



BAY AREA FREEWAY SERVICE PATROL STATISTICS  
( July. 2006 )



Problem Type:	BEATS																																			TOTAL	%	
	#001	#002	#003	#004	#005	#006	#007	#008	#009	#010	#011	#11A	#012	#013	#014	#015	#016	#018	#019	#020	#021	#022	#023	#025	#026	#027	#028	#029	#030	#031	#032	#033	#034	#035				
• Mechanical Problem	48	94	34	71	53	119	15	19	71	46	61	35	15	69	39	42	11	18	58	71	17	59	119	39	64	12	127	24	56	45	42	6	14	43	18	1674	14.0%	
• Flat Tire	65	159	36	80	112	130	33	32	115	82	59	73	18	90	51	89	11	7	44	80	30	68	120	66	72	44	81	12	80	42	38	29	18	104	34	2204	18.5%	
• Out of Gas	26	55	47	55	40	66	8	11	47	37	52	32	12	88	23	48	8	18	26	49	13	24	42	27	57	33	23	7	28	22	21	19	8	31	15	1118	9.4%	
• Overheat	31	24	13	18	24	36	3	12	26	21	14	20	2	19	13	37	1	109	36	18	2	18	63	15	29	10	38	13	19	19	18	3	4	27	1	756	6.3%	
• Traffic Collision	20	51	50	49	38	36	7	7	78	40	36	24	3	57	16	18	9	7	32	38	13	26	26	33	46	12	26	13	23	5	7	15	6	13	12	892	7.5%	
• Dead Battery	7	18	6	9	2	6	1	9	7	9	3	0	1	5	3	14	3	0	3	9	2	4	19	5	5	7	4	5	6	0	2	0	5	5	0	184	1.5%	
• Abandoned Vehicle	44	43	36	78	54	48	10	9	97	82	55	12	4	54	22	39	18	61	36	59	17	54	94	38	117	23	55	23	63	25	64	39	11	80	17	1581	13.2%	
• In-lane Hazard	19	9	14	71	20	22	9	13	79	54	6	27	6	14	19	5	2	9	5	31	13	26	34	3	29	9	8	7	12	13	10	2	0	51	0	651	5.5%	
• Other	39	34	32	31	20	70	16	27	59	27	7	16	9	41	15	4	5	53	15	37	10	23	20	9	10	22	10	15	65	12	4	14	3	69	8	851	7.1%	
• Assist FSP Beat Partner	20	0	0	4	4	1	0	1	5	13	1	1	0	2	0	0	0	0	1	0	2	4	2	19	0	0	2	0	2	2	0	0	0	7	0	93	0.8%	
• Provided Transportation	1	0	0	1	6	0	0	0	1	0	0	1	0	5	0	1	0	0	1	0	0	2	7	4	0	0	0	0	1	3	0	0	0	1	6	41	0.3%	
• Unable To Locate	21	5	3	0	3	1	1	0	10	8	0	2	1	9	1	4	3	2	1	4	0	8	17	2	12	4	4	3	16	5	1	10	0	7	2	170	1.4%	
• Refused FSP Service	8	4	11	25	6	2	0	3	8	8	74	2	2	20	1	3	0	19	8	40	4	0	10	16	4	1	11	8	25	26	10	11	0	25	5	400	3.3%	
• Cancelled Assignment	6	1	2	0	1	3	0	0	5	4	1	0	1	6	0	0	0	0	3	2	0	3	2	0	7	0	0	2	12	1	0	7	0	5	2	76	0.6%	
• Drive-Off	17	8	16	45	34	25	0	1	19	32	25	14	7	41	5	5	11	12	16	89	10	26	7	34	31	0	9	4	116	35	5	21	1	68	13	802	6.7%	
• Help Enroute	30	3	20	9	18	16	1	3	64	33	2	6	3	29	8	10	10	2	29	17	4	30	8	10	6	7	6	1	12	8	11	15	12	0	5	448	3.8%	
<b>TOTAL.....</b>	<b>402</b>	<b>508</b>	<b>320</b>	<b>546</b>	<b>435</b>	<b>581</b>	<b>104</b>	<b>147</b>	<b>691</b>	<b>496</b>	<b>396</b>	<b>265</b>	<b>84</b>	<b>549</b>	<b>216</b>	<b>319</b>	<b>92</b>	<b>317</b>	<b>314</b>	<b>544</b>	<b>139</b>	<b>380</b>	<b>587</b>	<b>316</b>	<b>489</b>	<b>184</b>	<b>404</b>	<b>137</b>	<b>534</b>	<b>263</b>	<b>235</b>	<b>191</b>	<b>82</b>	<b>536</b>	<b>138</b>	<b>11941</b>	<b>100%</b>	
<b>% Involving People:</b>	<b>49.0%</b>	<b>78.9%</b>	<b>58.1%</b>	<b>51.6%</b>	<b>61.8%</b>	<b>67.6%</b>	<b>64.4%</b>	<b>61.2%</b>	<b>49.8%</b>	<b>47.4%</b>	<b>56.8%</b>	<b>69.4%</b>	<b>60.7%</b>	<b>59.7%</b>	<b>67.1%</b>	<b>77.7%</b>	<b>46.7%</b>	<b>50.2%</b>	<b>63.4%</b>	<b>48.7%</b>	<b>55.4%</b>	<b>52.4%</b>	<b>66.3%</b>	<b>58.5%</b>	<b>55.8%</b>	<b>64.1%</b>	<b>74.0%</b>	<b>54.0%</b>	<b>39.7%</b>	<b>50.6%</b>	<b>54.5%</b>	<b>37.7%</b>	<b>67.1%</b>	<b>41.6%</b>	<b>58.0%</b>	<b>57.2%</b>		
<b>Requiring Push #</b>	10	45	20	37	11	2	4	11	40	12	5	3	0	24	5	5	1	5	2	2	6	4	13	10	4	5	8	0	2	7	9	1	0	2	2	317		
<b>% Pushed:</b>	<b>2.5%</b>	<b>8.9%</b>	<b>6.3%</b>	<b>6.8%</b>	<b>2.5%</b>	<b>0.3%</b>	<b>3.8%</b>	<b>7.5%</b>	<b>5.8%</b>	<b>2.4%</b>	<b>1.3%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>4.4%</b>	<b>2.3%</b>	<b>1.6%</b>	<b>1.1%</b>	<b>1.6%</b>	<b>0.6%</b>	<b>0.4%</b>	<b>4.3%</b>	<b>1.1%</b>	<b>2.2%</b>	<b>3.2%</b>	<b>0.8%</b>	<b>2.7%</b>	<b>2.0%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>2.7%</b>	<b>3.8%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>1.4%</b>	<b>2.7%</b>		
<b>Requiring Tow #</b>	93	74	28	22	22	45	9	14	28	37	19	64	14	48	30	39	12	3	37	36	21	49	114	3	36	15	49	21	40	17	8	3	10	43	7	1110		
<b>% Towed:</b>	<b>23.1%</b>	<b>14.6%</b>	<b>8.8%</b>	<b>4.0%</b>	<b>5.1%</b>	<b>7.7%</b>	<b>8.7%</b>	<b>9.5%</b>	<b>4.1%</b>	<b>7.5%</b>	<b>4.8%</b>	<b>24.2%</b>	<b>16.7%</b>	<b>8.7%</b>	<b>13.9%</b>	<b>12.2%</b>	<b>13.0%</b>	<b>0.9%</b>	<b>11.8%</b>	<b>6.6%</b>	<b>15.1%</b>	<b>12.9%</b>	<b>19.4%</b>	<b>0.9%</b>	<b>7.4%</b>	<b>8.2%</b>	<b>12.1%</b>	<b>15.3%</b>	<b>7.5%</b>	<b>6.5%</b>	<b>3.4%</b>	<b>1.6%</b>	<b>12.2%</b>	<b>8.0%</b>	<b>5.1%</b>	<b>9.3%</b>		
<b>Service Rating:</b>																																						
<b>excel&gt;</b>	52	68	20	45	43	50	21	35	66	46	14	45	3	58	24	36	14	46	32	50	22	29	40	25	39	6	42	30	37	56	37	24	15	71	6	1,247		
<b>tot&gt;</b>	56	72	20	48	49	53	23	36	67	47	14	46	3	60	24	37	14	50	32	51	24	31	41	27	41	6	46	30	38	60	38	24	16	75	6	1,305		
<b>percent&gt;</b>	<b>92.9%</b>	<b>94.4%</b>	<b>100.0%</b>	<b>93.8%</b>	<b>87.8%</b>	<b>94.3%</b>	<b>91.3%</b>	<b>97.2%</b>	<b>98.5%</b>	<b>97.9%</b>	<b>100.0%</b>	<b>97.8%</b>	<b>100.0%</b>	<b>96.7%</b>	<b>100.0%</b>	<b>97.3%</b>	<b>100.0%</b>	<b>92.0%</b>	<b>100.0%</b>	<b>98.0%</b>	<b>91.7%</b>	<b>93.5%</b>	<b>97.6%</b>	<b>92.6%</b>	<b>95.1%</b>	<b>100.0%</b>	<b>91.3%</b>	<b>100.0%</b>	<b>97.4%</b>	<b>93.3%</b>	<b>97.4%</b>	<b>100.0%</b>	<b>93.8%</b>	<b>94.7%</b>	<b>100.0%</b>	<b>95.6%</b>		
<b>Avg. Wait Time (min):</b>																																						
<b>2.5-</b>	23	35	12	24	16	27	5	17	35	16	6	16	1	32	7	17	4	25	14	19	9	11	14	9	10	3	18	11	12	22	15	10	4	32	2	533	40.8%	
<b>7.5-</b>	19	23	6	13	15	13	12	8	18	15	6	15	1	15	8	15	8	15	9	20	11	8	12	8	15	2	14	11	10	19	7	9	2	19	3	404	31.0%	
<b>15-</b>	10	6	2	9	10	8	3	8	8	8	2	9	0	8	4	4	2	5	5	12	1	7	9	7	12	0	10	4	10	9	6	3	5	11	1	218	16.7%	
<b>25-</b>	4	7	0	2	7	5	2	2	4	7	0	6	1	3	3	0	0	2	3	0	3	3	3	3	1	1	3	3	6	8	7	2	4	11	0	116	8.9%	
<b>over 30-</b>	0	1	0	0	1	0	1	1	2	1	0	0	0	2	2	1	0	3	1	0	0	2	3	0	3	0	1	0	2	3	0	1	2	0	34	2.6%		
<b>Total</b>	<b>56</b>	<b>72</b>	<b>20</b>	<b>48</b>	<b>49</b>	<b>53</b>	<b>23</b>	<b>36</b>	<b>67</b>	<b>47</b>	<b>14</b>	<b>46</b>	<b>3</b>	<b>60</b>	<b>24</b>	<b>37</b>	<b>14</b>	<b>50</b>	<b>32</b>	<b>51</b>	<b>24</b>	<b>31</b>	<b>41</b>	<b>27</b>	<b>41</b>	<b>6</b>	<b>46</b>	<b>30</b>	<b>38</b>	<b>60</b>	<b>38</b>	<b>24</b>	<b>16</b>	<b>75</b>	<b>6</b>	<b>1,305</b>	<b>100%</b>	
<b>Avg...</b>	<b>8.0</b>	<b>8.1</b>	<b>5.3</b>	<b>7.1</b>	<b>11.0</b>	<b>7.7</b>	<b>11.2</b>	<b>9.2</b>	<b>8.4</b>	<b>10.8</b>	<b>6.4</b>	<b>9.5</b>	<b>11.7</b>	<b>8.5</b>	<b>13.9</b>	<b>7.4</b>	<b>7.1</b>	<b>9.6</b>	<b>9.8</b>	<b>7.4</b>	<b>8.1</b>	<b>12.5</b>	<b>12.6</b>	<b>9.7</b>	<b>12.7</b>	<b>7.9</b>	<b>9.5</b>	<b>10.2</b>	<b>10.7</b>	<b>10.9</b>	<b>14.1</b>	<b>7.8</b>	<b>16.3</b>	<b>10.4</b>	<b>7.1</b>	<b>9.6</b>		
<b>Avg. Assst/Hr/Trk:</b>	0.7	0.7	0.9	0.9	0.9	0.8	0.8	0.4	0.9	0.7	0.8	0.8	0.2	1.1	0.6	0.9	0.7	1.8	0.9	1.2	0.5	0.7	1.1	0.9	1.0	0.7	0.9	0.9	1.7	0.7	0.8	0.7	0.6	1.7	1.0	0.8	Avg.	
<b># of trucks(peak hr.)</b>	3	2	2	3	3	4	4	2	4	3	3	2	1	2	2	1	1	2	3	2	3	3	2	3	2	3	2	2	1	2	2	2	1	2	3	130		
<b>Monthly Truck Hours</b>	492	622	362	522	462	652	100	362	682	640	480	332	130	462	357	320	120	186	320	420	240	480	522	320	450	240	402	140	312	370	382	240	120	312	130	12683		
Note: * Percent of all incidents      # of Weekdays: 22 ** Formula = (monthly assists)/hrs of service(trucks)      # of Sat. & Sun.: 8      # of Holidays:																																						
Vehicle Location	BEATS																																			TOTAL	%	
	#001	#002	#003	#004	#005	#006	#06A	#007	#008	#009	#010	#011	#11A	#012	#013	#014	#015	#016	#018	#019	#020	#021	#022	#023	#025	#026	#027	#028	#029	#030	#031	#032	#033	#034	#035			
• In-Lane	49	37	27	102	53	21	8	27	92	47	6	38	12	61	25	13	4	12	22	42	23	45	35	11	30	11	25	8	17	9	7	4	0	56	11	990	8.3%	
• Right Shoulder	297	402	252	375	293	491	79	107	476	335	346	205	60	449	168	274	71	303	274	397	103	284	446	251	360	165	329	108	422	226								