YEARS	ARRESTS
1977	10,997
1976	10,858
1975	9,745
1974	8,839
1973	8,167
1972	7,587
1971	6,990
1970	7,610
1969	6,199
1968	4,840
1967	3,760
1966	3,887



PERCENTAGE CHANGE
FELONY ARRESTS - DRUNK DRIVING

TOTAL FELONY

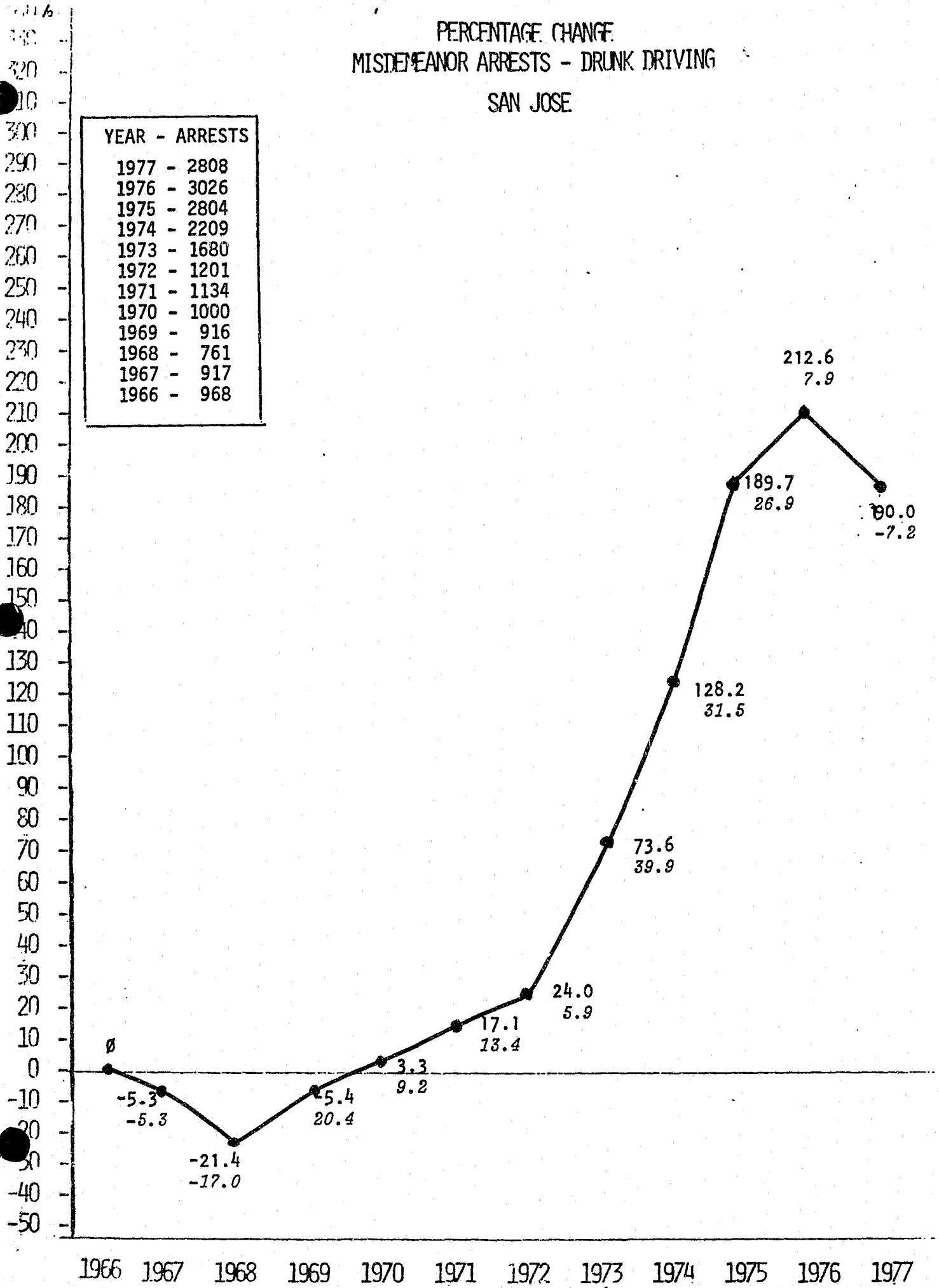
YEAR	ARRESTS
1977	232
1976	210
1975	166
1974	180
1973	164
1972	157
1971	173
1970	158
1969	159
1968	113
1967	87
1966	60



1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977

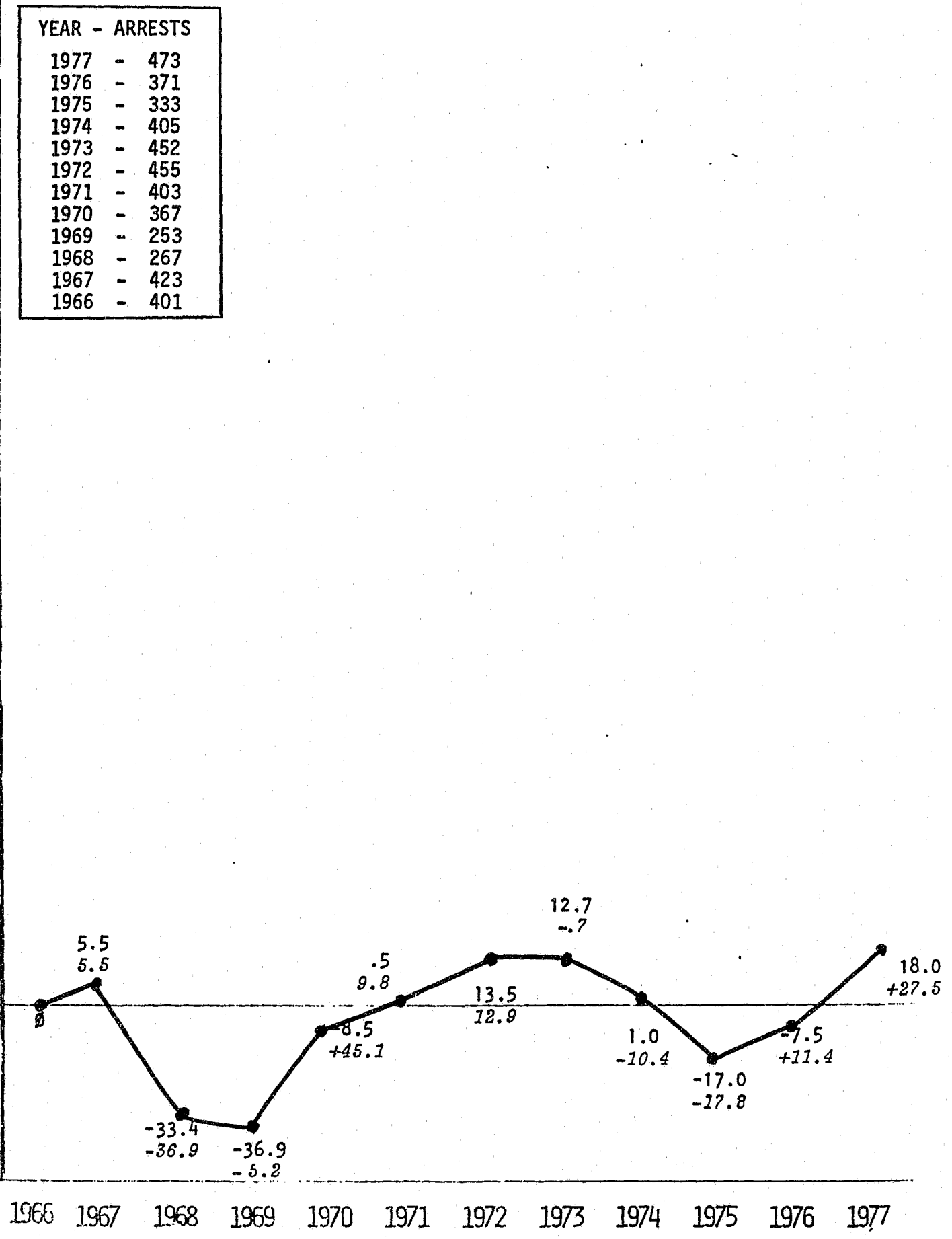
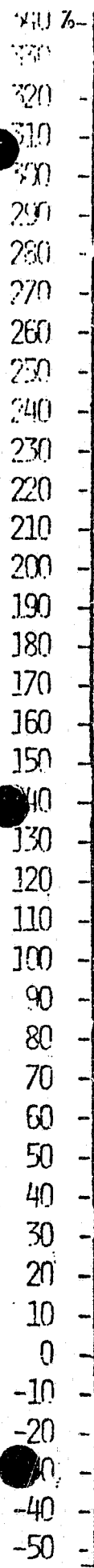
PERCENTAGE CHANGE
MISDEMEANOR ARRESTS - DRUNK DRIVING
SAN JOSE

YEAR	ARRESTS
1977	2808
1976	3026
1975	2804
1974	2209
1973	1680
1972	1201
1971	1134
1970	1000
1969	916
1968	761
1967	917
1966	968



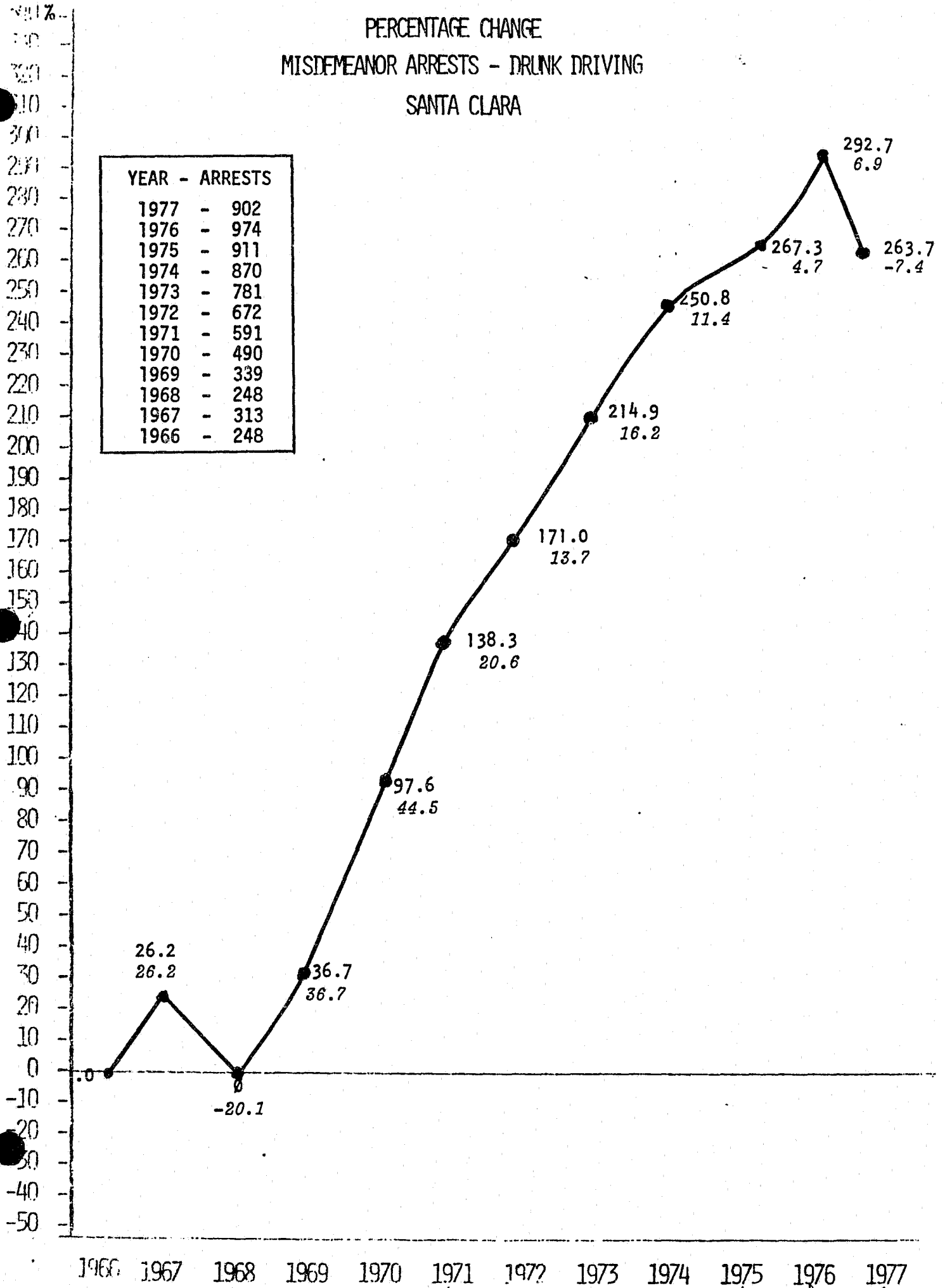
PERCENTAGE CHANGE
 MISDEMEANOR ARRESTS - DRUNK DRIVING
 SUNNYVALE

YEAR	ARRESTS
1977	473
1976	371
1975	333
1974	405
1973	452
1972	455
1971	403
1970	367
1969	253
1968	267
1967	423
1966	401



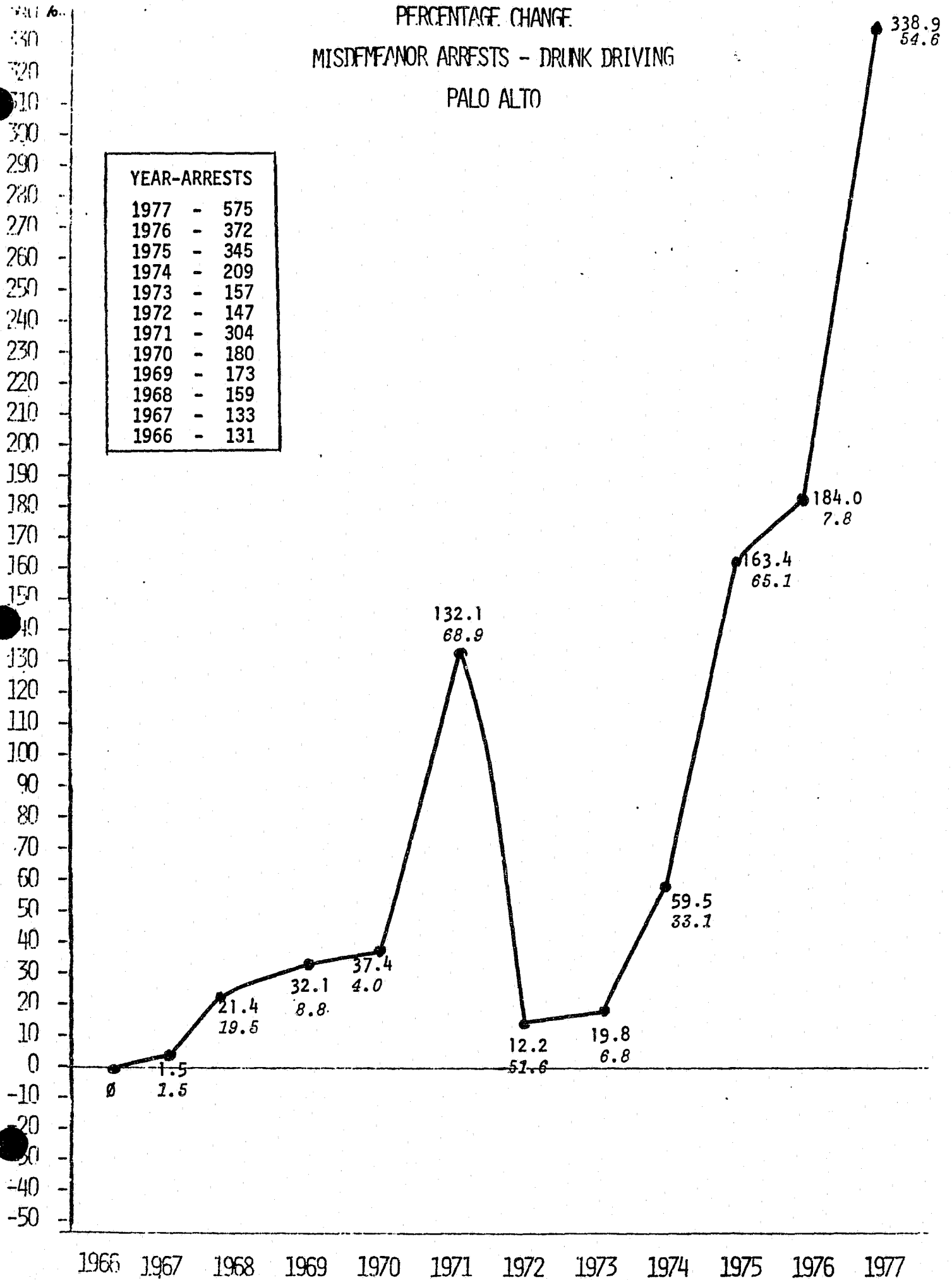
PERCENTAGE CHANGE
MISDEMEANOR ARRESTS - DRUNK DRIVING
SANTA CLARA

YEAR - ARRESTS	
1977	- 902
1976	- 974
1975	- 911
1974	- 870
1973	- 781
1972	- 672
1971	- 591
1970	- 490
1969	- 339
1968	- 248
1967	- 313
1966	- 248



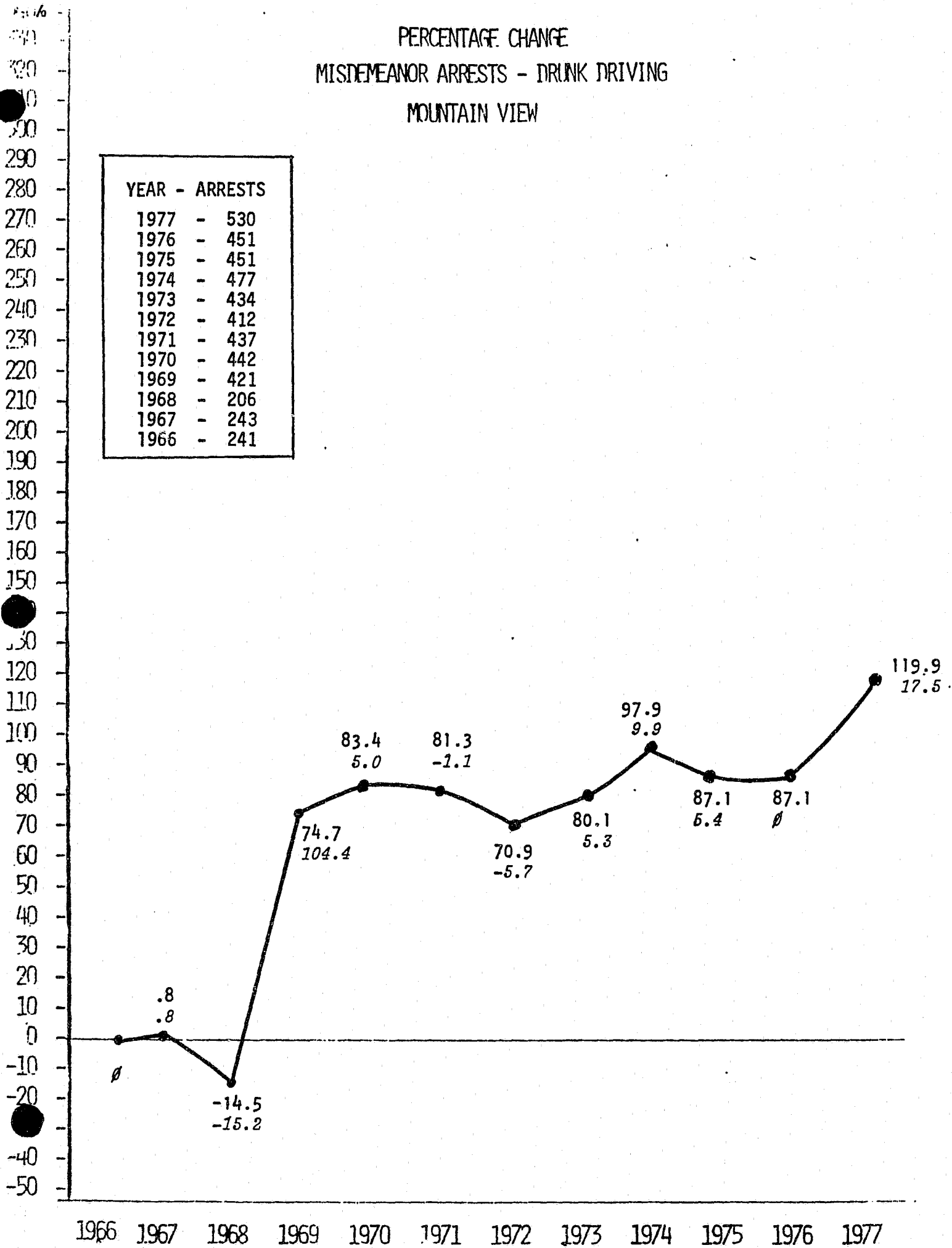
PERCENTAGE CHANGE
 MISDEMEANOR ARRESTS - DRUNK DRIVING
 PALO ALTO

YEAR-ARRESTS	
1977	- 575
1976	- 372
1975	- 345
1974	- 209
1973	- 157
1972	- 147
1971	- 304
1970	- 180
1969	- 173
1968	- 159
1967	- 133
1966	- 131



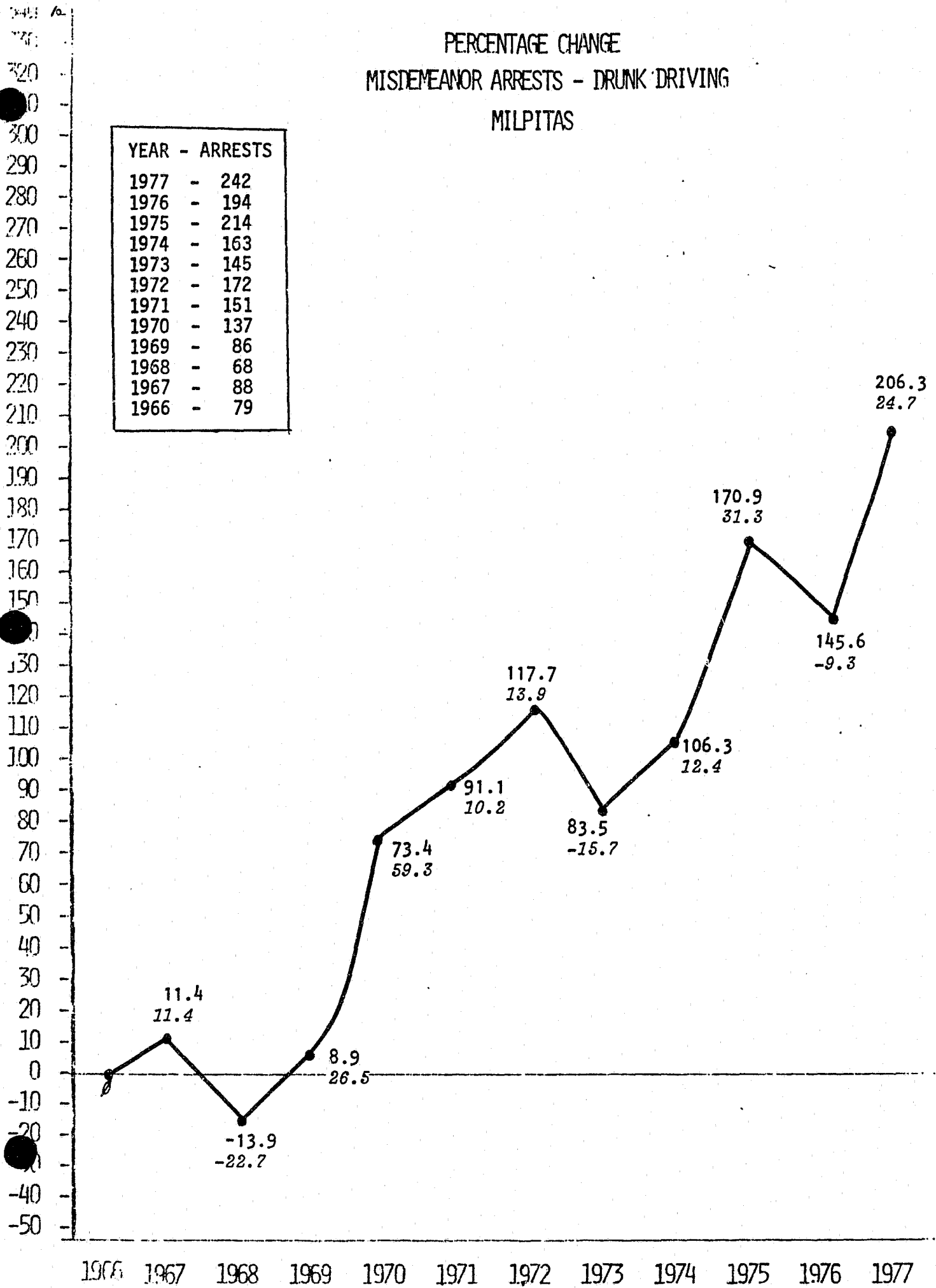
PERCENTAGE CHANGE
MISDEMEANOR ARRESTS - DRUNK DRIVING
MOUNTAIN VIEW

YEAR - ARRESTS	
1977	- 530
1976	- 451
1975	- 451
1974	- 477
1973	- 434
1972	- 412
1971	- 437
1970	- 442
1969	- 421
1968	- 206
1967	- 243
1966	- 241



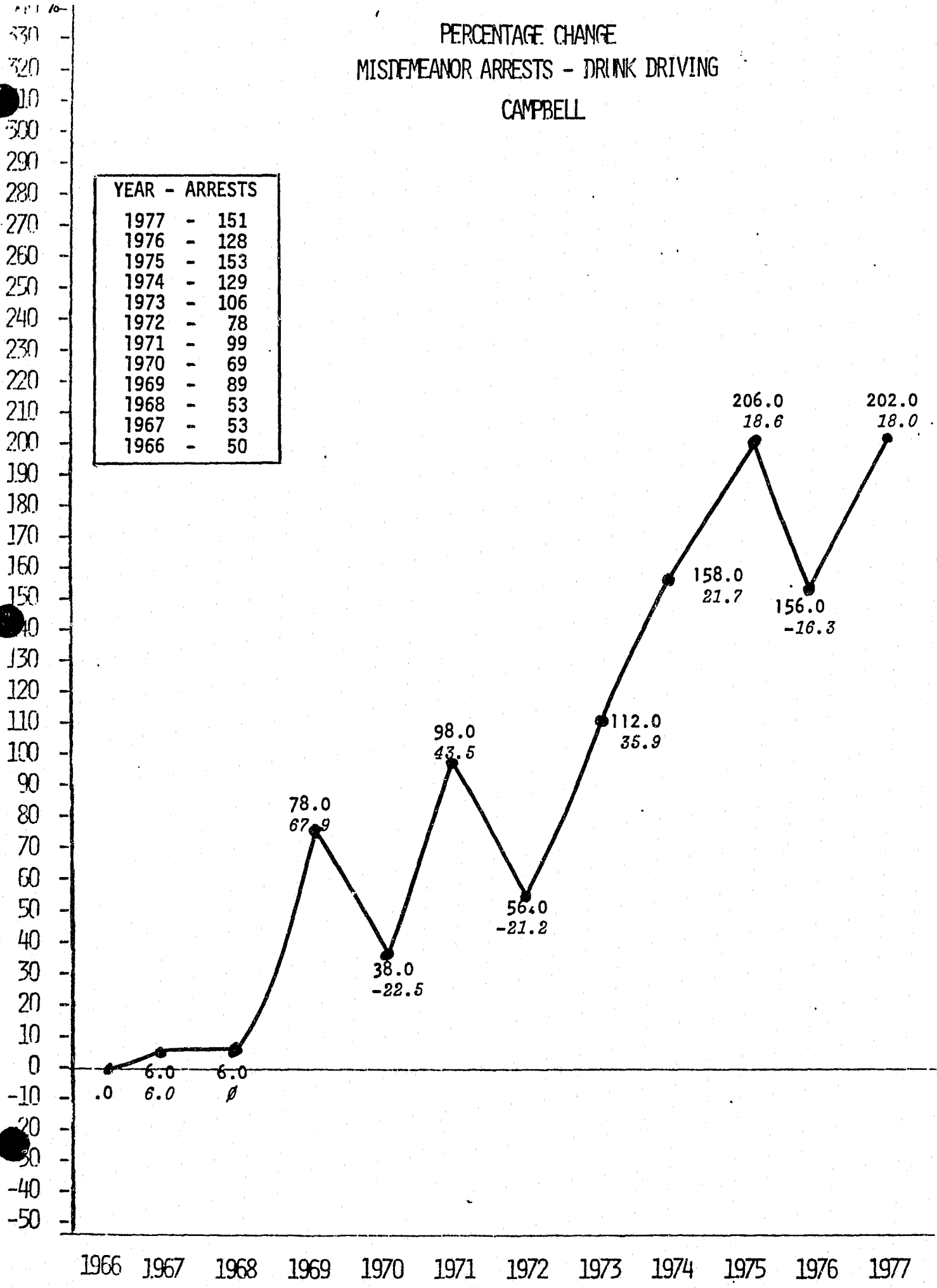
PERCENTAGE CHANGE
MISDEMEANOR ARRESTS - DRUNK DRIVING
MILPITAS

YEAR	ARRESTS
1977	242
1976	194
1975	214
1974	163
1973	145
1972	172
1971	151
1970	137
1969	86
1968	68
1967	88
1966	79



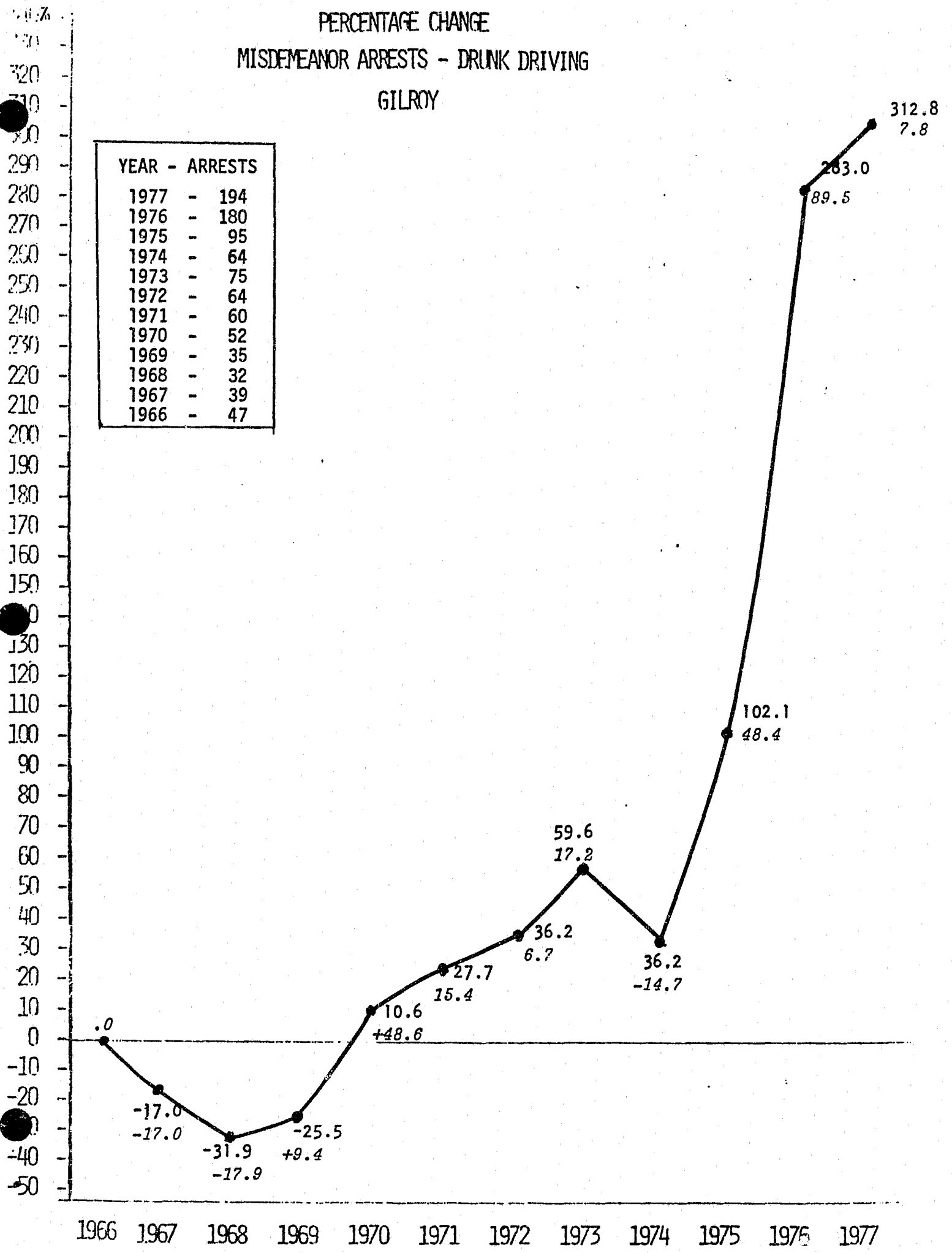
PERCENTAGE CHANGE
 MISDEMEANOR ARRESTS - DRINK DRIVING
 CAMPBELL

YEAR	ARRESTS
1977	151
1976	128
1975	153
1974	129
1973	106
1972	78
1971	99
1970	69
1969	89
1968	53
1967	53
1966	50



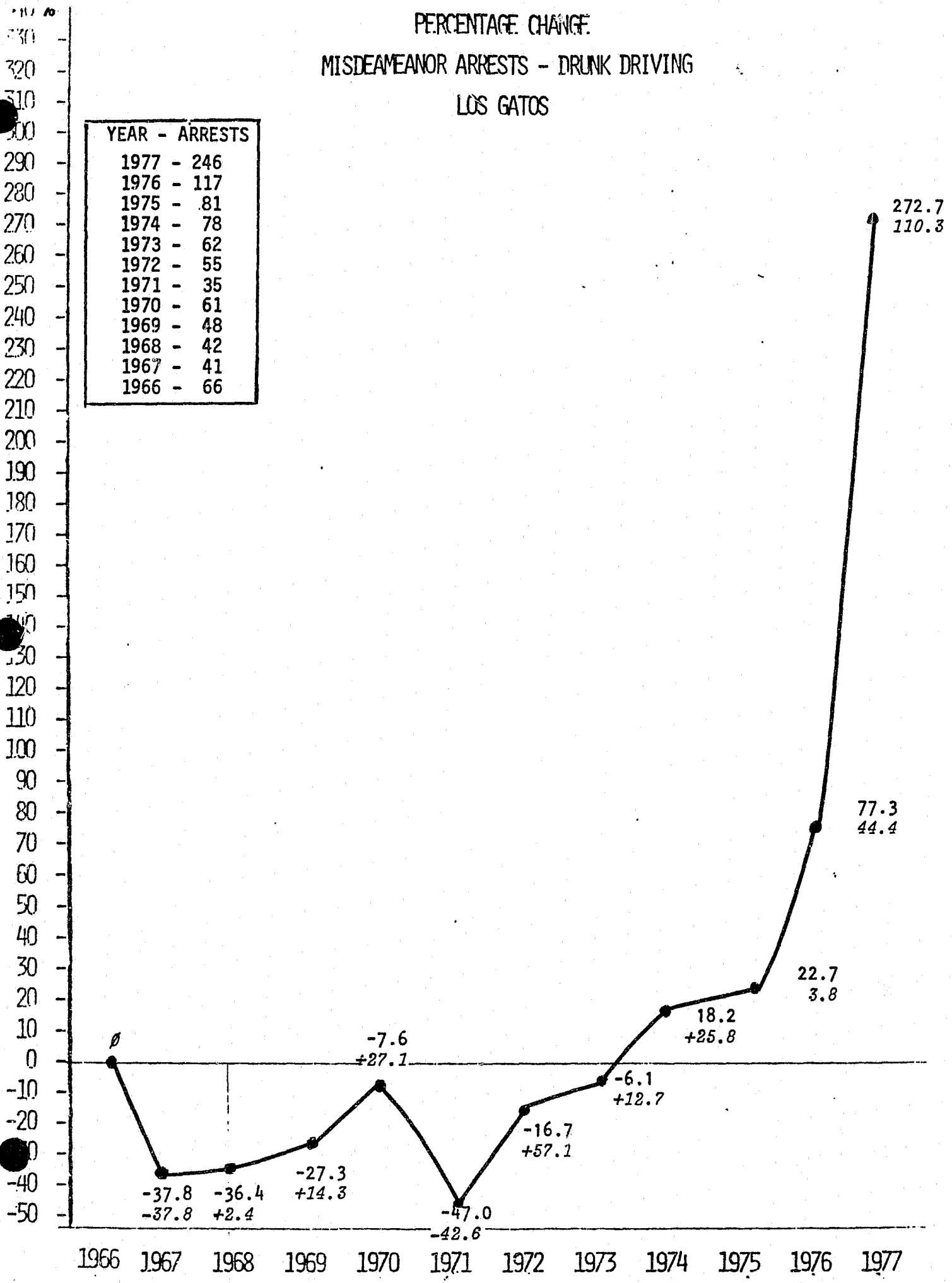
PERCENTAGE CHANGE
 MISDEMEANOR ARRESTS - DRUNK DRIVING
 GILROY

YEAR	ARRESTS
1977	194
1976	180
1975	95
1974	64
1973	75
1972	64
1971	60
1970	52
1969	35
1968	32
1967	39
1966	47



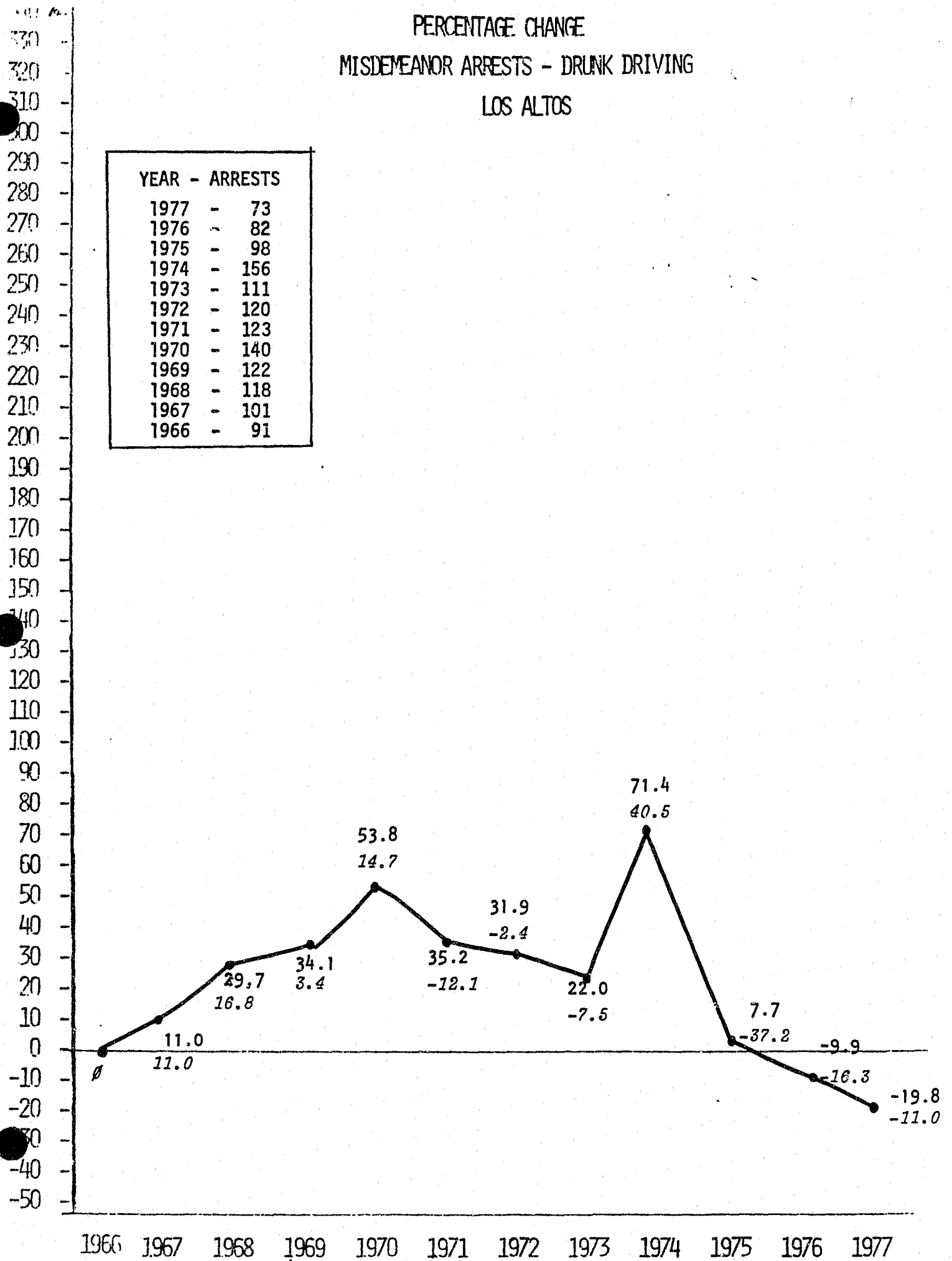
PERCENTAGE CHANGE
 MISDEAMEANOR ARRESTS - DRUNK DRIVING
 LOS GATOS

YEAR	ARRESTS
1977	246
1976	117
1975	81
1974	78
1973	62
1972	55
1971	35
1970	61
1969	48
1968	42
1967	41
1966	66



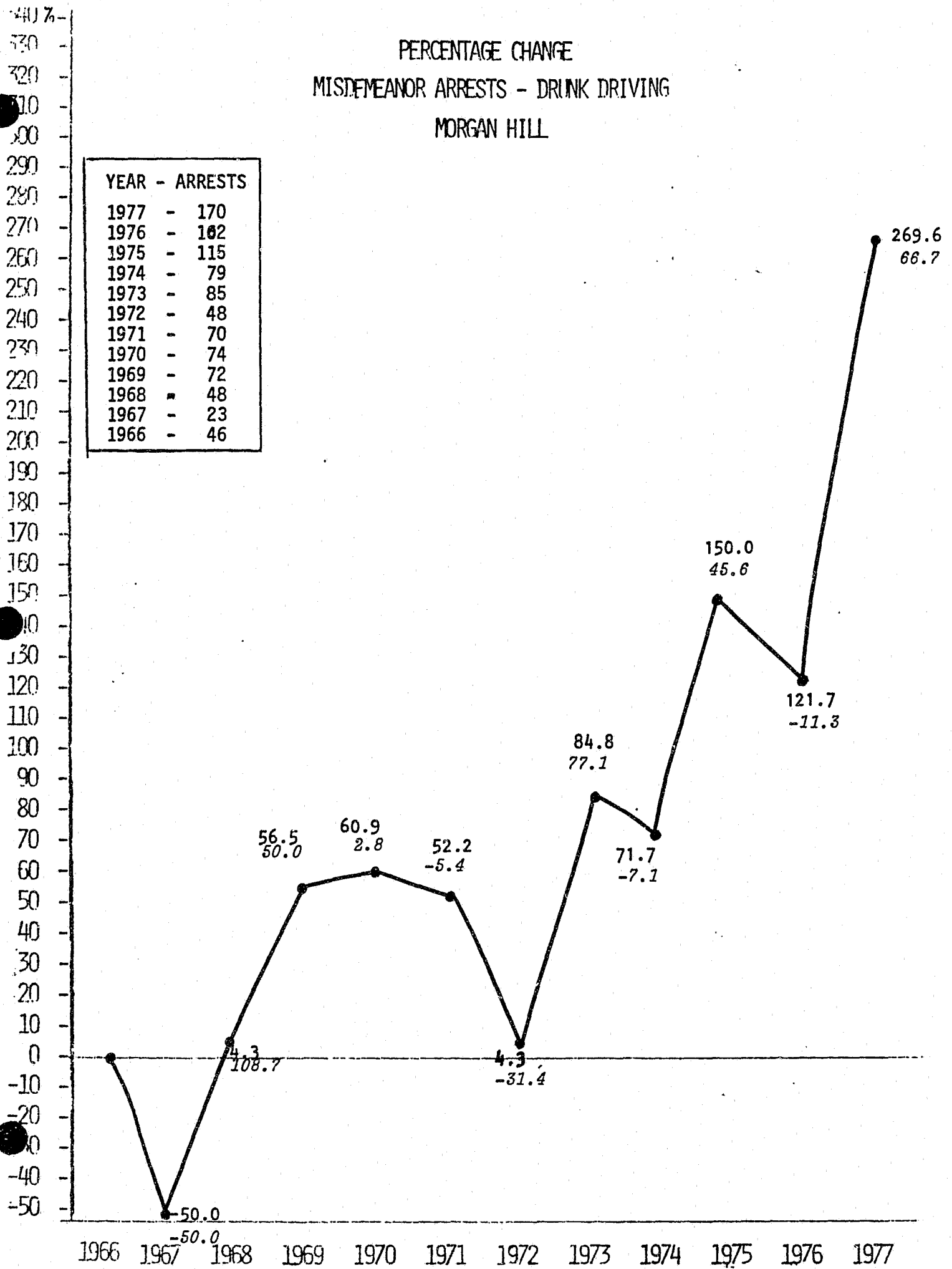
PERCENTAGE CHANGE
MISDEMEANOR ARRESTS - DRUNK DRIVING
LOS ALTOS

YEAR	ARRESTS
1977	73
1976	82
1975	98
1974	156
1973	111
1972	120
1971	123
1970	140
1969	122
1968	118
1967	101
1966	91



PERCENTAGE CHANGE
 MISDEMEANOR ARRESTS - DRUNK DRIVING
 MORGAN HILL

YEAR	ARRESTS
1977	170
1976	102
1975	115
1974	79
1973	85
1972	48
1971	70
1970	74
1969	72
1968	48
1967	23
1966	46

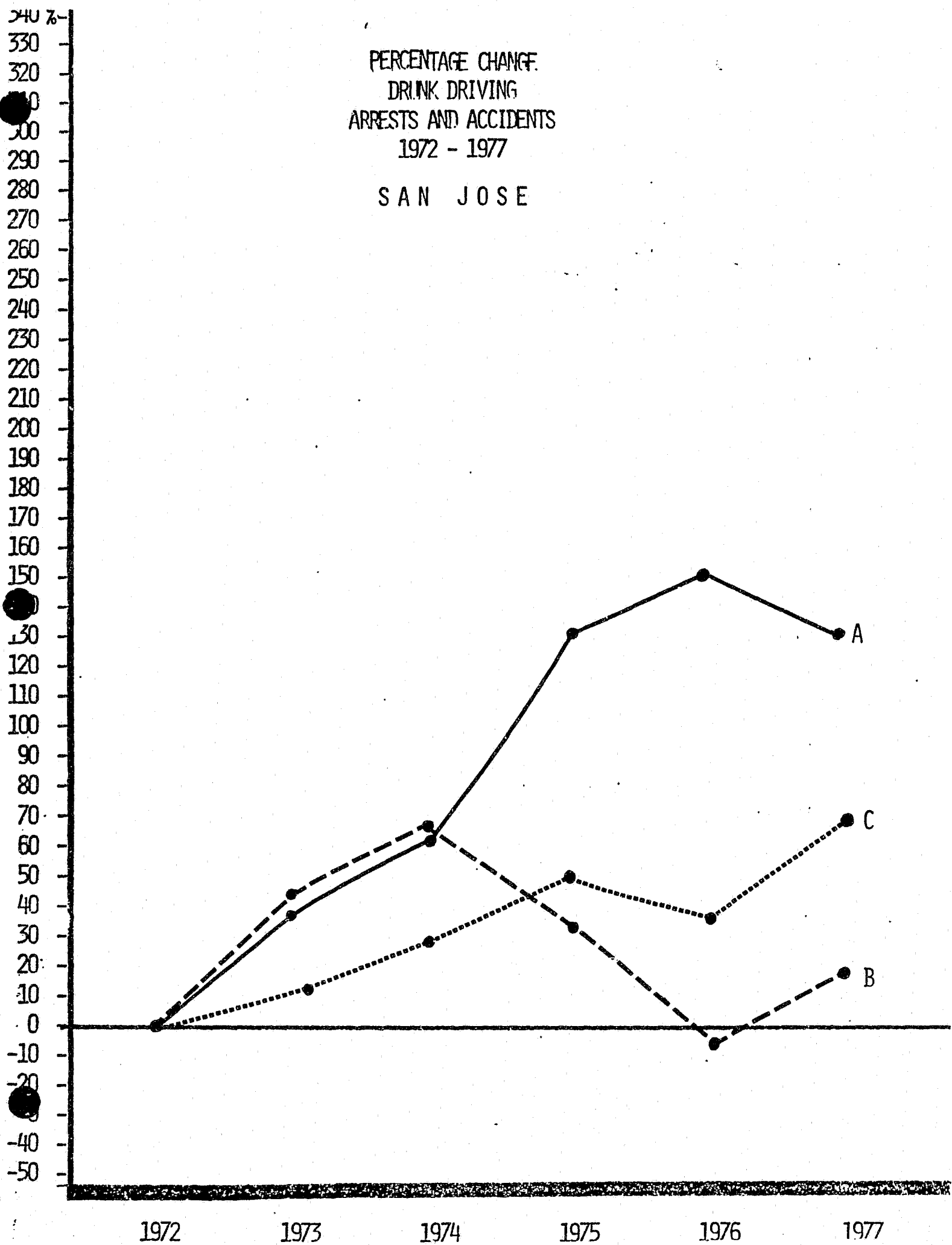


APPENDIX "C"

GRAPHS
MISDEMEANOR ARRESTS, TOTAL ACCIDENTS
AND
INJURY ACCIDENTS
CAUSED BY DRUNK DRIVERS
1972 - 1977
BY EACH JURISDICTION

PERCENTAGE CHANGE
DRINK DRIVING
ARRESTS AND ACCIDENTS
1972 - 1977

SAN JOSE



DRUNK DRIVING
ARRESTS AND ACCIDENTS

TOTAL MISDEMEANOR ARRESTS
FOR DRUNK DRIVING

	#	%	%
1972	1201	0	0
1973	1680	39.9	39.9
1974	2209	83.9	31.5
1975	2804	133.5	26.9
1976	3026	152.0	7.9
1977	2808	133.8	-7.2

A

ALL ACCIDENTS CAUSED BY
BY DRUNK DRIVING

	#	%	%
	619	0	0
	899	45.2	45.2
	1035	67.2	15.1
	818	32.2	-21.0
	604	-2.4	-26.2
	733	18.4	21.4

B

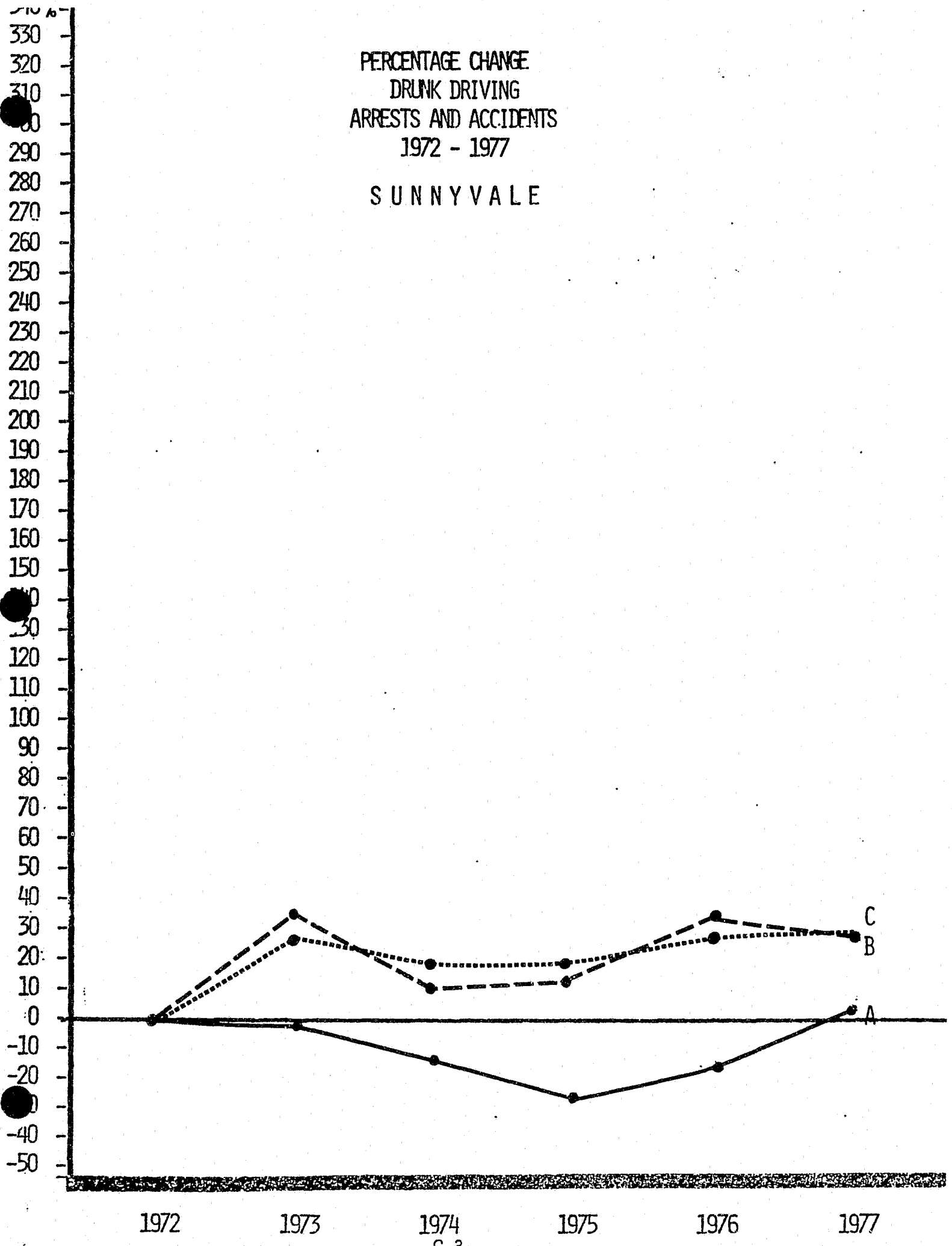
INJURY ACCIDENTS CAUSED
BY DRUNK DRIVING

	#	%	%
	318	0	0
	355	11.6	11.6
	405	27.4	14.1
	479	50.6	18.3
	434	36.5	-9.4
	528	66.0	21.7

C

PERCENTAGE CHANGE
DRUNK DRIVING
ARRESTS AND ACCIDENTS
1972 - 1977

SUNNYVALE



DRUNK DRIVING
ARRESTS AND ACCIDENTS

TOTAL MISDEMEANOR ARRESTS
FOR DRUNK DRIVING

	#	%	%
972	455	0	0
973	452	-0.6	-0.6
974	405	-11.0	-10.4
975	333	-26.8	-17.8
976	371	-18.5	18.9
977	473	4.0	27.5

A

ALL ACCIDENTS CAUSED BY
BY DRUNK DRIVING

	#	%	%
	185	0	0
	248	34.1	34.1
	212	14.6	-14.5
	213	15.1	4.7
	253	36.8	18.8
	237	28.1	-6.3

B

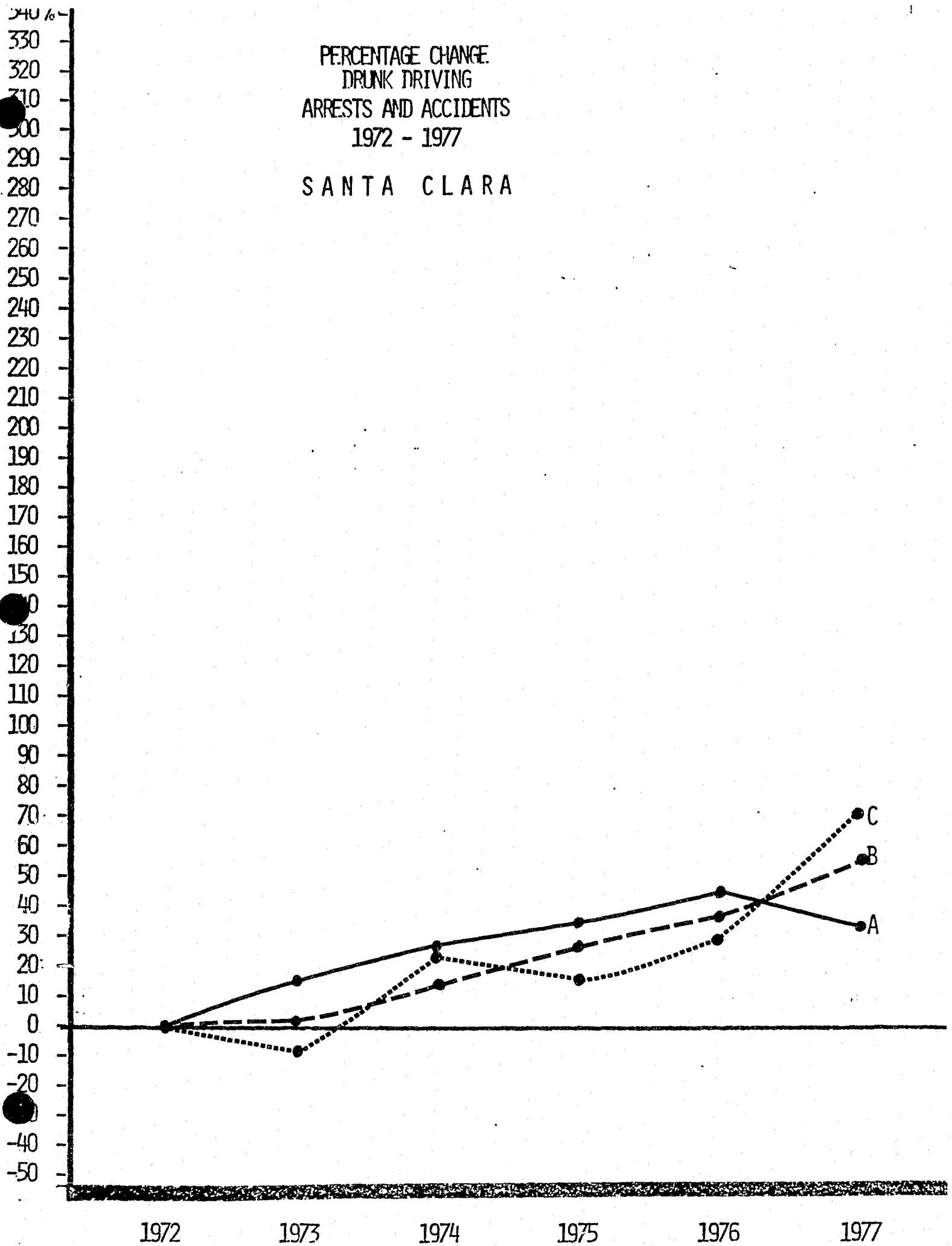
INJURY ACCIDENTS CAUSED
BY DRUNK DRIVING

	#	%	%
	65	0	0
	84	29.2	29.2
	78	20.0	-7.1
	77	18.5	1.3
	83	27.7	7.8
	84	29.2	1.2

C

PERCENTAGE CHANGE
DRUNK DRIVING
ARRESTS AND ACCIDENTS
1972 - 1977

SANTA CLARA



DRUNK DRIVING
ARRESTS AND ACCIDENTS

TOTAL MISDEMEANOR ARRESTS
FOR DRUNK DRIVING

	#	%	%
972	672	0	0
973	781	16.2	16.2
974	870	29.5	11.4
975	911	35.6	4.7
976	974	45.0	6.9
977	902	34.2	-7.4

A

ALL ACCIDENTS CAUSED BY
BY DRUNK DRIVING

	#	%	%
	216	0	0
	212	1.9	1.9
	246	13.9	16.0
	273	26.4	11.0
	294	36.1	7.7
	339	57.0	15.3

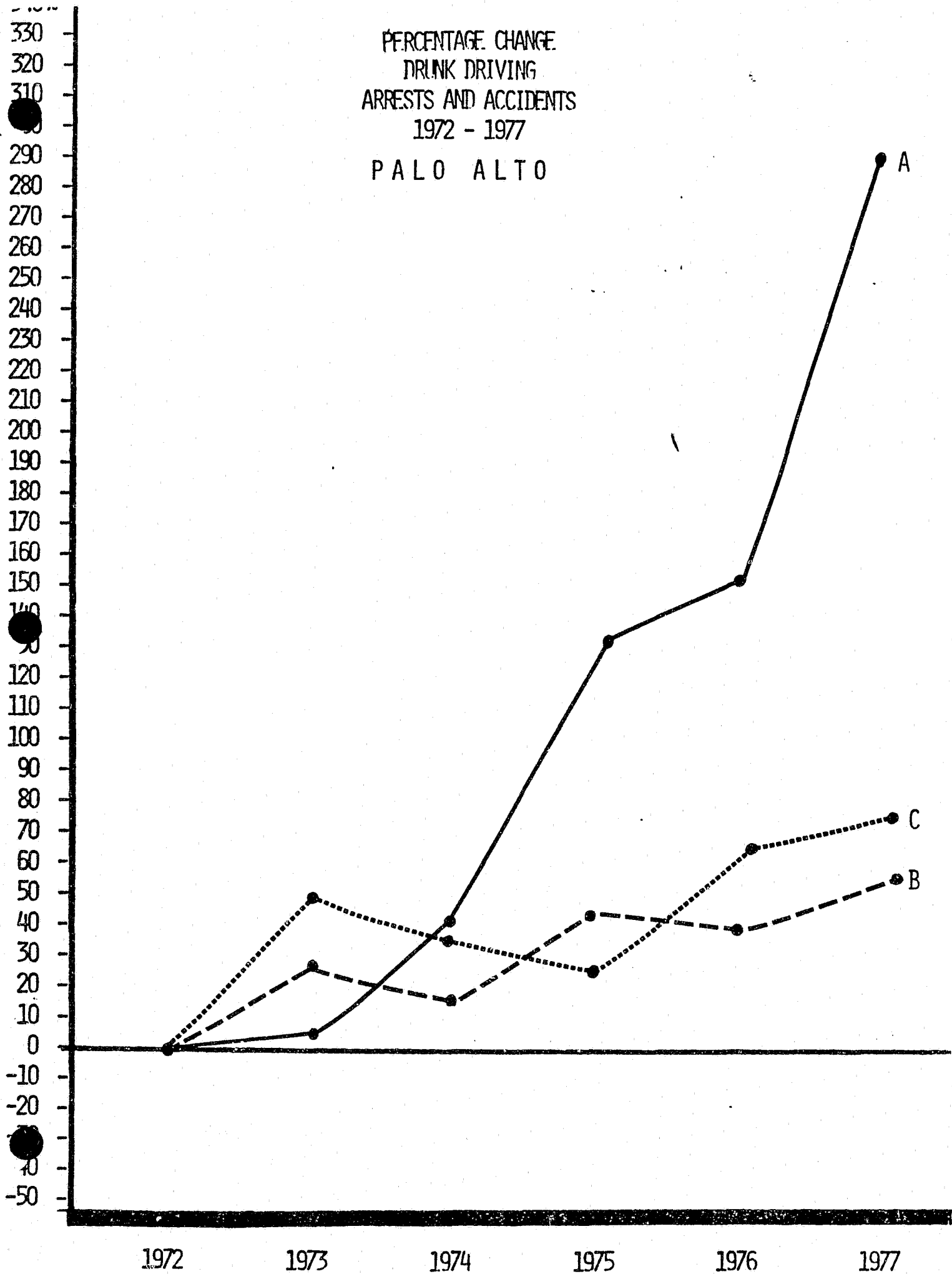
B

INJURY ACCIDENTS CAUSED
BY DRUNK DRIVING

	#	%	%
	51	0	0
	46	-9.8	-9.8
	65	27.5	41.3
	59	15.7	-9.2
	64	25.5	8.5
	87	70.6	35.9

C

PERCENTAGE CHANGE
DRUNK DRIVING
ARRESTS AND ACCIDENTS
1972 - 1977
PALO ALTO



DRUNK DRIVING
ARRESTS AND ACCIDENTS

TOTAL MISDEMEANOR ARRESTS
FOR DRUNK DRIVING

	#	%	%
1972	147	0.0	0.0
1973	157	6.8	6.8
1974	209	42.4	33.1
1975	345	134.7	65.1
1976	372	153.1	7.8
1977	575	291.2	54.6

A

ALL ACCIDENTS CAUSED BY
BY DRUNK DRIVING

	#	%	%
	65	0.0	0.0
	84	29.2	29.2
	76	16.9	-9.5
	95	46.2	25.0
	91	40.0	-4.2
	100	53.8	9.9

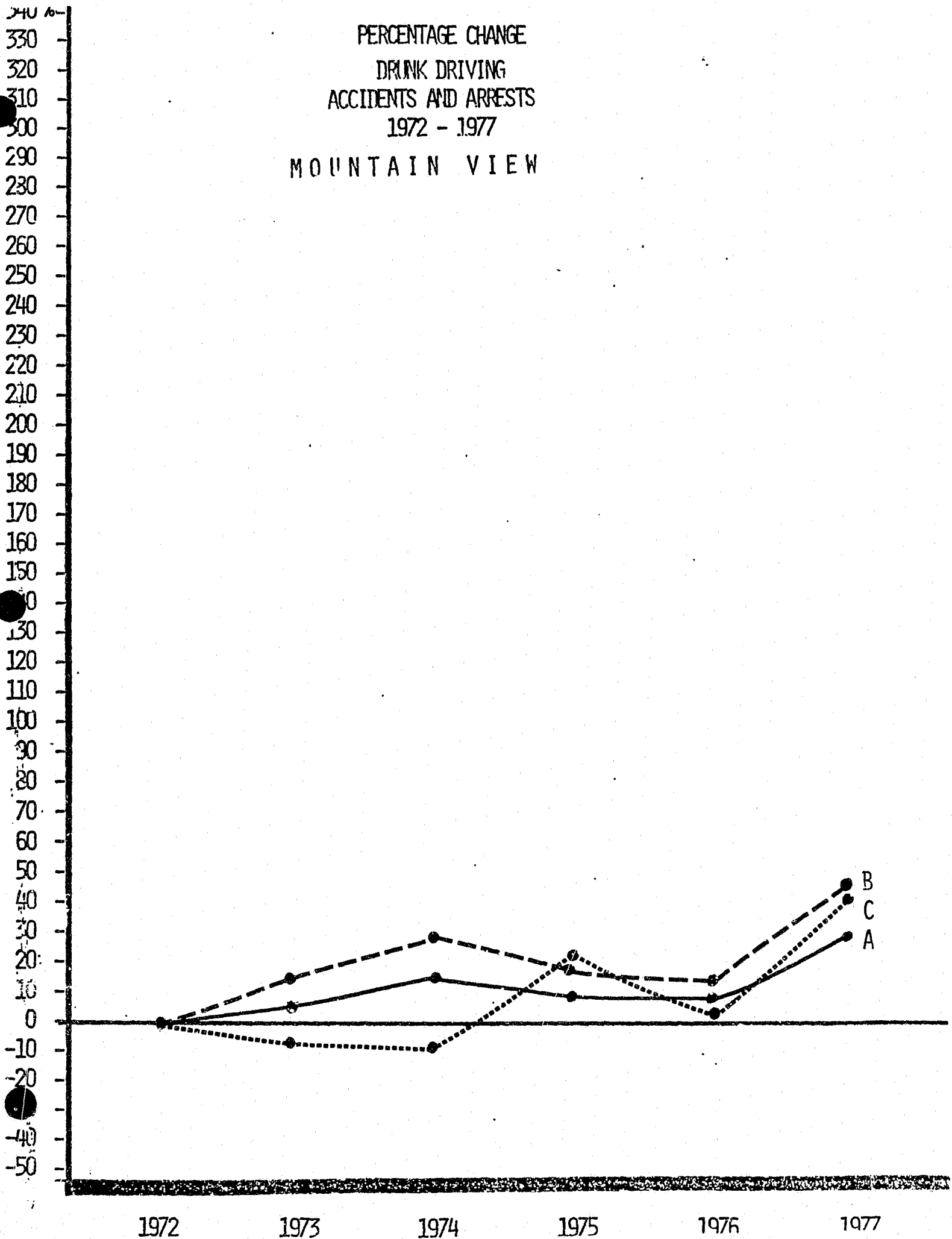
B

INJURY ACCIDENTS CAUSED
BY DRUNK DRIVING

	#	%	%
	22	0.0	0.0
	33	50	50
	30	36.4	-9.1
	27	22.7	-10.0
	37	68.2	37.0
	39	77.3	5.4

C

PERCENTAGE CHANGE
DRUNK DRIVING
ACCIDENTS AND ARRESTS
1972 - 1977
MOUNTAIN VIEW



DRUNK DRIVING
ARRESTS AND ACCIDENTS

TOTAL MISDEMEANOR ARRESTS
FOR DRUNK DRIVING

	#	%	%
172	412	0	0
173	434	5.3	5.3
174	477	15.8	9.9
175	451	9.5	-5.5
176	451	9.5	0
177	530	28.6	17.5

A

ALL ACCIDENTS CAUSED BY
BY DRUNK DRIVING

	#	%	%
	112	0	0
	127	13.4	13.4
	143	27.7	12.6
	133	18.8	-7.0
	128	14.3	-3.8
	165	47.3	29.0

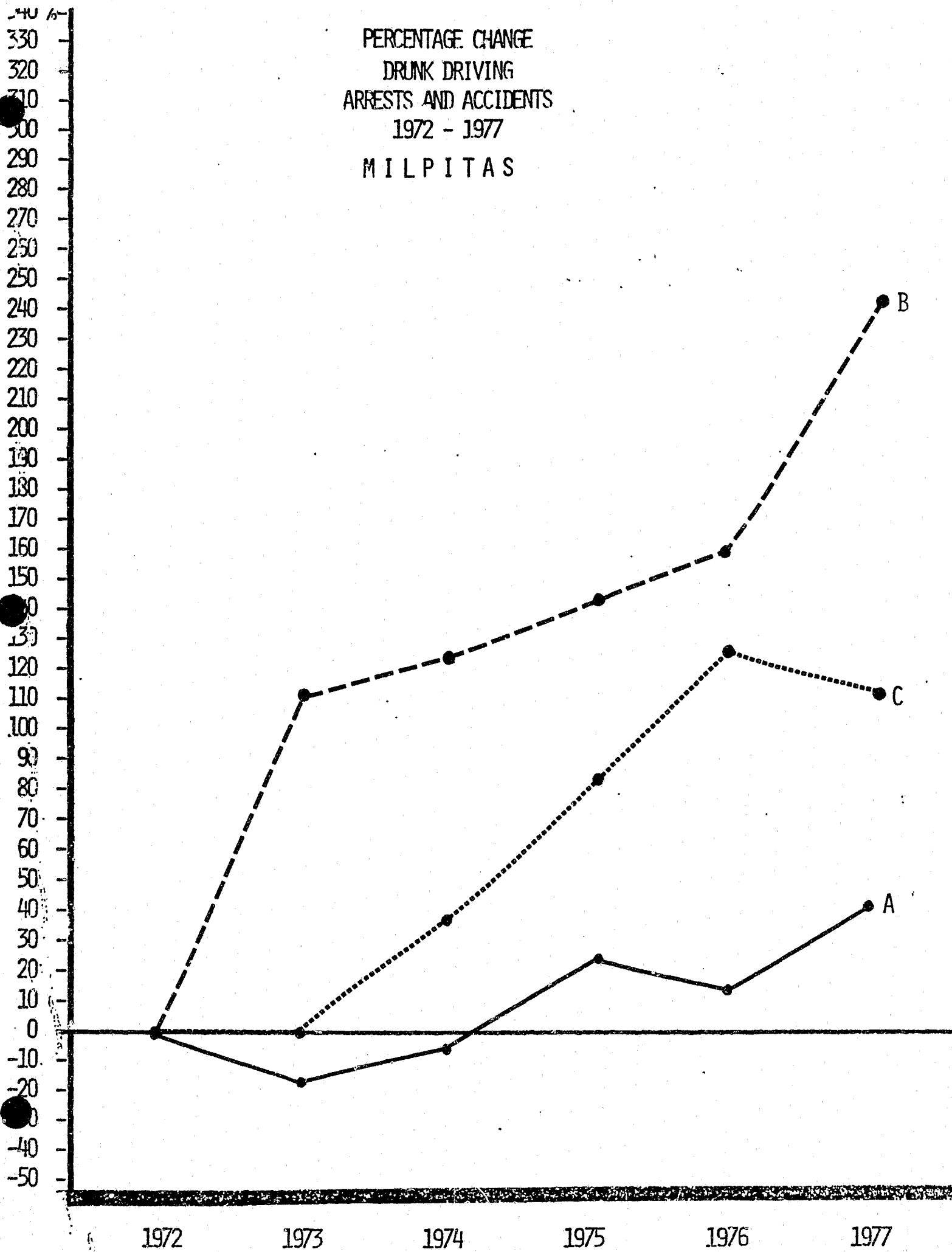
B

INJURY ACCIDENTS CAUSED
BY DRUNK DRIVING

	#	%	%
	46	0	0
	43	-6.5	-6.5
	42	-8.7	-8.7
	57	23.9	35.7
	48	4.3	-15.8
	66	43.5	37.5

C

PERCENTAGE CHANGE
DRUNK DRIVING
ARRESTS AND ACCIDENTS
1972 - 1977
MILPITAS



DRUNK DRIVING
ARRESTS AND ACCIDENTS

TOTAL MISDEMEANOR ARRESTS
FOR DRUNK DRIVING

	#	%	%
1972	172	0	0
1973	145	-15.7	-15.7
1974	163	-5.0	12.4
1975	214	24.4	31.3
1976	194	12.8	-9.3
1977	242	40.7	24.7

A

ALL ACCIDENTS CAUSED BY
BY DRUNK DRIVING

	#	%	%
	25	0	0
	53	112	112
	56	124	5.7
	61	144	8.9
	70	180	14.8
	86	244	22.9

B

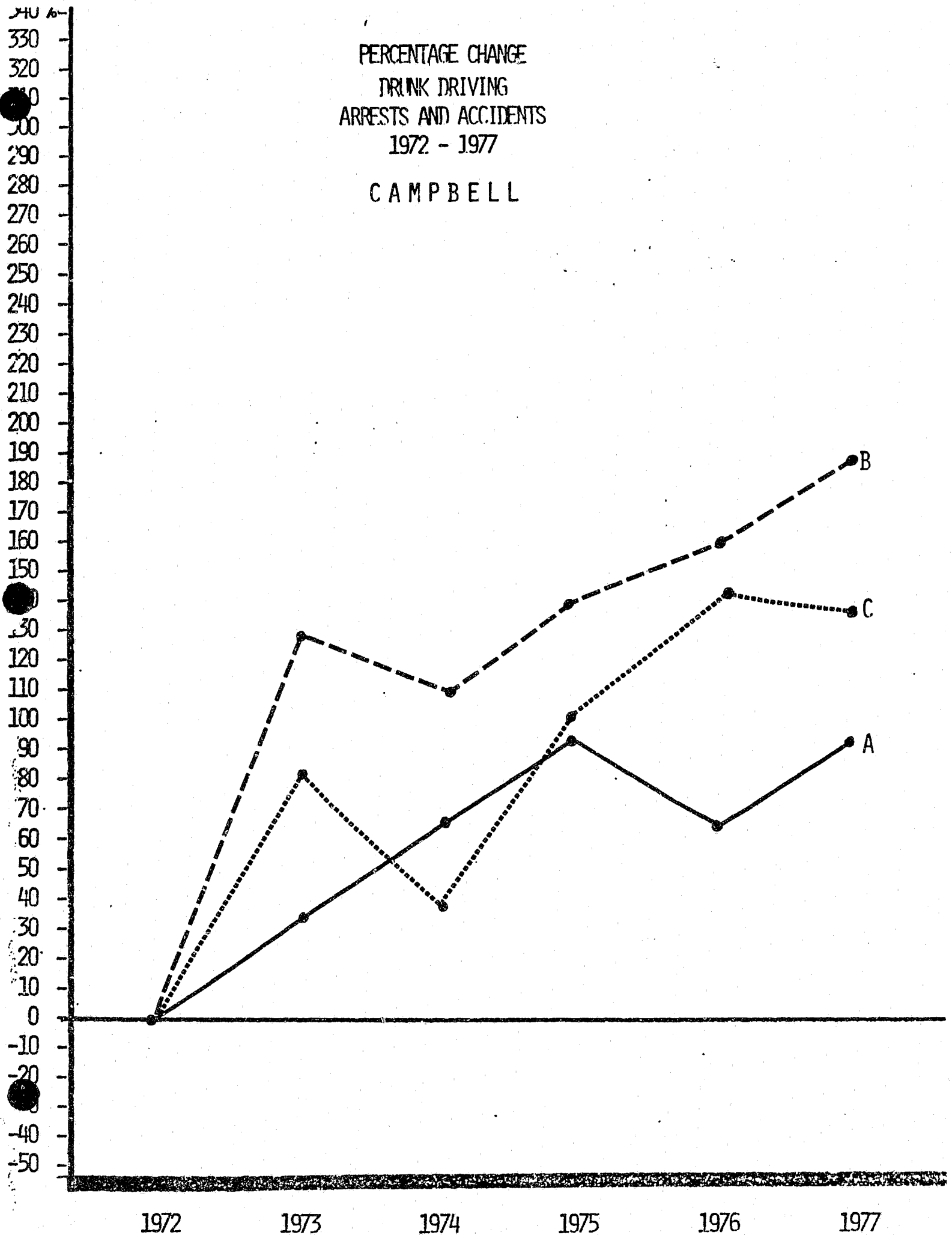
INJURY ACCIDENTS CAUSED
BY DRUNK DRIVING

	#	%	%
	16	0	0
	16	0	0
	22	37.5	37.5
	29	81.3	31.8
	36	125	24.1
	34	112.5	-5.5

C

PERCENTAGE CHANGE
DRUNK DRIVING
ARRESTS AND ACCIDENTS
1972 - 1977

CAMPBELL



DRUNK DRIVING
ARRESTS AND ACCIDENTS

TOTAL MISDEMEANOR ARRESTS
FOR DRUNK DRIVING

	#	%	%
972	78	0	0
973	106	35.9	35.9
974	129	65.4	21.7
975	153	96.2	18.6
976	128	64.1	-16.3
977	151	93.6	18.0

A

ALL ACCIDENTS CAUSED BY
BY DRUNK DRIVING

	#	%	%
	30	0	0
	69	130	130
	63	110	-8.7
	72	140	14.3
	78	160	8.3
	86	186.7	10.3

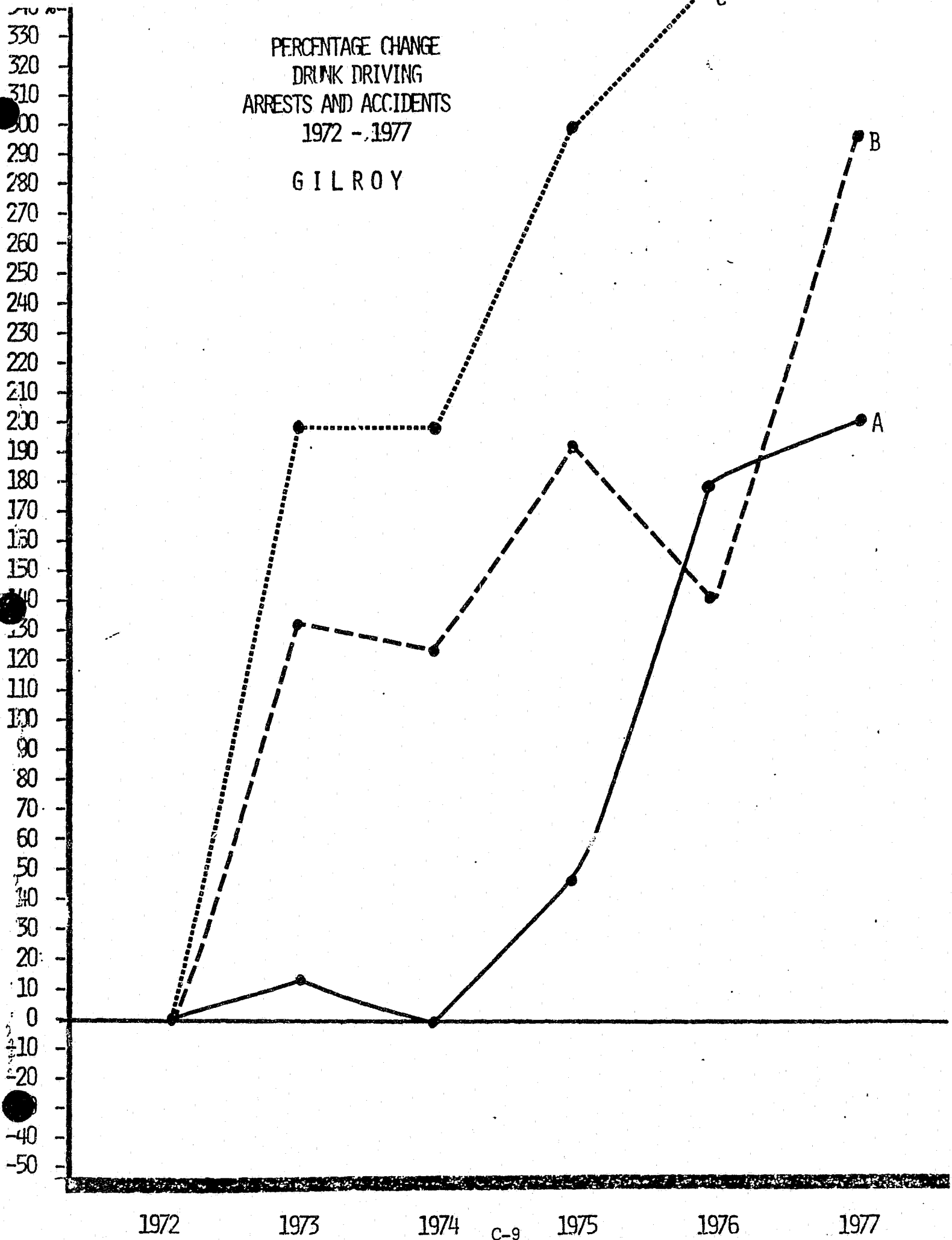
B

INJURY ACCIDENTS CAUSED
BY DRUNK DRIVING

	#	%	%
	14	0	0
	26	85.7	85.7
	19	35.7	-26.9
	28	100	47.4
	34	142.9	21.4
	33	135.7	-2.9

C

PERCENTAGE CHANGE
DRUNK DRIVING
ARRESTS AND ACCIDENTS
1972 - 1977
GILROY



1972

1973

1974

c-9

1975

1976

1977

DRUNK DRIVING
ARRESTS AND ACCIDENTS

TOTAL MISDEMEANOR ARRESTS
FOR DRUNK DRIVING

	#	%	%
972	64	0	0
973	75	17.1	17.1
974	64	0	-14.7
975	95	48.4	48.4
976	180	181.3	89.5
977	194	203.0	7.8

A

ALL ACCIDENTS CAUSED BY
BY DRUNK DRIVING

	#	%	%
	12	0	0
	28	133	133
	27	125	-3.5
	35	191.6	29.5
	29	141.6	-17.1
	48	300.0	65.5

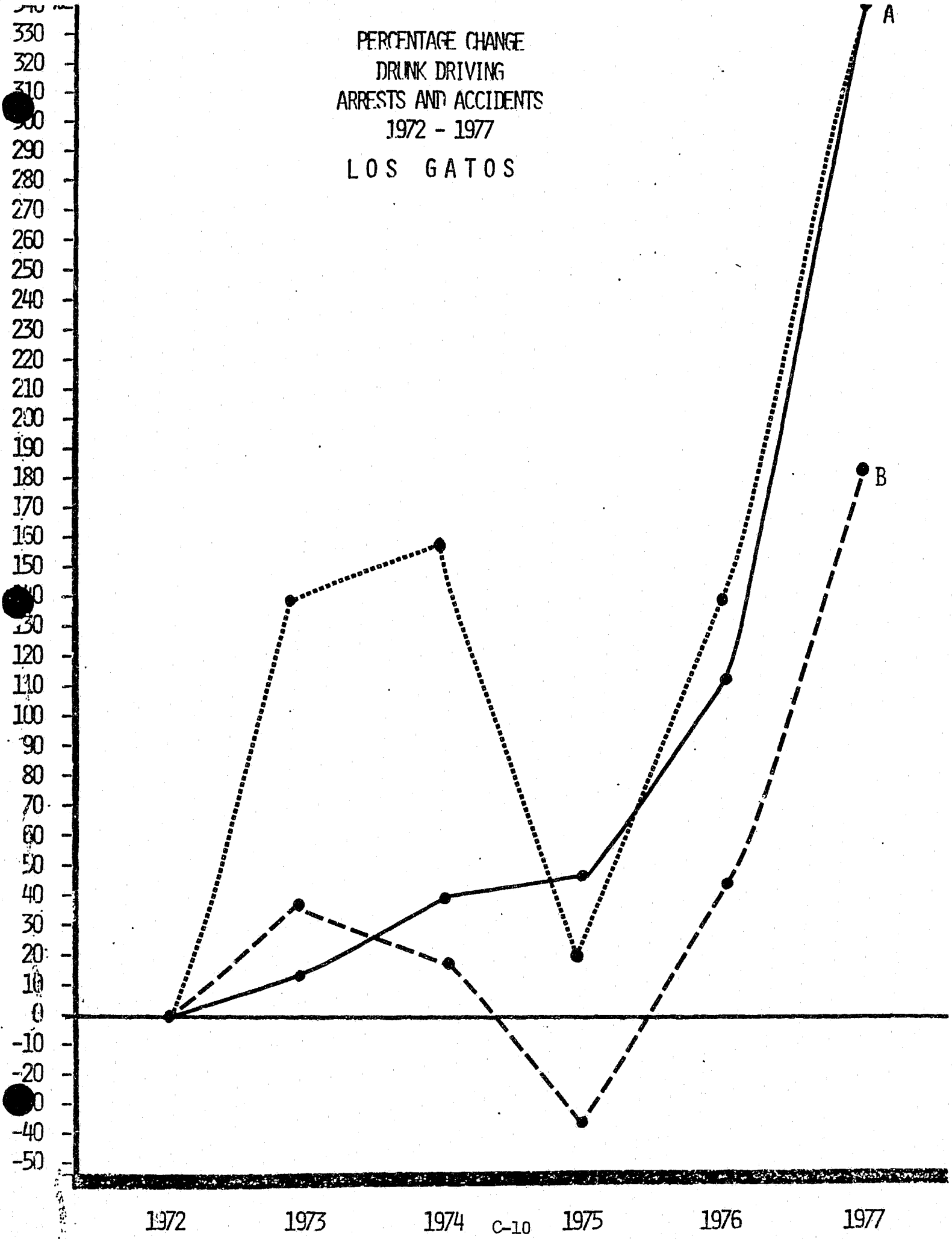
B

INJURY ACCIDENTS CAUSED
BY DRUNK DRIVING

	#	%	%
	2	0	0
	5	200	200
	6	200	0
	8	300	33.3
	11	450	37.5
	18	800	125

C

PERCENTAGE CHANGE
DRUNK DRIVING
ARRESTS AND ACCIDENTS
1972 - 1977
LOS GATOS



DRUNK DRIVING
ARRESTS AND ACCIDENTS

TOTAL MISDEMEANOR ARRESTS
FOR DRUNK DRIVING

	#	%	%
972	55	0	0
973	62	12.7	12.7
974	78	41.8	20.9
975	81	47.3	3.8
976	117	112.7	44.4
977	246	347.2	110.3

A

ALL ACCIDENTS CAUSED BY
BY DRUNK DRIVING

	#	%	%
	23	0	0
	32	39.1	39.1
	27	17.4	-15.6
	15	-34.8	-44.4
	33	43.5	120
	66	187.0	100

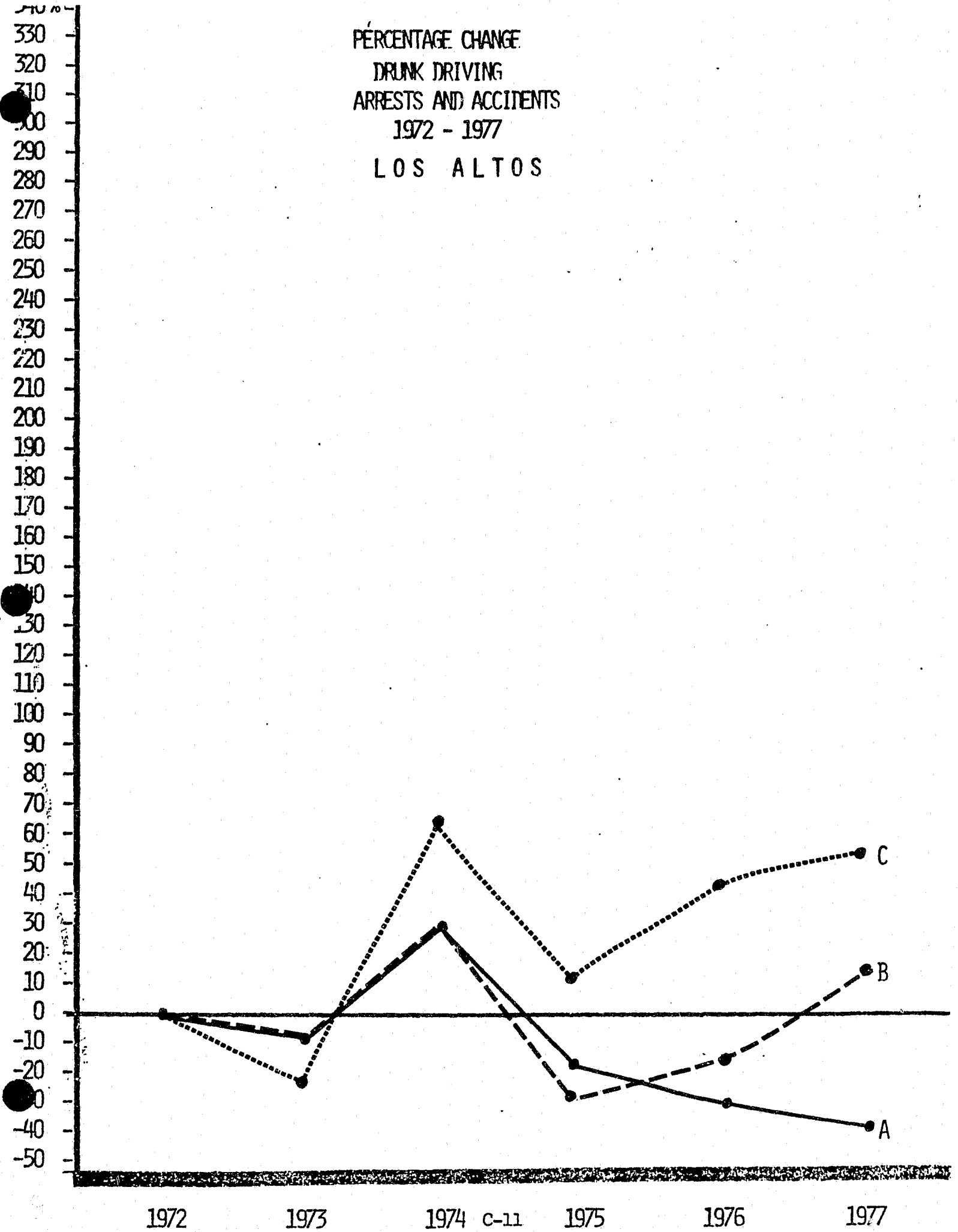
B

INJURY ACCIDENTS CAUSED
BY DRUNK DRIVING

	#	%	%
	5	0	0
	12	140	140
	13	160	8.3
	6	20	-53.8
	12	140	100
	31	520	158

C

PERCENTAGE CHANGE
DRUNK DRIVING
ARRESTS AND ACCIDENTS
1972 - 1977
LOS ALTOS



DRUNK DRIVING
ARRESTS AND ACCIDENTS

TOTAL MISDEMEANOR ARRESTS
FOR DRUNK DRIVING

	#	%	%
1972	120	0	0
1973	111	-7.5	-7.5
1974	156	30.0	40.5
1975	98	-18.3	-37.2
1976	82	-31.7	-16.3
1977	73	-39.2	-11.0

A

ALL ACCIDENTS CAUSED BY
BY DRUNK DRIVING

	#	%	%
	28	0	0
	26	-7.1	-7.1
	37	32.1	42.3
	21	-25.0	-43.2
	23	-17.8	9.5
	32	14.3	39.1

B

INJURY ACCIDENTS CAUSED
BY DRUNK DRIVING

	#	%	%
	9	0	0
	7	-22.2	-22.2
	15	66.7	114.2
	10	11.1	-33.3
	13	44.4	30.0
	14	55.6	7.7

C

DRIVE OFFICING
ARRESTS AND ACCIDENTS

TOTAL MISDEMEANOR ARRESTS
FOR DRUNK DRIVING

	#	%	%
972	48	0	0
973	85	77.0	77.0
974	79	64.6	-7.0
975	115	139.6	45.6
976	102	112.5	-11.3
977	170	254.2	66.7

A

ALL ACCIDENTS CAUSED BY
BY DRUNK DRIVING

	#	%	%
	2	0	0
	12	500	500
	18	800	50.0
	13	550	27.8
	15	650	15.4
	13	550	-13.3

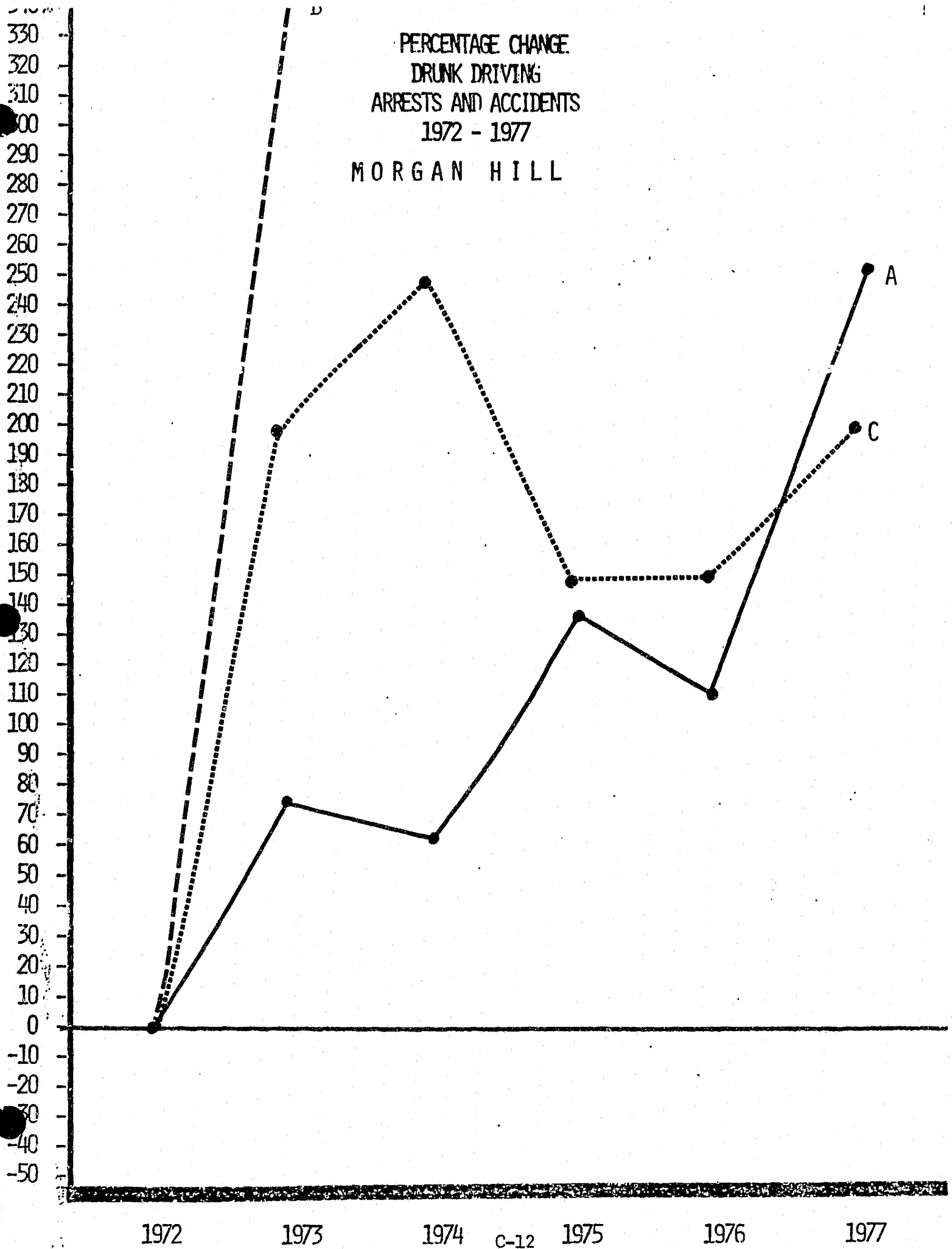
B

INJURY ACCIDENTS CAUSED
BY DRUNK DRIVING

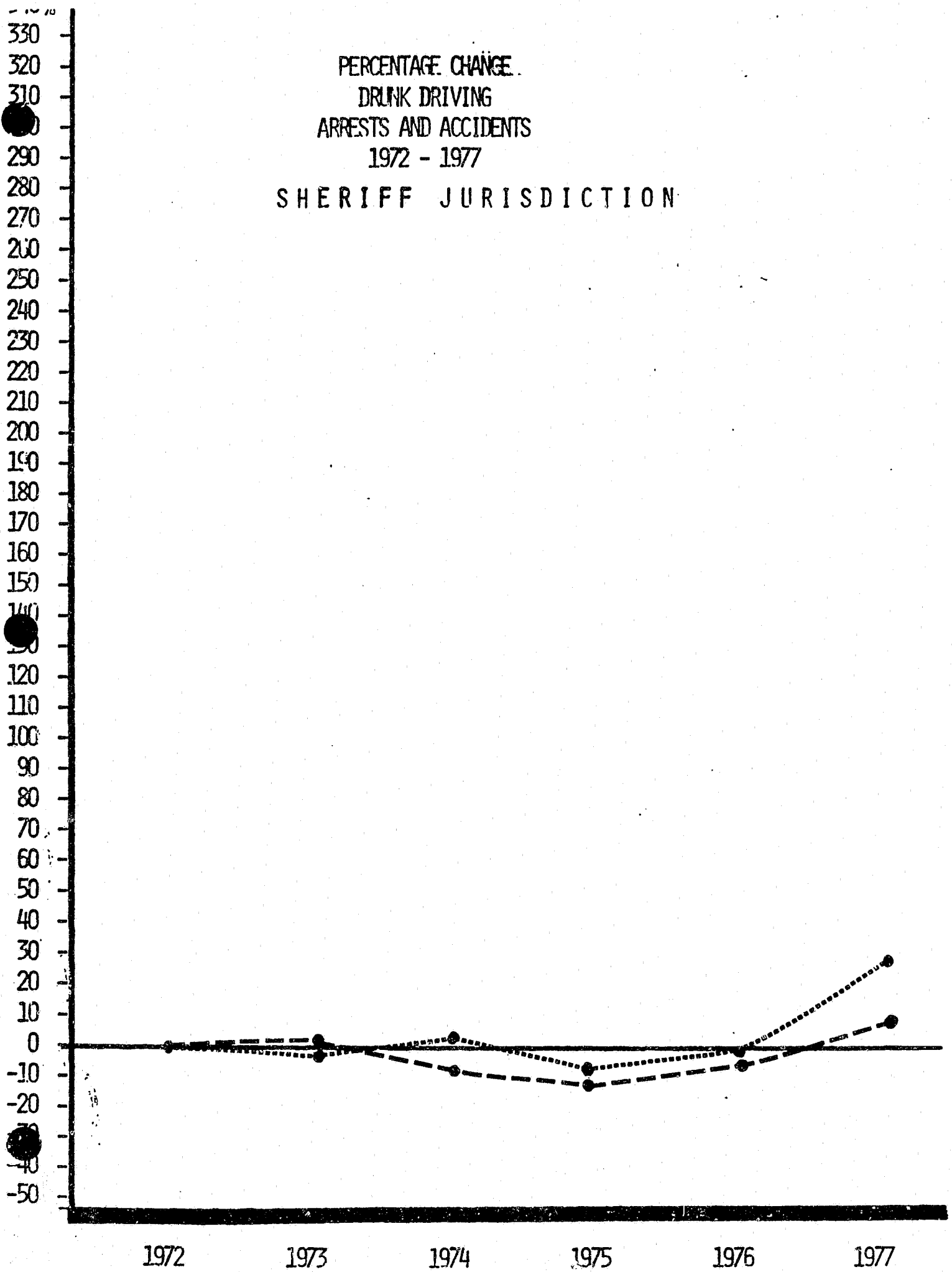
	#	%	%
	2	0	0
	6	200	200
	7	250	16.6
	5	150	-28.5
	5	150	0
	6	200	20.0

C

PERCENTAGE CHANGE
DRUNK DRIVING
ARRESTS AND ACCIDENTS
1972 - 1977
MORGAN HILL



PERCENTAGE CHANGE
DRUNK DRIVING
ARRESTS AND ACCIDENTS
1972 - 1977
SHERIFF JURISDICTION



DRUNK DRIVING
ARRESTS AND ACCIDENTS

TOTAL MISDEMEANOR ARRESTS
FOR DRUNK DRIVING

	#	%	%
1972			
1973			
1974			
1975			
1976			
1977			

A

ALL ACCIDENTS CAUSED BY
BY DRUNK DRIVING

	#	%	%
	440	0	0
	436	.9	.9
	403	-8.4	-7.6
	387	-12.0	39.7
	415	-5.7	7.2
	478	8.6	15.2

B

INJURY ACCIDENTS CAUSED
BY DRUNK DRIVING

	#	%	%
	183	0	0
	181	-1.1	-1.1
	185	1.1	2.2
	172	-6.0	-7.0
	182	-0.5	5.8
	237	29.5	30.2

C

APPENDIX "D"

BLOOD ALCOHOL SURVEY
BY
EACH JURISDICTION

BLOOD ALCOHOL SURVEY

CITY: SAN JOSE

	Percent		Number
TEST TYPES: *	<u>81</u>	%	<u>BLOOD</u> <u>47</u>
	<u>12</u>	%	<u>BREATH</u> <u>7</u>
	<u>5</u>	%	<u>URINE</u> <u>3</u>
	<u>2</u>	%	<u>COMBINATION</u> <u>1</u>

TEST RESULTS: *	A. .01 - .04	<u>0 / 0</u> % (not under the influence)
	B. .05 - .09	<u>6 / 10</u> % (no presumption)
	C. .10 - .14	<u>7 / 12</u> % (under the influence)
	D. .15 - .19	<u>16 / 28</u> % (" " ")
	E. .20 - .29	<u>26 / 45</u> % (" " ")
	F. .30 or more	<u>3 / 5</u> % (" " ")

RANGE: *	<u>0</u>	MODE
	<u>.19</u>	MEDIAN
	<u>.21</u>	MEAN

SAMPLE SIZE: 65 / 10 %

(* Negative results excluded from calculations)

NOVEMBER AND DECEMBER 1977

BLOOD ALCOHOL SURVEY

CITY: SUNNYVALE

	Percent		Number
TEST TYPES: *	<u>90</u>	%	<u>BLOOD 53</u>
	<u>3</u>	%	<u>BREATH 2</u>
	<u>3</u>	%	<u>URINE 2</u>
	<u>3</u>	%	<u>COMBINATION 2</u>

TEST RESULTS: *	A. .01 - .04	<u>1 / 2</u> % (not under the influence)
	B. .05 - .09	<u>1 / 2</u> % (no presumption)
	C. .10 - .14	<u>6 / 10</u> % (under the influence)
	D. .15 - .19	<u>16 / 27</u> % (" " ")
	E. .20 - .29	<u>31 / 53</u> % (" " ")
	F. .30 or more	<u>4 / 7</u> % (" " ")

RANGE: *	<u>0</u>	MODE
	<u>.20</u>	MEDIAN
	<u>.19</u>	MEAN

SAMPLE SIZE: 64 / 100 %

(* Negative results excluded from calculations)

NOVEMBER AND DECEMBER 1977

BLOOD ALCOHOL SURVEY

CITY: SANTA CLARA

TEST TYPES: *	Percent	%		Number
	<u>59</u>	%	BLOOD	<u>32</u>
	<u>24</u>	%	BREATH	<u>13</u>
	<u>13</u>	%	URINE	<u>7</u>
	<u>4</u>	%	COMBINATION	<u>2</u>

TEST RESULTS: *	A.	.01 - .04	<u>1 / 2%</u>	(not under the influence)
	B.	.05 - .09	<u>4 / 7%</u>	(no presumption)
	C.	.10 - .14	<u>15 / 28%</u>	(under the influence)
	D.	.15 - .19	<u>15 / 28%</u>	(" " ")
	E.	.20 - .29	<u>17 / 31%</u>	(" " ")
	F.	.30 or more	<u>2 / 4%</u>	(" " ")

RANGE: *	<u>.13</u>	MODE
	<u>.17</u>	MEDIAN
	<u>.20</u>	MEAN

SAMPLE SIZE: 62 / 25 %

(* Negative results excluded from calculations)

NOVEMBER AND DECEMBER 1977

BLOOD ALCOHOL SURVEY

CITY: PALO ALTO

	Percent		Number
TEST TYPES: *	<u>66</u>	%	<u>BLOOD</u> <u>53</u>
	<u>26</u>	%	<u>BREATH</u> <u>21</u>
	<u>6</u>	%	<u>URINE</u> <u>5</u>
	<u>1</u>	%	<u>COMBINATION</u> <u>1</u>

TEST RESULTS: *	A. .01 - .04	<u>1 / 1%</u> (not under the influence)
	B. .05 - .09	<u>6 / 8%</u> (no presumption)
	C. .10 - .14	<u>14 / 18%</u> (under the influence)
	D. .15 - .19	<u>28 / 35%</u> (" " ")
	E. .20 - .29	<u>30 / 38%</u> (" " ")
	F. .30 or more	<u>1 / 1%</u> (" " ")

RANGE: *	<u>0</u>	MODE
	<u>.18</u>	MEDIAN
	<u>.21</u>	MEAN

SAMPLE SIZE: 86 / 100 %

(* Negative results excluded from calculations)

NOVEMBER AND DECEMBER 1977

BLOOD ALCOHOL SURVEY

CITY: MOUNTAIN VIEW

TEST TYPES: *	Percent	%		Number
	<u>80</u>	%	BLOOD	<u>52</u>
	<u>17</u>	%	BREATH	<u>11</u>
	<u>3</u>	%	URINE	<u>2</u>
	<u>0</u>	%	COMBINATION	<u>0</u>

TEST RESULTS: *	A.	.01 - .04	<u>2 / 3</u> %	(not under the influence)
	B.	.05 - .09	<u>2 / 3</u> %	(no presumption)
	C.	.10 - .14	<u>9 / 14</u> %	(under the influence)
	D.	.15 - .19	<u>18 / 28</u> %	(" " ")
	E.	.20 - .29	<u>28 / 43</u> %	(" " ")
	F.	.30 or more	<u>6 / 9</u> %	(" " ")

RANGE: *	<u>.20</u>	MODE
	<u>.20</u>	MEDIAN
	<u>.19</u>	MEAN

SAMPLE SIZE: 70 / 100 %

(* Negative results excluded from calculations)

NOVEMBER AND DECEMBER 1977

BLOOD ALCOHOL SURVEY

CITY: MILPITAS

TEST TYPES: *	Percent	%		Number
	<u>89</u>	%	BLOOD	<u>33</u>
	<u>5</u>	%	BREATH	<u>2</u>
	<u>3</u>	%	URINE	<u>1</u>
	<u>3</u>	%	COMBINATION	<u>1</u>

TEST RESULTS: *	Range	Count	Percentage	Notes
A.	.01 - .04	<u>0</u>	<u>0%</u>	(not under the influence)
B.	.05 - .09	<u>1</u>	<u>3%</u>	(no presumption)
C.	.10 - .14	<u>4</u>	<u>11%</u>	(under the influence)
D.	.15 - .19	<u>15</u>	<u>41%</u>	(" " ")
E.	.20 - .29	<u>15</u>	<u>41%</u>	(" " ")
F.	.30 or more	<u>2</u>	<u>5%</u>	(" " ")

RANGE: *	<u>.19</u>	MODE
	<u>.20</u>	MEDIAN
	<u>.20</u>	MEAN

SAMPLE SIZE: 37 / 100 %

(* Negative results excluded from calculations)

NOVEMBER AND DECEMBER 1977

BLOOD ALCOHOL SURVEY

CITY: CAMPBELL

TEST TYPES: *	Percent		Number
	<u>84</u>	%	<u>27</u>
	<u>16</u>	%	<u>5</u>
	<u>0</u>	%	<u>0</u>
	<u>0</u>	%	<u>0</u>

TEST RESULTS: *	A.	B.	C.	D.	E.	F.
	.01 - .04	.05 - .09	.10 - .14	.15 - .19	.20 - .29	.30 or more
	<u>0 / 0</u> % (not under the influence)	<u>2 / 6</u> % (no presumption)	<u>8 / 25</u> % (under the influence)	<u>7 / 22</u> % (" " ")	<u>13 / 41</u> % (" " ")	<u>2 / 6</u> % (" " ")

RANGE: *	<u>.22</u>	MODE
	<u>.19</u>	MEDIAN
	<u>.19</u>	MEAN

SAMPLE SIZE: 35 / 100 %

(* Negative results excluded from calculations)

NOVEMBER AND DECEMBER 1977

BLOOD ALCOHOL SURVEY

CITY: GILROY

	Percent		Number
TEST TYPES: *	<u>94</u> %	BLOOD	<u>29</u>
	<u>0</u> %	BREATH	<u>0</u>
	<u>6</u> %	URINE	<u>2</u>
	<u>0</u> %	COMBINATION	<u>0</u>

TEST RESULTS: *	A. .01 - .04	<u>0 / 0%</u> (not under the influence)
	B. .05 - .09	<u>4 / 13%</u> (no presumption)
	C. .10 - .14	<u>1 / 3%</u> (under the influence)
	D. .15 - .19	<u>13 / 42%</u> (" " ")
	E. .20 - .29	<u>13 / 42%</u> (" " ")
	F. .30 or more	<u>0 / 0%</u> (" " ")

RANGE: *	<u>.18</u>	MODE
	<u>.18</u>	MEDIAN
	<u>.16</u>	MEAN

SAMPLE SIZE: 33 / 100 %

(* Negative results excluded from calculations)

NOVEMBER AND DECEMBER 1977

BLOOD ALCOHOL SURVEY

CITY: LOS GATOS

TEST TYPES: *	Percent	%		Number
	<u>61</u>	%	BLOOD	<u>32</u>
	<u>29</u>	%	BREATH	<u>15</u>
	<u>6</u>	%	URINE	<u>3</u>
	<u>4</u>	%	COMBINATION	<u>2</u>

TEST RESULTS: *	A. .01 - .04	<u>2 / 4%</u>	(not under the influence)
	B. .05 - .09	<u>0 / 0%</u>	(no presumption)
	C. .10 - .14	<u>5 / 9%</u>	(under the influence)
	D. .15 - .19	<u>25 / 49%</u>	(" " ")
	E. .20 - .29	<u>17 / 33%</u>	(" " ")
	F. .30 or more	<u>3 / 6%</u>	(" " ")

RANGE: *	<u>.19</u>	MODE
	<u>.18</u>	MEDIAN
	<u>.20</u>	MEAN

SAMPLE SIZE: 55 / 100 %

(* Negative results excluded from calculations)

NOVEMBER AND DECEMBER 1977

BLOOD ALCOHOL SURVEY

CITY: LOS ALTOS

TEST TYPES: *	Percent		Number
	<u>67</u>	%	BLOOD <u>10</u>
	<u>27</u>	%	BREATH <u>4</u>
	<u>6</u>	%	URINE <u>1</u>
	<u>0</u>	%	COMBINATION <u>0</u>

TEST RESULTS: *	Range	Count	Percentage	Notes
A.	.01 - .04	<u>0 / 0</u>	<u>0 %</u>	(not under the influence)
B.	.05 - .09	<u>1 / 6</u>	<u>6 %</u>	(no presumption)
C.	.10 - .14	<u>0 / 0</u>	<u>0 %</u>	(under the influence)
D.	.15 - .19	<u>6 / 40</u>	<u>40 %</u>	(" " ")
E.	.20 - .29	<u>7 / 47</u>	<u>47 %</u>	(" " ")
F.	.30 or more	<u>1 / 6</u>	<u>6 %</u>	(" " ")

RANGE: *	<u>0</u>	MODE
	<u>.21</u>	MEDIAN
	<u>.20</u>	MEAN

SAMPLE SIZE: 15 / 100 %

(* Negative results excluded from calculations)

NOVEMBER AND DECEMBER 1977

BLOOD ALCOHOL SURVEY

CITY: MORGAN HILL

TEST TYPES: *	Percent		Number
	<u>69</u>	%	BLOOD <u>11</u>
	<u>19</u>	%	BREATH <u>3</u>
	<u>12</u>	%	URINE <u>2</u>
	<u>0</u>	%	COMBINATION <u>0</u>

TEST RESULTS: *	Range	Count	Percentage	Notes
A.	.01 - .04	<u>1</u>	<u>6</u> %	(not under the influence)
B.	.05 - .09	<u>0</u>	<u>0</u> %	(no presumption)
C.	.10 - .14	<u>1</u>	<u>6</u> %	(under the influence)
D.	.15 - .19	<u>6</u>	<u>38</u> %	(" " ")
E.	.20 - .29	<u>8</u>	<u>50</u> %	(" " ")
F.	.30 or more	<u>0</u>	<u>0</u> %	(" " ")

RANGE: *	<u>.22</u>	MODE
	<u>.18</u>	MEDIAN
	<u>.15</u>	MEAN

SAMPLE SIZE: 16 / 100 %

(* Negative results excluded from calculations)

NOVEMBER AND DECEMBER 1977

BLOOD ALCOHOL SURVEY

CITY: SHERIFF'S OFFICE

	Percent		Number
TEST TYPES: *	<u>59</u>	%	<u>BLOOD</u> <u>38</u>
	<u>38</u>	%	<u>BREATH</u> <u>24</u>
	<u>1</u>	%	<u>URINE</u> <u>1</u>
	<u>1</u>	%	<u>COMBINATION</u> <u>1</u>

TEST RESULTS: *	A. .01 - .04	<u>2 / 3</u> % (not under the influence)
	B. .05 - .09	<u>6 / 9</u> % (no presumption)
	C. .10 - .14	<u>11 / 17</u> % (under the influence)
	D. .15 - .19	<u>25 / 39</u> % (" " ")
	E. .20 - .29	<u>17 / 27</u> % (" " ")
	F. .30 or more	<u>3 / 5</u> % (" " ")

RANGE: *	<u>.18</u>	MODE
	<u>.16</u>	MEDIAN
	<u>.19</u>	MEAN

SAMPLE SIZE: 66 / 50 %

(* Negative results excluded from calculations)

NOVEMBER AND DECEMBER 1977

BLOOD ALCOHOL SURVEY

CITY: CALIFORNIA HIGHWAY PATROL

TEST TYPES: *	Percent		Number
	<u>76</u>	%	<u>48</u>
	<u>21</u>	%	<u>13</u>
	<u>3</u>	%	<u>1</u>
	<u>0</u>	%	<u>0</u>
			<u>0</u>

TEST RESULTS: *	A. .01 - .04	<u>0 / 0</u> % (not under the influence)
	B. .05 - .09	<u>5 / 8</u> % (no presumption)
	C. .10 - .14	<u>10 / 16</u> % (under the influence)
	D. .15 - .19	<u>20 / 32</u> % (" " ")
	E. .20 - .29	<u>27 / 43</u> % (" " ")
	F. .30 or more	<u>0 / 0</u> % (" " ")

RANGE: *	<u>.19</u>	MODE
	<u>.18</u>	MEDIAN
	<u>.17</u>	MEAN

SAMPLE SIZE: 63 / 10 %

(* Negative results excluded from calculations)

NOVEMBER AND DECEMBER 1977

APPENDIX "E"

COMPENDIUM OF PROBLEM STATEMENTS
AND
OBJECTIVES FOR THE DRINKING DRIVER PROGRAM

PROGRAM NEEDS
PROBLEMS AND GOALS

COMPREHENSIVE PROBLEM STATEMENTS

- A. The incidence of accidents caused by persons driving under the influence has increased dramatically during recent years.
- B. Driving under the influence is responsible for an increasing share of total accidents every year, such that the rate of increase for drunk driving accidents greatly exceeds that of accidents as a whole.
- C. Fatal accidents caused by drunk drivers have increased by the greatest margin, with injury accidents second, and property accidents third.
- D. Certain jurisdictions have experienced much more significant increases than others, such that particular areas now exhibit an accident rate which significantly exceed the county-wide average.
- E. Available evidence indicates a high rate of repeat offenders in Santa Clara County.
- F. All components of the criminal justice system now devote more resources to these offenses than any other crimes.

SUGGESTED PROGRAM GOALS

- A. Reduce the incidence of driving under the influence of alcohol.
Reduce the number of automobile accidents caused by persons driving under the influence of alcohol.
- B. Reduce the level of recidivism among drinking drivers.
Reduce the numbers of persons arrested for second and subsequent charges of driving under the influence of alcohol.
- C. Improve the response of the justice system of the crime of driving under the influence of alcohol and related offenses.
Reduce costs and increase productivity for the justice agencies which process drinking driver cases.

PREVENTION NEEDS PROBLEMS AND OBJECTIVES

PROBLEM STATEMENTS

- A. Media presentations to increase community awareness are restricted to the holiday season and are operated on a very limited scale
- B. Based upon national surveys, there is reason to believe that the public does not understand the drunk driving problem.
- C. Voluntary educational programs for adults are extremely limited. The problem of drunk driving represents only a small part of adult driver education classes, and the quality of instruction is inconsistent.
- D. Voluntary educational programs for juveniles are extremely limited. Although problems of drunk driving are included in high school classes, such programs do not offer a standardized curriculum of high quality.
- E. Current training programs for criminal justice personnel do not include specialized instruction relative to the drinking driver.
- F. Post arrest alternatives available to law enforcement and prosecution are extremely limited.
- G. Post conviction alternatives available to the courts are somewhat limited.
- H. Extensive study will be required to determine the effectiveness of treatment and classroom programs in reduction of recidivism among drunk drivers.

SUGGESTED OBJECTIVES

- A. Increase adult awareness and understanding of the drinking driver problem.
- B. Increase juvenile awareness and understanding of the drinking driver problem.
- C. Increase number of citizens and civic organization willing to take action to prevent drunk driving.
- D. Improve recognition and examination of the drinking driver problem by public officials and government agencies.
- E. Improve multi-media coverage and review of the drinking driver problem.

LAW ENFORCEMENT
PROBLEMS AND OBJECTIVES

PROBLEM STATEMENTS

- A. Several jurisdictions have experienced accidents caused by drunk drivers at a rate which significantly exceeds that of the county as a whole.
- B. In certain jurisdictions, periodic changes in arrest and other police actions have not produced a reduction in accidents caused by drunk drivers.
- C. In several jurisdictions, accidents caused by drunk drivers are increasing at a rate which significantly exceeds increases in arrests for driving under the influence.
- D. There are significant inconsistencies between the drunk driver arrest rates of different jurisdictions.
- E. Cases of felony drunk driving have increased more rapidly than misdemeanor cases.
- F. The number of juveniles arrested for driving under the influence is increasing at a dramatic rate, despite the absence of specialized efforts in this area.
- G. Although there are inconsistencies between agencies, the blood alcohol levels of arrested parties are very high.
- H. The number of combined alcohol and drug cases is significant and growing. Deficiencies in evidence have made investigation and prosecution extremely difficult.
- I. Evidence illustrates an increasing number of drug influence cases mistaken as driving under the influence.
- J. Due to the demands of citizen calls for service, local law enforcement agencies do not have personnel sufficient to allow adequate patrol coverage for drinking drivers.
- K. Current training programs are lacking a coordinated effort to meet the needs of criminal justice agencies responsible for cases of drunk driving.
- L. Publicity programs for prevention of drunk driving have been extremely limited.
- M. State and local law enforcement agencies do not have resources sufficient to allow vigorous enforcement of laws which prohibit the sale of alcoholic beverages to minors and intoxicated persons.

APPROVED
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OBJECTIVES

- A. Increase arrests for drunk driving throughout Santa Clara County.
- B. Expand police coverage of areas with severe drunk driving problems.
- C. Improve inter-jurisdictional cooperation for enforcement of laws relating to drunk driving.
- D. Intensify enforcement efforts which relate to juvenile drunk drivers.
- E. Enhance police abilities to detect and apprehend drivers with moderate blood alcohol levels.
- F. Develop new investigative techniques for cases of driving under the combined influence of alcohol and drugs.
- G. Expand and coordinate relevant training programs for the criminal justice agencies which enforce drinking driver laws.
- H. Expand local police activities relative to the unlawful sale of alcoholic beverages.
- I. Increase community awareness of the new law enforcement and prevention efforts to combat drunk driving.
- J. Concentrate law enforcement and prevention efforts on the identified major sources of alcohol for drinking drivers.

LAW ENFORCEMENT NEEDS PROBLEMS AND OBJECTIVES

PROBLEM STATEMENTS

- A. Excessive time is required to arrest and process drunk drivers, thus preventing police officers from promptly returning to their duties in the community.
- B. Processing and blood alcohol testing of drunk drivers by police agencies have become increasingly expensive functions.
- C. As the majority of drunk driving arrests are processed at one location, the concentration of volume has produced severe overcrowding and lengthy backlogs.
- D. Santa Clara County does not possess the equipment and technology needed to decentralize blood alcohol testing.
- E. Because of the limitations of current testing procedures, several law enforcement agencies are unable to ascertain drug influence in conjunction with alcohol.
- F. Laboratory analysis of blood alcohol tests has become an increasingly expensive functions.
- G. The Laboratory of Criminalistics has limited capabilities to perform analysis of certain drugs which are commonly combined with alcohol.

SUGGESTED OBJECTIVES

- A. Reduce the time required to process an arrest for drunk driving and ensure that arresting officers are returned to duty as quickly as possible.
- B. Improve the efficiency and reduce the costs of blood alcohol testing by law enforcement agencies.
- C. Improve the efficiency and reduce the costs of blood alcohol analysis by the Laboratory of Criminalistics.
- D. Expand testing to enable law enforcement agencies to collect evidence for combined drug and alcohol influence.
- E. Enhance the ability of the Laboratory of Criminalistics to analyze evidence of combined drug and alcohol influence.
- F. Develop alternatives which will alleviate unnecessary pressure upon jail facilities.
- G. Create appropriate facilities for processing, booking, and housing of persons arrested for drunk driving.

COURT NEEDS PROBLEMS AND OBJECTIVES

PROBLEM STATEMENTS

- A. The substantial and increasing volume of drunk driving and related cases indicates a need to improve calendar management in all courts.
- B. Policies and procedures for disposition of drunk driving cases in the municipal courts are unique to each judicial district.
- C. Sentencing practices are not uniform, as policies relative to fines, jail and probation are determined by each judge.
- D. Judges currently have few alternatives to conventional sentencing for first offenders.
- E. Drunk drivers are becoming an increasing burden upon probation services, as both adult and juvenile caseload grows each year.
- F. Trials and motions in drinking driver cases have resulted in court appearances by increasing numbers of police personnel and members of the public.
- G. Policies and procedures which govern the pretrial release of persons arrested for drunk driving and related offenses are not consistent from one jurisdiction to another.
- H. Many warrants are outstanding for drunk driving, such that fines and bail collectively represent a substantial loss in revenue for local government.

SUGGESTED OBJECTIVES

- A. Develop more efficient and cost effective procedures for management and calendaring of drinking driver cases in all Municipal Courts.
- B. Design uniform policies and procedures for the expeditious disposition of drinking driver cases.
- C. Encourage uniform sentencing policies and commitment procedures for defendants convicted of drunk driving and related offenses.
- D. Create new sentencing options for both Superior and Municipal Courts.
- E. Assist the Adult and Juvenile Probation Departments to improve the services which they provide to the courts.
- F. Improve procedures for management of both police and citizen witnesses in drinking driver cases.
- G. Create uniform policies and procedures for pretrial release of persons arrested for drunk driving.

H. Improve service of warrants issued for drunk driving and related offenses.

I. Reduce the rate of defendants who fail to pay fines.

PROSECUTION NEEDS PROBLEMS AND OBJECTIVES

PROBLEM STATEMENTS

- A. Due to deficiencies in evidence, the District Attorney is unable to secure convictions in a substantial number of drunk driving cases.
- B. Major deficiencies in cases presented by the prosecution result from inadequate training and preparation; insufficient physical or laboratory evidence; and difficulties in proving the relationship between chemical tests and driving impairment.
- C. High volume and the demands of other cases have prevented deputy district attorneys and police officers from effectively coordinating their efforts to prosecute drunk driving cases.
- D. Combined influence cases pose a variety of unique problems for the prosecution which make convictions extremely difficult.
- E. If there is a substantial increase in the volume of misdemeanor drunk driving cases, the Office of the District Attorney may be unable to maintain its present standards of prosecution with existing staff levels.

SUGGESTED OBJECTIVES

- A. Increase the rate of convictions in both felony and misdemeanor prosecutions for drunk driving.
- B. Improve testimony, physical evidence and laboratory analysis which are presented by the prosecution in trials for driving under the influence.
- C. Improve coordination with law enforcement agencies concerning the prosecution of drunk drivers and related offenders.
- D. Develop new techniques and procedures to improve prosecution for combined influence cases.
- E. Provide new mechanisms which will assist the District Attorney to prosecute the increasing volume of drinking driver offenses.