



**Santa Cruz County Regional  
Transportation Commission  
Service Authority for Freeway Emergencies**

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**AGENDA**

**Thursday, May 5, 2016**

**NOTE LOCATION THIS MONTH  
Capitola City Council Chambers  
420 Capitola Avenue  
Capitola, CA**

**Immediately following the completion of the regular RTC meeting**

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 – 2015 Annual Report  
(Ginger Dykaar, Transportation Planner)

- a. Staff report
- b. Safe on 17 Highway 17 Safety Corridor Project 2015 Annual Report

4. Adjourn

**AGENDA:** May 5, 2016

**TO:** Regional Transportation Commission/Service Authority for Freeway Emergencies

**FROM:** Ginger Dykaar, Transportation Planner

**RE:** Safe on 17 Safety Corridor Project – 2015 Annual Report

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC)/Service Authority for Freeway Emergencies (SAFE) accept the attached 2015 Annual Report for the Safe on 17 Safety Corridor Program ([Attachment 1](#)).

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## **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 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**

### 2015 Safe on 17 Annual Report

The 2015 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 staff, with input from Caltrans and CHP staff. The 2015 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 2015 Safe on 17 accomplishments. More detailed information regarding these activities is available in

the attached *2015 Annual Report*. **Staff recommends that the RTC accept the 2015 Safe on 17 Annual Report.**

**Collisions:** There were zero fatal collisions and one hundred and eighty seven injury collisions reported in 2015. The fatal and injury collisions for 2014 were 25% lower than the preprogram average of 249. This reduction translates into 62 fewer fatal and injury collisions and 59 fewer property damage only collisions on the Highway 17 Safety Corridor for 2015 compared to the preprogram average. The total number of collisions for 2015 is 664.

The most recent three-year annual average of 166 is just above the goal of the Task Force of maintaining the reduced collision rate three-year average achieved during the OTS grant period of 165 injury and fatal collisions. The overall annual average number of injury and fatal collisions for the SCCRTC and MTC SAFE funded period (2002-2014) also remains lower at 152 than the annual three-year average of the OTS grant period of 165. The *2015 Annual Report: Attachment 2* breaks-out annual collisions by type since 1996 and *2015 Annual Report: Attachment 3* includes 2015 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 2015, there was a total of 836 hours of extra CHP enforcement.

**Citations:** In 2015, 6,771 citations were issued on Highway 17. Approximately 20% of these citations were issued during Safe on 17 extra CHP enforcement hours. Primary collision factors, including unsafe speed, improper turning and improper lane changes account for approximately 80% of all citations.

**Safe on 17 Task Force Meetings:** In 2015, 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 2014, 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 2015, Caltrans advanced or completed several important safety projects on Highway 17 including the Highway 17 Summit Slide Repair Project, the Highway 17 Laurel Curve Shoulder Widening Project, and the Highway 17 Access Management Plan. Details about these projects are available in the *2015 Safe on 17 Annual Report*.

## *2015 Safe on 17 Annual Report*

### Funding for the Safe on 17 Program

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, 2018. 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**

The 2015 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 2015 Safe on 17 Program includes: CHP extra enforcement, collision and citation rate monitoring, Safe on 17 Task Force Meetings, public information and outreach, and highway safety improvements.

### Attachment

1: Safe on 17 Highway 17 Safety Corridor Project *2015 Annual Report*

DRAFT

**SAFE ON 17**  
**Highway 17 Safety Corridor**

**2015 Annual Report**

January 1, 2015 to December 31, 2015



*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 average 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, and a traffic operations system all contribute to improving safety on Highway 17. The task force also continued to collect data to measure the outcome of these efforts, 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 15 years ([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 2015. Both the Highway 17 Summit Slide Repair and Highway 17 Laurel Curve Northbound Shoulder Widening projects were completed in 2015. All of these projects were constructed with the intent to reduce the number of collisions on Highway 17.

## 2015 Highway 17 Summary of Facts

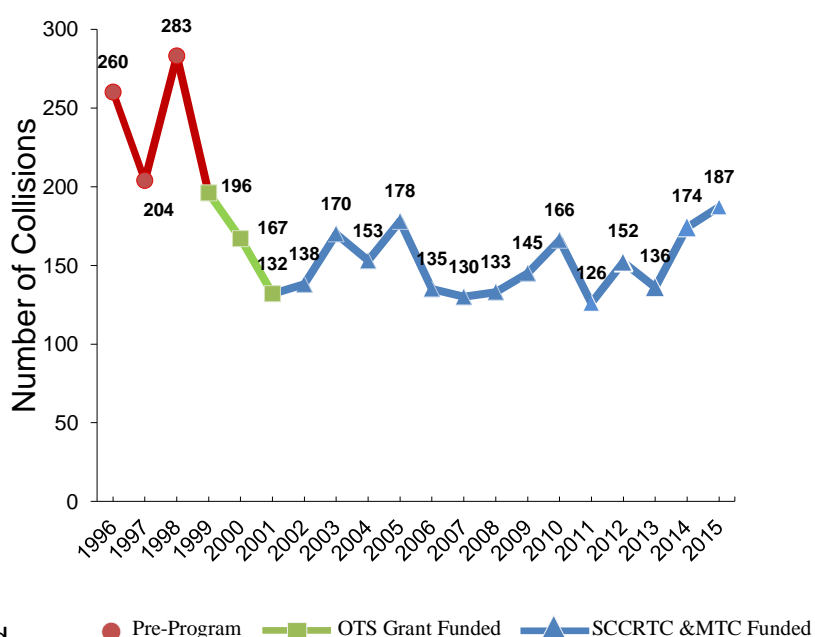
- ▶ There were 0 fatal collisions and 187 injury collisions on the safety corridor in 2015.
- ▶ The total number of collisions for 2015 is 664.
- ▶ Injury collisions were highest in December 2015.
- ▶ CHP wrote an average of 19 citations per day on Highway 17.

## Collisions

There were zero fatalities on Highway 17 in 2015. A year with zero fatalities has only occurred in one other year (2011) since collision data has been collected by the task force starting in 1996. One hundred and eighty seven injury collisions were reported in 2015. The fatal and injury collisions for 2015 were 25% lower than the preprogram average of 249. This reduction translates into 62 fewer fatal and injury collisions and 59 fewer property damage only collisions on the Highway 17 Safety Corridor for 2015 compared to the preprogram average. The most recent three-year average for injury and fatal collisions is 166.

The Task Force strategies have reduced the number of fatal and injury collisions by an average of 38% over the last 15 years from the pre-program three year-average of 249. The most recent three-year average of fatal and injury collisions is 166, which does not meet the goal of the Task Force to maintain the reduced three-year collision rate average achieved during the OTS grant period of 165 injury and fatal collisions. The total annual average number of injury and fatal collisions for the SCCRTC and MTC SAFE funded period (2002 on) remains lower at 152 than the annual average of the OTS grant period of 165. Figure 1 shows the annual injury and fatal collision data between 1996 and 2015. A breakdown of collisions by type is provided in [Attachment 2](#).

Figure 1: Annual Total Fatal & Injury Collisions on Highway 17, 1996-2015



A detailed comparison between 2015 monthly collisions and historical averages (1999-2013) 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 December 2015. On the Santa Clara County side, the highest number of collisions occurred in May 2015.



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:

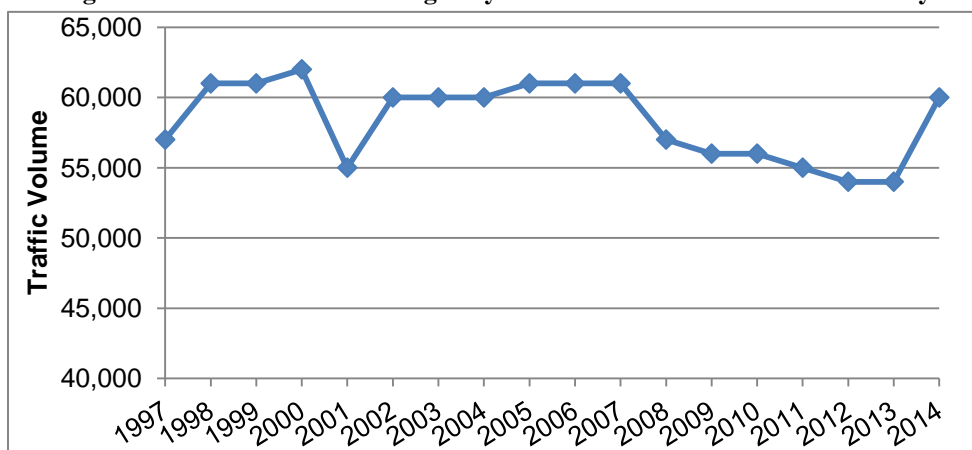
- Significantly increased cellular phone usage
- Proliferation of text messaging over cellular phones
- Availability of smart phones with access to email and many other functions
- Usage of navigation systems through a variety of devices

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. These additional factors can cause an upward trend in the number of collisions, and may be the reason for the increased collision rate on Highway 17 for 2015.

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 2015 in [Attachment 4](#). Injury and collision data were highest during December 2015. The total yearly rainfall in 2015 was 16.5 inches compared to a yearly average of 30.25 inches. The highest rainfall months for 2015 were November and December which accounted for about two-thirds 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 for 2014 has

**Figure 2. Traffic Volumes on Highway 17 at Santa Clara/Santa Cruz County Line**



been estimated by Caltrans to have increased since the economic decline in 2008-2009 and thus may be a factor in the increased number of collisions on Highway 17. The estimated traffic volume data for 2015 is not available yet to determine if traffic volumes have continued to increase (Figure 2).

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, 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 2015, a total of \$80,139 was spent on extra CHP enforcement and 836 hours of extra CHP enforcement were worked (Table 1). [Attachment 5](#) summarizes the extra enforcement by month for 2015.

**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
<b>2003</b>	490	\$31,197	850	\$47,913
<b>2004</b>	610	\$38,129	709	\$45,728
<b>2005</b>	601	\$39,495	730	\$49,631
<b>2006</b>	680	\$51,590*	636	\$47,858
<b>2007</b>	909	\$76,953*	565	\$49,738
<b>2008</b>	706	\$61,652*	737	\$68,023*
<b>2009</b>	591	\$47,651	399	\$36,709
<b>2010</b>	22	\$1,842	308	\$27,224
<b>2011</b>	828	\$65,970**	705	\$55,047*
<b>2012</b>	576	\$45,072	681	\$54,045***
<b>2013</b>	340	\$30,849	812	\$70,152***
<b>2014</b>	852	\$72,886**	643	\$58,822***
<b>2015</b>	437	\$40,739	399	\$39,400

\* 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.

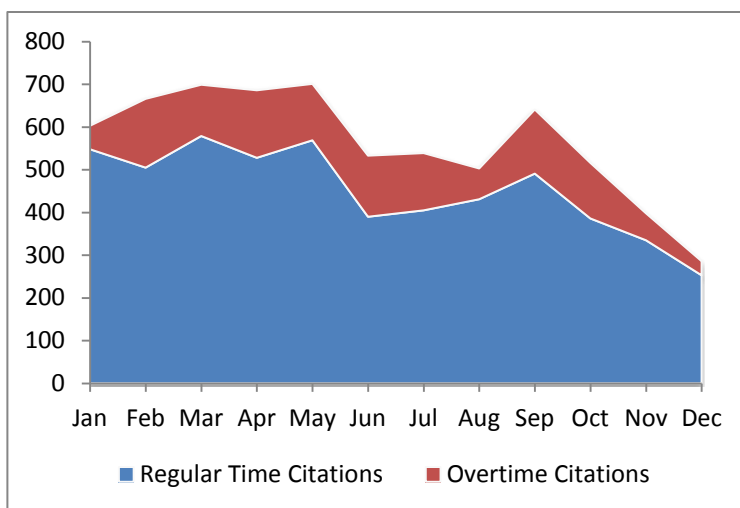
\*\*The RTC provides the funds on a fiscal year and thus the amounts may be higher than \$50,000 when summed on a calendar year as reported here.

\*\*\*Santa Cruz CHP was permitted to carryover any unspent funds in future years.

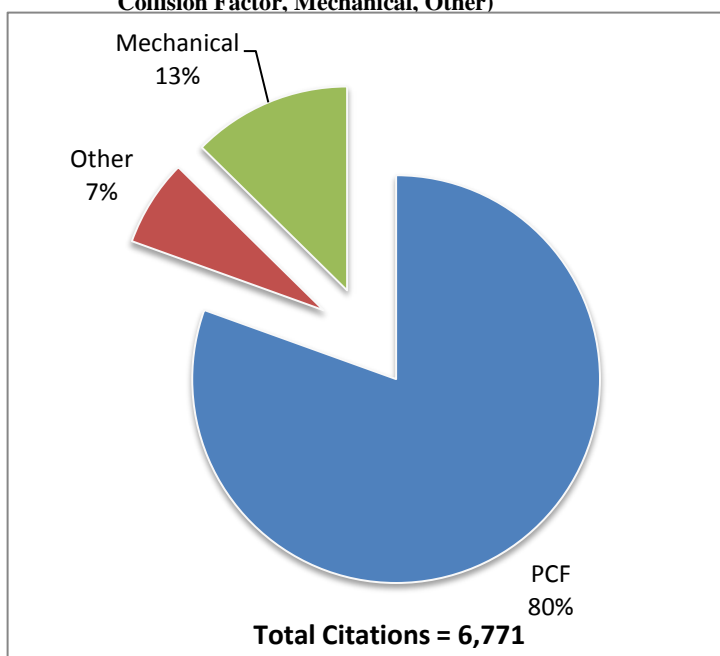
## Citations

A total of 6,771 citations were issued on Highway 17 during 2015. Of these, 1,351 were given during Safe on 17 extra enforcement hours. Citations issued during overtime in 2015 made up 20% of citations. In the earlier years of the program (2003 - 2007), total citations were in the range of 11,000 to 14,500 per year. Between 2008 and 2014, total yearly citations have been on average about 9,000 to 10,000. In 2015, the total number of citations dropped to less than 7000.

**Figure 3: 2015 Highway 17 CHP Citations by Regular & Overtime Hours**



**Figure 4: Total Citations by Citation Type (Primary Collision Factor, Mechanical, Other)**



The most overtime citations per month for 2015 were given in May. Figure 3 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 2015, 80% of all citations given on Highway 17 were for PCF violations (Figure 4).

## **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 2015, members continued to regularly attend the two scheduled meetings (March 11 and September 16) and committed to staying involved and working towards improving safety on Highway 17.

In 2015, 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 2015 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 2015, RTC SAFE, MTC SAFE, CHP and Caltrans continued to provide information to the public about the extra enforcement and safety on Highway 17. In 2015, 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 2015, 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**

### Highway 17 Laurel Curve Northbound Shoulder Widening

The Highway 17 project at Laurel Curve to widen the shoulder in the northbound direction was completed in 2015. Wider shoulders allow motorists to have more room to correct themselves if they veer off the road. Wider shoulders can also provide a place for vehicles to pull off the road in an emergency and increase visibility around a curve.

### 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.) was completed in 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.

### Hwy 1/17 Shoulder Widening

A project to extend the merge lane from Highway 1 as it merges into southbound Highway 17 was begun in late 2015. The extension of the merge lane will provide motorists with more time to move into the appropriate lane. This project is scheduled to be completed in spring of 2016.

## **Conclusion**

There were zero fatalities and 187 injuries on the Hwy 17 corridor during 2015. A year with zero fatalities on Highway 17 has only occurred in one other year (2011) since collision data has been collected by the task force starting in 1996. The most recent three-year annual average of injury and fatal collisions is 166, which does

not meet the goal of maintaining the reduced injury and fatal collisions (165) experienced during the initial Office of Traffic Safety grant period (1999-2002). The overall annual average number of injury and fatal collisions for the SCCRTC and MTC SAFE funded period (2002 – 2015) remains lower at 152 than the annual average of the OTS grant period of 165. A number of factors may have contributed towards the increase in the number of collisions in 2015 including use of mobile devices while driving and increased traffic volumes.

During 2015, Caltrans continued to implement safety improvements aimed at reducing wet weather and run-off-road collisions through guardrail upgrades and shoulder widening projects. Through public education, primarily CHP Start Smart events, and Caltrans signs (both static and changeable message signs), motorists are informed 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.

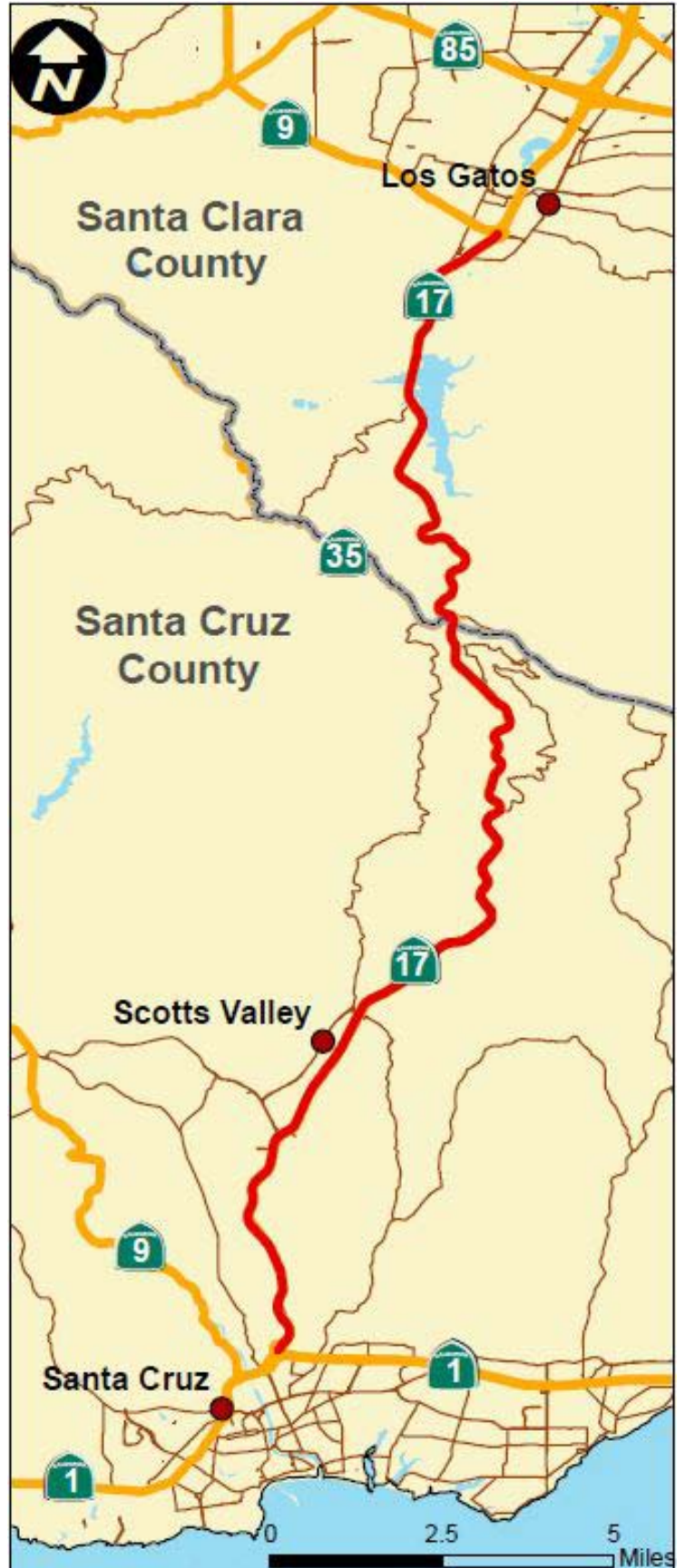
## **Attachments**

- Attachment 1: Highway 17 Safety Corridor Map
- Attachment 2: Summary of Annual Highway 17 Collision Data
- Attachment 3: 2014 Highway 17 Monthly Collision Data
- Attachment 4: 2014 Monthly Collision and Rainfall Trends
- Attachment 5: Summary of Extra CHP Enforcement Hours
- Attachment 6: Summary of Annual Highway 17 Citation Data
- Attachment 7: 2014 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 <https://www.dmv.ca.gov/portal/dmv/detail/pubs/vctop/vc/d11/c7/a1/22350> on May 11, 2015.
- California Highway Patrol. 2014. *SWITRS*. Provided by San Jose and Santa Cruz CHP.
- Caltrans. 2014. *Traffic Counts*. Retrieved from <http://traffic-counts.dot.ca.gov/> on May 11, 2015.
- Western Region Climate Center Santa Cruz Rainfall Record, Monthly Total Precipitation. Retrieved from <http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?cascru+nca> on May 11, 2015.

# Highway 17 Safety Corridor





## Attachment 2

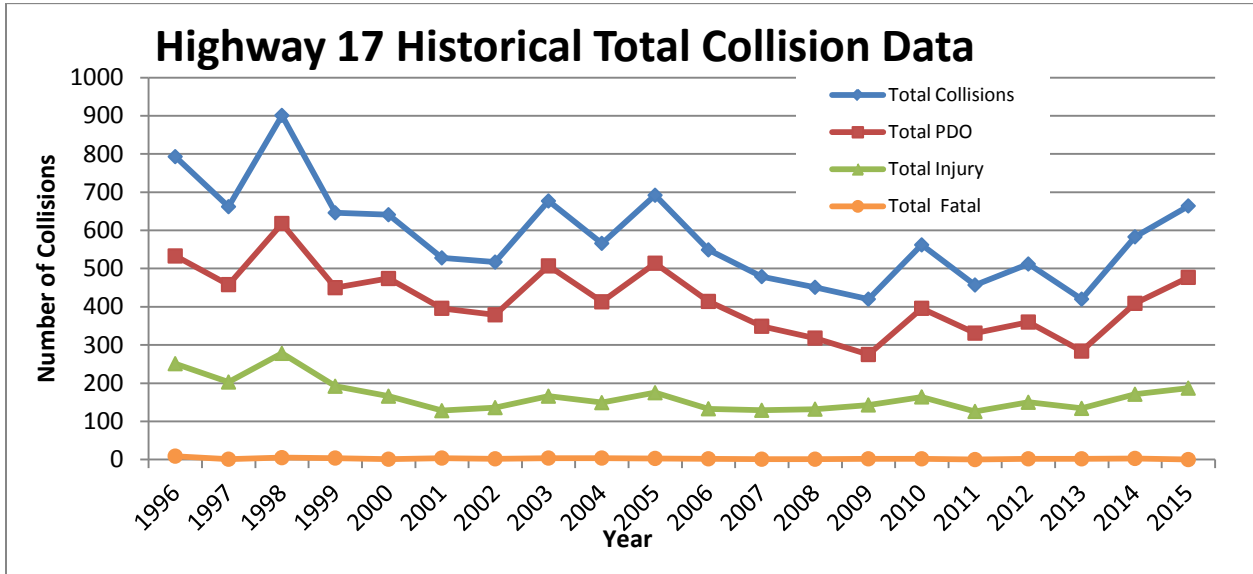
### Highway 17 Annual Collision Data

HIGHWAY 17 COLLISION DATA 1996-2015

Year	1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015	
	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				
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	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	178	231	237	240
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	62	109	94	93
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	2	1	0	0	
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	242	341	331	333
Total Collisions	793		662		901		646		641		528		517		677		566		692		549		479		451		420		562		457		512		420		583		664	
Hwy 17 Injury and Fatal Collisions	260		204		283		196		167		132		138		170		153		178		135		130		133		145		166		126		152		136		174		187	

\*PDO=Property Damage Only

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

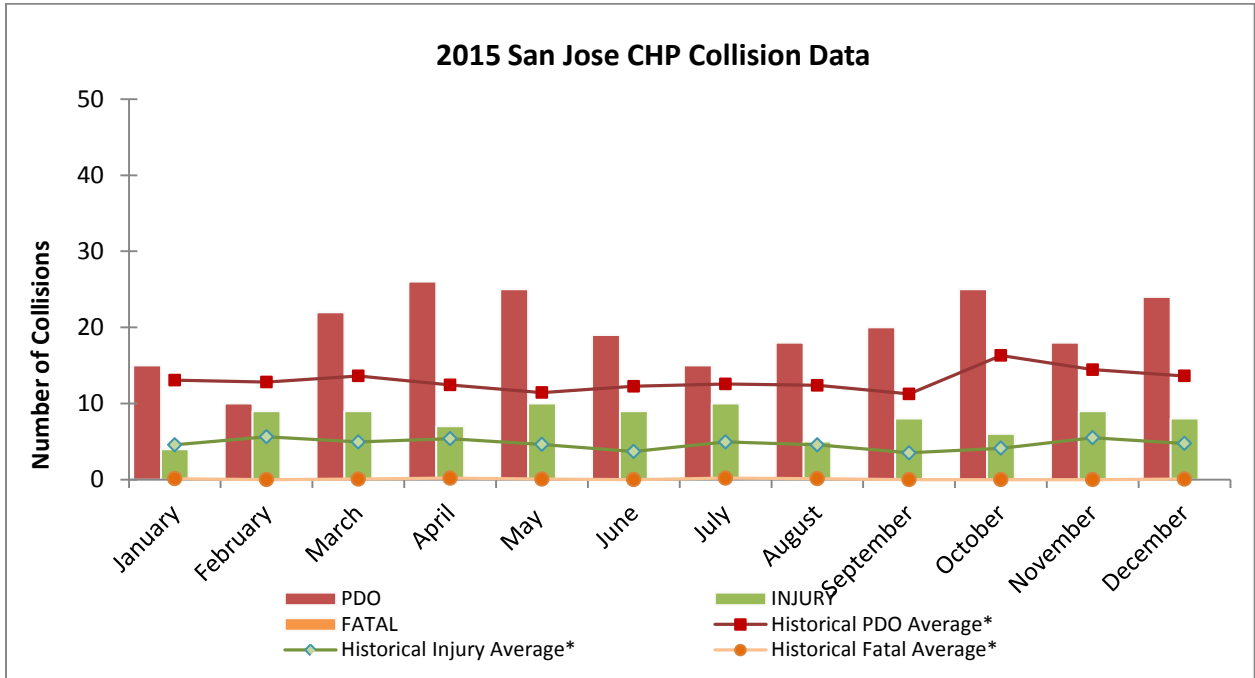
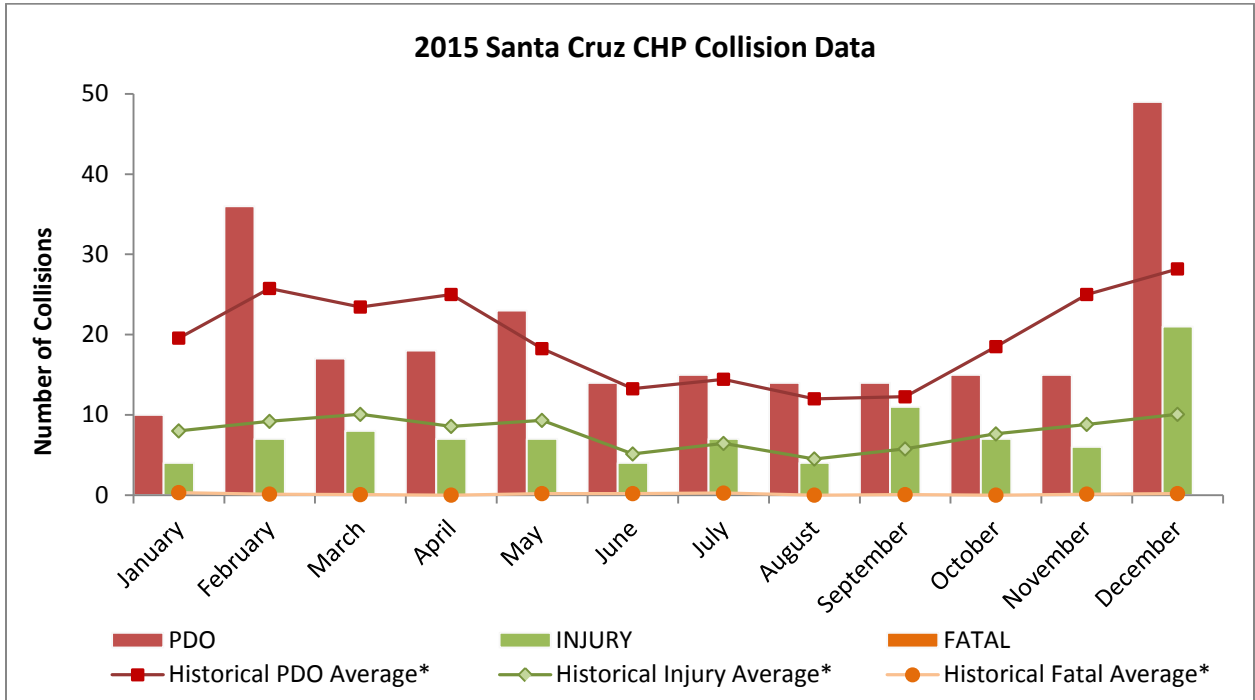


[I:\SAFEProjects\SAFE ON 17\Reports\2015\2014 Spreadsheets\\[Attachment2-stats.xls\]Collision Data](I:\SAFEProjects\SAFE ON 17\Reports\2015\2014 Spreadsheets\[Attachment2-stats.xls]Collision Data)



Attachment 3

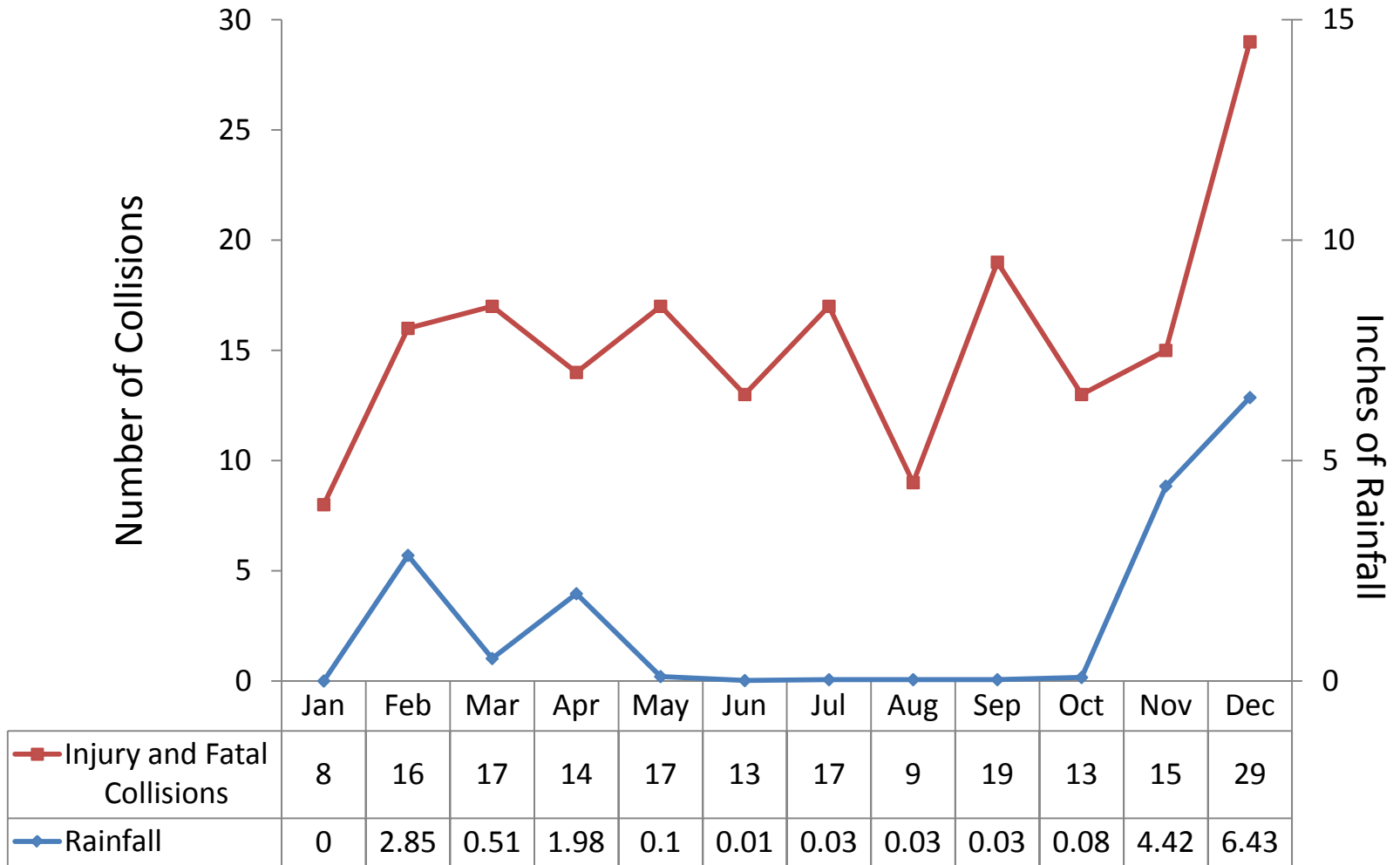
2015 Highway 17 Monthly Collision Data



\*Historical monthly averages derived from 1999, when Safe on 17 was implemented, thru 2014

Attachment 4

2015 Monthly Collision and Rainfall Trends

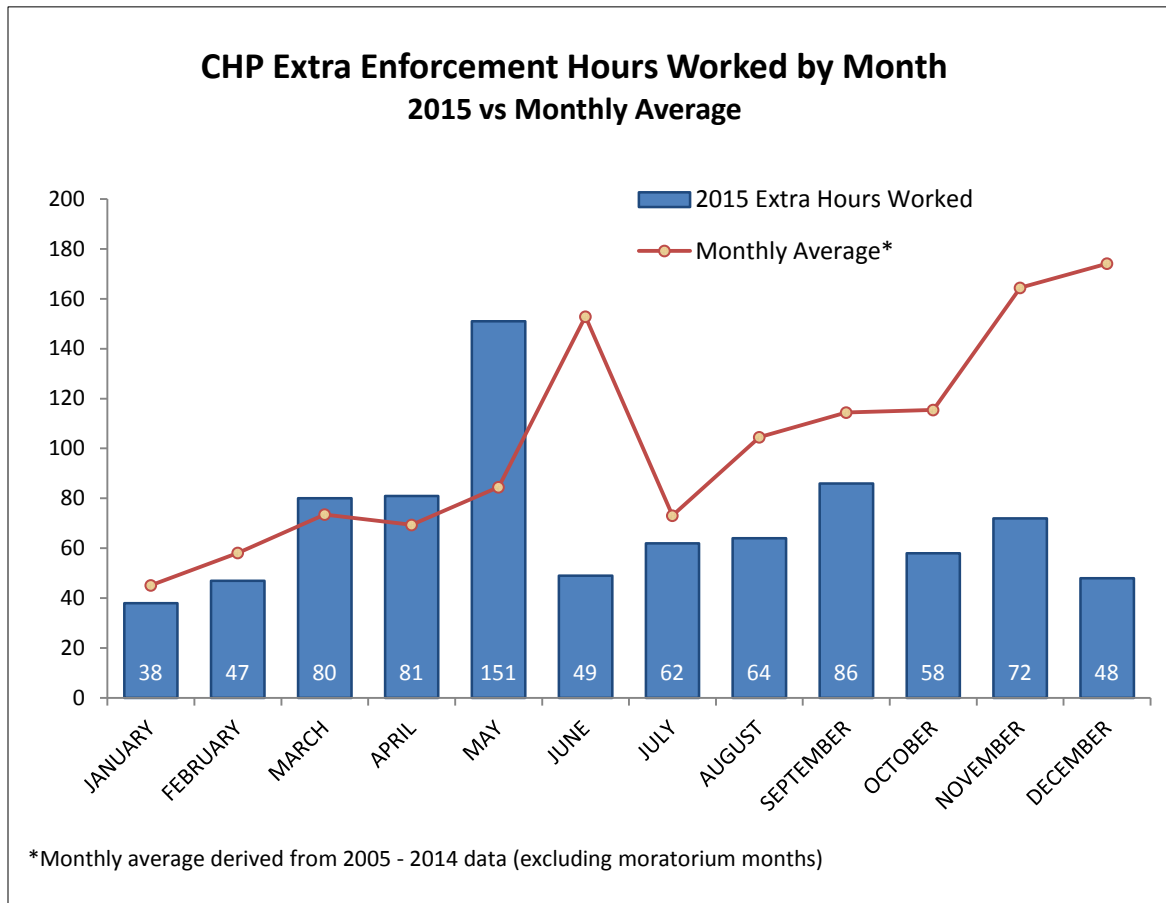


## Attachment 5

### TOTAL CALIFORNIA HIGHWAY PATROL EXTRA ENFORCEMENT HOURS WORKED

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
JANUARY	30	43	6	84	30.5	32	0	84	49	48	38
FEBRUARY	28	47	98	48	0	24	0	114.5	92	72	47
MARCH	48	34	114.5	82.5	0	28	170	102	105	148	80
APRIL	82	55	42	20	36	28	320	106.5	185.5	148	81
MAY	82	24	158.5	3	66	42.5	266.5	128	172	100	151
JUNE	101	207	167	50	28	66	112	198	139.5	419	49
JULY	124	96.75	108	90	52.25	32.5	109	0	86.5	32	62
AUGUST	164	59.5	112	141.5	150.5	51	139	6	108.75	113	64
SEPTEMBER	174.5	68	68.5	41.5	238	25.5	136.5	135	97	159.7	86
OCTOBER	107.5	415	30	55	89.5	0	89	130	42	81	58
NOVEMBER	140	187	297.5	206	248	0	100	124	75	102	72
DECEMBER	249.5	79	272	621	50.5	0	86	129	0	80	48
<b>TOTAL</b>	<b>1,331</b>	<b>1,315</b>	<b>1,474</b>	<b>1,443</b>	<b>989</b>	<b>330</b>	<b>1,528</b>	<b>1,257</b>	<b>1,152</b>	<b>1,503</b>	<b>836</b>

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



## Attachment 6

### SAFE on 17 ANNUAL HIGHWAY 17 CITATION DATA

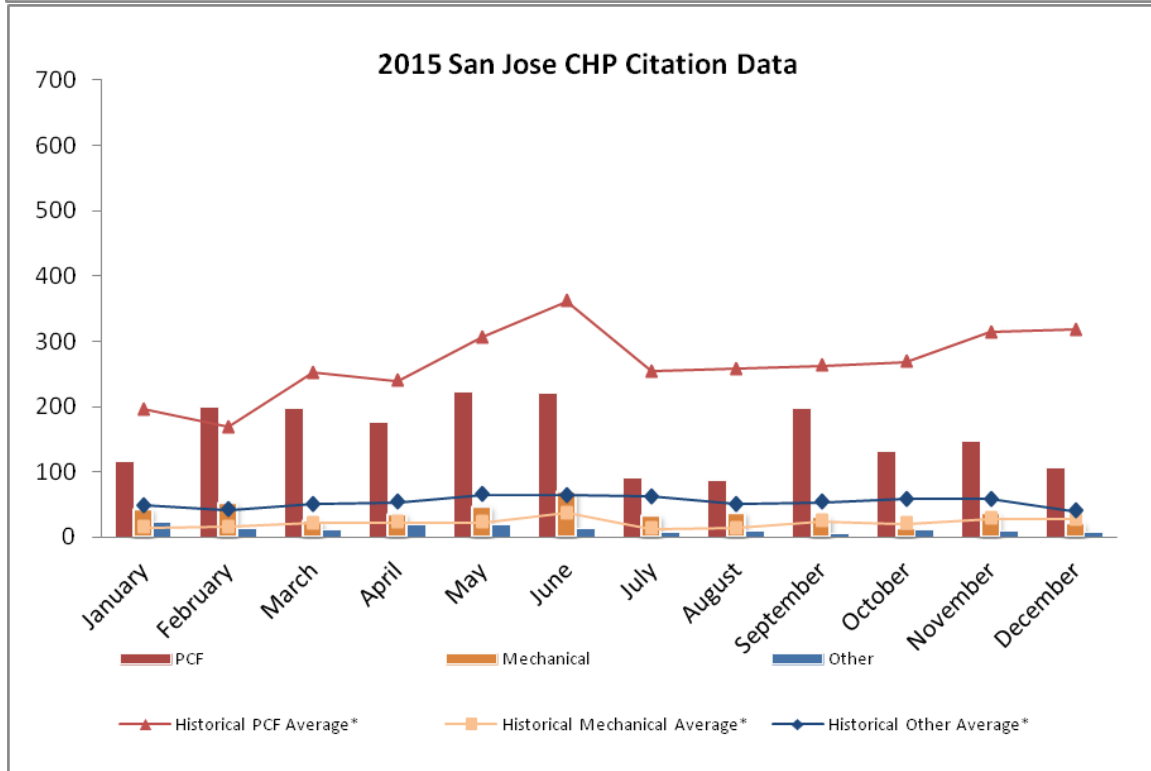
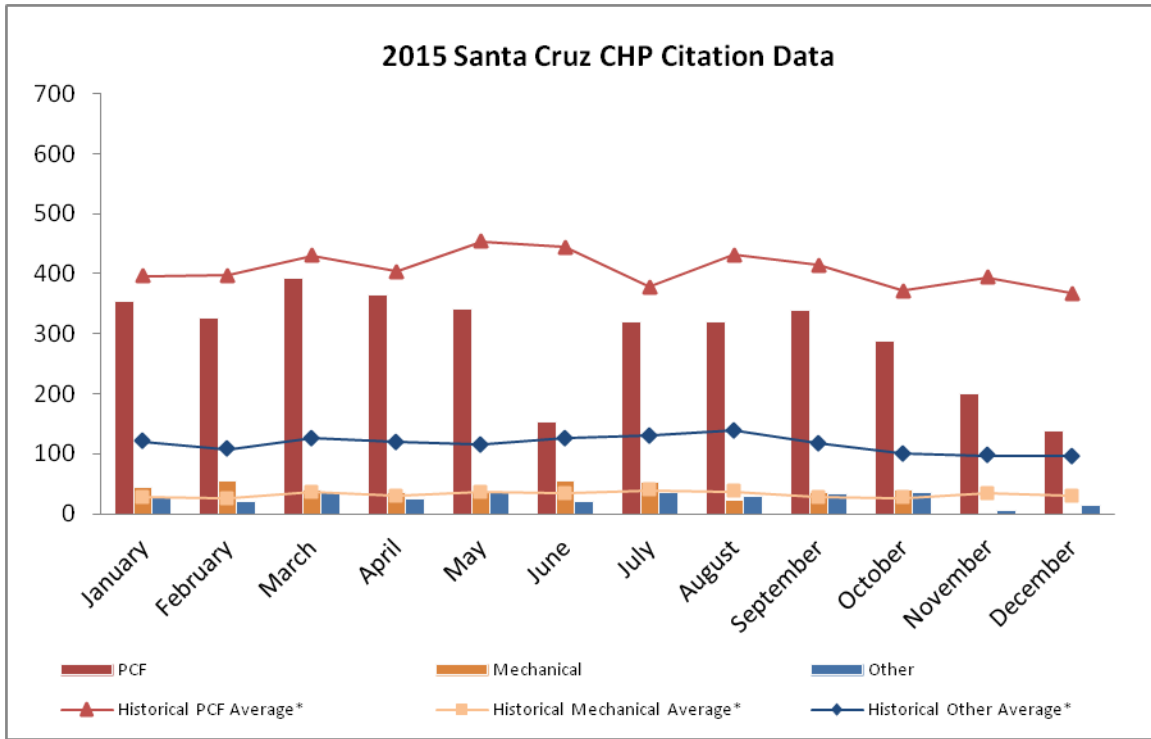
Year	2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC
Regular Time <i>PCF</i>	2,766	3,666	2,809	5,994	2,995	5,766	2,884	4,627	2,871	3,772	2,169	3,420	2,282	4,298	1,706	4,304	1,182	5,372	2,218	4,350	2,416	4,289	1,910	3,444	1,193	3,085
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	223	350	123	293
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	343	443	293	400
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	5,387	2,953	5,249	2,476	4,237	1,609	3,811
<i>OT PCF</i>	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	1,273	583	697	450
OT Other	149	220	133	376	192	128	35	201	61	103	53	48	21	24	0	40	94	52	136	78	83	40	122	46	26	21
OT Mechanical	20	8	11	31	17	61	66	7	122	34	100	58	202	4	0	6	148	14	210	19	133	88	246	74	139	19
<b>OT Total</b>	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	1,641	703	862	489
<i>PCF Regular Time Total</i>	6,432		8,803		8,761		7,511		6,643		5,589		6,580		6,010		6,554		6,568		6,705		5,354		4,278	
<b>PCF OT Total</b>	<b>1,862</b>		<b>1,065</b>		<b>1,217</b>		<b>1,218</b>		<b>1,738</b>		<b>1,688</b>		<b>1,008</b>		<b>271</b>		<b>1,124</b>		<b>1,217</b>		<b>1,189</b>		<b>1,856</b>		<b>1,147</b>	
<i>PCF Total</i>	8,294		9,868		9,978		8,729		8,381		7,277		7,588		6,281		7,678		7,785		7,894		7,210		5,425	
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		6,713		5,420	
Citation OT Total	2,259		1,616		1,615		1,527		2,058		1,947		1,259		317		1,432		1,660		1,533		2,344		1,351	
Citation Total	12,973		14,536		14,007		12,196		10,923		9,230		9,505		7,897		9,208		9,942		9,735		9,057		6,771	

PCF = Primary Collision Factor

OT = Overtime

## Attachment 7

### 2015 Highway 17 Monthly Citation Data



\*Historical averages are calculated from 2003 (Safe on 17 program implementation) thru 2013

**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	2014	2015
JANUARY	PDO	40	28	17	14	18	26	21	32	34	19	22	16	24	11	11	11	9	10
	INJURY	27	10	8	5	9	12	6	6	10	9	6	9	13	9	10	3	3	4
	FATAL	1	1	0	0	0	1	0	0	0	0	0	1	1	0	0	0	1	0
	<b>TOTAL</b>	<b>68</b>	<b>39</b>	<b>25</b>	<b>19</b>	<b>27</b>	<b>39</b>	<b>27</b>	<b>38</b>	<b>44</b>	<b>28</b>	<b>28</b>	<b>26</b>	<b>38</b>	<b>20</b>	<b>21</b>	<b>14</b>	<b>13</b>	<b>14</b>
FEBRUARY	PDO	36	19	43	14	17	35	41	45	25	28	31	16	20	15	23	8	32	36
	INJURY	6	9	9	5	4	9	16	17	4	10	9	15	4	7	10	5	14	7
	FATAL	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>42</b>	<b>29</b>	<b>52</b>	<b>19</b>	<b>21</b>	<b>44</b>	<b>58</b>	<b>62</b>	<b>29</b>	<b>38</b>	<b>40</b>	<b>31</b>	<b>24</b>	<b>22</b>	<b>33</b>	<b>13</b>	<b>46</b>	<b>43</b>
MARCH	PDO	21	25	26	22	29	23	11	38	35	18	17	13	26	26	30	16	20	17
	INJURY	11	12	6	5	11	9	7	16	14	2	6	13	7	14	20	6	13	8
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
	<b>TOTAL</b>	<b>32</b>	<b>37</b>	<b>32</b>	<b>27</b>	<b>40</b>	<b>32</b>	<b>18</b>	<b>54</b>	<b>49</b>	<b>20</b>	<b>23</b>	<b>26</b>	<b>33</b>	<b>40</b>	<b>51</b>	<b>22</b>	<b>33</b>	<b>25</b>
APRIL	PDO	39	27	13	24	22	59	16	45	41	22	20	18	28	18	15	13	19	18
	INJURY	14	8	9	5	7	16	4	11	11	7	10	12	6	4	9	10	8	7
	FATAL	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>54</b>	<b>35</b>	<b>22</b>	<b>29</b>	<b>29</b>	<b>75</b>	<b>20</b>	<b>56</b>	<b>52</b>	<b>29</b>	<b>30</b>	<b>30</b>	<b>34</b>	<b>22</b>	<b>24</b>	<b>23</b>	<b>27</b>	<b>25</b>
MAY	PDO	43	13	25	19	13	24	15	39	16	24	10	12	26	18	11	11	16	23
	INJURY	25	9	15	13	7	11	5	13	8	9	5	16	8	7	6	8	9	7
	FATAL	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>69</b>	<b>23</b>	<b>40</b>	<b>33</b>	<b>20</b>	<b>35</b>	<b>20</b>	<b>52</b>	<b>25</b>	<b>33</b>	<b>15</b>	<b>28</b>	<b>34</b>	<b>25</b>	<b>17</b>	<b>19</b>	<b>25</b>	<b>30</b>
JUNE	PDO	23	12	15	14	11	23	6	24	13	15	10	13	11	9	14	11	11	14
	INJURY	11	5	3	2	6	4	2	3	6	1	6	6	4	9	10	9	6	4
	FATAL	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
	<b>TOTAL</b>	<b>35</b>	<b>17</b>	<b>18</b>	<b>17</b>	<b>17</b>	<b>28</b>	<b>8</b>	<b>27</b>	<b>19</b>	<b>16</b>	<b>16</b>	<b>19</b>	<b>15</b>	<b>18</b>	<b>24</b>	<b>21</b>	<b>17</b>	<b>18</b>
JULY	PDO	19	8	15	14	20	18	14	9	16	18	14	10	11	19	24	9	12	15
	INJURY	5	7	7	8	5	4	5	5	4	4	6	6	9	5	9	10	9	7
	FATAL	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>24</b>	<b>16</b>	<b>22</b>	<b>22</b>	<b>25</b>	<b>23</b>	<b>19</b>	<b>15</b>	<b>20</b>	<b>23</b>	<b>20</b>	<b>16</b>	<b>20</b>	<b>24</b>	<b>33</b>	<b>19</b>	<b>21</b>	<b>22</b>
AUGUST	PDO	14	11	22	10	5	17	20	6	16	11	15	8	11	11	9	8	12	14
	INJURY	10	2	7	7	4	7	7	4	5	4	4	1	5	2	4	4	5	4
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>24</b>	<b>13</b>	<b>29</b>	<b>17</b>	<b>9</b>	<b>24</b>	<b>27</b>	<b>10</b>	<b>21</b>	<b>15</b>	<b>19</b>	<b>9</b>	<b>16</b>	<b>13</b>	<b>13</b>	<b>12</b>	<b>17</b>	<b>18</b>
SEPTEMBER	PDO	24	16	20	16	12	12	13	4	13	9	5	8	11	7	14	14	22	14
	INJURY	13	4	8	4	8	1	6	6	4	3	9	7	7	7	4	5	9	11
	FATAL	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>38</b>	<b>20</b>	<b>28</b>	<b>20</b>	<b>21</b>	<b>13</b>	<b>19</b>	<b>10</b>	<b>17</b>	<b>12</b>	<b>14</b>	<b>15</b>	<b>18</b>	<b>14</b>	<b>18</b>	<b>19</b>	<b>31</b>	<b>25</b>
OCTOBER	PDO	17	15	13	20	16	17	44	27	13	21	13	9	12	25	15	17	19	15
	INJURY	4	11	8	2	5	9	6	12	3	9	3	5	13	8	10	4	14	7
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>21</b>	<b>26</b>	<b>21</b>	<b>22</b>	<b>21</b>	<b>26</b>	<b>50</b>	<b>39</b>	<b>16</b>	<b>30</b>	<b>16</b>	<b>14</b>	<b>25</b>	<b>33</b>	<b>25</b>	<b>21</b>	<b>33</b>	<b>22</b>
NOVEMBER	PDO	31	29	16	26	23	28	21	47	36	11	19	13	27	16	29	20	39	15
	INJURY	10	10	8	13	10	9	8	13	12	8	5	7	11	6	8	3	10	6
	FATAL	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>41</b>	<b>39</b>	<b>24</b>	<b>39</b>	<b>34</b>	<b>38</b>	<b>29</b>	<b>60</b>	<b>48</b>	<b>19</b>	<b>24</b>	<b>20</b>	<b>38</b>	<b>22</b>	<b>37</b>	<b>23</b>	<b>49</b>	<b>21</b>
DECEMBER	PDO	5	13	9	28	48	60	43	43	21	34	21	16	45	7	30	13	20	49
	INJURY	13	4	4	11	15	22	10	17	3	19	5	10	16	6	8	2	9	21
	FATAL	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0
	<b>TOTAL</b>	<b>18</b>	<b>17</b>	<b>13</b>	<b>39</b>	<b>63</b>	<b>82</b>	<b>53</b>	<b>62</b>	<b>24</b>	<b>53</b>	<b>26</b>	<b>27</b>	<b>61</b>	<b>13</b>	<b>38</b>	<b>15</b>	<b>29</b>	<b>70</b>
<b>TOTAL PDO:</b>		<b>312</b>	<b>216</b>	<b>234</b>	<b>221</b>	<b>234</b>	<b>342</b>	<b>265</b>	<b>359</b>	<b>279</b>	<b>230</b>	<b>197</b>	<b>152</b>	<b>252</b>	<b>182</b>	<b>225</b>	<b>151</b>	<b>231</b>	<b>240</b>
<b>TOTAL INJURY:</b>		<b>149</b>	<b>91</b>	<b>92</b>	<b>80</b>	<b>91</b>	<b>113</b>	<b>82</b>	<b>123</b>	<b>84</b>	<b>85</b>	<b>74</b>	<b>107</b>	<b>103</b>	<b>84</b>	<b>108</b>	<b>69</b>	<b>109</b>	<b>93</b>
<b>TOTAL FATALITIES:</b>		<b>5</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>TOTAL COLLISIONS:</b>		<b>466</b>	<b>311</b>	<b>326</b>	<b>303</b>	<b>327</b>	<b>459</b>	<b>348</b>	<b>485</b>	<b>364</b>	<b>316</b>	<b>271</b>	<b>261</b>	<b>356</b>	<b>266</b>	<b>334</b>	<b>221</b>	<b>341</b>	<b>333</b>

## Santa Cruz CHP SR-17 Citation Summary

		Regular Citations									
		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
JANUARY	PCF	557	275	129	261	287	396	401	368	413	354
	Other	192	148	106	92	68	84	68	69	43	26
	Mechanical	18	9	3	21	16	30	21	17	73	44
	<b>TOTAL</b>	<b>767</b>	<b>432</b>	<b>238</b>	<b>374</b>	<b>371</b>	<b>510</b>	<b>490</b>	<b>454</b>	<b>529</b>	<b>424</b>
FEBRUARY	PCF	550	359	166	271	303	420	478	309	325	253
	Other	213	102	52	59	65	70	68	63	22	18
	Mechanical	9	32	29	7	10	19	19	23	38	51
	<b>TOTAL</b>	<b>772</b>	<b>493</b>	<b>247</b>	<b>337</b>	<b>378</b>	<b>509</b>	<b>565</b>	<b>395</b>	<b>385</b>	<b>322</b>
MARCH	PCF	501	451	252	262	322	351	422	354	273	341
	Other	202	117	66	73	44	42	86	111	29	33
	Mechanical	75	42	32	19	21	29	11	20	40	38
	<b>TOTAL</b>	<b>778</b>	<b>610</b>	<b>350</b>	<b>354</b>	<b>387</b>	<b>422</b>	<b>519</b>	<b>485</b>	<b>342</b>	<b>412</b>
APRIL	PCF	428	285	191	312	324	431	283	365	346	290
	Other	229	76	56	63	86	49	88	29	22	22
	Mechanical	64	14	24	11	36	23	15	16	36	30
	<b>TOTAL</b>	<b>721</b>	<b>375</b>	<b>271</b>	<b>386</b>	<b>446</b>	<b>503</b>	<b>386</b>	<b>410</b>	<b>404</b>	<b>375</b>
MAY	PCF	345	369	233	454	429	505	455	444	375	310
	Other	63	154	78	85	46	82	77	27	22	32
	Mechanical	55	26	47	22	69	14	25	45	22	33
	<b>TOTAL</b>	<b>463</b>	<b>549</b>	<b>358</b>	<b>561</b>	<b>544</b>	<b>601</b>	<b>557</b>	<b>516</b>	<b>419</b>	<b>375</b>
JUNE	PCF	470	365	271	483	523	391	291	339	303	154
	Other	131	152	88	73	42	68	58	29	33	21
	Mechanical	10	38	39	9	68	3	13	65	24	55
	<b>TOTAL</b>	<b>611</b>	<b>555</b>	<b>398</b>	<b>565</b>	<b>633</b>	<b>462</b>	<b>362</b>	<b>433</b>	<b>360</b>	<b>230</b>
JULY	PCF	303	302	266	396	446	378	288	331	220	245
	Other	199	110	74	82	38	67	69	35	21	31
	Mechanical	13	44	59	7	82	4	8	74	34	50
	<b>TOTAL</b>	<b>515</b>	<b>456</b>	<b>399</b>	<b>485</b>	<b>566</b>	<b>449</b>	<b>365</b>	<b>440</b>	<b>275</b>	<b>326</b>
AUGUST	PCF	244	346	266	470	498	585	317	477	317	289
	Other	206	167	47	89	84	35	78	32	56	27
	Mechanical	11	75	27	17	24	18	25	34	55	23
	<b>TOTAL</b>	<b>461</b>	<b>588</b>	<b>340</b>	<b>576</b>	<b>606</b>	<b>638</b>	<b>420</b>	<b>543</b>	<b>428</b>	<b>339</b>
SEPTEMBER	PCF	359	402	265	424	389	472	334	338	240	284
	Other	148	182	24	105	95	37	58	31	43	31
	Mechanical	12	5	43	18	32	18	19	31	45	36
	<b>TOTAL</b>	<b>519</b>	<b>589</b>	<b>332</b>	<b>547</b>	<b>516</b>	<b>527</b>	<b>411</b>	<b>400</b>	<b>328</b>	<b>351</b>
OCTOBER	PCF	328	194	337	322	307	540	457	381	224	229
	Other	155	93	30	79	47	47	57	24	31	33
	Mechanical	8	34	43	9	10	14	15	41	32	36
	<b>TOTAL</b>	<b>491</b>	<b>321</b>	<b>410</b>	<b>410</b>	<b>364</b>	<b>601</b>	<b>529</b>	<b>446</b>	<b>287</b>	<b>298</b>
NOVEMBER	PCF	274	209	590	270	267	449	327	319	238	199
	Other	143	65	48	53	80	25	53	31	24	6
	Mechanical	13	47	75	10	15	18	17	47	28	2
	<b>TOTAL</b>	<b>430</b>	<b>321</b>	<b>713</b>	<b>333</b>	<b>362</b>	<b>492</b>	<b>397</b>	<b>397</b>	<b>290</b>	<b>207</b>
DECEMBER	PCF	268	215	454	373	209	454	297	264	170	137
	Other	167	100	45	64	65	43	75	24	4	13
	Mechanical	10	39	84	15	11	16	14	42	16	2
	<b>TOTAL</b>	<b>445</b>	<b>354</b>	<b>583</b>	<b>452</b>	<b>285</b>	<b>513</b>	<b>386</b>	<b>330</b>	<b>190</b>	<b>152</b>

ANNUAL TOTALS: 6973 5643 4639 5380 5458 6227 5387 5249 4237 3811

		Overtime Citations									
		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
JANUARY	PCF	45	2	0	0	32	0	49	6	56	0
	Other	18	3	0	0	5	0	6	0	5	0
	Mechanical	1	0	0	0	0	0	0	0	12	0
	<b>TOTAL</b>	<b>64</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>55</b>	<b>6</b>	<b>73</b>	<b>0</b>
FEBRUARY	PCF	30	63	40	0	24	0	43	52	55	74
	Other	5	17	2	1	5	0	7	2	1	2
	Mechanical	0	13	1	0	0	0	1	5	2	3
	<b>TOTAL</b>	<b>35</b>	<b>93</b>	<b>43</b>	<b>1</b>	<b>29</b>	<b>0</b>	<b>51</b>	<b>59</b>	<b>58</b>	<b>79</b>
MARCH	PCF	67	64	33	0	16	14	46	57	50	51
	Other	15	9	7	0	3	0	4	4	4	2
	Mechanical	0	4	5	0	1	0	5	11	11	2
	<b>TOTAL</b>	<b>82</b>	<b>77</b>	<b>45</b>	<b>0</b>	<b>20</b>	<b>14</b>	<b>55</b>	<b>72</b>	<b>65</b>	<b>54</b>
APRIL	PCF	47	32	31	39	38	56	40	112	61	75
	Other	33	8	8	7	3	6	7	1	4	2
	Mechanical	2	1	7	2	0	0	0	2	10	6
	<b>TOTAL</b>	<b>82</b>	<b>41</b>	<b>46</b>	<b>48</b>	<b>41</b>	<b>62</b>	<b>47</b>	<b>115</b>	<b>75</b>	<b>83</b>
MAY	PCF	13	48	35	31	24	64	84	112	50	32
	Other	7	8	10	3	12	4	9	8	1	3
	Mechanical	0	3	4	1	2	0	5	16	2	3
	<b>TOTAL</b>	<b>20</b>	<b>59</b>	<b>49</b>	<b>35</b>	<b>38</b>	<b>68</b>	<b>98</b>	<b>136</b>	<b>53</b>	<b>38</b>
JUNE	PCF	71	42	38	25	31	36	47	85	51	0
	Other	33	13	3	2	6	8	5	6	5	0
	Mechanical	0	2	6	0	2	0	1	14	7	0
	<b>TOTAL</b>	<b>104</b>	<b>57</b>	<b>47</b>	<b>27</b>	<b>39</b>	<b>44</b>	<b>53</b>	<b>105</b>	<b>63</b>	<b>0</b>
JULY	PCF	46	43	7	26	27	49	0	64	38	75
	Other	32	16	1	1	2	8	0	4	4	5
	Mechanical	2	6	2	0	1	0	0	24	10	2
	<b>TOTAL</b>	<b>80</b>	<b>65</b>	<b>10</b>	<b>27</b>	<b>30</b>	<b>57</b>	<b>0</b>	<b>92</b>	<b>52</b>	<b>82</b>
AUGUST	PCF	22	25	18	4	15	51	7	107	61	30
	Other	13	10	2	0	3	5	4	4	8	1
	Mechanical	1	5	3	0	0	2		6	7	0
	<b>TOTAL</b>	<b>36</b>	<b>40</b>	<b>23</b>	<b>4</b>	<b>18</b>	<b>58</b>	<b>11</b>	<b>117</b>	<b>76</b>	<b>31</b>
SEPTEMBER	PCF	47	31	22	5	14	46	74	83	47	55
	Other	16	8	2	3	1	5	14	0	4	3
	Mechanical	0	0	1	0	0	1	5	1	6	0
	<b>TOTAL</b>	<b>63</b>	<b>39</b>	<b>25</b>	<b>8</b>	<b>15</b>	<b>52</b>	<b>93</b>	<b>84</b>	<b>57</b>	<b>58</b>
OCTOBER	PCF	20	4	30	19	0	44	87	63	30	58
	Other	10	0	2	3	0	11	10	4	4	3
	Mechanical	0	0	3	0	0	2	2	2	2	3
	<b>TOTAL</b>	<b>30</b>	<b>4</b>	<b>35</b>	<b>22</b>	<b>0</b>	<b>57</b>	<b>99</b>	<b>69</b>	<b>36</b>	<b>64</b>
NOVEMBER	PCF	6	11	134	11	0	49	63	61	59	0
	Other	6	4	7	3	0	4	3	7	5	0
	Mechanical	0	0	15	1	0	5	0	7	5	0
	<b>TOTAL</b>	<b>12</b>	<b>15</b>	<b>156</b>	<b>15</b>	<b>0</b>	<b>58</b>	<b>66</b>	<b>75</b>	<b>69</b>	<b>0</b>
DECEMBER	PCF	34	13	119	11	0	43	37	0	25	0
	Other	13	7	4	1	0	1	9	0	1	0
	Mechanical	1	0	11	0	0	4	0	0	0	0
	<b>TOTAL</b>	<b>48</b>	<b>20</b>	<b>134</b>	<b>12</b>	<b>0</b>	<b>48</b>	<b>46</b>	<b>0</b>	<b>26</b>	<b>0</b>

656 515 613 199 267 518 674 930 703 489

**Attachment 8-2  
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	2014	2015
JANUARY	PDO	53	25	24	13	9	12	18	11	19	11	8	5	9	17	6	8	14	15
	INJURY	17	15	8	2	2	5	8	3	2	6	5	4	4	3	3	0	3	4
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
	<b>TOTAL</b>	<b>70</b>	<b>40</b>	<b>32</b>	<b>15</b>	<b>11</b>	<b>17</b>	<b>27</b>	<b>14</b>	<b>21</b>	<b>17</b>	<b>13</b>	<b>9</b>	<b>13</b>	<b>20</b>	<b>9</b>	<b>8</b>	<b>18</b>	<b>19</b>
FEBRUARY	PDO	31	23	32	7	11	8	11	10	7	14	14	12	6	11	8	15	16	10
	INJURY	6	14	10	2	5	2	7	5	4	6	6	6	5	2	3	6	7	9
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>37</b>	<b>37</b>	<b>42</b>	<b>9</b>	<b>16</b>	<b>10</b>	<b>18</b>	<b>15</b>	<b>11</b>	<b>20</b>	<b>20</b>	<b>18</b>	<b>11</b>	<b>13</b>	<b>11</b>	<b>21</b>	<b>23</b>	<b>19</b>
MARCH	PDO	29	18	20	20	5	17	10	19	13	11	5	14	11	17	12	14	12	22
	INJURY	18	9	7	5	5	5	9	3	3	3	3	2	5	4	1	8	7	9
	FATAL	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>47</b>	<b>27</b>	<b>28</b>	<b>25</b>	<b>10</b>	<b>22</b>	<b>19</b>	<b>22</b>	<b>16</b>	<b>14</b>	<b>8</b>	<b>16</b>	<b>16</b>	<b>21</b>	<b>13</b>	<b>22</b>	<b>19</b>	<b>31</b>
APRIL	PDO	24	15	23	12	16	16	9	11	15	5	8	10	9	10	16	10	14	26
	INJURY	11	7	3	3	4	7	5	4	7	7	3	5	6	3	5	9	8	7
	FATAL	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0
	<b>TOTAL</b>	<b>35</b>	<b>22</b>	<b>26</b>	<b>15</b>	<b>20</b>	<b>23</b>	<b>14</b>	<b>15</b>	<b>23</b>	<b>12</b>	<b>12</b>	<b>15</b>	<b>15</b>	<b>13</b>	<b>22</b>	<b>19</b>	<b>22</b>	<b>33</b>
MAY	PDO	40	16	27	16	9	5	13	13	10	5	5	16	11	10	11	2	14	25
	INJURY	14	3	10	5	3	2	6	6	7	0	7	5	4	4	2	5	5	10
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>54</b>	<b>19</b>	<b>37</b>	<b>21</b>	<b>12</b>	<b>7</b>	<b>20</b>	<b>19</b>	<b>17</b>	<b>5</b>	<b>12</b>	<b>21</b>	<b>15</b>	<b>14</b>	<b>13</b>	<b>7</b>	<b>19</b>	<b>35</b>
JUNE	PDO	19	16	17	12	17	10	6	9	13	9	3	13	15	16	20	12	8	19
	INJURY	13	7	4	3	4	3	4	3	2	3	4	2	3	4	4	5	4	9
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>32</b>	<b>23</b>	<b>21</b>	<b>15</b>	<b>21</b>	<b>13</b>	<b>10</b>	<b>12</b>	<b>15</b>	<b>12</b>	<b>7</b>	<b>15</b>	<b>18</b>	<b>20</b>	<b>24</b>	<b>17</b>	<b>12</b>	<b>28</b>
JULY	PDO	10	16	18	12	15	13	17	15	10	9	8	7	16	14	5	12	14	15
	INJURY	10	7	5	4	4	4	6	1	5	3	6	2	7	5	8	6	6	10
	FATAL	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0
	<b>TOTAL</b>	<b>20</b>	<b>23</b>	<b>23</b>	<b>17</b>	<b>19</b>	<b>17</b>	<b>23</b>	<b>16</b>	<b>15</b>	<b>12</b>	<b>14</b>	<b>9</b>	<b>24</b>	<b>19</b>	<b>13</b>	<b>18</b>	<b>21</b>	<b>25</b>
AUGUST	PDO	19	23	14	13	15	12	9	13	9	13	10	9	8	14	10	15	11	18
	INJURY	4	7	5	7	3	6	4	2	1	2	7	2	8	6	4	6	3	5
	FATAL	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>23</b>	<b>30</b>	<b>19</b>	<b>21</b>	<b>18</b>	<b>18</b>	<b>14</b>	<b>15</b>	<b>10</b>	<b>15</b>	<b>17</b>	<b>11</b>	<b>16</b>	<b>20</b>	<b>14</b>	<b>21</b>	<b>14</b>	<b>23</b>
SEPTEMBER	PDO	21	12	20	21	3	11	10	6	5	8	10	7	10	9	13	18	17	20
	INJURY	6	6	10	4	4	5	4	3	0	1	2	0	4	1	4	5	3	8
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>27</b>	<b>18</b>	<b>30</b>	<b>25</b>	<b>7</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>12</b>	<b>7</b>	<b>14</b>	<b>10</b>	<b>17</b>	<b>23</b>	<b>20</b>	<b>28</b>
OCTOBER	PDO	12	27	14	18	12	19	17	21	13	14	10	8	30	14	12	6	26	25
	INJURY	11	4	2	7	2	2	5	8	5	6	3	3	2	5	3	5	4	6
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>23</b>	<b>31</b>	<b>16</b>	<b>25</b>	<b>14</b>	<b>21</b>	<b>22</b>	<b>29</b>	<b>18</b>	<b>20</b>	<b>13</b>	<b>11</b>	<b>32</b>	<b>19</b>	<b>15</b>	<b>11</b>	<b>30</b>	<b>31</b>
NOVEMBER	PDO	38	31	16	16	10	22	12	11	11	7	20	11	12	9	12	14	17	18
	INJURY	12	15	4	1	4	6	3	8	6	3	9	1	6	4	4	7	7	9
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>50</b>	<b>46</b>	<b>20</b>	<b>17</b>	<b>14</b>	<b>28</b>	<b>15</b>	<b>19</b>	<b>17</b>	<b>10</b>	<b>29</b>	<b>12</b>	<b>18</b>	<b>13</b>	<b>16</b>	<b>21</b>	<b>24</b>	<b>27</b>
DECEMBER	PDO	10	12	15	15	23	20	16	16	10	13	20	11	7	8	10	7	15	24
	INJURY	7	7	6	5	5	6	6	6	7	4	3	4	7	1	1	3	5	8
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
	<b>TOTAL</b>	<b>17</b>	<b>19</b>	<b>21</b>	<b>20</b>	<b>28</b>	<b>26</b>	<b>22</b>	<b>22</b>	<b>17</b>	<b>17</b>	<b>23</b>	<b>15</b>	<b>14</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>20</b>	<b>32</b>
<b>TOTAL PDO:</b>	<b>306</b>	<b>234</b>	<b>240</b>	<b>175</b>	<b>145</b>	<b>165</b>	<b>148</b>	<b>155</b>	<b>135</b>	<b>119</b>	<b>121</b>	<b>123</b>	<b>144</b>	<b>149</b>	<b>135</b>	<b>133</b>	<b>178</b>	<b>237</b>	
<b>TOTAL INJURY:</b>	<b>129</b>	<b>101</b>	<b>74</b>	<b>48</b>	<b>45</b>	<b>53</b>	<b>67</b>	<b>52</b>	<b>49</b>	<b>44</b>	<b>58</b>	<b>36</b>	<b>61</b>	<b>42</b>	<b>42</b>	<b>65</b>	<b>62</b>	<b>94</b>	
<b>TOTAL FATALITIES:</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	
<b>TOTAL COLLISIONS:</b>	<b>435</b>	<b>335</b>	<b>315</b>	<b>225</b>	<b>190</b>	<b>218</b>	<b>218</b>	<b>207</b>	<b>185</b>	<b>163</b>	<b>180</b>	<b>159</b>	<b>206</b>	<b>191</b>	<b>178</b>	<b>199</b>	<b>242</b>	<b>331</b>	



## San Jose Area CHP SR-17 Citation Summary

		Regular Citations										Overtime Citations									
		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
JANUARY	PCF	258	174	172	102	126	96	150	279	158	69	0	0	129	0	0	0	33	1	0	46
	Other	36	45	37	26	20	32	40	25	14	21	0	0	29	0	0	0	7	49	0	1
	Mechanical	15	6	8	5	2	3	13	13	42	34	0	0	11	0	0	0	21	19	0	8
	<b>TOTAL</b>	<b>309</b>	<b>225</b>	<b>217</b>	<b>133</b>	<b>148</b>	<b>131</b>	<b>203</b>	<b>317</b>	<b>214</b>	<b>124</b>	<b>0</b>	<b>0</b>	<b>169</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>69</b>	<b>0</b>	<b>55</b>
FEBRUARY	PCF	258	131	95	78	109	94	211	284	59	138	0	0	0	0	0	0	43	75	0	62
	Other	38	31	26	34	23	7	14	7	13	12	0	0	0	0	0	0	16	3	0	1
	Mechanical	6	7	6	1	4	2	26	48	20	33	0	0	0	0	0	0	20	17	0	19
	<b>TOTAL</b>	<b>302</b>	<b>169</b>	<b>127</b>	<b>113</b>	<b>136</b>	<b>103</b>	<b>251</b>	<b>339</b>	<b>92</b>	<b>183</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>95</b>	<b>0</b>	<b>82</b>
MARCH	PCF	197	302	158	115	114	101	154	276	220	137	0	75	80	0	0	85	38	58	159	60
	Other	75	20	29	32	6	15	19	13	32	11	0	3	3	0	0	20	7	1	4	1
	Mechanical	18	1	12	6	1	10	38	42	30	19	0	5	14	0	0	14	13	13	21	5
	<b>TOTAL</b>	<b>290</b>	<b>323</b>	<b>199</b>	<b>153</b>	<b>121</b>	<b>126</b>	<b>211</b>	<b>331</b>	<b>282</b>	<b>167</b>	<b>0</b>	<b>83</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>58</b>	<b>72</b>	<b>184</b>	<b>66</b>
APRIL	PCF	216	108	154	121	110	199	114	223	240	114	0	0	0	0	0	185	59	82	102	62
	Other	69	15	31	40	28	9	20	11	30	14	0	0	0	0	0	31	7	11	14	4
	Mechanical	4	4	1	4	2	42	49	43	26	25	0	0	0	0	0	11	25	30	14	9
	<b>TOTAL</b>	<b>289</b>	<b>127</b>	<b>186</b>	<b>165</b>	<b>140</b>	<b>250</b>	<b>183</b>	<b>277</b>	<b>296</b>	<b>153</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>91</b>	<b>123</b>	<b>130</b>	<b>75</b>
MAY	PCF	306	325	176	252	242	154	165	324	201	152	0	185	0	0	0	119	89	93	74	71
	Other	72	17	36	88	30	36	32	13	16	14	0	15	0	0	0	1	17	13	6	5
	Mechanical	2	2	3	13	6	33	32	35	42	28	0	14	0	0	0	21	14	21	16	18
	<b>TOTAL</b>	<b>380</b>	<b>344</b>	<b>215</b>	<b>353</b>	<b>278</b>	<b>223</b>	<b>229</b>	<b>372</b>	<b>259</b>	<b>194</b>	<b>0</b>	<b>214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>141</b>	<b>120</b>	<b>127</b>	<b>96</b>	<b>94</b>
JUNE	PCF	307	346	90	153	267	91	267	197	233	114	91	192	0	0	50	33	177	78	691	107
	Other	62	33	32	29	42	12	40	23	15	8	6	5	0	0	0	0	19	6	78	6
	Mechanical	7	1	1	10	6	11	57	58	29	38	5	3	0	0	0	5	47	33	145	30
	<b>TOTAL</b>	<b>376</b>	<b>380</b>	<b>123</b>	<b>192</b>	<b>315</b>	<b>114</b>	<b>364</b>	<b>278</b>	<b>277</b>	<b>160</b>	<b>102</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>243</b>	<b>117</b>	<b>914</b>	<b>143</b>
JULY	PCF	233	223	201	169	174	87	135	155	73	48	0	70	129	153	0	39	0	0	0	43
	Other	63	25	24	32	46	18	14	10	21	6	0	3	1	2	0	3	0	0	0	2
	Mechanical	3	2	3	2	6	7	16	25	34	25	0	7	1	5	0	12	0	0	0	7
	<b>TOTAL</b>	<b>299</b>	<b>250</b>	<b>228</b>	<b>203</b>	<b>226</b>	<b>112</b>	<b>165</b>	<b>190</b>	<b>128</b>	<b>79</b>	<b>0</b>	<b>80</b>	<b>131</b>	<b>160</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>
AUGUST	PCF	180	178	249	248	124	76	178	154	200	57	0	116	204	0	0	42	0	0	74	30
	Other	45	12	35	36	32	21	9	10	21	9	0	6	1	0	0	4	0	0	4	1
	Mechanical	3	1	6	2	8	18	21	18	31	26	0	8	8	0	0	8	0	0	13	10
	<b>TOTAL</b>	<b>228</b>	<b>191</b>	<b>290</b>	<b>286</b>	<b>164</b>	<b>115</b>	<b>208</b>	<b>182</b>	<b>252</b>	<b>92</b>	<b>0</b>	<b>130</b>	<b>213</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>41</b>
SEPTEMBER	PCF	252	188	80	300	125	37	194	193	146	115	12	40	0	285	0	68	49	0	47	82
	Other	52	19	28	58	42	13	14	11	13	5	0	5	0	8	0	12	4	0	10	0
	Mechanical	8	0	2	12	7	21	35	18	30	20	1	15	0	69	0	19	36	0	13	10
	<b>TOTAL</b>	<b>312</b>	<b>207</b>	<b>110</b>	<b>370</b>	<b>174</b>	<b>71</b>	<b>243</b>	<b>222</b>	<b>189</b>	<b>140</b>	<b>13</b>	<b>60</b>	<b>0</b>	<b>362</b>	<b>0</b>	<b>99</b>	<b>89</b>	<b>0</b>	<b>70</b>	<b>92</b>
OCTOBER	PCF	230	232	105	223	115	101	175	98	167	70	246	0	0	52	0	49	45	0	49	61
	Other	98	21	26	45	27	17	17	24	23	8	13	0	0	2	0	2	48	0	2	3
	Mechanical	3	3	2	10	7	11	55	18	28	10	30	0	0	30	0	15	2	0	9	2
	<b>TOTAL</b>	<b>331</b>	<b>256</b>	<b>133</b>	<b>278</b>	<b>149</b>	<b>129</b>	<b>247</b>	<b>140</b>	<b>218</b>	<b>88</b>	<b>289</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>66</b>	<b>95</b>	<b>0</b>	<b>60</b>	<b>66</b>
NOVEMBER	PCF	322	372	63	371	79	56	277	116	116	93	199	352	18	347	0	45	45	0	34	53
	Other	81	31	40	69	17	2	16	20	17	10	11	19	0	9	0	11	5	0	1	0
	Mechanical	14	1	2	13	1	5	34	26	20	25	19	34	0	98	0	16	13	0	11	10
	<b>TOTAL</b>	<b>417</b>	<b>404</b>	<b>105</b>	<b>453</b>	<b>97</b>	<b>63</b>	<b>327</b>	<b>162</b>	<b>153</b>	<b>128</b>	<b>229</b>	<b>405</b>	<b>18</b>	<b>454</b>	<b>0</b>	<b>72</b>	<b>63</b>	<b>0</b>	<b>46</b>	<b>63</b>
DECEMBER	PCF	116	292	626	150	121	90	198	117	97	86	222	330	621	0	0	7	62	0	43	20
	Other	36	38	62	13	49	10	5	6	8	5	5	5	19	0	0	10	6	0	3	2
	Mechanical	2	16	23	4	4	12	61	20	11	10	11	36	66	0	0	27	19	0	4	11
	<b>TOTAL</b>	<b>154</b>	<b>346</b>	<b>711</b>	<b>167</b>	<b>174</b>	<b>112</b>	<b>264</b>	<b>143</b>	<b>116</b>	<b>101</b>	<b>238</b>	<b>371</b>	<b>706</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>87</b>	<b>0</b>	<b>50</b>	<b>33</b>

ANNUAL TOTALS: 3687 3222 2644 2866 2122 1549 2895 2953 2476 1609

871 1543 1334 1060 50 914 986 603 1641 862

**Attachment 9**

2015 Safe on 17 Task Force Members

<b>Name</b>	<b>Organization</b>
Amy Clymo	MBUAPCD
Amy Naranjo*	Santa Cruz County Regional Transportation Commission
Anika Jesi	Metropolitan Transportation Commission
Arthur De La Cerda*	Caltrans, District 4
Avery Browne	California Highway Patrol
Bernard Walik*	Caltrans, District 4
Bertha Roman*	Caltrans, District 5
Brad Sadek*	Santa Cruz California Highway Patrol
Brandy Rider*	Caltrans, District 5
Brenda Brenner	American Medical Response
Brian Winterhalder*	Santa Clara County Fire Department
Bruce McPherson*	District Supervisor, County of Santa Cruz
Captain Les Bishop*	San Jose California Highway Patrol
Captain Paul Vincent	Santa Cruz California Highway Patrol
Chief Dan Grebil	City of Scotts Valley
Chris Schneiter	City of Santa Cruz
Christopher Cook*	Caltrans, District 5
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
D.J. Sarabia*	San Jose California Highway Patrol
Dan Medeiros*	Land Trust of Santa Cruz County
Devin Porr	Caltrans, District 5
Doug Hessing*	Caltrans, District 5-Project Manager
Earl Sherman*	Caltrans, District 4-Maintenance
Eric DeGroodt*	Caltrans, District 5
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
Gine Johnson*	Office of Supervisor Bruce McPherson, Santa Cruz County
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
Honorable Jim Beall	State of California
Honorable Mark Stone	State of California
Honorable Paul Fong	State of California
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
Jennifer Calate	Caltrans, District 5
Jennifer Wilson*	Caltrans, District 5

\* Attended Safe on 17 Meeting in 2015

**Attachment 9**

2015 Safe on 17 Task Force Members (cont'd)

<b>Name</b>	<b>Organization</b>
John Blencowe*	San Jose California Highway Patrol
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
Karena Pushnik	Santa Cruz County Regional Transportation Commission
Kelly McClendon*	Caltrans, District 5
Ken Binder*	County of Santa Clara Sheriff's Office
Ken Yeager	County of Santa Clara
Kieran Kelly*	Office of Supervisor Ken Yeager, Santa Clara County
Kim Shultz*	Santa Cruz County Regional Transportation Commission
Kory Seely*	San Jose California Highway Patrol
Larry Esquivel	San Jose Police Department
Laurie Smith	County of Santa Clara
Leslie Villegas*	Office of Senator Monning, 17th District
Lt Scott Wood*	Santa Cruz California Highway Patrol
Lt. Brian Hawkins*	Santa Cruz 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 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
Mitchell Nelson*	Representing Supervisor Ken Yeager, Santa Clara County
Mona Raby*	Redwood Estates Services Association
Neil Wiley	Mountain Network News
Nick Saleh*	Caltrans, District 4
Nicole Stewart*	Monterey California Highway Patrol Dispatch
Patrick Dussell	Caltrans
Patrick Morrow	Caltrans, District 5
Patrick Mulhearn	County of Santa Cruz
Patty Ciesla*	Santa Clara County Fire Safe Council
Paul DeOcampo	City of Santa Cruz
Paul McClintic	Caltrans, District 5
Paul Vincent	Captain, Santa Cruz California Highway Patrol
Pedro Alcazar*	Caltrans Maintenance Supervisor
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

\* Attended Safe on 17 Meeting in 2015

**Attachment 9**

2015 Safe on 17 Task Force Members (cont'd)

<b>Name</b>	<b>Organization</b>
Ruben Herrera*	Caltrans, District 4
Russell Ellingworth*	Caltrans, District 5 -Maintenance
Ryan Guillen*	Office of Senator Monning, 17th District
Scot Loetscher*	San Jose California Highway Patrol
Scott Hamby*	City of Scotts Valley
Scott Morris	Caltrans, District 5
Sean Nozzari	Caltrans, District 4-Traffic Operations
Shayne Sandeman*	Caltrans
Sherwyn Gilliland	Caltrans, District 5
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
Tom Barnett*	Caltrans, District 5-Maintenance
Trista Sharp*	Santa Cruz California Highway Patrol

\* Attended Safe on 17 Meeting in 2015

# Traffic Safety Partners Make Plea to Motorists - Silence the Distraction

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 [www.chp.ca.gov/PressReleases/Pages/Traffic-Safety-Partners-Make-Plea-to-Motorists---Silence-the-Distraction.aspx](http://www.chp.ca.gov/PressReleases/Pages/Traffic-Safety-Partners-Make-Plea-to-Motorists---Silence-the-Distraction.aspx)

## April is Distracted Driving Awareness Month

SACRAMENTO, Calif. – To save lives and educate all motorists within California, especially young drivers, about the dangers of distracted driving, the California Office of Traffic Safety (OTS), California Highway Patrol (CHP), Impact Teen Drivers, and more than 200 law enforcement agencies statewide are teaming up this month. They will increase education and enforcement efforts for National Distracted Driving Awareness Month in April and California Teen Safe Driving Week, the first week of April.

"Driving is a complex task, requiring a motorist's full attention," CHP Commissioner Joe Farrow said. "Imagine driving for four or five seconds while blindfolded. That can be the effect of looking down while driving to send a text message. In the average time it takes to send a text message – less than 5 seconds – a car travelling 60 mph will travel the length of a football field."

Collisions caused by distraction occur daily throughout California. In 2013, there were 50 people killed and nearly 4,000 people injured as a result of driver distraction.

Throughout April, officers in each of the CHP's eight field Divisions will focus their efforts on educating the public about the dangers of distracted driving through local media interviews, visits to schools, and traffic safety presentations. In addition, two dates (April 1 and 15) have been earmarked as special statewide education and enforcement days for all law enforcement agencies that are participating in the traffic safety campaign.

The urge to read and answer a text message when hearing the text notification can be enticing. The OTS has adopted the message of "Silence the Distraction" in new public service announcements aimed at getting drivers to turn off cellular telephones while driving so they will not be tempted. In addition, an outreach event featuring texting cartoon "emojis" will be touring community colleges throughout the state to engage the most vulnerable texters – 18- to 30-year-olds.

"No text, call, or social media update is worth a crash," said OTS Director Rhonda Craft. "With an average of less than a second to react to an urgent situation on the roadway, drivers need to have all their attention on the road."

While distracted driving can take many forms and affects all road users, younger drivers pose a greater risk.

During California Teen Safe Driving Week, April 1-7, Impact Teen Drivers will focus on educating teens that the number one killer of teens – reckless and distracted driving – is 100 percent preventable.

"People are realizing everyday behaviors, such as texting or reaching for a dropped item, can be lethal when done behind the wheel," Kelly Browning, Ph.D., Executive Director of Impact Teen Drivers, said. "The next step is more

complicated—getting people to choose to change their behavior."

Safe driving is the responsibility of all motorists. Parents, as role models, are in the ideal position to demonstrate good behavior to their children operating a motor vehicle.

"All of us who drive are responsible for keeping the roads safe. If you have teenagers in your family who are driving, make sure they understand the laws and what their responsibilities are as well," Commissioner Farrow added. "The collective goal with this month-long campaign is to change the behavior of all drivers to eliminate distractions behind the wheel. That change begins with education."

**###**

# New Study Shows Rising Use of Cell Phones While Driving

(Sacramento, CA) – The Office of Traffic Safety (OTS) and the California Highway Patrol (CHP) today released a new study showing a 39 percent increase in the percentage of California drivers seen using a cell phone while driving.

"It's shocking that nearly 10 percent of motorists were observed using their cell phones while driving a motor vehicle, a potentially-lethal combination," said Office of Traffic Safety Director Ronda Craft. "We will continue our aggressive public outreach campaign and our partnership with law enforcement to educate the public about the dangers of those who drive distracted and put the lives of others at risk."

During the study, which was conducted by the Office of Traffic Safety and the University of California, Berkeley Safe Transportation Research and Education Center, researchers observed motorist behavior. This year, 9.2 percent of motorists were spotted using a cell phone while driving, up from 6.6 percent of drivers in 2014. The highest level recorded since research began was 10.8 percent of motorists using a cell phone in 2012.

During April's Distracted Driving Awareness Month, approximately 250 law enforcement agencies across California ticketed more than 46,000 drivers using a cell phone while driving—roughly double the number of tickets issued during the average month. Although there were fewer citations for hand-held talking on cell phones, law enforcement wrote 35 percent more tickets for texting-while-driving compared to 2014.

"Discouraging drivers from operating a vehicle while distracted is a challenge that law enforcement is faced with year-round," said CHP Commissioner Joe Farrow. "By raising awareness through education and enforcement, we are working toward changing the dangerous behavior of using a cell phone while driving – and the purpose is to save lives."

According to the National Highway Traffic Safety Administration, 80 percent of vehicle crashes involve some sort of driver inattention and approximately 3,000 people were killed nationwide last year in collisions involving a distracted driver. Texting takes a driver's eyes off the road for an average of five seconds – enough time to travel the length of a football field, essentially driving blindfolded for 120 yards.

A public awareness campaign, "Silence the Distraction," that emphasized how distracting talking or texting can be while driving, accompanied April's law enforcement effort. A tour of 11 community college

campuses brought the message of traffic safety with interactive games, information booths, and student engagement. The Office of Traffic Safety sponsors television advertisements illustrating how distracting text messages can make it seem like the car is full of demanding people screaming for a driver's attention. Caltrans is also supporting the public outreach efforts with changeable message signs warning about the dangers of texting or talking while driving.

For more information about the dangers of distracted driving, and the ongoing campaign to combat it in California, visit: [http://www.ots.ca.gov/Media\\_and\\_Research/Campaigns/Distracted\\_Driving.asp](http://www.ots.ca.gov/Media_and_Research/Campaigns/Distracted_Driving.asp) . The full report can be found at 2015 Cell Phone Observational Survey.

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