

SAFE ON 17

Highway 17 Safety Corridor

2013 Annual Report

January 1, 2013 to December 31, 2013



*Safety
Service*



MTC
SAFE



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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

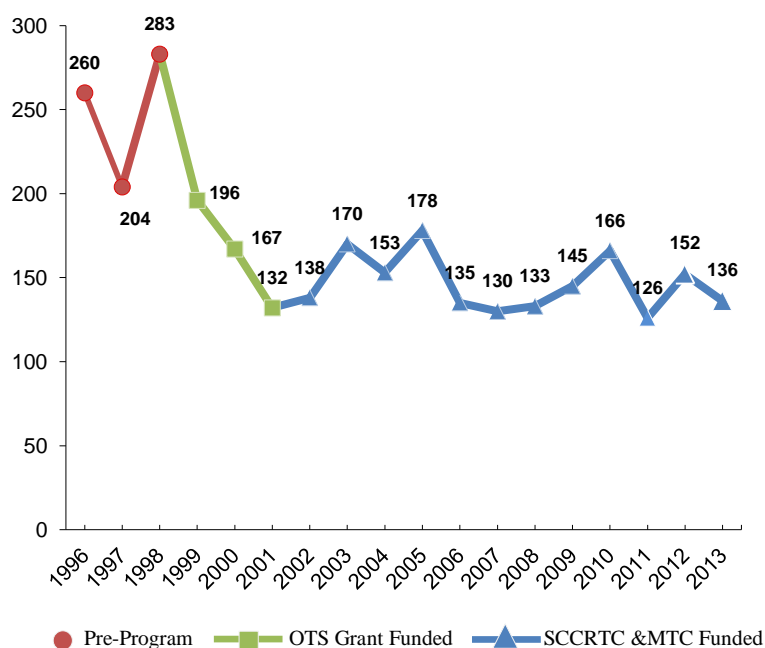
- ▶ There were 2 fatal collisions and 134 injury collisions on the safety corridor in 2013.
- ▶ The 2013 injury and fatal collisions surpassed the goal of maintaining the reduction in collisions achieved during the OTS grant period of 165 injury and fatal collisions.
- ▶ The total number of collisions 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	<i>San Jose CHP</i>		<i>Santa Cruz CHP</i>	
	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**

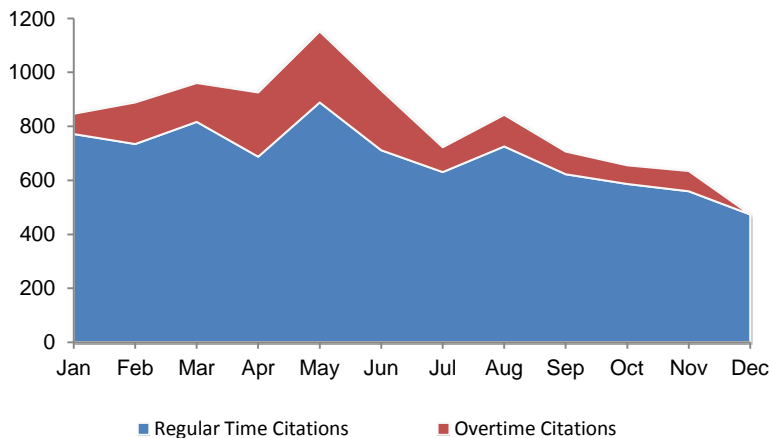
* Between 2006 and 2009, CHP was permitted to carryover funds not spent during the prior years to the current year, thus resulting in more than \$50,000 expended in services in some years. A new contract was initiated in 2009 with CHP and no unspent funds were carried over into the new contract, thus 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

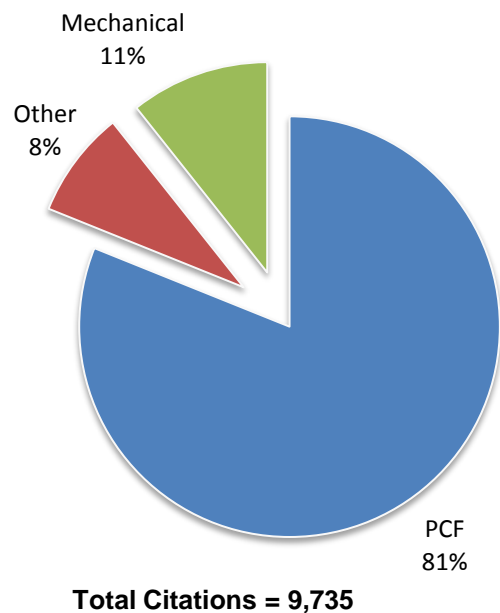
A total of 9,735 citations were issued on Highway 17 during 2013. Of these, 1,553 were given during Safe on 17 extra enforcement hours. Citations issued during overtime in 2013 made up 16% of citations. Total yearly citations since about 2008 have been on average about 9,000 to 10,000. In the earlier 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.

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



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).

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.

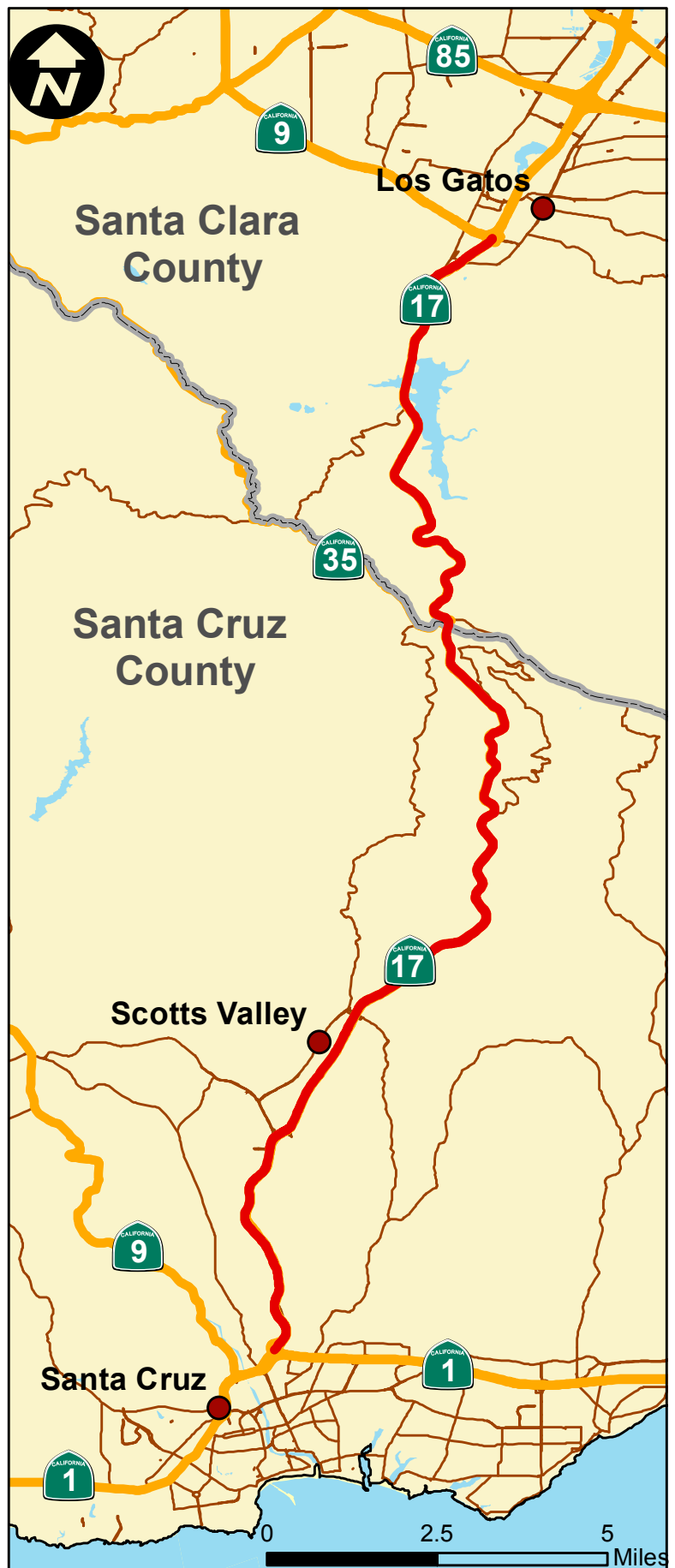
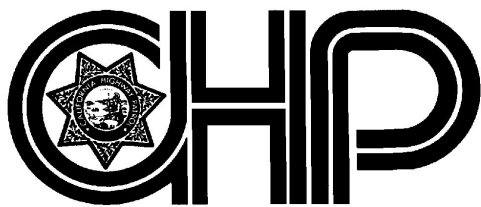
Attachments

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+ncaon> July 24, 2014.

Highway 17 Safety Corridor



Attachment 2

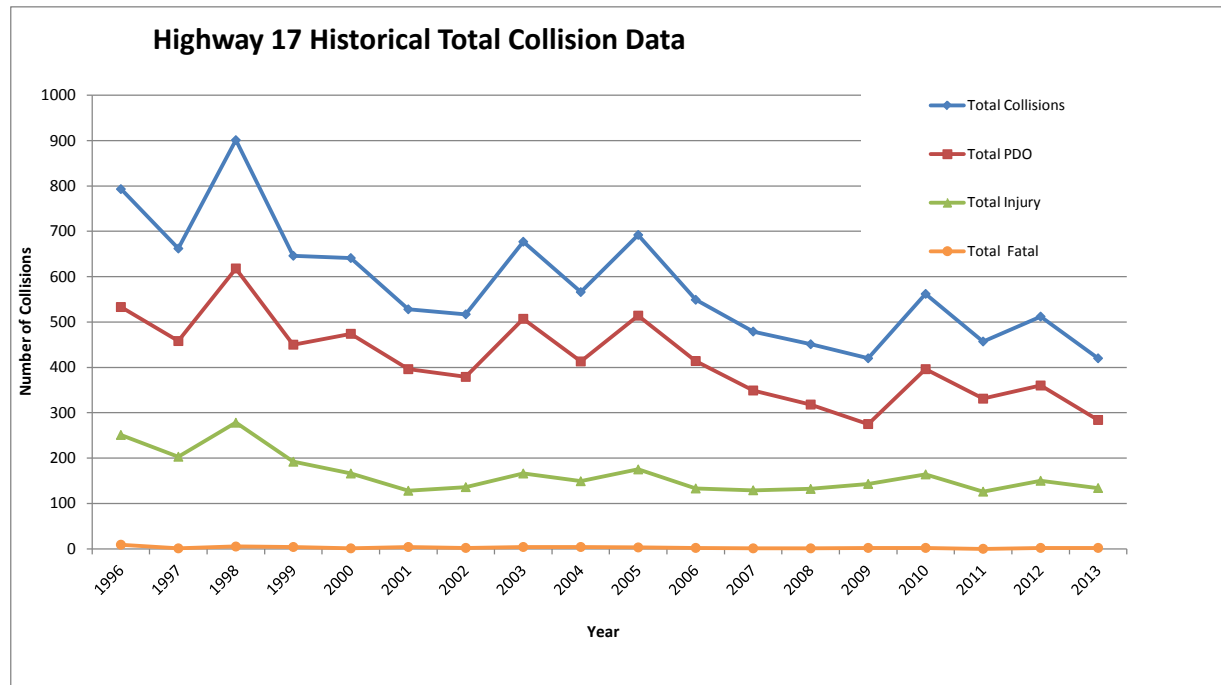
Highway 17 Annual Collision Data

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	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	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

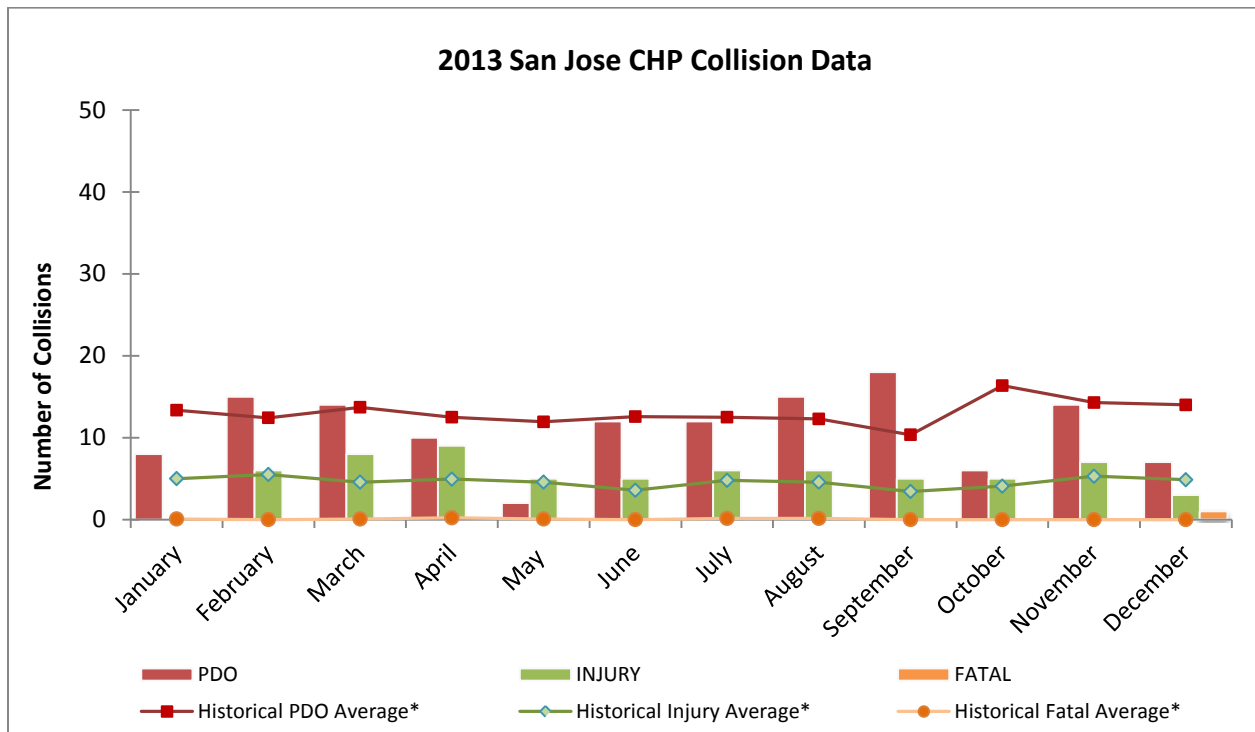
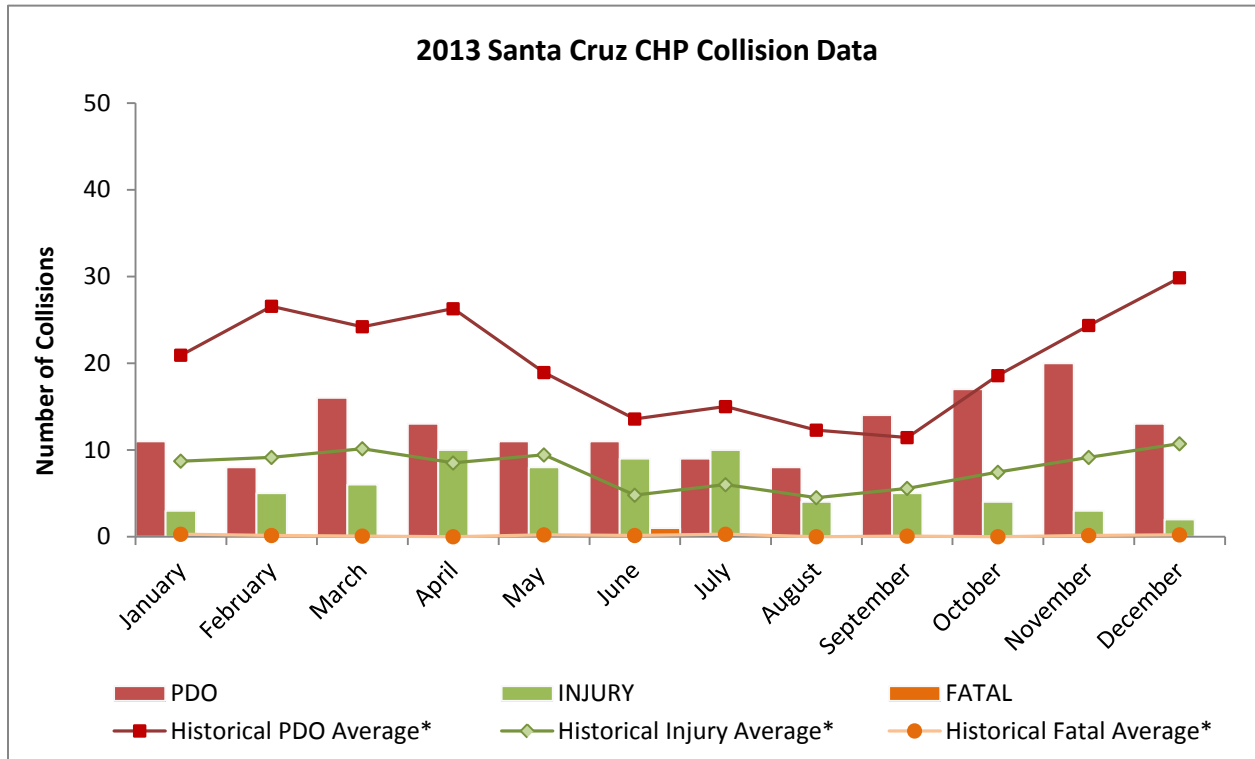
NOTE: Annual Average Injury and Fatal Collision Prior to SAFE on 17 Program = 249



<I:\SAFEProjects\SAFE ON 17\Reports\2013\Report\Attachment2-stats.xls> Collision Data

Attachment 3

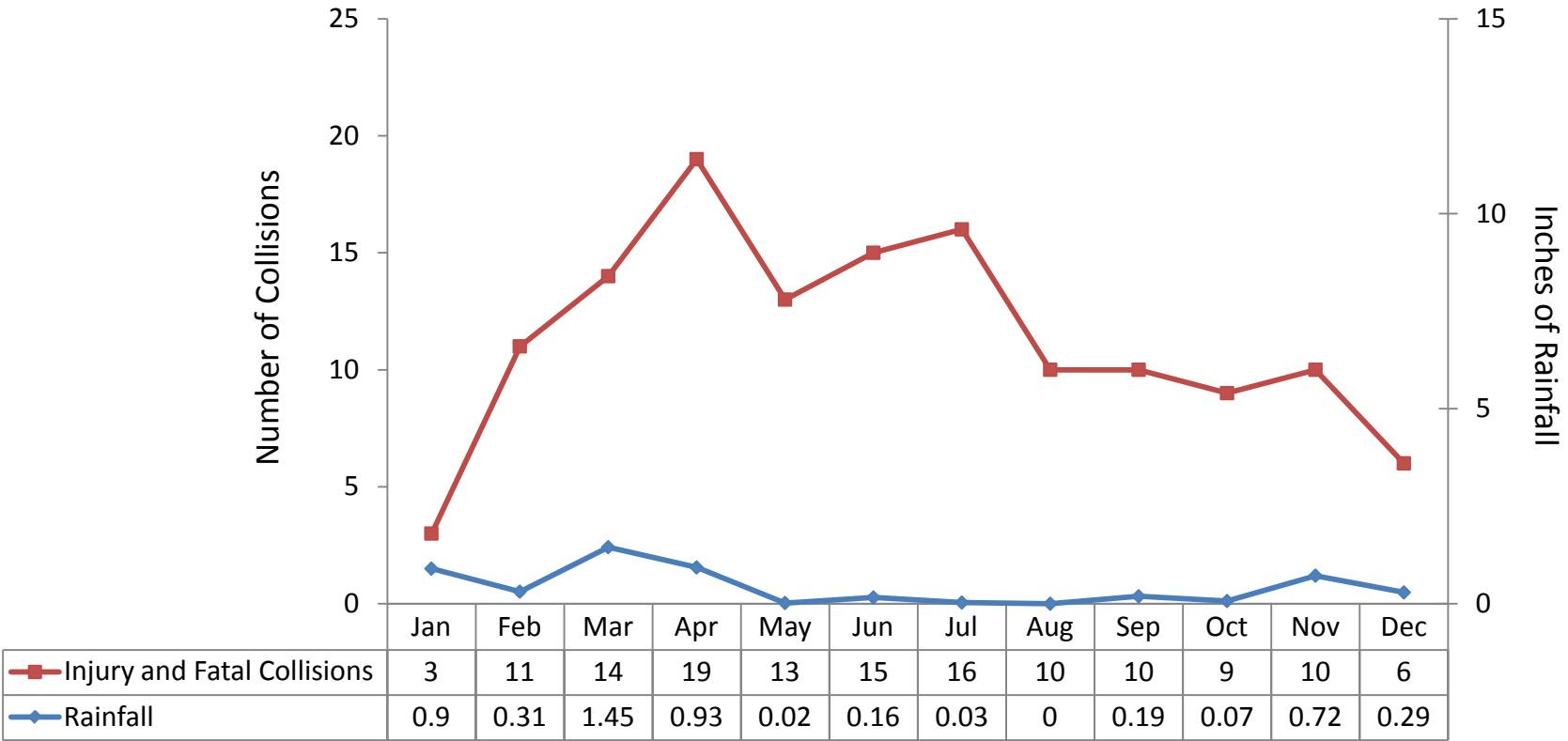
2013 HIGHWAY 17 MONTHLY COLLISION DATA



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

Attachment 4

2013 Monthly Collision and Rainfall Trends

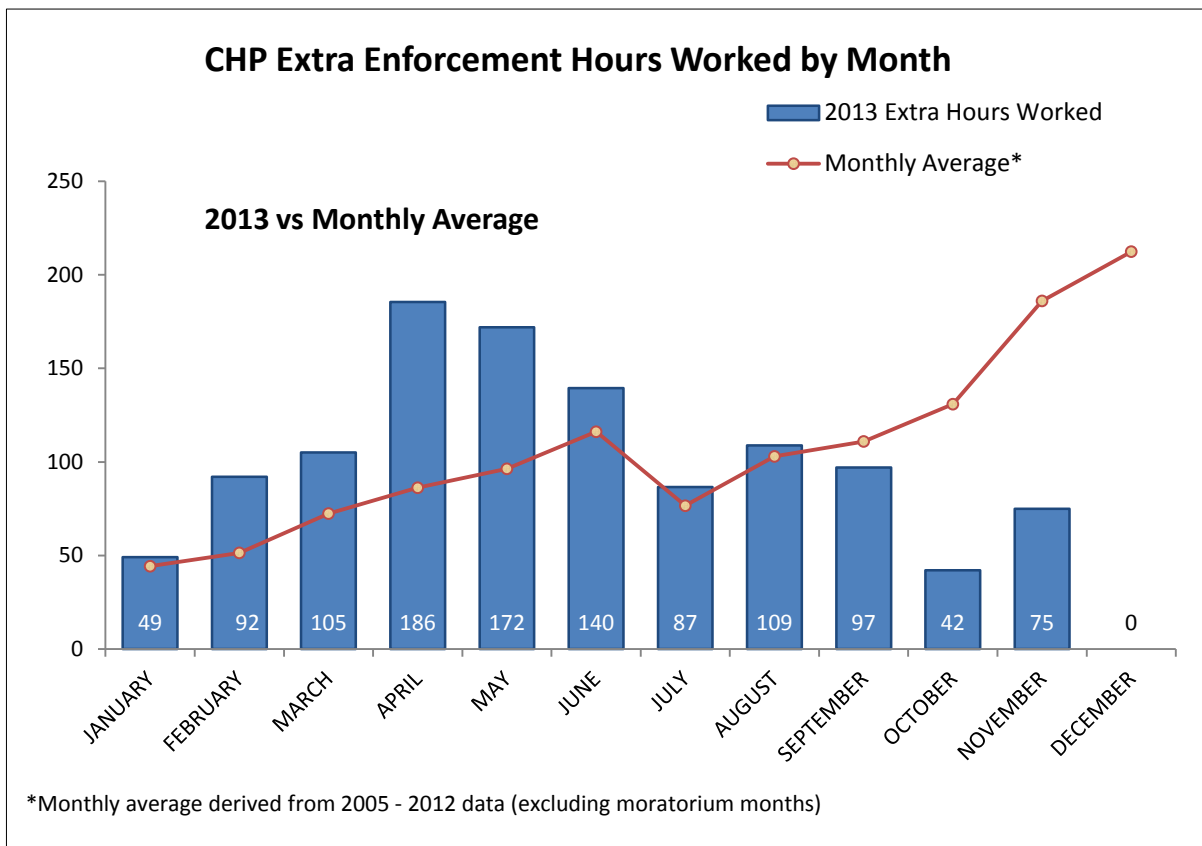


Attachment 5

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.



Attachment 6

SAFE ON 17 ANNUAL HIGHWAY 17 CITATION DATA

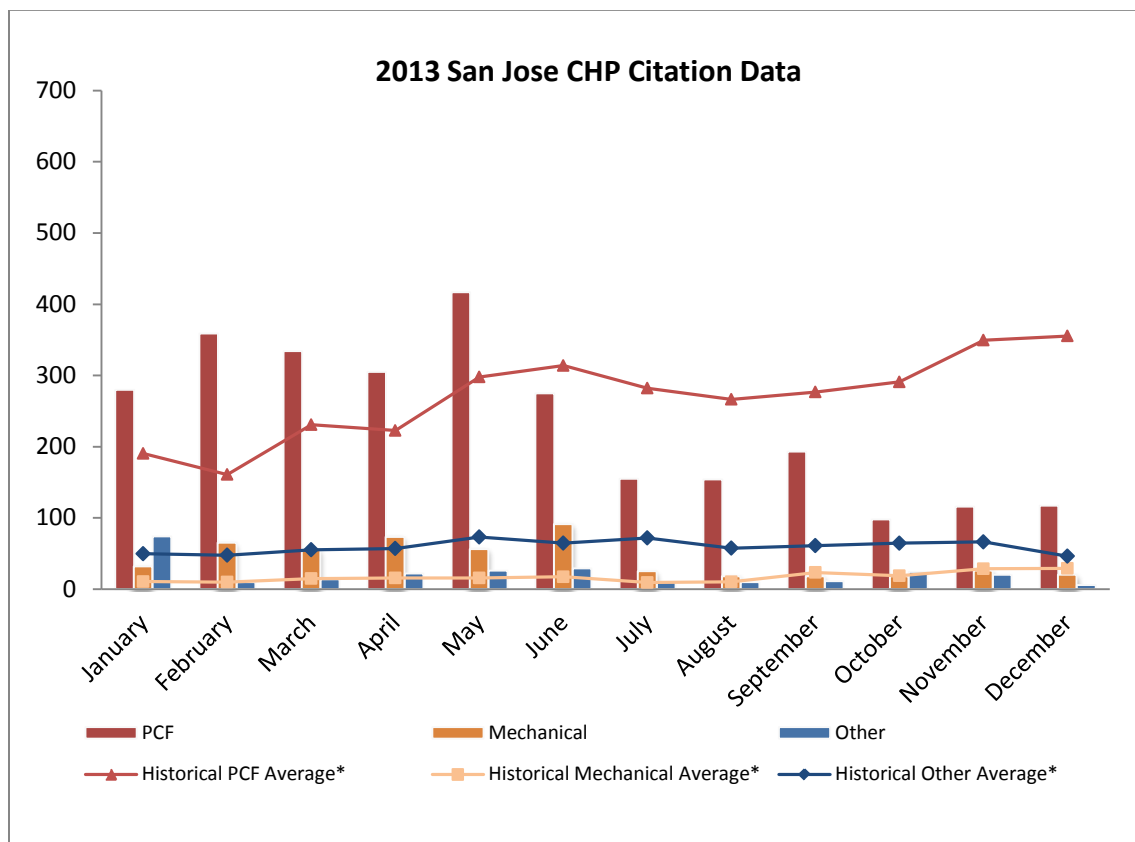
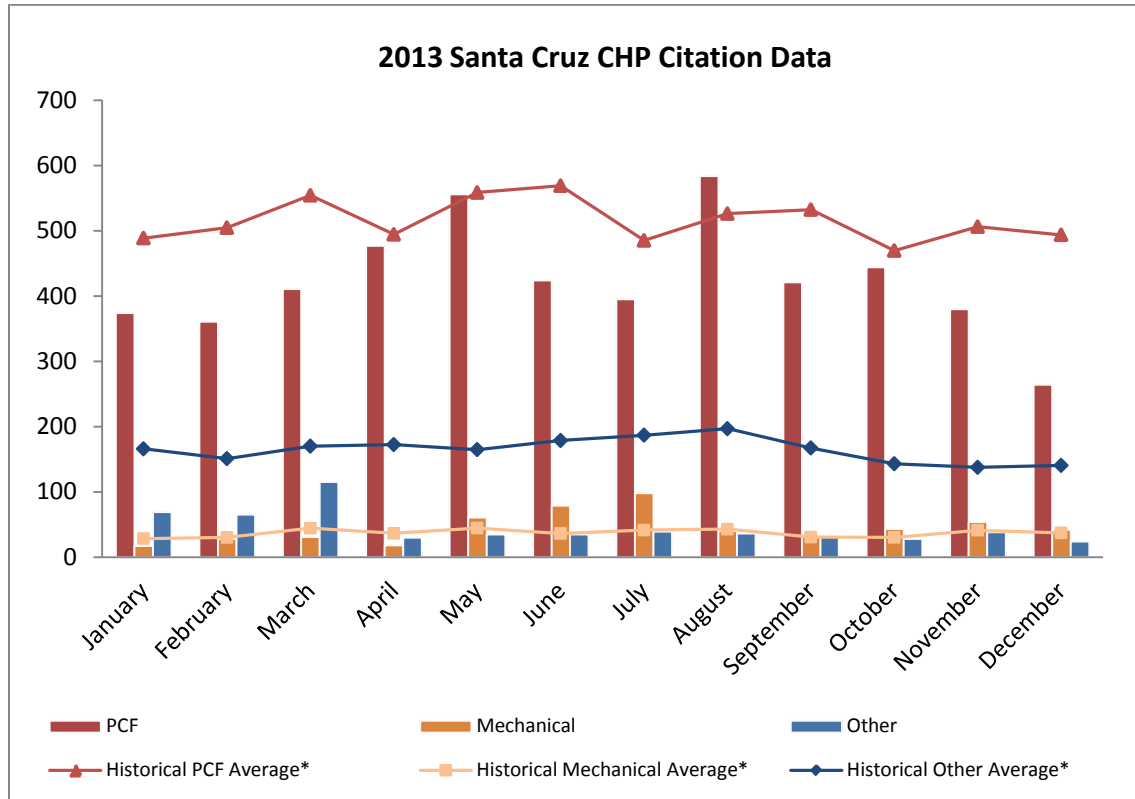
Year	2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC
Regular Time PCF	2,766	3,666	2,809	5,994	2,995	5,766	2,884	4,627	2,871	3,772	2,169	3,420	2,282	4,298	1,706	4,304	1,182	5,372	2,218	4350	2,416	4289
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
<i>PCF Regular Time Total</i>	<i>6,432</i>		<i>8,803</i>		<i>8,761</i>		<i>7,511</i>		<i>6,643</i>		<i>5,589</i>		<i>6,580</i>		<i>6,010</i>		<i>6,554</i>		<i>6,568</i>		<i>6,705</i>	
PCF OT Total	1,862		1,065		1,217		1,218		1,738		1,688		1,008		271		1,124		1,217		1,189	
<i>PCF Total</i>	<i>8,294</i>		<i>9,868</i>		<i>9,978</i>		<i>8,729</i>		<i>8,381</i>		<i>7,277</i>		<i>7,588</i>		<i>6,281</i>		<i>7,678</i>		<i>7,785</i>		<i>7,894</i>	
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

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

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 Schneider	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

2013 Safe on 17 Task Force Members (cont'd)

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 4-Transportation Management Center
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



NEWS



CONTACT: Fran Clader, Director of Communications

(916) 843-3310

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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An Internationally Accredited Agency



NEWS



CONTACT: Fran Clader, Director of Communications

(916) 843-3310

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

FOR IMMEDIATE RELEASE
March 22, 2013

13-10

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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NEWS



CONTACT: Fran Clader, Director of Communications

(916) 843-3310

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

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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**FOR IMMEDIATE RELEASE:**

May 22, 2013

CONTACT:

Chris Cochran, OTS
916-509-3063

chris.cochran@ots.ca.gov

Fran Clader, CHP
(916) 843-3310

fclader@chp.ca.gov

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."

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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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