



## BAY AREA FREEWAY SERVICE PATROL STATISTICS ( Feb. 2009 )



Problem Type:	BEATS																																					TOTAL	%	
	#001	#002	#003	#004	#005	#006	#008	#009	#010	#011	#012	#013	#014	#015	#016	#017	#018	#019	#020	#021	#022	#023	#024	#025	#026	#027	#028	#029	#030	#031	#032	#034	#035	#036	#037					
• Mechanical Problem	43	45	35	25	26	70	25	32	42	49	31	32	18	20	14	24	18	51	8	34	27	24	4	20	16	54	7	25	17	8	22	11	10	17	18	<b>922</b>	<b>13.2%</b>			
• Flat Tire	41	59	41	46	43	84	36	38	35	47	37	35	54	17	8	10	33	35	12	42	55	23	14	39	19	34	10	36	20	28	11	31	21	15	23	<b>1132</b>	<b>16.2%</b>			
• Out of Gas	20	36	22	22	20	35	20	27	27	30	6	15	28	21	4	16	19	16	6	9	16	12	6	29	15	22	7	20	18	11	8	10	13	3	20	<b>609</b>	<b>8.7%</b>			
• Overheat	24	14	13	8	3	17	15	7	10	7	6	3	19	2	1	2	9	11	1	8	9	10	4	11	0	14	1	11	5	7	0	3	1	3	4	<b>263</b>	<b>3.8%</b>			
• Traffic Collision	30	18	26	12	12	27	22	24	25	33	10	7	13	14	1	7	7	18	11	10	10	6	2	18	0	16	1	11	11	1	7	4	10	2	3	<b>429</b>	<b>6.1%</b>			
• Dead Battery	5	10	3	5	3	3	14	9	10	2	3	2	10	2	3	3	5	4	0	4	4	6	1	4	0	4	0	3	3	0	2	5	0	2	1	<b>135</b>	<b>1.9%</b>			
• Abandoned Vehicle	28	42	28	29	24	21	32	48	23	10	27	15	17	25	5	62	18	18	7	21	38	21	5	52	12	25	3	33	6	19	8	11	11	4	15	<b>763</b>	<b>10.9%</b>			
• In-lane Hazard	15	15	15	26	12	15	17	7	2	25	5	5	2	2	4	4	10	7	2	4	26	8	0	22	2	15	4	6	13	4	3	9	0	3	4	<b>313</b>	<b>4.5%</b>			
• Other	33	113	48	12	15	122	27	7	9	36	16	21	1	22	0	30	24	7	3	21	56	14	31	27	1	34	7	16	1	6	15	29	4	10	15	<b>833</b>	<b>11.9%</b>			
• Assist FSP Beat Partner	10	1	1	2	3	13	2	5	0	5	0	2	1	3	0	0	0	0	3	0	31	0	0	2	0	2	0	0	3	2	0	9	0	0	0	<b>100</b>	<b>1.4%</b>			
• Provided Transportation	1	0	0	0	7	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	<b>17</b>	<b>0.2%</b>		
• Unable To Locate	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	<b>6</b>	<b>0.1%</b>		
• Refused FSP Service	17	4	7	1	8	4	5	16	20	7	2	10	1	0	1	16	0	1	2	0	20	0	1	25	0	10	7	9	11	0	0	1	11	3	4	<b>224</b>	<b>3.2%</b>			
• Cancelled Assignment	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	<b>4</b>	<b>0.1%</b>		
• Drive-Off	29	32	36	71	4	43	7	20	18	25	8	26	0	23	6	38	35	21	4	6	62	9	15	26		29	0	49	15	21	4	22	19	8	13	<b>744</b>	<b>10.7%</b>			
• Help Enroute	9	18	14	29	12	34	42	25	20	12	11	3	13	20	4	13	26	8	0	10	11	8	11	28	1	13	3	22	1	16	0	19	0	0	27	<b>483</b>	<b>6.9%</b>			
<b>TOTAL.....</b>	<b>305</b>	<b>407</b>	<b>289</b>	<b>288</b>	<b>192</b>	<b>488</b>	<b>264</b>	<b>265</b>	<b>243</b>	<b>289</b>	<b>162</b>	<b>177</b>	<b>177</b>	<b>172</b>	<b>51</b>	<b>225</b>	<b>204</b>	<b>198</b>	<b>59</b>	<b>169</b>	<b>371</b>	<b>141</b>	<b>94</b>	<b>304</b>	<b>66</b>	<b>272</b>	<b>50</b>	<b>241</b>	<b>129</b>	<b>123</b>	<b>80</b>	<b>164</b>	<b>100</b>	<b>70</b>	<b>148</b>	<b>6,977</b>	<b>100%</b>			
<b>% Involving People:</b>	<b>53.4%</b>	<b>44.7%</b>	<b>48.4%</b>	<b>41.0%</b>	<b>55.7%</b>	<b>48.4%</b>	<b>50.0%</b>	<b>51.7%</b>	<b>61.3%</b>	<b>58.1%</b>	<b>57.4%</b>	<b>53.1%</b>	<b>80.2%</b>	<b>44.2%</b>	<b>60.8%</b>	<b>27.6%</b>	<b>44.6%</b>	<b>68.2%</b>	<b>64.4%</b>	<b>63.3%</b>	<b>32.6%</b>	<b>57.4%</b>	<b>33.0%</b>	<b>39.8%</b>	<b>75.8%</b>	<b>52.9%</b>	<b>52.0%</b>	<b>44.0%</b>	<b>57.4%</b>	<b>44.7%</b>	<b>62.5%</b>	<b>39.0%</b>	<b>55.0%</b>	<b>60.0%</b>	<b>46.6%</b>	<b>50.0%</b>				
<b>Requiring Push #</b>	9	13	4	11	5	5	13	6	0	2	2	4	1	1	4	2	0	3	2	0	0	6	0	6	1	12	2	3	1	0	10	0	0	1	0	<b>129</b>				
<b>% Pushed*:</b>	<b>3.0%</b>	<b>3.2%</b>	<b>1.4%</b>	<b>3.8%</b>	<b>2.6%</b>	<b>1.0%</b>	<b>4.9%</b>	<b>2.3%</b>	<b>0.0%</b>	<b>0.7%</b>	<b>1.2%</b>	<b>2.3%</b>	<b>0.6%</b>	<b>0.6%</b>	<b>7.8%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>1.5%</b>	<b>3.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>4.3%</b>	<b>0.0%</b>	<b>2.0%</b>	<b>1.5%</b>	<b>4.4%</b>	<b>4.0%</b>	<b>1.2%</b>	<b>0.8%</b>	<b>0.0%</b>	<b>12.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.4%</b>	<b>0.0%</b>	<b>1.8%</b>				
<b>Requiring Tow #</b>	37	6	26	11	23	50	6	40	15	61	14	24	19	19	4	8	16	5	7	16	28	5	4	21	6	17	6	22	14	4	2	16	11	13	21	<b>597</b>				
<b>% Towed*:</b>	<b>12.1%</b>	<b>1.5%</b>	<b>9.0%</b>	<b>3.8%</b>	<b>12.0%</b>	<b>10.2%</b>	<b>2.3%</b>	<b>15.1%</b>	<b>6.2%</b>	<b>21.1%</b>	<b>8.6%</b>	<b>13.6%</b>	<b>10.7%</b>	<b>11.0%</b>	<b>7.8%</b>	<b>3.6%</b>	<b>7.8%</b>	<b>2.5%</b>	<b>11.9%</b>	<b>9.5%</b>	<b>7.5%</b>	<b>3.5%</b>	<b>4.3%</b>	<b>6.9%</b>	<b>9.1%</b>	<b>6.3%</b>	<b>12.0%</b>	<b>9.1%</b>	<b>10.9%</b>	<b>3.3%</b>	<b>2.5%</b>	<b>9.8%</b>	<b>11.0%</b>	<b>18.6%</b>	<b>14.2%</b>	<b>8.6%</b>				
<b>Service Rating:</b>																																								
<b>excel&gt;</b>	37	21	38	51	66	33	11	51	6	18	11	21	31	31	12	4	31	12	5	32	36	5	15	59	5	17	8	18	28	8	13	20	6	0	20	<b>780</b>				
<b>tot&gt;</b>	40	23	39	55	66	34	11	51	1	18	11	22	31	32	12	4	32	12	5	34	41	5	15	60	5	19	8	18	30	8	14	20	6	0	21	<b>803</b>				
<b>percent&gt;</b>	<b>92.5%</b>	<b>91.3%</b>	<b>97.4%</b>	<b>92.7%</b>	<b>100.0%</b>	<b>97.1%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>95.5%</b>	<b>100.0%</b>	<b>96.9%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>96.9%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>94.1%</b>	<b>87.8%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>98.3%</b>	<b>100.0%</b>	<b>89.5%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>93.3%</b>	<b>100.0%</b>	<b>92.9%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>#DIV/0!</b>	<b>95.2%</b>	<b>97.1%</b>				
<b>Avg. Wait Time (min):</b>																																								
<b>2.5&gt;</b>	14	11	17	23	30	17	5	29	1	4	4	8	13	8	7	3	8	7	1	16	17	3	5	22	3	5	3	7	7	0	5	11	3	0	10	<b>327</b>	<b>40.4%</b>			
<b>7.5&gt;</b>	9	5	13	22	21	10	2	6	3	10	3	8	13	16	1	1	16	1	2	9	16	2	8	25	1	4	4	5	13	2	4	4	2	0	7	<b>268</b>	<b>33.1%</b>			
<b>15&gt;</b>	12	4	7	5	5	6	2	9	3	3	3	5	5	5	2	0	5	2	1	5	3	0	1	10	1	6	0	3	7	4	3	2	1	0	3	<b>133</b>	<b>16.4%</b>			
<b>25&gt;</b>	3	3	0	4	8	1	2	7	0	1	1	1	0	2	2	0	2	2	1	4	2	0	1	3	0	4	1	2	2	1	3	0	0	1	0	1	<b>66</b>	<b>8.2%</b>		
<b>over 30&gt;</b>	2	0	2	1	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	<b>15</b>	<b>1.9%</b>		
<b>Total</b>	40	23	39	55	66	34	11	51	7	18	11	22	31	32	12	4	32	12	5	34	41	5	15	60	5	19	8	18	30	8	14	20	6	0	21	<b>809</b>	<b>100%</b>			
<b>Avg.....</b>	<b>11.9</b>	<b>8.7</b>	<b>9.4</b>	<b>8.3</b>	<b>9.5</b>	<b>6.8</b>	<b>9.8</b>	<b>8.4</b>	<b>10.0</b>	<b>8.6</b>	<b>9.3</b>	<b>8.2</b>	<b>6.6</b>	<b>10.2</b>	<b>8.8</b>	<b>3.8</b>	<b>10.2</b>	<b>8.8</b>	<b>11.5</b>	<b>8.3</b>	<b>10.7</b>	<b>4.5</b>	<b>7.5</b>	<b>7.8</b>	<b>6.0</b>	<b>12.2</b>	<b>7.8</b>	<b>11.7</b>	<b>11.0</b>	<b>15.6</b>	<b>12.3</b>	<b>8.1</b>	<b>6.3</b>	<b>7.0</b>	<b>9.1</b>					
<b>**</b>																																								
<b>Avg. Asst/Hr/Trk:</b>	0.7	0.7	0.9	0.6	0.4	0.7	0.5	0.4	0.5	0.7	0.3	0.6	#REF!	0.8	0.4	0.8	0.7	0.5	0.3	0.4	0.8	0.5	0.8	0.7	0.3	0.7	0.4	0.9	0.5	0.5	0.5	1.3	0.8	0.3	0.5	<b>0.6</b>	<b>Avg.</b>			
<b># of trucks(peak hr.)</b>	3	2	2	3	3	4	4	3	3	2	2	2	2	1	1	1	2	3	2	3	3	2	2	3	2	2	1	2	2	2	2	2	2	1	1	2				
<b>Monthly Truck Hours</b>	475.5	599	346	504	445	739	662	632	474	441	441	516	316	240	150	308	316	417	240	474	493.5	316	120	445	240	418.5	139	288	259	270	152	288	129.5	139	288	<b>12721</b>				
<b>Vehicle Location</b>																																								
• In-Lane	17	17	7	18	11	21	8	4	6	43	3	5	5	3	5	7	12	6	6	7	25	9	0	17	3	9	0	2	12	4	13	9	1	3	2	<b>320</b>	<b>4.7%</b>			
• Right Shoulder	215	271	215	246	202	442	209	214	188	230	136	157	151	149	46	230	184	184	41	157	300	101	77	219	51	204	46	214	101											