Santa Cruz County Regional Transportation Commission
Service Authority for Freeway Emergencies

AGENDA

Thursday, September 4, 2014

Immediately following the completion of the regular RTC meeting

NOTE LOCATION THIS MONTH
County Board of Supervisors Chambers
701 Ocean Street, 5th Floor
Santa Cruz, CA

1. Oral communications

   Any member of the public may address the SCCRTC Service Authority for Freeway Emergencies (SAFE) for a period not to exceed three minutes on any item within the jurisdiction of the SCCRTC SAFE that is not already on the agenda. The SCCRTC SAFE will listen to all communication, but in compliance with the State Law, will not take action on items that are not on the agenda.

   Speakers are requested to sign the sign-in sheet so that their names can be accurately recorded in the minutes of the meeting.

2. Additions or deletions to consent and regular agendas

CONSENT AGENDA

All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the SCCRTC SAFE or public wishes an item be removed and discussed on the regular agenda. Members of the SCCRTC SAFE may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other SCCRTC SAFE member objects to the change.

No consent items.

REGULAR AGENDA

3. Safe on 17 Safety Corridor Project – 2013 Annual Report
   (*Ginger Dykaar, Transportation Planner*)

   a. Staff report
   b. Safe on 17 Highway 17 Safety Corridor Project *2013 Annual Report*

4. Adjourn

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AGENDA: September 4, 2013

TO: Regional Transportation Commission/Service Authority for Freeway Emergencies

FROM: Ginger Dykaar, Transportation Planner

RE: Safe on 17 Safety Corridor Project – 2013 Annual Report

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC)/Service Authority for Freeway Emergencies (SAFE) accept the attached 2013 Annual Report for the Safe on 17 Safety Corridor Program (Attachment 1).

BACKGROUND

In 1998, the California Highway Patrol (CHP) initiated the Safe on 17 Program with the aid of a grant from the California Office of Traffic Safety (OTS). The OTS grant was available from March 1999 to March 2002. During that period, injury and fatal collisions were reduced by 34% on Highway 17 from a pre-program average of 249 to 165 through a combination of CHP enforcement, roadway improvements, and a public information campaign. The Safe on 17 program is still active today due to the interest of multiple agencies to continue to improve safety on Highway 17. RTC SAFE provides $50,000 per year for extra CHP enforcement on the Santa Cruz County side of Hwy 17 and the Metropolitan Transportation Commission SAFE provides $50,000 per year for extra CHP enforcement on the Santa Clara County side of Hwy 17. In addition to the extra enforcement, Caltrans has spent tens of millions of dollars on numerous engineering projects to improve safety on the Highway 17 corridor. The CHP compiles collision and citation statistics, and RTC SAFE continues to convene the Safe on 17 Task Force. The goal of the current program is to maintain the reduced collision rate achieved on Highway 17 during the OTS grant period.

DISCUSSION

2013 Safe on 17 Annual Report

The 2013 Safe on 17 Annual Report (Attachment 1) reviews the work done by the CHP, Caltrans, RTC and other stakeholders to continue to improve safety on Highway 17. The annual report was prepared by RTC SAFE staff, with input from Caltrans and CHP staff. The 2013 Safe on 17 Program includes: extra enforcement, collision and citation rate monitoring, Safe on 17 Task Force Meetings, public information and outreach, and highway safety improvements. Below is a description of the 2013 Safe on 17 accomplishments. More detailed information regarding these activities is

available in the attached *2013 Annual Report.* **Staff recommends that the RTC accept the 2013 Safe on 17 Annual Report.**

Collisions: The total number of collisions for 2013 is 420, which ties with 2009 for the lowest number of collisions on record since 1996. There were 134 injury collisions and 2 fatalities in 2013. The 2013 injury and fatal collisions surpassed the goal of maintaining the reduction in collisions achieved during the OTS grant period (165 injury and fatal collisions). The fatal and injury collisions were 46% lower than the pre-program average of 249. This reduction translates into 115 fewer fatal and injury collisions and 252 fewer property damage only collisions on the Highway 17 Safety Corridor for 2013 compared to the preprogram average. The *2013 Annual Report: Attachment 2* breaks-out annual collisions by type since 1996 and *2013 Annual Report: Attachment 3* includes 2013 monthly collision data for Highway 17 compared to historical monthly averages.

Extra CHP Enforcement: Increased CHP visibility and increases in the number of citations being issued on Highway 17 provides a deterrent to motorists who practice unsafe driving behavior. In 2013, there was a total of 1,152 hours of extra CHP enforcement.

Citations: In 2013, 9,735 citations were issued on Highway 17. Approximately 16% of these citations were issued during Safe on 17 extra CHP enforcement hours. Primary collision factors including, but not limited to, unsafe speed, improper turning and improper lane changes account for approximately 81% of all citations.

Safe on 17 Task Force Meetings: In 2013, the Task Force discussed the outcomes of the CHP's extra enforcement efforts, provided input on current Caltrans' Highway 17 projects and maintenance activities, and provided input on potential Highway 17 traffic operation improvements. Task Force members include CHP, Caltrans Districts 4 and 5, MTC SAFE, RTC SAFE, local legislators, local media and local police.

Public Information: Public information educates motorists about safety on Highway 17. In 2013, CHP included information about safe driving on Highway 17 at CHP sponsored events including new driver education programs held at high schools and motorcycle and community events.

Highway 17 Safety Improvements: Highway improvements are developed, coordinated and implemented by Caltrans, with input from the Safe on 17 Task Force. In 2013, Caltrans advanced or completed several important safety projects on Highway 17 including the Guardrail Improvement Project, the Santa's Village Road Guardrail Project, and the Highway 17 Summit Slide Repair Project. Details about these projects are available in the *2013 Safe on 17 Annual Report.*

<u>Funding for the Safe on 17 Program</u>

The SCCRTC SAFE funds are generated from a $1 fee per year on all vehicles registered in Santa Cruz County and are used to pay for the extra CHP enforcement on Highway 17 as well as other SAFE Programs. The SCCRTC SAFE has approved funding in the amount of $50,000 per year for extra CHP enforcement on the Santa

Cruz County side of Highway 17 through June 30, 2015. Although the cost per hour of CHP service has increased, funding levels for this program have remained constant due to flat SAFE fund revenues, and funding uncertainties associated with other programs, which also rely on SAFE funds, namely the Santa Cruz County Freeway Service Patrol Program.

SUMMARY

During 2013, the Safe on 17 Program surpassed the goal of maintaining the reduced injury and fatal collisions experienced during the initial Office of Traffic Safety grant period. The attached annual report shows the work done by the Safe on 17 Program to continue to improve safety on Highway 17.

Attachment

1: Safe on 17 Highway 17 Safety Corridor Project *2013Annual Report*

DRAFT

SAFE ON 17
Highway 17 Safety Corridor

2013 Annual Report

January 1, 2013 to December 31, 2013

Prepared by the Santa Cruz County Regional Transportation Commission

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Introduction

High collision rates on Highway 17 precipitated the formation of the Safe on 17 Task Force in 1999. The task force was convened to identify conditions and behaviors contributing to collisions on the corridor and to recommend and implement solutions. The task force drew from a broad set of disciplines to assemble strategies that would reduce the high collision rate. Strategies included enhanced enforcement, engineering (capital improvements), signing and striping, public education and awareness.

The present goal of the Safe on 17 Program is to maintain the reduced collision rate achieved during the period funded by an Office of Traffic Safety grant (1999-2002) using a combination of the original recommendations made by the task force. Engineering improvements, enhanced CHP enforcement tactics, public outreach about motorist safety on Highway 17, and a traffic operations system contributed to surpassing this goal in 2013. The task force also continued to collect data to measure consistency with program goals, benchmark progress and monitor where additional improvements may be needed. Typically, safety corridor designations expire after a few years. However, the segment of Highway 17 between Highway 1 in Santa Cruz County and Highway 9 in Santa Clara County has maintained its safety corridor designation for more than a decade (Attachment 1).

Funding for extra CHP enforcement is provided by the Santa Cruz County Regional Transportation Commission Service Authority for Freeway Emergencies (RTC SAFE) and the Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE) in the combined amount of $100,000 per year for each year covered in the funding agreement.

Caltrans continued to make capital improvements to Highway 17 in 2013. The Santa's Village Road Guardrail Project was completed. The Highway 17 Summit Slide Repair and Highway 17 Guardrail Upgrade projects were under construction in 2013. All of these projects are being constructed with the intent to reduce the number of collisions on Highway 17.

2013 Highway 17 Summary of Facts

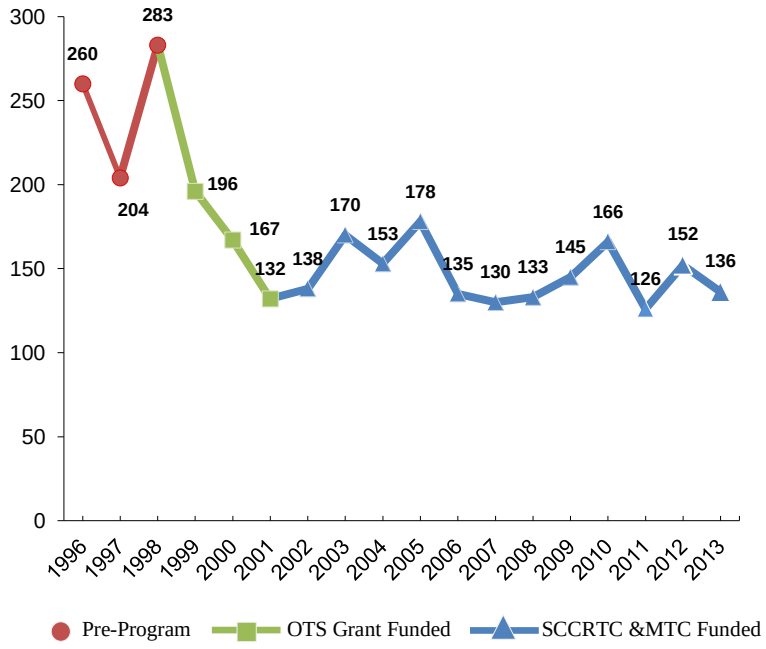
- ►There were 2 fatal collisions and 134 injury collisions on the safety corridor in 2013.
- ►The 2013 injury and fatal collisions surpassed the goal of maintaining the reduction in collisions achieved during the OTS grant period of 165 injury and fatal collisions.
- ►The total number of collisions for 2013 is 420, which ties with 2009 for the lowest number of collisions on record since 1996.
- ►CHP wrote an average of 27 citations per day on Highway 17

Collisions

One hundred and thirty four injury collisions and two fatal collisions were reported in 2013. The fatal and injury collisions for 2013 were 46% lower than the preprogram average of 249. This reduction translates into 115 fewer fatal and injury collisions and 252 fewer property damage only collisions on the Highway 17 Safety Corridor for 2013 compared to the preprogram average.

The Task Force strategies have reduced the number of fatal and injury collisions by an average of 40% over the last 14 years from the preprogram average of 249. The 2013 injury and fatal collisions at 136 surpassed the goal of the Task Force of maintaining the reduction in collisions achieved during the OTS grant period of 165 injury and fatal collisions. Figure 1 shows the annual injury and fatal collision data between 1996 and 2013. A breakdown of collisions by type is provided in Attachment 2.

Figure 1: Annual Total Fatal & Injury Collisions on Highway 17, 1996-2013



A detailed comparison between 2013 monthly collisions and historical averages (1999-2012) is provided for both Santa Cruz and Santa Clara Counties in Attachment 3. On the Santa Cruz County side of Highway 17, the highest number of total collisions (injury, property damage only and fatal) occurred in April and November 2013. On the Santa Clara County side, the highest number of collisions occurred in September 2013.

A combination of speeding, tailgating and unsafe lane changes (also called primary collision factors) are considered to be the most frequent factors leading to collisions on Highway 17 but distracted driving is also a growing threat to road safety. Since the Safe on 17 program began in the late 1990's a number of developments have increased driver distraction. These include:

- Significantly increased cellular phone usage
- Proliferation of text messaging over cellular phones

- Availability of smart phones with access to email and many other functions
- Usage of navigation systems through a variety of devices

Due to the proven negative impacts of these additional driver distractions, laws have been passed and campaigns have been waged to curtail their effect on collisions, yet many people drive under the influence of these distractions. Despite these additional factors that can cause an upward trend in the number of collisions, the Safe on 17 program has maintained the reduced collision rate that was achieved during the period funded by a grant from the Office of Traffic Safety (1999-2002.)

External factors may also influence the total number of collisions. Wet weather is considered to increase traffic collisions due to wet pavement and a decreased visibility. Monthly rainfall data is plotted with the injury and fatal collision data for 2013 in Attachment 4. Injury and collision data were highest in the spring and summer months of March through July. The rainfall was extremely low in 2013 with a total yearly rainfall of 5.1 inches compared to a yearly average of 30.25 inches. The highest rainfall months for 2013 were March and April which accounted for about half of the yearly rainfall.

Traffic conditions are considered to be a factor in the number of collisions. Traffic conditions can be assessed in a number of ways including the Average Annual Daily Traffic (AADT). On Highway 17, the AADT has varied little since the initiation of the Safe on 17 Program and thus cannot be a factor contributing to the large reduction in the number of collisions on Highway 17 since the initiation of the Safe on 17 Program.

California's basic speed law reminds us that as drivers, we are all responsible to drive in a manner that is reasonable and prudent with regard for weather, visibility, traffic and surface and width of the highway and that does not endanger the safety of people or property (CA Vehicle Code 22350).

Extra CHP Enforcement

Extra CHP enforcement is an essential element of the Safe on 17 Program. The extra CHP enforcement is dispatched along all of the Highway 17 Safety Corridor, which is located between the Highway 1/17 interchange in Santa Cruz County and the Highway 9/17 interchange in Santa Clara County. Increased CHP enforcement on Highway 17 prevents collision causing behavior in two ways. First, high CHP visibility on Highway 17 serves to encourage safer driving and deter traffic violations. Second, increasing the number of citations is a mechanism for encouraging motorists to adhere to the rules of the road.

The Santa Cruz and San Jose CHP offer a list of overtime opportunities to their officers, which makes-up the extra enforcement on Highway 17. The number of enforcement hours per month is dependent upon CHP staffing levels, competing overtime opportunities, and training requirements. In 2013, a total of $101,001 was spent on extra CHP enforcement and 1,152 hours of extra CHP enforcement were worked (Table 1). Attachment 5 summarizes the extra enforcement by month for 2013.

Table 1: Annual Extra CHP Enforcement Hours Worked & Safe on 17 Funds Used

Year	***San Jose CHP***		***Santa Cruz CHP***	
	Extra Enforcement Hours Worked	Safe on 17 Funds Used	Extra Enforcement Hours Worked	Safe on 17 Funds Used
2003	490	$31,197	850	$47,913
2004	610	$38,129	709	$45,728
2005	601	$39,495	730	$49,631
2006	680	$51,590*	636	$47,858
2007	909	$76,953*	565	$49,738
2008	706	$61,652*	737	$68,023*
2009	591	$47,651	399	$36,709
2010	22	$1,842	308	$27,224
2011	828	$65,970**	705	$55,047*
2012	576	$45,072	681	$54,045*
2013	340	$30,849	812	$70,152**

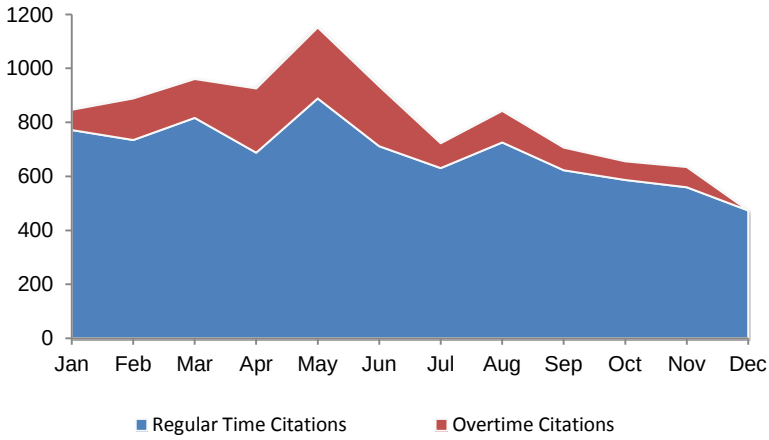
** Between 2006 and 2009, CHP was permitted to carryover funds not spent during the prior years to the current year, thus resulting in more than $50,000 expended in services in some years. A new contract was initiated in 2009 with CHP and no unspent funds were carried over into the new contract, thus limiting expenditures in 2009 to $50,000 per year for Santa Cruz and San Jose CHP. Santa Cruz CHP is permitted to carryover any unspent funds in future years.*

***The RTC provides the funds on a fiscal year and thus the amounts may be higher than $50,000 when summed on a calendar year as reported here.*

Citations

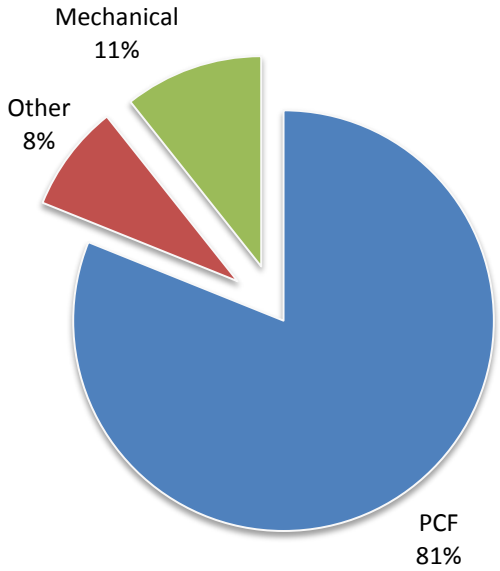
A total of 9,735 citations were issued on Highway 17 during 2013. Of these, 1,553 were given during Safe on 17 extra enforcement hours. Citations issued during overtime in 2013 made up 16% of citations. Total yearly citations since about 2008 have been on average about 9,000 to 10,000. In the earlier years of the program (2003 - 2007), total citations were in the range of 11,000 to 14,500 per year.

Figure 2: 2013 Highway 17 CHP Citations by Regular & Overtime Hours



The most overtime citations per month for 2013 were given in the beginning of the summer tourist season. Figure 2 illustrates the number of citations given during regular hours and overtime hours. Attachment 6 provides a summary of annual total overtime and regular time citations and Attachment 7 charts the annual citations from San Jose and Santa Cruz compared to historical averages. During extra CHP enforcement hours on Highway 17, officers focus on preventing behavior that is known to be a primary collision factor (PCF) such as speeding, tailgating or making unsafe lane changes. These focused efforts help achieve the Safe on 17 Program goal of limiting the number of injury and fatal collisions. Accordingly, in 2013, 78% of citations recorded during extra enforcement hours were for PCF violations as well as 81% of all the citations given on Highway 17 (Figure 3).

Figure 3: Total Citations by Citation Type (Primary Collision Factor, Mechanical, Other)



Total Citations = 9,735

CHP Data Reporting

As required, the Santa Cruz area and San Jose area CHP offices have been providing monthly collision and citation data since the Program's initiation (Attachment 8). The data is important for monitoring program effectiveness.

Safe on 17 Task Force Meetings

The Safe on 17 Task Force is comprised of representatives from the San Jose and Santa Cruz area CHP, Caltrans Districts 4 and 5, MTC SAFE, RTC SAFE, local legislators' offices, local media, trucking industry, local police and fire departments (Attachment 9). In 2013, members continued to regularly attend the two scheduled meetings (March 13 and September 25) and committed to staying involved and working towards improving safety on Highway 17.

In 2013, the Task Force discussed the outcomes of the CHP's extra enforcement efforts, provided input on current Caltrans' Highway 17 projects and maintenance activities, and provided input on potential Highway 17 improvements. In addition, the Task Force routinely discusses issues related to the handling of incidents on this unique multi-jurisdictional corridor, opportunities for agency coordination, public education related to motorist safety, and Freeway Service Patrol Program activities.

Like in previous years, in 2013 both of the Safe on 17 meetings were combined with the RTC Traffic Operation Systems Oversight Committee Meetings. There is a significant overlap in membership in these committees and subject matter. Traffic operation systems elements such as closed circuit television cameras and changeable message signs can be tools for enhancing safety on the Highway 17 corridor and require coordination between the separate CHP and Caltrans jurisdictions covering the Highway 17 safety corridor.

Public Information

In 2013, RTC SAFE, MTC SAFE, CHP and Caltrans continued to provide information to the public about the extra enforcement and safety on Highway 17. In 2013, CHP included information about safe driving on Highway 17 at CHP sponsored events, including new driver education programs held at high schools and motorcycle and community events. CHP also reminded the public about safe driving on Highway 17 during regular interviews and when reporting to the media about Highway 17.

In addition, in 2013, press releases were published by CHP which highlight extra enforcement efforts and educate motorists about safe driving (Attachment 10). The public was also reminded to drive safely using the changeable message signs

located on Highway 17. Similar to previous years, the "Click it or Ticket", "Slippery Roadway Reduce Speed", "Share the Road Look Twice for Motorcyclists" and "Hands Free It's the Law" were frequently posted messages.

Highway Safety Improvements

Guardrail Improvement Projects

The Highway 17 guardrail project to upgrade guardrails at twenty-eight different locations between Scotts Valley and the Summit in Santa Cruz County (PM 6.1-12.5) was under construction in 2013. Guardrail improvements include upgrading end treatments to current standards, replace/reconstruct metal beam guardrail, and replace some metal beam guardrail with concrete rail or K-rail. Guardrails can prevent vehicles from veering off the roadway or into oncoming traffic, or crashing against solid objects. The remaining part of this project is scheduled to be completed in 2014.

Santa's Village Road Guardrail

The Santa's Village Road Guardrail Project to provide a wider southbound (outside) shoulder and construct a concrete guardrail in an area where no guardrail previously existed was completed in 2013(PM 6.1/6.5 SB).

Hwy 17 Summit Slide Repair

A project to construct a retaining wall with concrete slab and barrier along Hwy 17 near Scotts Valley (0.2 miles north of Glenwood Dr.) began construction in spring 2013. This project is anticipated to be completed by spring 2015.

Highway 17 Access Management Plan

Caltrans District 5 is working with Santa Cruz County, California Highway Patrol and the Santa Cruz County Regional Transportation Commission to develop a plan that will identify issues and imbalances in access and mobility on Highway 17 between Granite Creek Rd in Scotts Valley and Summit Road at the Santa Cruz/Santa Clara County line. Public Outreach is a key component of the plan. The study will identify local, regional, and interregional needs through stakeholder engagement. This long term plan is needed to compete for funding to address access issues along this corridor.

Conclusion

Although there were two fatalities and 134 injuries on the Hwy 17 corridor during 2013, the Safe on 17 Program surpassed the goal of maintaining the reduced injury and fatal collisions (165) experienced during the initial Office of Traffic Safety grant period. The total number of collisions in 2013 tied with 2009 for the lowest on

record since 1996 (420 total collisions). Many factors contributed toward maintaining a reduced number and severity of collisions on Highway 17 in 2013. There have been significant engineering improvements to Highway 17 since its designation as a safety corridor. During 2013, Caltrans continued to implement safety improvements aimed at reducing wet weather and run-off-road collisions through guardrail upgrades and retaining wall construction. Through public education, primarily CHP Start Smart events, and Caltrans signs (both static and changeable message signs), motorists are getting the message to "Take it Slow" on Highway 17. Extra CHP enforcement also provides a powerful disincentive to motorists to stop behaviors that cause collisions such as speeding, tailgating and unsafe lane changes. Despite the reduction in the number of collisions since the designation of Highway 17 as a safety corridor, the total number of collisions still warrants continued attention to improving safety on Highway 17. The Safe on 17 Task Force members continue to work collaboratively to identify and address factors that will have the greatest influence on reducing the number of collisions.

Attachments

Attachment 1: Highway 17 Safety Corridor Map
Attachment 2: Summary of Annual Highway 17 Collision Data
Attachment 3: 2013 Highway 17 Monthly Collision Data
Attachment 4: 2013 Monthly Collision and Rainfall Trends
Attachment 5: Summary of Extra CHP Enforcement Hours
Attachment 6: Summary of Annual Highway 17 Citation Data
Attachment 7: 2013 Highway 17 Monthly Citation Data
Attachment 8: CHP Collision and Citation Data Tables for Highway 17
Attachment 9: Safe on 17 Task Force Members
Attachment 10: CHP Press Releases Regarding Highway Safety

Sources:

CA Vehicle Code 22350, Basic Speed Law, Retrieved from http://dmv.ca.gov/pubs/vctop/d11/vc22350.htm on May 23, 2013.
California Highway Patrol. 2013. *SWITRS*. Provided by San Jose and Santa Cruz CHP.
Caltrans. 2013. *Traffic Counts.* Retrieved from *http://traffic-counts.dot.ca.gov/* on July 23, 2014.
Western Region Climate Center Santa Cruz Rainfall Record, Monthly Total Precipitation. *Retrieved from http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?cascru+nca*onJuly 24, 2014.

Attachment 1

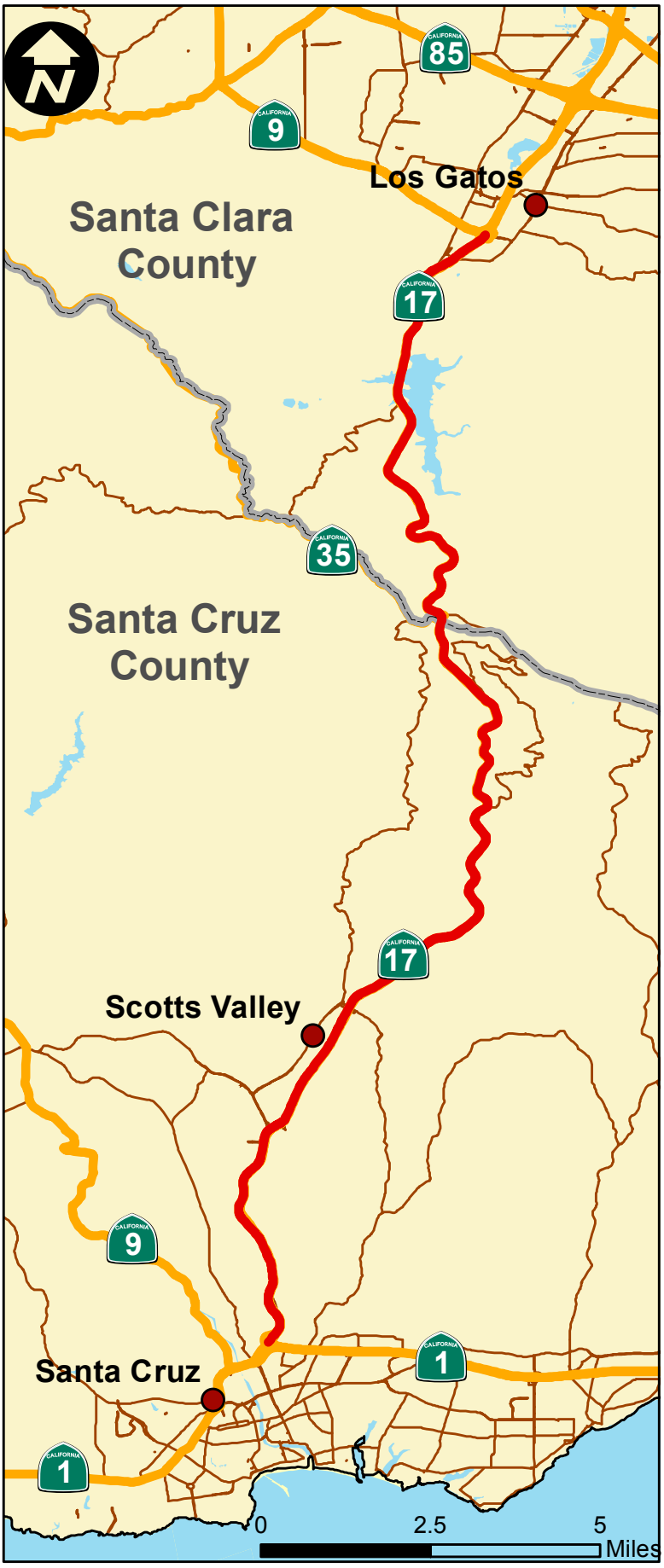
Highway 17 Safety Corridor

SCCRTC

METROPOLITAN TRANSPORTATION COMMISSION

CHP

Caltrans



Attachment 2

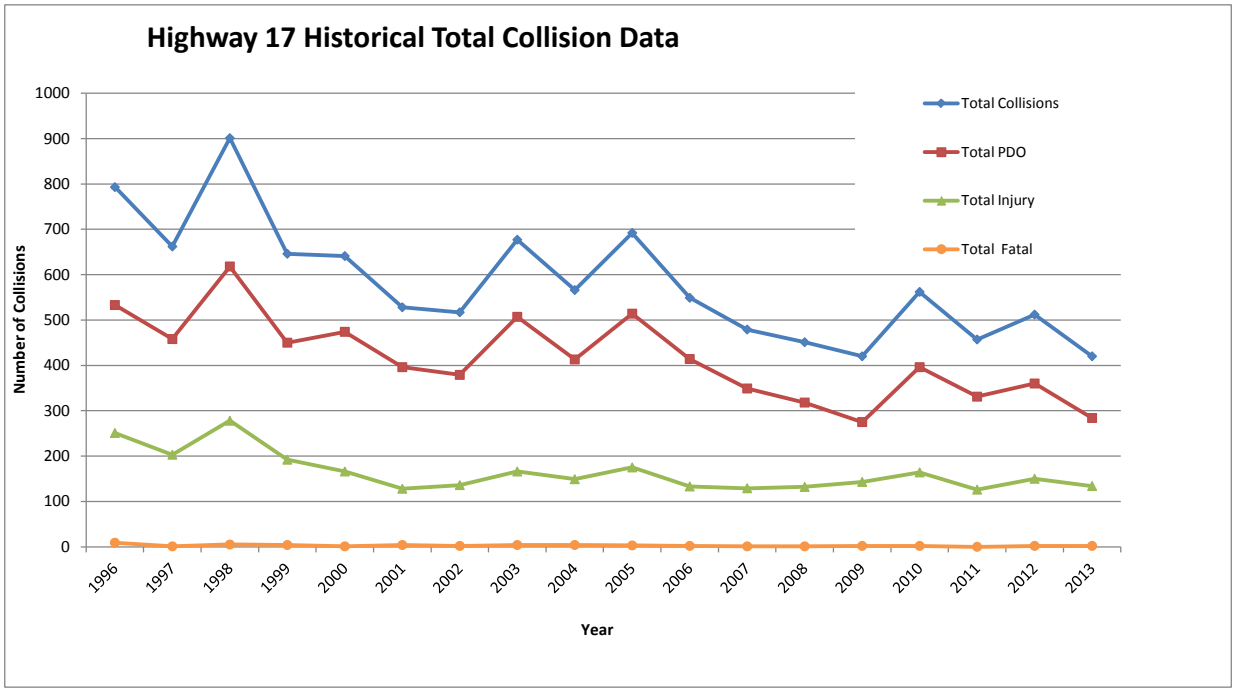
Highway 17 Annual Collision Data

HIGHWAY 17 COLLISION DATA 1996-2013

Year	1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC
PDO*	257	276	196	262	306	312	234	216	240	234	175	221	145	234	165	342	148	265	155	359	135	279	119	230	121	197	123	152	144	252	149	182	135	225	133	151
Injury	123	128	88	115	129	149	101	91	74	92	48	80	45	91	53	113	67	82	52	123	49	84	44	85	58	74	36	107	61	103	42	84	42	108	65	69
Fatal	5	4	0	1	0	5	0	4	1	0	2	2	0	2	0	4	3	1	0	3	1	1	0	1	1	0	0	2	1	1	0	0	1	1	1	1
Total	*385*	*408*	*284*	*378*	*435*	*466*	*335*	*311*	*315*	*326*	*225*	*303*	*190*	*327*	*218*	*459*	*218*	*348*	*207*	*485*	*185*	*364*	*163*	*316*	*180*	*271*	*159*	*261*	*206*	*356*	*191*	*266*	*178*	*334*	*199*	*221*
Total Collisions	793		662		901		646		641		528		517		677		566		692		549		479		451		420		562		457		512		420	
Hwy 17 Injury and Fatal Collisions	**260**		**204**		**283**		**196**		**167**		**132**		**138**		**170**		**153**		**178**		**135**		**130**		**133**		**145**		**166**		**126**		**152**		**136**	

*PDO=Property Damage Only

NOTE: Annual Average Injury and Fatal Collision Prior to SAFE on 17 Program = 249



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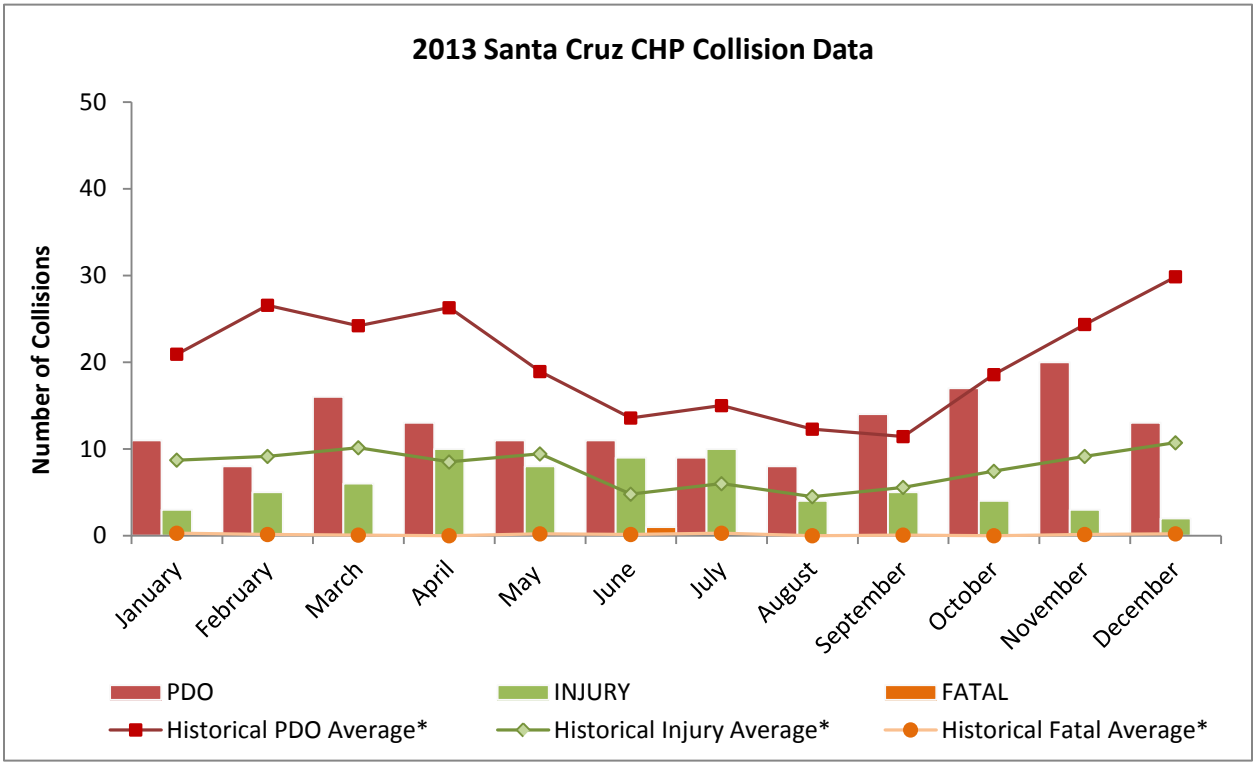
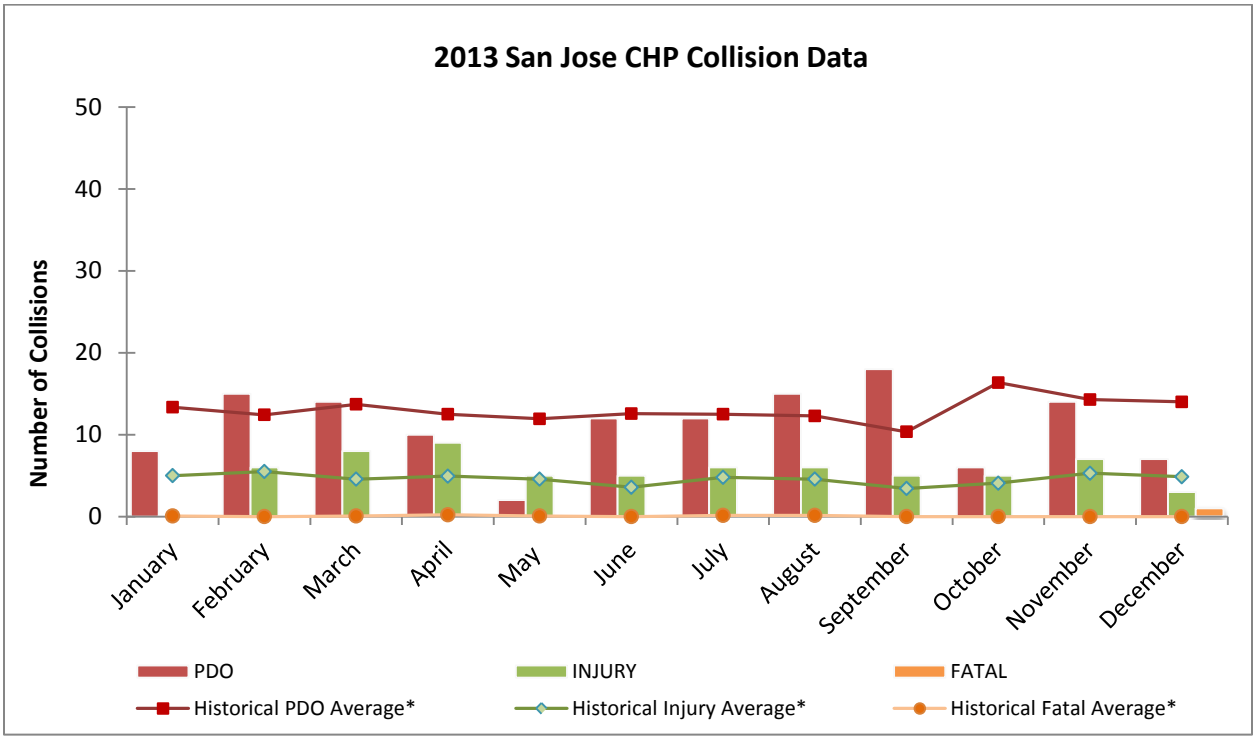
Attachment 3

2013 HIGHWAY 17 MONTHLY COLLISION DATA

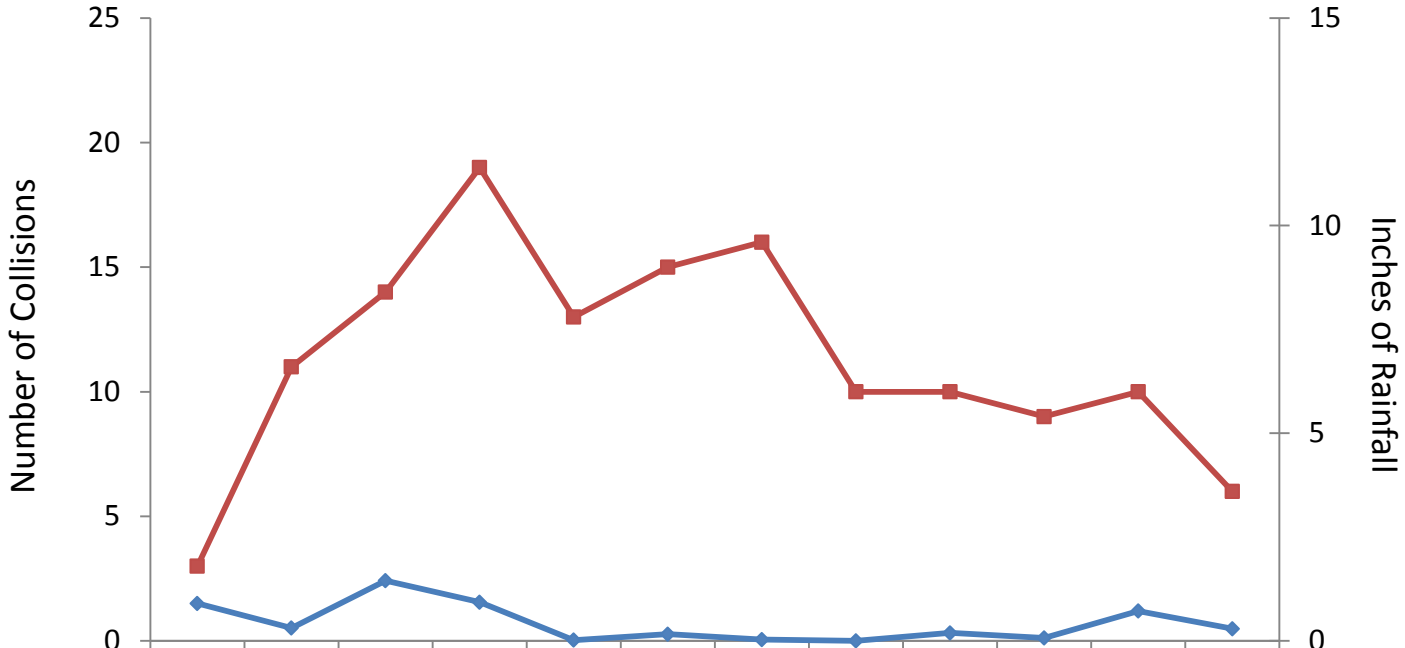




*Historical monthly averages derived from 1999, when Safe on 17 was implemented, thru 2012.

Attachment 4

2013 Monthly Collision and Rainfall Trends



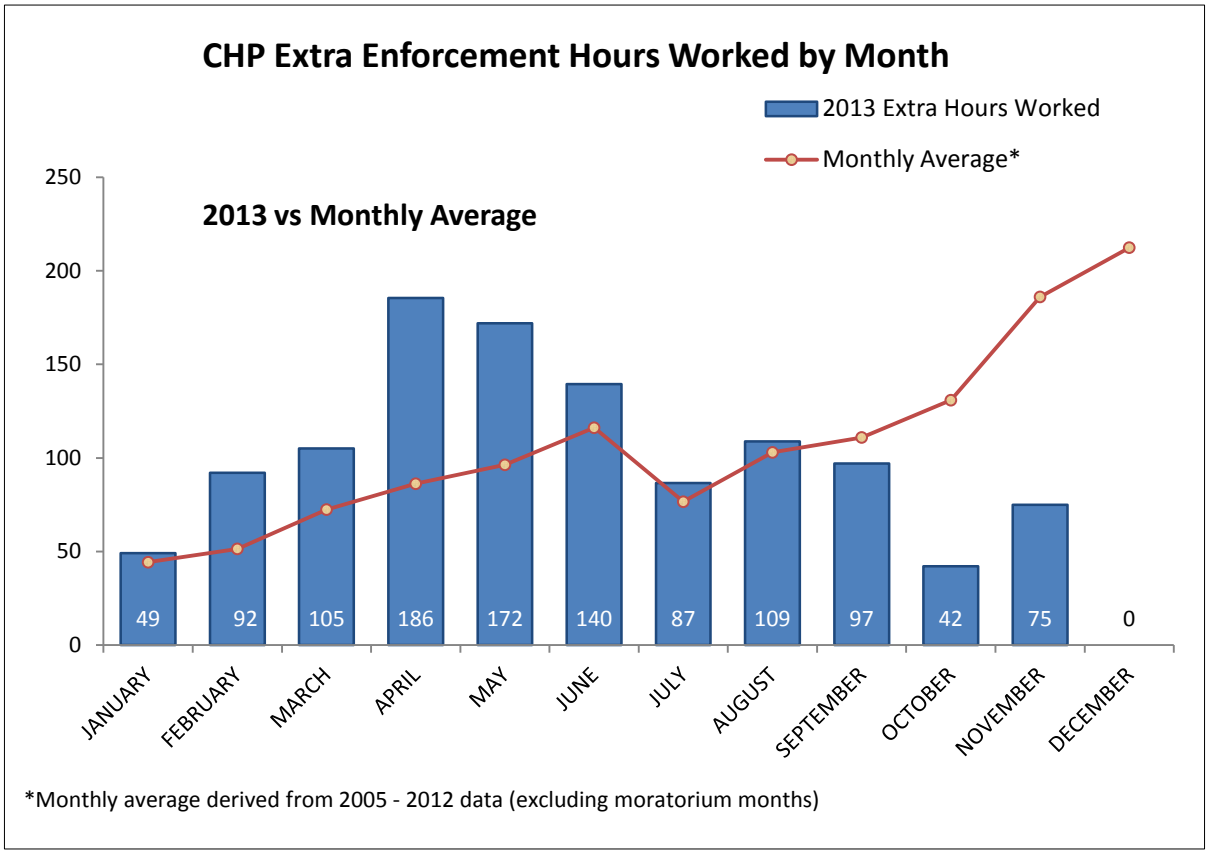
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Injury and Fatal Collisions	3	11	14	19	13	15	16	10	10	9	10	6
Rainfall	0.9	0.31	1.45	0.93	0.02	0.16	0.03	0	0.19	0.07	0.72	0.29

Attachment 5

TOTAL CALIFORNIA HIGHWAY PATROL EXTRA ENFORCEMENT HOURS WORKED

	2005	2006	2007	2008	2009	2010	2011	2012	2013
JANUARY	30	43	6	84	30.5	32	0	84	49
FEBRUARY	28	47	98	48	0	24	0	114.5	92
MARCH	48	34	114.5	82.5	0	28	170	102	105
APRIL	82	55	42	20	36	28	320	106.5	185.5
MAY	82	24	158.5	3	66	42.5	266.5	128	172
JUNE	101	207	167	50	28	66	112	198	139.5
JULY	124	96.75	108	90	52.25	32.5	109	0	86.5
AUGUST	164	59.5	112	141.5	150.5	51	139	6	108.75
SEPTEMBER	174.5	68	68.5	41.5	238	25.5	136.5	135	97
OCTOBER	107.5	415	30	55	89.5	0	89	130	42
NOVEMBER	140	187	297.5	206	248	0	100	124	75
DECEMBER	249.5	79	272	621	50.5	0	86	129	0
TOTAL	**1,331**	**1,315**	**1,474**	**1,443**	**989**	**330**	**1,528**	**1,257**	**1,152**

Moratorium on extra enforcement by Governor due to state budget crisis.



*Monthly average derived from 2005 - 2012 data (excluding moratorium months)

Attachment 6

SAFE ON 17 ANNUAL HIGHWAY 17 CITATION DATA

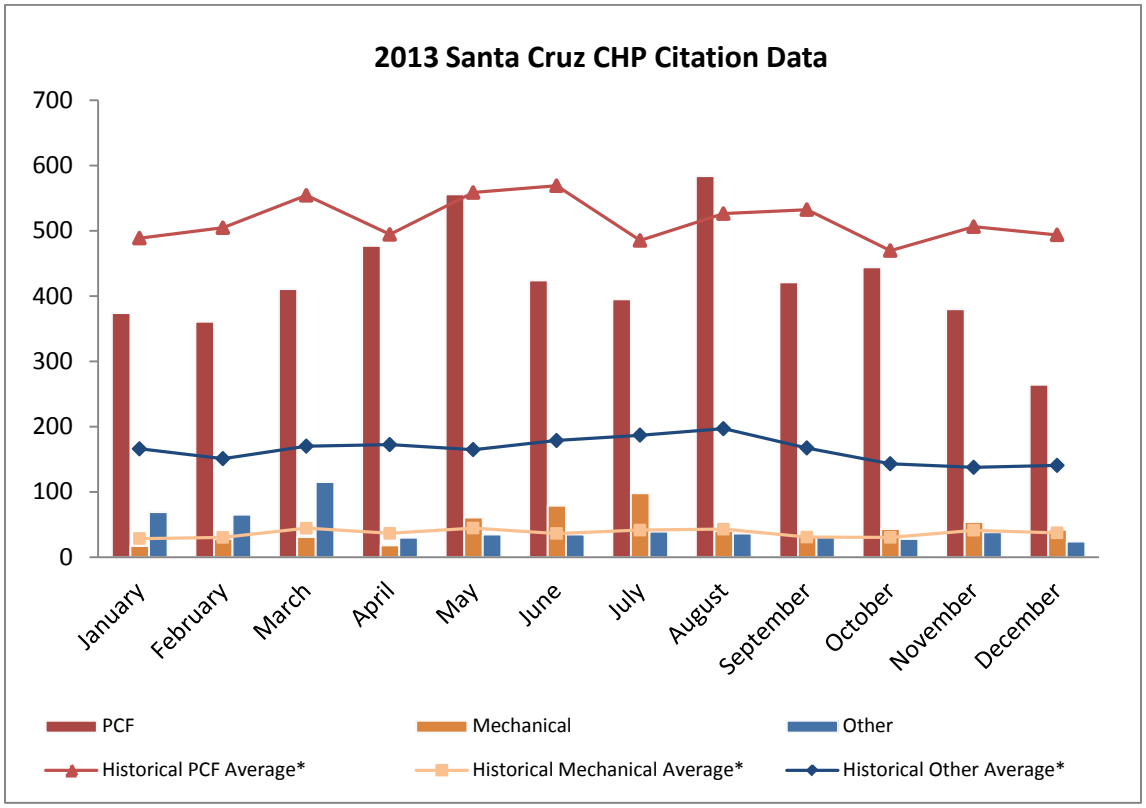
Year	2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC
Regular Time *PCF*	*2,766*	*3,666*	*2,809*	*5,994*	*2,995*	*5,766*	*2,884*	*4,627*	*2,871*	*3,772*	*2,169*	*3,420*	*2,282*	*4,298*	*1,706*	*4,304*	*1,182*	*5,372*	*2,218*	4350	*2,416*	4289
Regular Time Other	1,415	2,525	1,186	2,659	942	1,964	727	2,048	307	1,466	406	798	502	917	362	760	*192*	*649*	*240*	835	*173*	505
Regular Time Mechanical	56	286	92	180	49	676	85	298	44	405	69	421	82	165	54	394	*175*	*206*	*437*	202	*364*	455
Regular Time Total	4,237	6,477	4,087	8,833	3,986	8,406	3,696	6,973	3,222	5,643	2,644	4,639	2,866	5,380	2,122	5,458	*1,549*	*6,227*	*2,895*	5387	*2,953*	5249
OT PCF	*1,517*	*345*	*706*	*359*	*769*	*448*	*770*	*448*	*1,360*	*378*	*1,181*	*507*	*837*	*171*	*50*	*221*	*672*	*452*	*640*	*577*	*387*	*802*
OT Other	149	220	133	376	*192*	128	*35*	201	61	103	53	48	21	24	0	40	*94*	*52*	*136*	*78*	*83*	*40*
OT Mechanical	20	8	11	31	*17*	61	*66*	7	122	34	100	58	202	4	0	6	*148*	*14*	*210*	*19*	*133*	*88*
OT Total	1,686	573	850	766	978	637	871	656	1,543	515	1,334	613	1,060	199	50	267	*914*	*518*	*986*	*674*	*603*	*930*
PCF Regular Time Total	*6,432*		*8,803*		*8,761*		*7,511*		6,643		5,589		6,580		6,010		6,554		6,568		6,705	
PCF OT Total	***1,862***		***1,065***		***1,217***		***1,218***		***1,738***		***1,688***		***1,008***		***271***		***1,124***		***1,217***		***1,189***	
PCF Total	*8,294*		*9,868*		*9,978*		*8,729*		8,381		7,277		7,588		6,281		7,678		7,785		7,894	
Citation Regular Time Total	10,714		12,920		12,392		10,669		8,865		7,283		8,246		7,580		7,776		8,282		8,202	
Citation OT Total	2,259		1,616		1,615		1,527		2,058		1,947		1,259		317		1,432		1,660		1,533	
Citation Total	12,973		14,536		14,007		12,196		10,923		9,230		9,505		7,897		9,208		9,942		9,735	

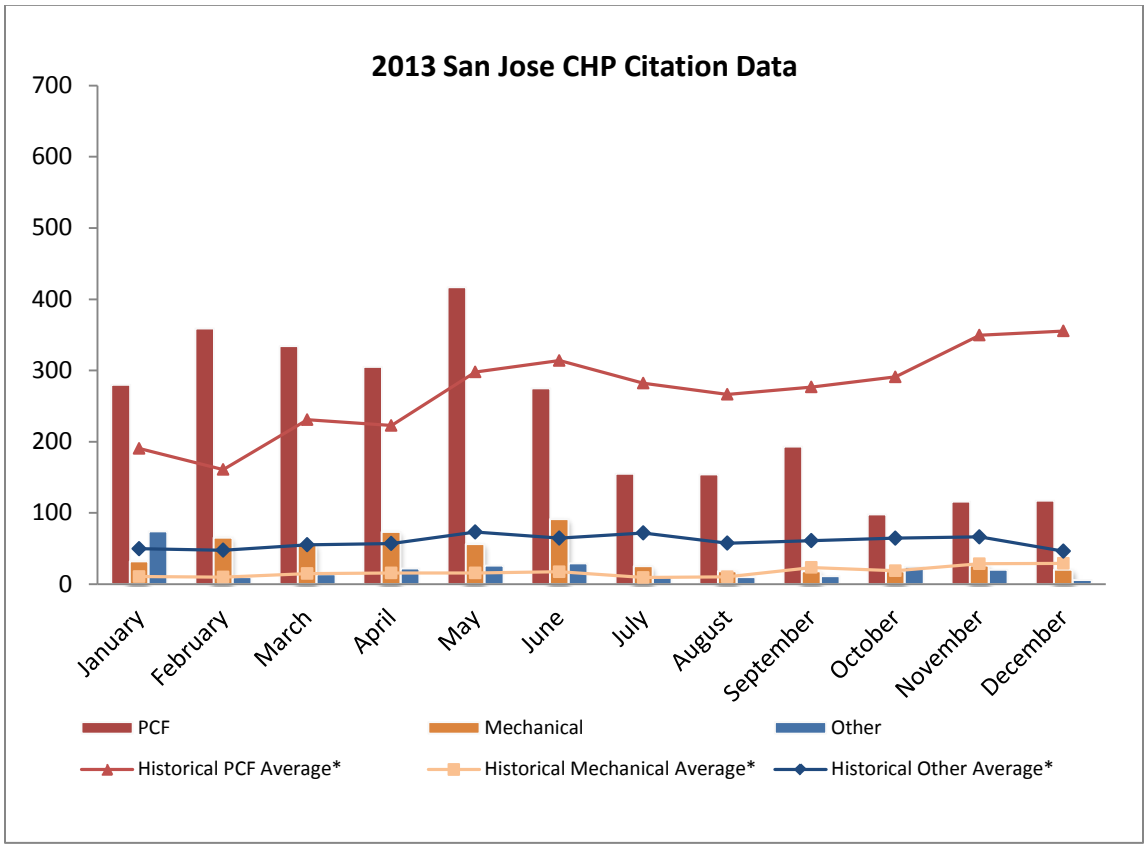
PCF = Primary Collision Factor

OT = Overtime

Attachment 7

2013 Highway 17 Monthly Citation Data





*Historical averages are calculated from 2003 (Safe on 17 program implementation) thru 2012

Attachment 8-1

Santa Cruz CHP Collision Summary for SR-17

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
JANUARY	PDO	40	28	17	14	18	26	21	32	34	19	22	16	24	11	11	11
	INJURY	27	10	8	5	9	12	6	6	10	9	6	9	13	9	10	3
	FATAL	1	1	0	0	0	1	0	0	0	0	0	1	1	0	0	0
	TOTAL	**68**	**39**	**25**	**19**	**27**	**39**	**27**	**38**	**44**	**28**	**28**	**26**	**38**	**20**	**21**	**14**
FEBRUARY	PDO	36	19	43	14	17	35	41	45	25	28	31	16	20	15	23	8
	INJURY	6	9	9	5	4	9	16	17	4	10	9	15	4	7	10	5
	FATAL	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	TOTAL	**42**	**29**	**52**	**19**	**21**	**44**	**58**	**62**	**29**	**38**	**40**	**31**	**24**	**22**	**33**	**13**
MARCH	PDO	21	25	26	22	29	23	11	38	35	18	17	13	26	26	30	16
	INJURY	11	12	6	5	11	9	7	16	14	2	6	13	7	14	20	6
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	TOTAL	**32**	**37**	**32**	**27**	**40**	**32**	**18**	**54**	**49**	**20**	**23**	**26**	**33**	**40**	**51**	**22**
APRIL	PDO	39	27	13	24	22	59	16	45	41	22	20	18	28	18	15	13
	INJURY	14	8	9	5	7	16	4	11	11	7	10	12	6	4	9	10
	FATAL	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	**54**	**35**	**22**	**29**	**29**	**75**	**20**	**56**	**52**	**29**	**30**	**30**	**34**	**22**	**24**	**23**
MAY	PDO	43	13	25	19	13	24	15	39	16	24	10	12	26	18	11	11
	INJURY	25	9	15	13	7	11	5	13	8	9	5	16	8	7	6	8
	FATAL	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0
	TOTAL	**69**	**23**	**40**	**33**	**20**	**35**	**20**	**52**	**25**	**33**	**15**	**28**	**34**	**25**	**17**	**19**
JUNE	PDO	23	12	15	14	11	23	6	24	13	15	10	13	11	9	14	11
	INJURY	11	5	3	2	6	4	2	3	6	1	6	6	4	9	10	9
	FATAL	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
	TOTAL	**35**	**17**	**18**	**17**	**17**	**28**	**8**	**27**	**19**	**16**	**16**	**19**	**15**	**18**	**24**	**21**
JULY	PDO	19	8	15	14	20	18	14	9	16	18	14	10	11	19	24	9
	INJURY	5	7	7	8	5	4	5	5	4	4	6	6	9	5	9	10
	FATAL	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0
	TOTAL	**24**	**16**	**22**	**22**	**25**	**23**	**19**	**15**	**20**	**23**	**20**	**16**	**20**	**24**	**33**	**19**
AUGUST	PDO	14	11	22	10	5	17	20	6	16	11	15	8	11	11	9	8
	INJURY	10	2	7	7	4	7	7	4	5	4	4	1	5	2	4	4
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	**24**	**13**	**29**	**17**	**9**	**24**	**27**	**10**	**21**	**15**	**19**	**9**	**16**	**13**	**13**	**12**
SEPTEMBER	PDO	24	16	20	16	12	12	13	4	13	9	5	8	11	7	14	14
	INJURY	13	4	8	4	8	1	6	6	4	3	9	7	7	7	4	5
	FATAL	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	**38**	**20**	**28**	**20**	**21**	**13**	**19**	**10**	**17**	**12**	**14**	**15**	**18**	**14**	**18**	**19**
OCTOBER	PDO	17	15	13	20	16	17	44	27	13	21	13	9	12	25	15	17
	INJURY	4	11	8	2	5	9	6	12	3	9	3	5	13	8	10	4
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	**21**	**26**	**21**	**22**	**21**	**26**	**50**	**39**	**16**	**30**	**16**	**14**	**25**	**33**	**25**	**21**
NOVEMBER	PDO	31	29	16	26	23	28	21	47	36	11	19	13	27	16	29	20
	INJURY	10	10	8	13	10	9	8	13	12	8	5	7	11	6	8	3
	FATAL	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
	TOTAL	**41**	**39**	**24**	**39**	**34**	**38**	**29**	**60**	**48**	**19**	**24**	**20**	**38**	**22**	**37**	**23**
DECEMBER	PDO	5	13	9	28	48	60	43	43	21	34	21	16	45	7	30	13
	INJURY	13	4	4	11	15	22	10	17	3	19	5	10	16	6	8	2
	FATAL	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0
	TOTAL	**18**	**17**	**13**	**39**	**63**	**82**	**53**	**62**	**24**	**53**	**26**	**27**	**61**	**13**	**38**	**15**
TOTAL PDO:		**312**	**216**	**234**	**221**	**234**	**342**	**265**	**359**	**279**	**230**	**197**	**152**	**252**	**182**	**225**	**151**
TOTAL INJURY:		**149**	**91**	**92**	**80**	**91**	**113**	**82**	**123**	**84**	**85**	**74**	**107**	**103**	**84**	**108**	**69**
TOTAL FATALITIES:		**5**	**4**	**0**	**2**	**2**	**4**	**1**	**3**	**1**	**1**	**0**	**2**	**1**	**0**	**1**	**1**
TOTAL COLLISIONS:		**466**	**311**	**326**	**303**	**327**	**459**	**348**	**485**	**364**	**316**	**271**	**261**	**356**	**266**	**334**	**221**

Attachment 8-2

Santa Cruz Area CHP SR-17 Citation Summary

		Regular Citations								Overtime Citations							
		2006	2007	2008	2009	2010	2011	2012	2013	2006	2007	2008	2009	2010	2011	2012	2013
JANUARY	**PCF**	557	275	129	261	287	396	401	368	**PCF**	45	2	0	0	32	0	49	6
	Other	192	148	106	92	68	84	68	69	**Other**	18	3	0	0	5	0	6	0
	Mechanical	18	9	3	21	16	30	21	17	**Mechanical**	1	0	0	0	0	0	0	0
	TOTAL	**767**	**432**	**238**	**374**	**371**	**510**	**490**	**454**	**TOTAL**	**64**	**5**	**0**	**0**	**37**	**0**	**55**	**6**
FEBRUARY	**PCF**	550	359	166	271	303	420	478	309	**PCF**	30	63	40	0	24	0	43	52
	Other	213	102	52	59	65	70	68	63	**Other**	5	17	2	1	5	0	7	2
	Mechanical	9	32	29	7	10	19	19	23	**Mechanical**	0	13	1	0	0	0	1	5
	TOTAL	**772**	**493**	**247**	**337**	**378**	**509**	**565**	**395**	**TOTAL**	**35**	**93**	**43**	**1**	**29**	**0**	**51**	**59**
MARCH	**PCF**	501	451	252	262	322	351	422	354	**PCF**	67	64	33	0	16	14	46	57
	Other	202	117	66	73	44	42	86	111	**Other**	15	9	7	0	3	0	4	4
	Mechanical	75	42	32	19	21	29	11	20	**Mechanical**	0	4	5	0	1	0	5	11
	TOTAL	**778**	**610**	**350**	**354**	**387**	**422**	**519**	**485**	**TOTAL**	**82**	**77**	**45**	**0**	**20**	**14**	**55**	**72**
APRIL	**PCF**	428	285	191	312	324	431	283	365	**PCF**	47	32	31	39	38	56	40	112
	Other	229	76	56	63	86	49	88	29	**Other**	33	8	8	7	3	6	7	1
	Mechanical	64	14	24	11	36	23	15	16	**Mechanical**	2	1	7	2	0	0	0	2
	TOTAL	**721**	**375**	**271**	**386**	**446**	**503**	**386**	**410**	**TOTAL**	**82**	**41**	**46**	**48**	**41**	**62**	**47**	**115**
MAY	**PCF**	345	369	233	454	429	505	455	444	**PCF**	13	48	35	31	24	64	84	112
	Other	63	154	78	85	46	82	77	27	**Other**	7	8	10	3	12	4	9	8
	Mechanical	55	26	47	22	69	14	25	45	**Mechanical**	0	3	4	1	2	0	5	16
	TOTAL	**463**	**549**	**358**	**561**	**544**	**601**	**557**	**516**	**TOTAL**	**20**	**59**	**49**	**35**	**38**	**68**	**98**	**136**
JUNE	**PCF**	470	365	271	483	523	391	291	339	**PCF**	71	42	38	25	31	36	47	85
	Other	131	152	88	73	42	68	58	29	**Other**	33	13	3	2	6	8	5	6
	Mechanical	10	38	39	9	68	3	13	65	**Mechanical**	0	2	6	0	2	0	1	14
	TOTAL	**611**	**555**	**398**	**565**	**633**	**462**	**362**	**433**	**TOTAL**	**104**	**57**	**47**	**27**	**39**	**44**	**53**	**105**
JULY	**PCF**	303	302	266	396	446	378	288	331	**PCF**	46	43	7	26	27	49	0	64
	Other	199	110	74	82	38	67	69	35	**Other**	32	16	1	1	2	8	0	4
	Mechanical	13	44	59	7	82	4	8	74	**Mechanical**	2	6	2	0	1	0	0	24
	TOTAL	**515**	**456**	**399**	**485**	**566**	**449**	**365**	**440**	**TOTAL**	**80**	**65**	**10**	**27**	**30**	**57**	**0**	**92**
AUGUST	**PCF**	244	346	266	470	498	585	317	477	**PCF**	22	25	18	4	15	51	7	107
	Other	206	167	47	89	84	35	78	32	**Other**	13	10	2	0	3	5	4	4
	Mechanical	11	75	27	17	24	18	25	34	**Mechanical**	1	5	3	0	0	2		6
	TOTAL	**461**	**588**	**340**	**576**	**606**	**638**	**420**	**543**	**TOTAL**	**36**	**40**	**23**	**4**	**18**	**58**	**11**	**117**
SEPTEMBER	**PCF**	359	402	265	424	389	472	334	338	**PCF**	47	31	22	5	14	46	74	83
	Other	148	182	24	105	95	37	58	31	**Other**	16	8	2	3	1	5	14	0
	Mechanical	12	5	43	18	32	18	19	31	**Mechanical**	0	0	1	0	0	1	5	1
	TOTAL	**519**	**589**	**332**	**547**	**516**	**527**	**411**	**400**	**TOTAL**	**63**	**39**	**25**	**8**	**15**	**52**	**93**	**84**
OCTOBER	**PCF**	328	194	337	322	307	540	457	381	**PCF**	20	4	30	19	0	44	87	63
	Other	155	93	30	79	47	47	57	24	**Other**	10	0	2	3	0	11	10	4
	Mechanical	8	34	43	9	10	14	15	41	**Mechanical**	0	0	3	0	0	2	2	2
	TOTAL	**491**	**321**	**410**	**410**	**364**	**601**	**529**	**446**	**TOTAL**	**30**	**4**	**35**	**22**	**0**	**57**	**99**	**69**
NOVEMBER	**PCF**	274	209	590	270	267	449	327	319	**PCF**	6	11	134	11	0	49	63	61
	Other	143	65	48	53	80	25	53	31	**Other**	6	4	7	3	0	4	3	7
	Mechanical	13	47	75	10	15	18	17	47	**Mechanical**	0	0	15	1	0	5	0	7
	TOTAL	**430**	**321**	**713**	**333**	**362**	**492**	**397**	**397**	**TOTAL**	**12**	**15**	**156**	**15**	**0**	**58**	**66**	**75**
DECEMBER	**PCF**	268	215	454	373	209	454	297	264	**PCF**	34	13	119	11	0	43	37	0
	Other	167	100	45	64	65	43	75	24	**Other**	13	7	4	1	0	1	9	0
	Mechanical	10	39	84	15	11	16	14	42	**Mechanical**	1	0	11	0	0	4	0	0
	TOTAL	**445**	**354**	**583**	**452**	**285**	**513**	**386**	**330**	**TOTAL**	**48**	**20**	**134**	**12**	**0**	**48**	**46**	**0**
ANNUAL TOTALS:		**6973**	**5643**	**4639**	**5380**	**5458**	**6227**	**5387**	**5249**		**656**	**515**	**613**	**199**	**267**	**518**	**674**	**930**

Attachment 8-3

San Jose Area CHP Collision Summary for SR-17 (Beat 171)

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
JANUARY	PDO	53	25	24	13	9	12	18	11	19	11	8	5	9	17	6	8
	INJURY	17	15	8	2	2	5	8	3	2	6	5	4	4	3	3	0
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	TOTAL	**70**	**40**	**32**	**15**	**11**	**17**	**27**	**14**	**21**	**17**	**13**	**9**	**13**	**20**	**9**	**8**
FEBRUARY	PDO	31	23	32	7	11	8	11	10	7	14	14	12	6	11	8	15
	INJURY	6	14	10	2	5	2	7	5	4	6	6	6	5	2	3	6
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	**37**	**37**	**42**	**9**	**16**	**10**	**18**	**15**	**11**	**20**	**20**	**18**	**11**	**13**	**11**	**21**
MARCH	PDO	29	18	20	20	5	17	10	19	13	11	5	14	11	17	12	14
	INJURY	18	9	7	5	5	5	9	3	3	3	3	2	5	4	1	8
	FATAL	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	**47**	**27**	**28**	**25**	**10**	**22**	**19**	**22**	**16**	**14**	**8**	**16**	**16**	**21**	**13**	**22**
APRIL	PDO	24	15	23	12	16	16	9	11	15	5	8	10	9	10	16	10
	INJURY	11	7	3	3	4	7	5	4	7	7	3	5	6	3	5	9
	FATAL	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0
	TOTAL	**35**	**22**	**26**	**15**	**20**	**23**	**14**	**15**	**23**	**12**	**12**	**15**	**15**	**13**	**22**	**19**
MAY	PDO	40	16	27	16	9	5	13	13	10	5	5	16	11	10	11	2
	INJURY	14	3	10	5	3	2	6	6	7	0	7	5	4	4	2	5
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	TOTAL	**54**	**19**	**37**	**21**	**12**	**7**	**20**	**19**	**17**	**5**	**12**	**21**	**15**	**14**	**13**	**7**
JUNE	PDO	19	16	17	12	17	10	6	9	13	9	3	13	15	16	20	12
	INJURY	13	7	4	3	4	3	4	3	2	3	4	2	3	4	4	5
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	**32**	**23**	**21**	**15**	**21**	**13**	**10**	**12**	**15**	**12**	**7**	**15**	**18**	**20**	**24**	**17**
JULY	PDO	10	16	18	12	15	13	17	15	10	9	8	7	16	14	5	12
	INJURY	10	7	5	4	4	4	6	1	5	3	6	2	7	5	8	6
	FATAL	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0
	TOTAL	**20**	**23**	**23**	**17**	**19**	**17**	**23**	**16**	**15**	**12**	**14**	**9**	**24**	**19**	**13**	**18**
AUGUST	PDO	19	23	14	13	15	12	9	13	9	13	10	9	8	14	10	15
	INJURY	4	7	5	7	3	6	4	2	1	2	7	2	8	6	4	6
	FATAL	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
	TOTAL	**23**	**30**	**19**	**21**	**18**	**18**	**14**	**15**	**10**	**15**	**17**	**11**	**16**	**20**	**14**	**21**
SEPTEMBER	PDO	21	12	20	21	3	11	10	6	5	8	10	7	10	9	13	18
	INJURY	6	6	10	4	4	5	4	3	0	1	2	0	4	1	4	5
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	**27**	**18**	**30**	**25**	**7**	**16**	**14**	**9**	**5**	**9**	**12**	**7**	**14**	**10**	**17**	**23**
OCTOBER	PDO	12	27	14	18	12	19	17	21	13	14	10	8	30	14	12	6
	INJURY	11	4	2	7	2	2	5	8	5	6	3	3	2	5	3	5
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	**23**	**31**	**16**	**25**	**14**	**21**	**22**	**29**	**18**	**20**	**13**	**11**	**32**	**19**	**15**	**11**
NOVEMBER	PDO	38	31	16	16	10	22	12	11	11	7	20	11	12	9	12	14
	INJURY	12	15	4	1	4	6	3	8	6	3	9	1	6	4	4	7
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	**50**	**46**	**20**	**17**	**14**	**28**	**15**	**19**	**17**	**10**	**29**	**12**	**18**	**13**	**16**	**21**
DECEMBER	PDO	10	12	15	15	23	20	16	16	10	13	20	11	7	8	10	7
	INJURY	7	7	6	5	5	6	6	6	7	4	3	4	7	1	1	3
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	TOTAL	**17**	**19**	**21**	**20**	**28**	**26**	**22**	**22**	**17**	**17**	**23**	**15**	**14**	**9**	**11**	**11**
TOTAL PDO:		**306**	**234**	**240**	**175**	**145**	**165**	**148**	**155**	**135**	**119**	**121**	**123**	**144**	**149**	**135**	**133**
TOTAL INJURY:		**129**	**101**	**74**	**48**	**45**	**53**	**67**	**52**	**49**	**44**	**58**	**36**	**61**	**42**	**42**	**65**
TOTAL FATALITIES:		**0**	**0**	**1**	**2**	**0**	**0**	**3**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**1**
TOTAL COLLISIONS:		**435**	**335**	**315**	**225**	**190**	**218**	**218**	**207**	**185**	**163**	**180**	**159**	**206**	**191**	**178**	**199**

Attachment 8-4

San Jose Area CHP SR-17 Citation Summary (Beat 171)

		Regular Citations								Overtime Citations							
		2006	2007	2008	2009	2010	2011	2012	2013	2006	2007	2008	2009	2010	2011	2012	2013
JANUARY	PCF	258	174	172	102	126	96	150	279	0	0	129	0	0	0	33	1
	Other	36	45	37	26	20	32	40	25	0	0	29	0	0	0	7	49
	Mechanical	15	6	8	5	2	3	13	13	0	0	11	0	0	0	21	19
	TOTAL	**309**	**225**	**217**	**133**	**148**	**131**	**203**	**317**	**0**	**0**	**169**	**0**	**0**	**0**	**61**	**69**
FEBRUARY	PCF	258	131	95	78	109	94	211	284	0	0	0	0	0	0	43	75
	Other	38	31	26	34	23	7	14	7	0	0	0	0	0	0	16	3
	Mechanical	6	7	6	1	4	2	26	48	0	0	0	0	0	0	20	17
	TOTAL	**302**	**169**	**127**	**113**	**136**	**103**	**251**	**339**	**0**	**0**	**0**	**0**	**0**	**0**	**79**	**95**
MARCH	PCF	197	302	158	115	114	101	154	276	0	75	80	0	0	85	38	58
	Other	75	20	29	32	6	15	19	13	0	3	3	0	0	20	7	1
	Mechanical	18	1	12	6	1	10	38	42	0	5	14	0	0	14	13	13
	TOTAL	**290**	**323**	**199**	**153**	**121**	**126**	**211**	**331**	**0**	**83**	**97**	**0**	**0**	**119**	**58**	**72**
APRIL	PCF	216	108	154	121	110	199	114	223	0	0	0	0	0	185	59	82
	Other	69	15	31	40	28	9	20	11	0	0	0	0	0	31	7	11
	Mechanical	4	4	1	4	2	42	49	43	0	0	0	0	0	11	25	30
	TOTAL	**289**	**127**	**186**	**165**	**140**	**250**	**183**	**277**	**0**	**0**	**0**	**0**	**0**	**227**	**91**	**123**
MAY	PCF	306	325	176	252	242	154	165	324	0	185	0	0	0	119	89	93
	Other	72	17	36	88	30	36	32	13	0	15	0	0	0	1	17	13
	Mechanical	2	2	3	13	6	33	32	35	0	14	0	0	0	21	14	21
	TOTAL	**380**	**344**	**215**	**353**	**278**	**223**	**229**	**372**	**0**	**214**	**0**	**0**	**0**	**141**	**120**	**127**
JUNE	PCF	307	346	90	153	267	91	267	197	91	192	0	0	50	33	177	78
	Other	62	33	32	29	42	12	40	23	6	5	0	0	0	0	19	6
	Mechanical	7	1	1	10	6	11	57	58	5	3	0	0	0	5	47	33
	TOTAL	**376**	**380**	**123**	**192**	**315**	**114**	**364**	**278**	**102**	**200**	**0**	**0**	**50**	**38**	**243**	**117**
JULY	PCF	233	223	201	169	174	87	135	155	0	70	129	153	0	39	0	0
	Other	63	25	24	32	46	18	14	10	0	3	1	2	0	3	0	0
	Mechanical	3	2	3	2	6	7	16	25	0	7	1	5	0	12	0	0
	TOTAL	**299**	**250**	**228**	**203**	**226**	**112**	**165**	**190**	**0**	**80**	**131**	**160**	**0**	**54**	**0**	**0**
AUGUST	PCF	180	178	249	248	124	76	178	154	0	116	204	0	0	42	0	0
	Other	45	12	35	36	32	21	9	10	0	6	1	0	0	4	0	0
	Mechanical	3	1	6	2	8	18	21	18	0	8	8	0	0	8	0	0
	TOTAL	**228**	**191**	**290**	**286**	**164**	**115**	**208**	**182**	**0**	**130**	**213**	**0**	**0**	**54**	**0**	**0**
SEPTEMBER	PCF	252	188	80	300	125	37	194	193	12	40	0	285	0	68	49	0
	Other	52	19	28	58	42	13	14	11	0	5	0	8	0	12	4	0
	Mechanical	8	0	2	12	7	21	35	18	1	15	0	69	0	19	36	0
	TOTAL	**312**	**207**	**110**	**370**	**174**	**71**	**243**	**222**	**13**	**60**	**0**	**362**	**0**	**99**	**89**	**0**
OCTOBER	PCF	230	232	105	223	115	101	175	98	246	0	0	52	0	49	45	0
	Other	98	21	26	45	27	17	17	24	13	0	0	2	0	2	48	0
	Mechanical	3	3	2	10	7	11	55	18	30	0	0	30	0	15	2	0
	TOTAL	**331**	**256**	**133**	**278**	**149**	**129**	**247**	**140**	**289**	**0**	**0**	**84**	**0**	**66**	**95**	**0**
NOVEMBER	PCF	322	372	63	371	79	56	277	116	199	352	18	347	0	45	45	0
	Other	81	31	40	69	17	2	16	20	11	19	0	9	0	11	5	0
	Mechanical	14	1	2	13	1	5	34	26	19	34	0	98	0	16	13	0
	TOTAL	**417**	**404**	**105**	**453**	**97**	**63**	**327**	**162**	**229**	**405**	**18**	**454**	**0**	**72**	**63**	**0**
DECEMBER	PCF	116	292	626	150	121	90	198	117	222	330	621	0	0	7	62	0
	Other	36	38	62	13	49	10	5	6	5	5	19	0	0	10	6	0
	Mechanical	2	16	23	4	4	12	61	20	11	36	66	0	0	27	19	0
	TOTAL	**154**	**346**	**711**	**167**	**174**	**112**	**264**	**143**	**238**	**371**	**706**	**0**	**0**	**44**	**87**	**0**
ANNUAL TOTALS:		**3687**	**3222**	**2644**	**2866**	**2122**	**1549**	**2895**	**2953**	**871**	**1543**	**1334**	**1060**	**50**	**914**	**986**	**603**

Attachment 9

2013 Safe on 17 Task Force Members

Name	Organization
Amy Clymo	MBUAPCD
Amy Naranjo*	Santa Cruz County Regional Transportation Commission
Anika Jesi*	Metropolitan Transportation Commission
Avery Browne	California Highway Patrol
Bernard Walik	Caltrans, District 4
Brad Sadek*	Santa Cruz California Highway Patrol
Brandy Rider	Caltrans, District 5
Brenda Brenner	American Medical Response
Bruce McPherson*	District Supervisor, County of Santa Cruz
Captain Joe Lundy*	San Jose California Highway Patrol
Chris Schneiter	City of Santa Cruz
Ciro Aguirre	Santa Cruz Metropolitan Transit District
Cliff Barber*	American Civil Constructors West Coast
Cliff Inman*	Santa Cruz California Highway Patrol
Colin Jones*	Caltrans District 5
Colleen McMahon	City of Santa Cruz
Dan Grebil	City of Scotts Valley
Dario Senor	Caltrans, District 5
Deb Larson*	Caltrans, District 5-Traffic Safety
Doug Hessing	Caltrans, District 5-Project Manager
Earl Sherman	Caltrans, District 4-Maintenance
Erich Friedrich	Santa Cruz Metropolitan Transit District
Ernesto Ramirez	Caltrans, District 4-Maintenance
Frances Herbert*	Office of Senator Beall, 15th District
Gary Richards*	Mercury News
George Dondero	Santa Cruz County Regional Transportation Commission
Ginger Dykaar*	Santa Cruz County Regional Transportation Commission
Grant Boles	Santa Cruz California Highway Patrol
Hans Larsen	City of San Jose
Heather Adamson	Association of Monterey Bay Area Governments
Jack Ladd	Ladd's Auto Body & Towing/AAA
Jack McPhillips	City of Santa Cruz
Jack Sohriakoff	County of Santa Cruz
Jacques Van Zeventer*	Caltrans, District 5
Jaime Maldonado	Metropolitan Transportation Commission-SAFE
James Richardson	Caltrans, District 4 - TMC
Janean Reynolds	San Jose California Highway Patrol
Jarret Winter*	Santa Clara County Fire Department
Jeff Trapp	City of Santa Cruz
Jennifer Calate	Caltrans, District 5
Jennifer Wilson	Caltrans, District 5
Jeremy Dennis	Office of Assemblymember Rich Gordon
Jim Beall	State of California
Joanna Fox*	Metropolitan Transportation Commission
John Darling*	San Jose California Highway Patrol
John Hohmann	City of Scotts Valley
John Leopold*	District Supervisor, County of Santa Cruz
John Presleigh	County of Santa Cruz
John Thomas*	Caltrans, District 4-Project Manager
John Weiss	City of Scotts Valley
Julie Gonzalez	Caltrans, District 5

Name	Organization
Karena Pushnik	Santa Cruz County Regional Transportation Commission
Kelly McClendon*	Caltrans, District 5
Ken Yeager	County of Santa Clara
Kory Seely	San Jose California Highway Patrol
Larry Esquivel	San Jose Police Department
Laurie Smith	County of Santa Clara
Lt Scott Wood*	Santa Cruz California Highway Patrol
Lt. Les Bishop*	San Jose California Highway Patrol
Luis Duazo	Caltrans, District 5-Project Management
Luis Mendez*	Santa Cruz County Regional Transportation Commission
Lynda Kiersted	Caltrans, District 4-Maintenance
Manny Solano	City of Watsonville
Mark Ballentine*	Caltrans, District 5-Traffic Safety
Mark Bisbee	City of Watsonville
Mark Powers	Caltrans, District 4
Mark Stone	State of California
Mark Talan	Office of Traffic Safety
Marshall Ballard*	Valley Transit Authority
Masoud Akbarzadeh	Santa Clara County Airports and Roads
Megan Doyle	County of Santa Clara
Mike Dever	County of Santa Cruz
Neil Wiley	Mountain Network News
Nicole Stewart*	Monterey CHP - Dispatch
Patrick Dussell	Caltrans
Patrick Morrow	Caltrans, District 5
Patrick Mulhearn	County of Santa Cruz
Paul DeOcampo	City of Santa Cruz
Paul Fong	State of California
Paul McClintic	Caltrans, District 5
Paul Vincent	Captain, Santa Cruz California Highway Patrol
Pranav Shah	Caltrans, District 4-Traffic Systems
Ramin Bolourchian*	Caltrans, District 5-Traffic Safety
Ramona Turner*	Santa Cruz Sentinel
Richard Blacksten	Caltrans, District 5
Robert Rich*	Metropolitan Transportation Commission
Roger Wildey	County of Santa Cruz
Russell Ellingworth*	Caltrans, District 5 -Maintenance
Sarah Jackson*	Santa Cruz California Highway Patrol
Scott Hamby	City of Scotts Valley
Scott Morris	Caltrans, District 5
Sean Nozzari	Caltrans, District 4-Traffic Operations
Shawn Enjily	Caltrans, District 4
Sherwyn Gilliland	Caltrans, District 5
Siobhan Saunders*	Caltrans, District 5 - Construction
Spencer Boyce	California Highway Patrol
Steve Johnson	Santa Clara Transfer Services, Inc.
Steve Palmisano	City of Watsonville
Susan Lowery*	County of Santa Clara Public Health
Susana Cruz*	Caltrans, District 5-Public Affairs
Tegan Speiser*	Santa Cruz County Regional Transportation Commission
Tom Barnett*	Caltrans, District 5-Maintenance

*Attended Safe on 17 Meeting in 2013

CHP NEWS

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John Price, Commander
Office of Community Outreach & Media Relations
601 North 7th Street
Sacramento, CA 95811

FOR IMMEDIATE RELEASE 13-01
January 7, 2013

CHP ENCOURAGES TEENS TO 'START SMART' AND STAY SAFE

SACRAMENTO, Calif. – Traffic collisions are the leading cause of death of teenagers across the United States and in California. Each year, thousands of young drivers and their passengers are killed in collisions. According to the California Highway Patrol's (CHP) Statewide Integrated Traffic Records System for 2010, the most recent year for finalized data, there were more than 57,000 drivers between the ages of 16 and 19 involved in collisions in California. A teen driver was determined to be at fault in 67 percent of those collisions.

"The first year behind the wheel for a teen driver can be one of the most dangerous times in their life. Teens are far more likely to be killed in a vehicle collision than in anything else," said CHP Commissioner Joe Farrow. "Developing safe driving habits is the first step toward avoiding a collision."

Designed for newly licensed teen drivers and their parents, the CHP offers *Start Smart*, a two-hour driver safety education class that is conducted throughout the state. The free program is an interactive driver safety class for teens and their parents. During the course, officers and speakers illustrate the critical responsibilities of safe driving and collision avoidance techniques. Parents are also reminded of their responsibility to teach their new driver and model good driving behavior.

"Our goal is to have teens and their parents leave the class more aware, better educated, and better prepared," added Commissioner Farrow. "Our Start Smart program has had a positive impact on thousands of parents and teens in recent years."

Parents and teenagers can sign up for a *Start Smart* class by contacting their local CHP office. To locate a CHP office near you, visit www.chp.ca.gov.

Funding for this program was provided by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

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FOR IMMEDIATE RELEASE 13-10
March 22, 2013

CHP SENIOR DRIVING CLASS AIMS TO KEEP EVERYONE SAFE

SACRAMENTO, Calif. – California's senior population is proving to be one of the fastest growing driving-age demographics in the state. It is estimated, there will be over six million residents age 65 and older in California by the year 2020. Knowing that much of this community still relies on driving as their primary means of transportation, the California Highway Patrol (CHP) is continuing the Age Well Drive Smart program.

The Age Well Drive Smart class is an education program specifically designed to help seniors tune up their driving skills, refresh their knowledge of the rules of the road, learn about normal age-related physical changes and how they affect driving ability. The program is supported by the Keeping Everyone Safe IV grant from the California Office of Traffic Safety.

"During the class, seniors have the opportunity to view curriculum designed to address their needs, share their personal concerns, ask questions, and consider the different options available to them," said CHP Commissioner Joe Farrow.

The CHP has partnered with the California Department of Motor Vehicle's Senior Ombudsman program and other members from both public and private organizations to assess the needs of the senior driving community. The class is approximately two hours and is offered at local CHP offices as well as many senior centers within the community. The class is a great way for our seniors to educate themselves, evaluate their driving abilities, and improve their driving skills.

"We can help better prepare seniors to drive safer for the years ahead," continued Commissioner Farrow. "Our ultimate goal is saving lives."

If you or a family member would like to attend an Age Well Drive Smart class, contact your local CHP office. To locate a CHP office near you, visit www.chp.ca.gov.

Funding for this program was provided by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

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An Internationally Accredited Agency

CHP NEWS

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FOR IMMEDIATE RELEASE
May 20, 2013 13-16

CHP OUT IN "FULL FORCE" THIS MEMORIAL DAY WEEKEND WITH ONE GOAL IN MIND, TO SAVE LIVES

SACRAMENTO, Calif. – Memorial Day is a time to show our appreciation for the men and women who fought, and those who still are fighting, for our country. Many Californians will celebrate this occasion, which also kicks off the summer travel season, with social gatherings, outdoor events, and barbeques. The California Highway Patrol (CHP) encourages you to enjoy the holiday but always designate a non-drinking driver and buckle up.

The CHP will be out in full force this holiday weekend in an effort to reduce roadway deaths and prevent injuries. The Memorial Day Maximum Enforcement Period (MEP) begins on Friday, May 24, at 6 p.m. and continues through Monday, May 27, at 11:59 p.m. All available officers throughout the state will be deployed during the MEP to focus enforcement on occupant restraints, speed violations and DUI drivers.

During the 2012 Memorial Day weekend, 25 people were killed in collisions throughout California. Among those killed within CHP jurisdiction, nearly 60 percent were not wearing a seat belt at the time of their collision. The CHP's holiday enforcement effort coincides with the 2013 *"Click It or Ticket"* seat belt enforcement campaign, which continues nationwide through June 2, 2013.

"The CHP's primary mission is to prevent the loss of life. We will accomplish this through education and enforcement," said CHP Commissioner Joe Farrow. "We want you to enjoy and celebrate, but we ask you to do it responsibly."

With more than 1,300 arrests for driving under the influence during Memorial Day weekend 2012, the CHP will be on the lookout for impaired drivers and cracking down on those who make the decision to drink and drive.

"Always designate a sober driver when you plan to go out over the weekend; the alternate choice could cost you your life," added Commissioner Farrow.

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CALIFORNIA OFFICE OF TRAFFIC SAFETY

it's NOT worth it!

FOR IMMEDIATE RELEASE:
May 22, 2013

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13-17

57,000 Distracted Driving Month Tickets in April; Cell Phone Usage Rate Down

(Sacramento, CA) – More than 57,000 drivers were ticketed for handheld cell phone talking or texting during April's Distracted Driving Awareness Month, according to the California Office of Traffic Safety (OTS) and the California Highway Patrol (CHP). The citations written by CHP officers as well as over 250 local law enforcement agencies across the state match the number handed to drivers in last year's April campaign. The monthly number of cell phone tickets outside of this special high visibility enforcement averages 36,000 violations. Over 3,500 citations were handed out for other types of distracted driving violations.

The Office of Traffic Safety also announced today that the percentage of drivers actively using cell phones at any one time in the state dropped from 10.8 percent in 2012 to 7.4 percent in 2013, nearly returning to the baseline 2011 total of 7.3 percent. The largest drop, 33 percent, was from those holding a cell phone to their ear. The information was contained in the third annual cell phone observational survey conducted in March by OTS through the UC Berkeley Safe Transportation Research and Education Center. The results are likely the low-end indicators due to the short, limited view observation of whether a driver was using a phone, especially for texting.

"We are very encouraged to see the usage figures decline, especially after the increase last year," said OTS Director Christopher J. Murphy. "But any number is too high, since any usage of cell phones while driving takes away too much of our brain's ability to react to what's happening on the road, not to mention when our hands or eyes are disengaged also."

Law enforcement agencies from across the state joined in the high visibility enforcement efforts of the April campaign. Officers have been witness to the ever increasing number of crashes in recent years due to cell phone use and other distracted driving. Participating agencies came together for two area-wide concentrated enforcement days during the month as well as smaller city-wide enforcement days.

"The month of April is behind us, however, distracted driving awareness education and enforcement continues for law enforcement statewide," said CHP Commissioner Joe Farrow. "Inattention while driving is a dangerous behavior with potentially deadly consequences. Motorists, especially parents with impressionable children in the vehicle, are strongly encouraged to practice safe, legal driving behaviors. Lives depend on it."

(more)

Over and above the enforcement efforts, the “It’s Not Worth It!” campaign continued to make drivers and the public aware of the dangers of distracted driving, as well as the high cost of tickets, through Caltrans changeable message signs over highways, DMV messaging in field offices, plus internet, social media and other outreach. Costs for violating the cell phone laws start at $162 for the first offense and $285 for subsequent offenses. Other violations for actions that can be classified as distracted driving can range even higher. More important are the hundreds killed and thousands seriously injured every year due to drivers thinking they can operate a vehicle safely while engrossed in talking or texting on a cell phone.

Following a few uncomplicated steps would go a long way in keeping you safe from distracted driving:

- Put your cell phone out of reach or turn it off when you get in the car so you won’t be tempted to use it.
- Mention on your outgoing voicemail message that you can’t answer because you might be driving.
- Don’t call or text anyone when there is a good chance that they may be driving.
- If you must call or text, pull into a parking space. The extra couple of minutes are worth it.
- The ability to safely multi-task while driving is myth. Cell phone use actually diminishes the brain’s ability to drive safely.
- Never check Facebook, run an app, read or otherwise allow your full attention to leave the task of safely driving.

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