

SAFE ON 17

Highway 17 Safety Corridor

2012 Annual Report

January 1, 2012 to December 31, 2012



*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 2012. 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 2012. The Vine Hill Road Drainage Project, Santa's Village Road New Guardrail Project and Wet Pavement Project in Santa Clara County were all in construction in 2012; all with the intent to reduce the number of collisions on Highway 17. There were a number of projects that were implemented in the vicinity of Laurel Curve to improve safety. These are a high friction treatment surface in the southbound lane approaching Laurel Rd, a median barrier to close the gap at the Laurel Rd intersection, and curve warning signs in both the northbound and southbound directions.

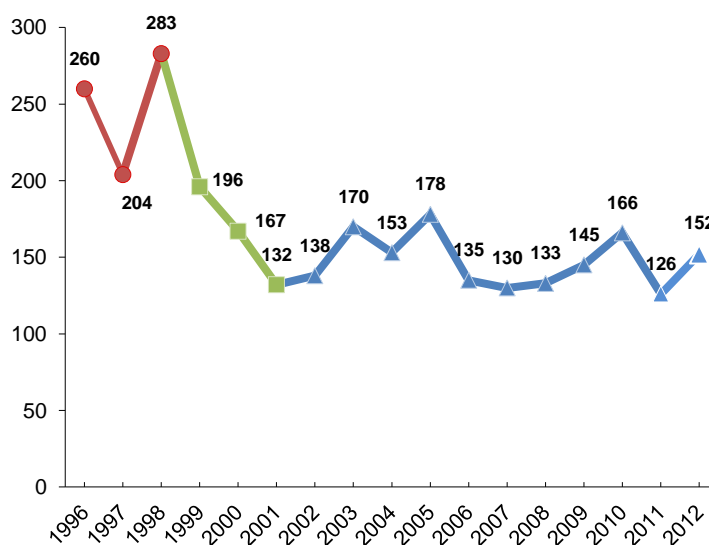
2012 Highway 17 Summary of Facts

- ▶ There were 2 fatal collisions and 150 injury collisions on the safety corridor in 2012.
- ▶ The 2012 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.
- ▶ CHP wrote an average of 27 citations per day (during extra and regular enforcement hours)

Collisions

Figure 1: Annual Total Fatal & Injury Collisions on Highway 17, 1996-2012

One hundred and fifty injury collisions and two fatal collisions were reported in 2012. The fatal and injury collisions for 2012 were 39% lower than the preprogram average of 249. This reduction translates into 97 less fatal and injury collisions and 176 less property damage only collisions on the Highway 17 Safety Corridor for 2012 compared to the preprogram average.



The Task Force strategies have reduced the number of fatal and injury collisions by an average of 39% over the last 14 years from the preprogram average of 249. The 2012 injury and fatal collisions at 152 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 2012. A breakdown of collisions by type is provided in [Attachment 2](#).

A detailed comparison between 2012 monthly collisions and historical averages (1999-2011) is provided for both Santa Cruz and Santa Clara Counties in [Attachment 3](#). On both the Santa Cruz County and the Santa Clara County sides of Highway 17, the highest number of total collisions (injury, property damage only and fatal) occurred in March 2012.

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 2012 in [Attachment 4](#). Injury and collision data were highest in March which was also the month with the second highest amount of 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 2012, a total of \$99,117 was spent on extra CHP enforcement and 1,257 hours of extra CHP enforcement were worked (Table 1). [Attachment 5](#) summarizes the extra enforcement by month for 2012. Extra enforcement hours were stopped for July and most of August due to a delay in renewing the contract between the RTC and CHP. Otherwise, the extra enforcement was distributed fairly evenly throughout the year.

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*

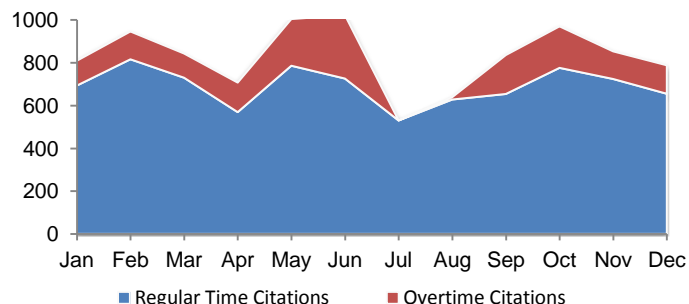
* Between 2006 and 2009, CHP was permitted to carryover funds not spent during the prior years to the current year, thus resulting in more than \$50,000 expended in services in some years. A new contract was initiated in 2009 with CHP and no unspent funds were carried over into the new contract, thus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

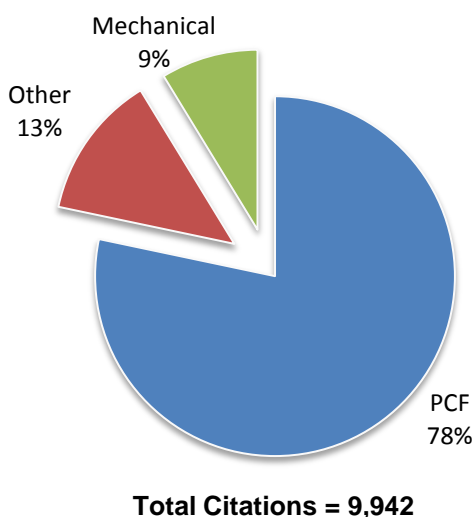
A total of 9,942 citations were issued on Highway 17 during 2012. Of these, 1,660 were given during Safe on 17 extra enforcement hours. Citations issued during overtime in 2012 made up 17% of citations. Total citations increased slightly from last year but were fewer than were issued in the earlier years of the program (2003 - 2007).

Figure 2: 2012 Highway 17 CHP Citations by Regular & Overtime Hours



The most overtime citations per month for 2012 were given in the beginning of the summer tourist season and in the fall as the rain began. Figure 2 illustrates the number of citations given during regular hours and overtime hours. [Attachment 6](#) provides a summary of annual total overtime and regular time citations and

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



[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 2012, 73% of citations recorded during extra enforcement hours were for PCF violations as well as 78% 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 2012, members continued to regularly attend the two scheduled meetings (March 7 and September 12) and committed to staying involved and working towards improving safety on Highway 17.

In 2012, 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 2012 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 2012, RTC SAFE, MTC SAFE, CHP and Caltrans continued to provide information to the public about the extra enforcement and safety on Highway 17. In 2012, 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 2012, 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 2011. 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. Approximately 20% of the project was completed when the contractor went bankrupt. The remaining part of this project will be re-advertised in 2013.

Vine Hill Road Drainage Project

In 2012, the Vine Hill Road Drainage Project (Figure 4) was completed. This project included super-elevation correction, minor widening, and a new guardrail on Highway 17 near its intersection with Vine Hill Road (PM 7.14/7.25).

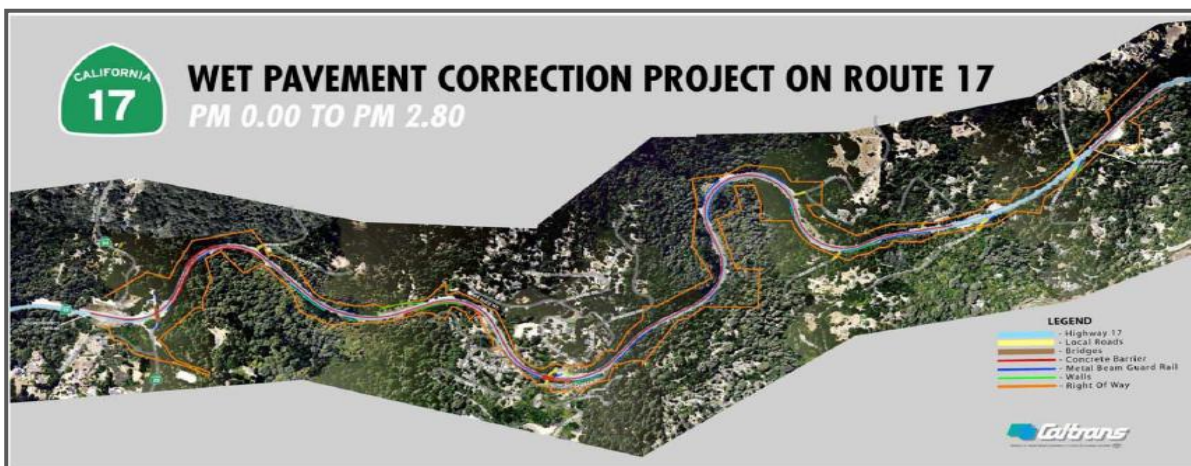
Figure 4: Vine Hill Drainage Project Improvements



Wet Pavement Correction Project

The goal of the wet weather project is to reduce wet weather related collisions. In 2012, construction on the drainage systems upgrades, median barrier installation and pavement resurfacing along Highway 17 just north of the summit in Santa Clara County was 95% complete (PM 0.0/2.8, Figure 5). The remaining 5% of the project is to line the culverts that are under the roadway for water quality purposes and will be completed in spring of 2013.

Figure 5: Santa Clara County Wet Pavement Correction Project



Santa's Village Road New Guardrail

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

Laurel Curve Improvements

In March 2012, Caltrans installed a median barrier along Hwy 17 separating northbound and southbound traffic at the Laurel Rd intersection, a head on curve warning sign in the northbound direction north of the Laurel Rd intersection, and a radar speed feedback sign facing the southbound direction approaching Laurel Rd (Figure 6). A high friction surface treatment was installed on Laurel Curve in the southbound direction in July 2012 to test this treatment for its ability to reduce speed-related collisions. A project to install a retaining wall and widen the shoulder in the NB direction north of Laurel Road will begin construction in summer 2014.

Figure 6: Median Barrier and Curve Warning Signs on Highway 17 near Laurel Rd



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.) will begin construction in spring 2013.

Highway 17 Access Management Plan

Caltrans District 4 and 5 is working with Santa Cruz County, Santa Clara County, California Highway Patrol and the Santa Cruz County Regional Transportation Commission to develop a plan to address access along the entire length of Highway 17. Public Outreach is a key component of the plan. This long term plan is needed to compete for funding to address access issues along this corridor.

Conclusion

Although there were two fatalities and 150 injuries on the Hwy 17 corridor during 2012, 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. Many factors contributed toward maintaining a reduced number and severity of collisions on Highway 17 in 2012. There have been significant engineering improvements to Highway 17 since its designation as a safety corridor. During 2012, Caltrans continued to implement safety improvements aimed at reducing wet weather and run-off-road collisions through better drainage systems, pavement resurfacing, median barriers, wider shoulders and guardrails. There were numerous safety improvements along Hwy 17 near the intersection of Laurel Rd. including a high friction surface treatment, two curve warning signs and a median barrier between the northbound and southbound lanes closing the gap at the intersection. 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.

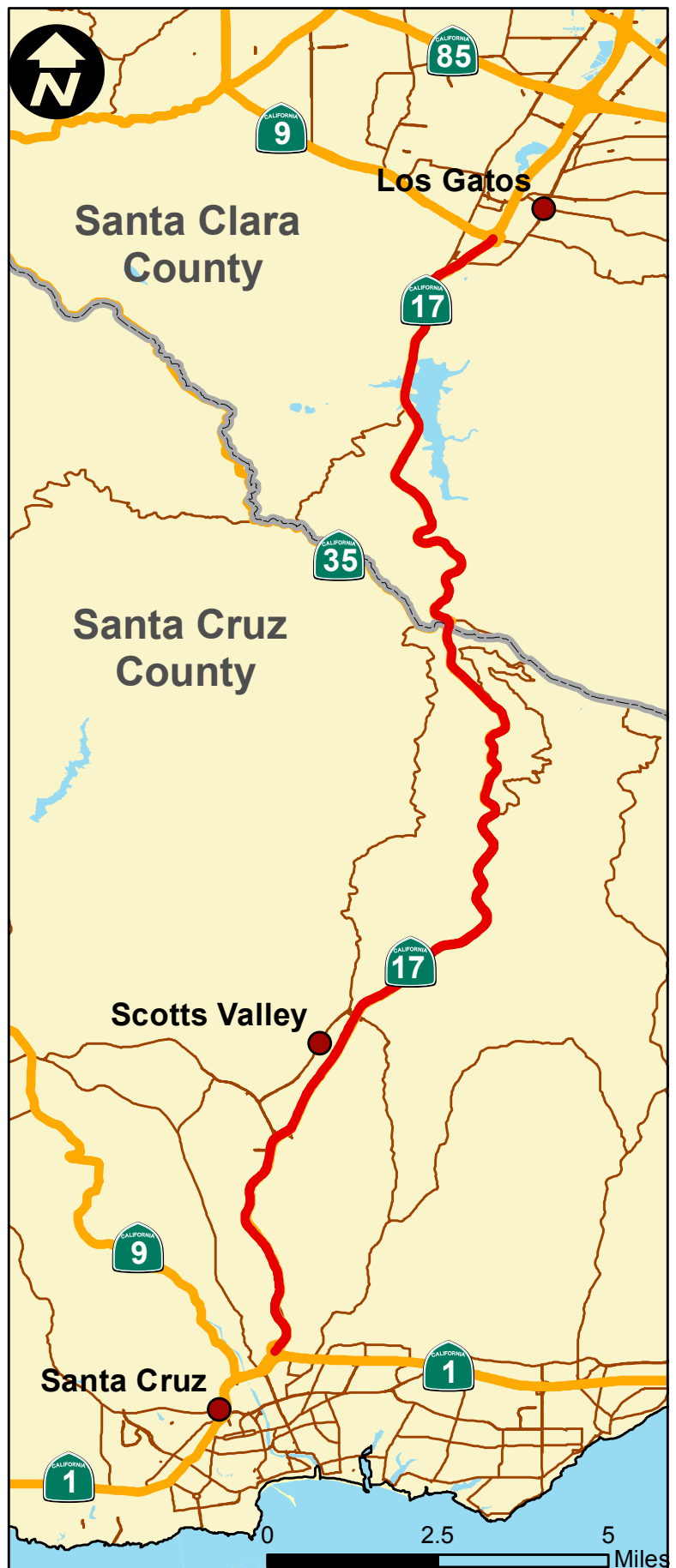
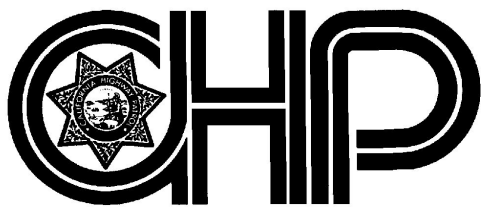
Attachments

Attachment 1: Highway 17 Safety Corridor Map
Attachment 2: Summary of Annual Highway 17 Collision Data
Attachment 3: 2012 Highway 17 Monthly Collision Data
Attachment 4: 2012 Monthly Collision and Rainfall Trends
Attachment 5: Summary of Extra CHP Enforcement Hours
Attachment 6: Summary of Annual Highway 17 Citation Data
Attachment 7: 2012 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. 2012. *SWITRS*. Provided by San Jose and Santa Cruz CHP.
Caltrans. 2012. *Traffic Counts*. Retrieved from <http://traffic-counts.dot.ca.gov/> on May 17, 2013.
National Weather Service, California Nevada River Forecast Center. 2012. Santa Cruz Rainfall Record, Monthly Total Precipitation. Retrieved from http://www.cnrfc.noaa.gov/monthly_precip.php on May 8, 2013.

Highway 17 Safety Corridor



Attachment 2

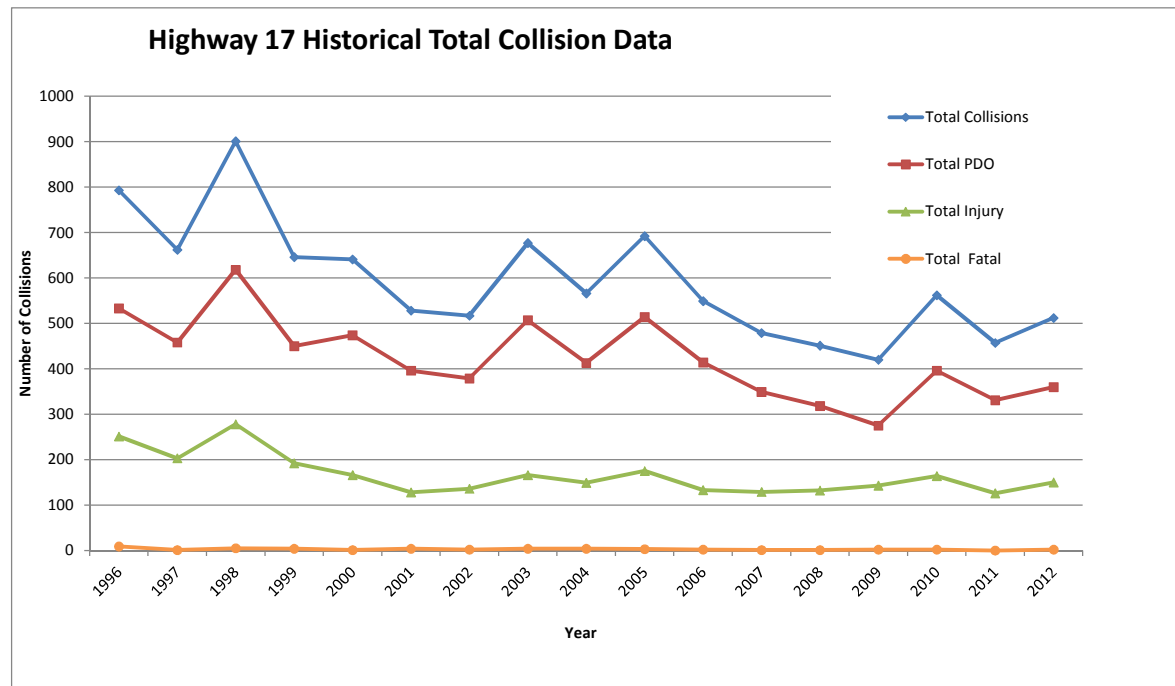
Highway 17 Annual Collision Data

HIGHWAY 17 COLLISION DATA 1996-2012

Year	1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC
PDO*	257	276	196	262	306	312	234	216	240	234	175	221	145	234	165	342	148	265	155	359	135	279	119	230	121	197	123	152	144	252	149	182	135	225
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
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	
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
Total Collisions	793		662		901		646		641		528		517		677		566		692		549		479		451		420		562		457		512	
Hwy 17 Injury and Fatal Collisions	260		204		283		196		167		132		138		170		153		178		135		130		133		145		166		126		152	

*PDO=Property Damage Only

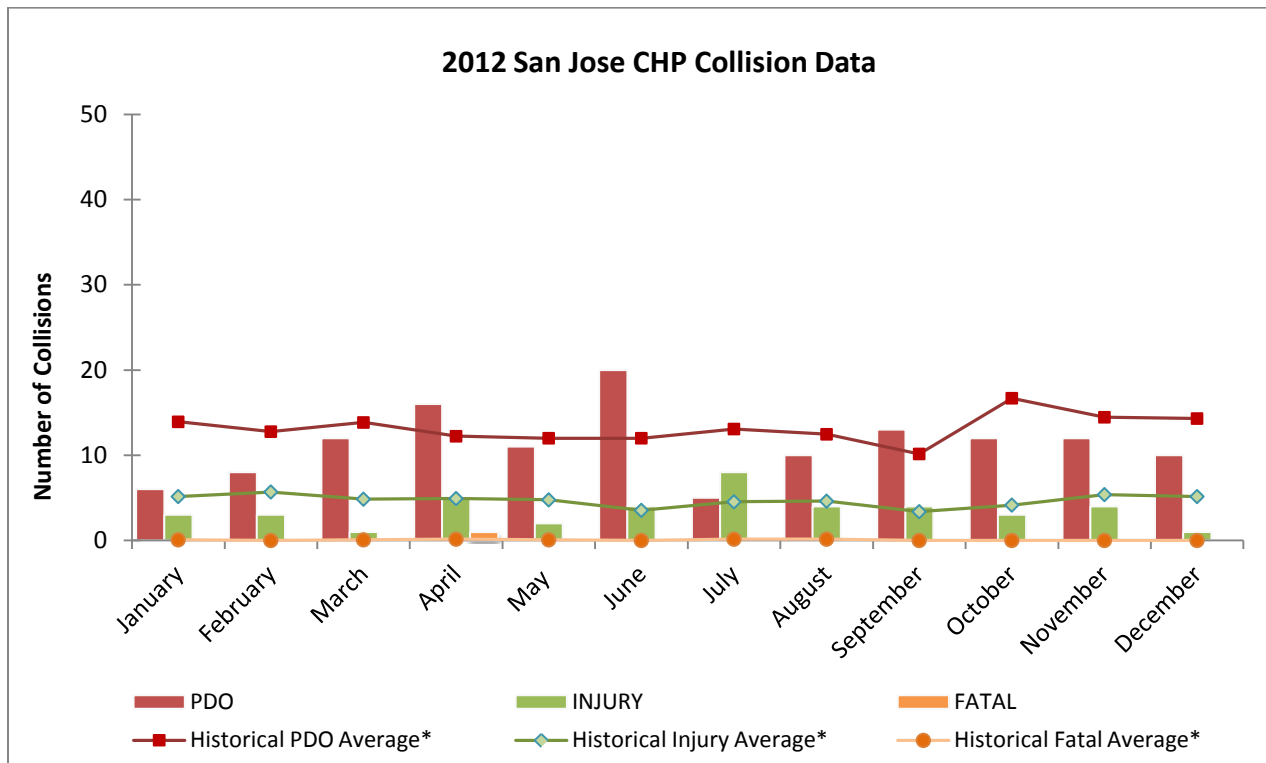
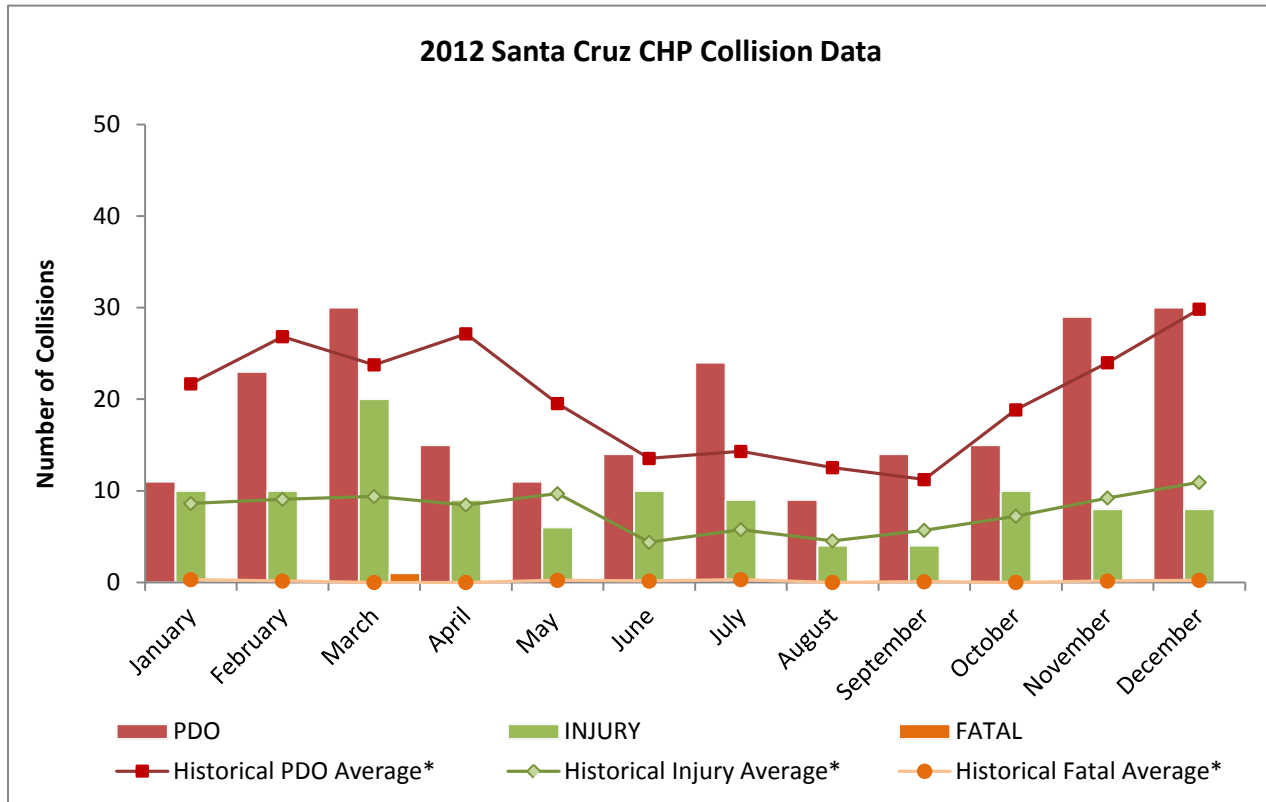
NOTE: Annual Average Injury and Fatal Collision Prior to SAFE on 17 Program = 249



I:\SAFEProjects\Safe_on_17\Reports\2012\Attachment2-stats.xls\Collision Data

Attachment 3

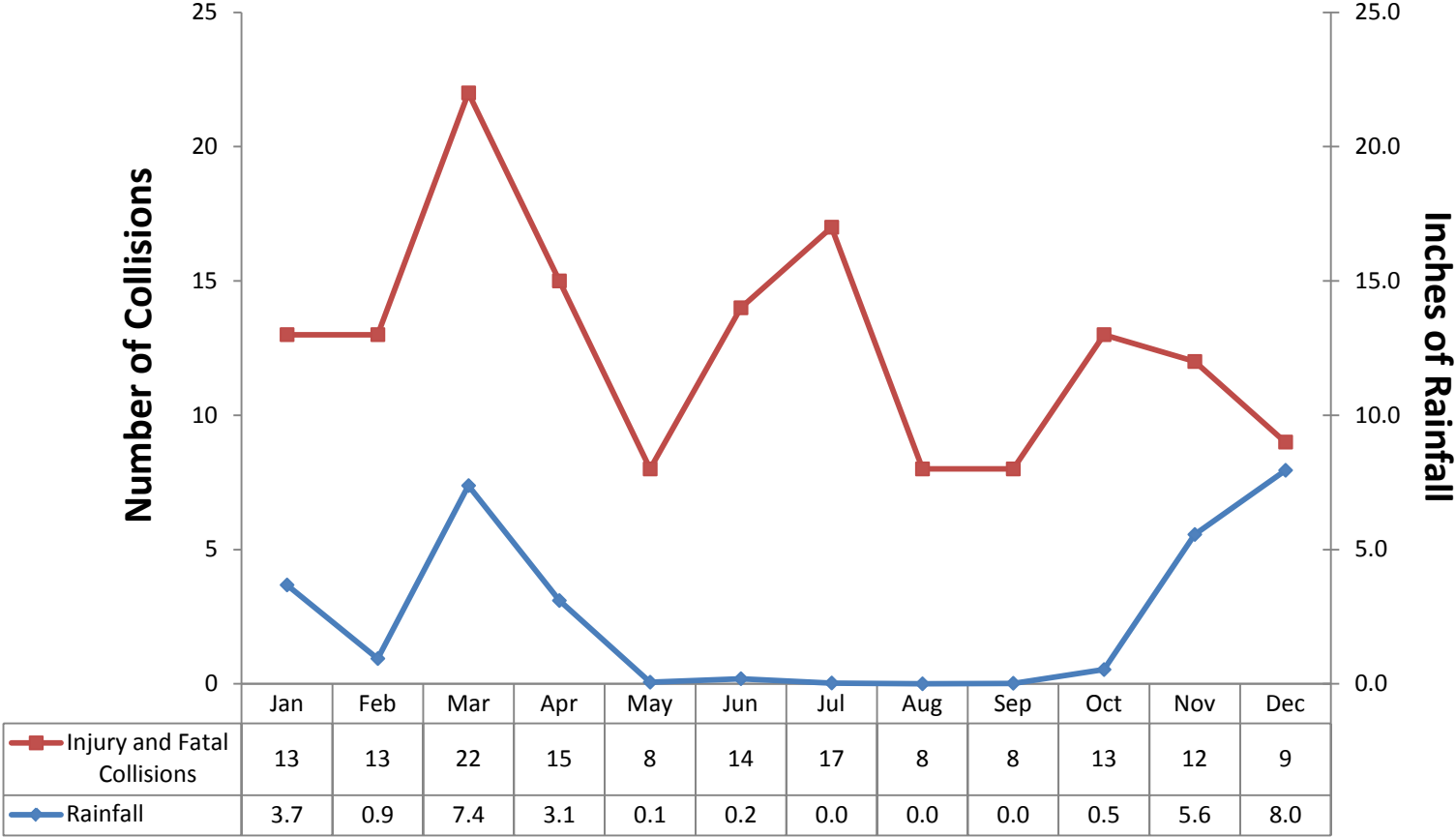
2012 HIGHWAY 17 MONTHLY COLLISION DATA



*Historical monthly averages derived from 1999, when Safe on 17 was implemented, thru 2011.

Attachment 4

2012 Monthly Collision and Rainfall Trends

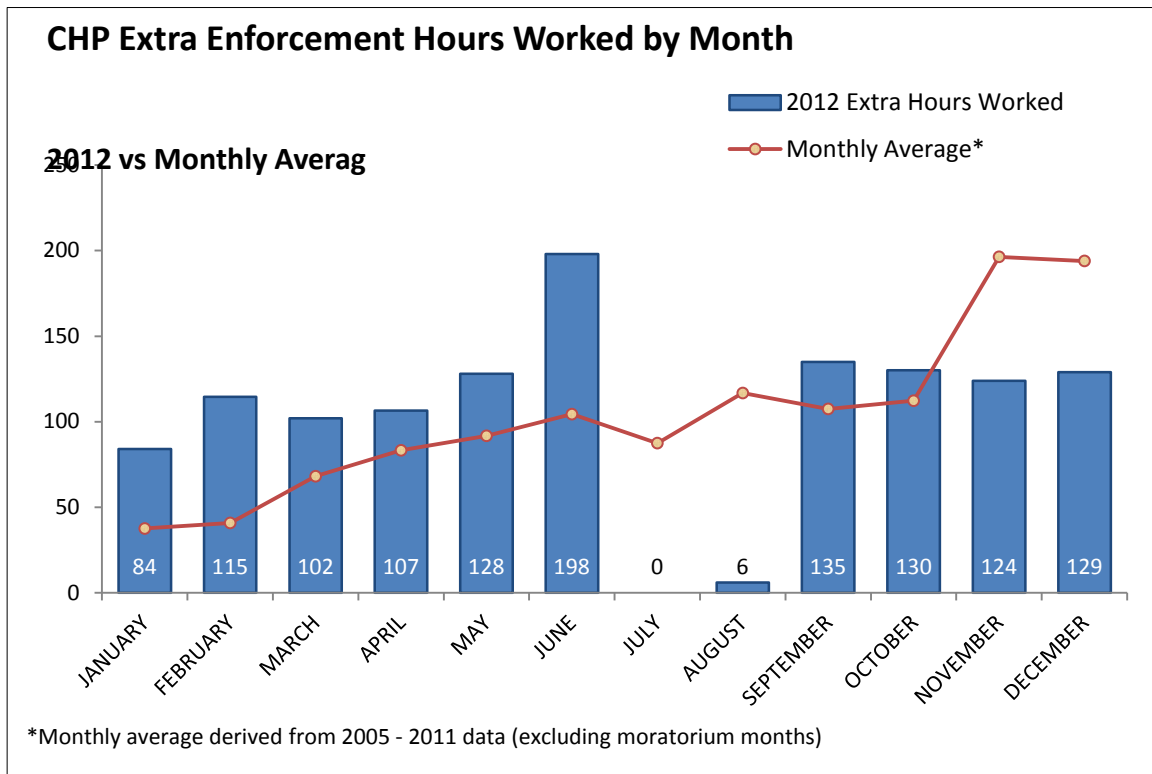


Attachment 5

TOTAL CALIFORNIA HIGHWAY PATROL EXTRA ENFORCEMENT HOURS WORKED

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

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



Attachment 6

SAFE ON 17 ANNUAL HIGHWAY 17 CITATION DATA

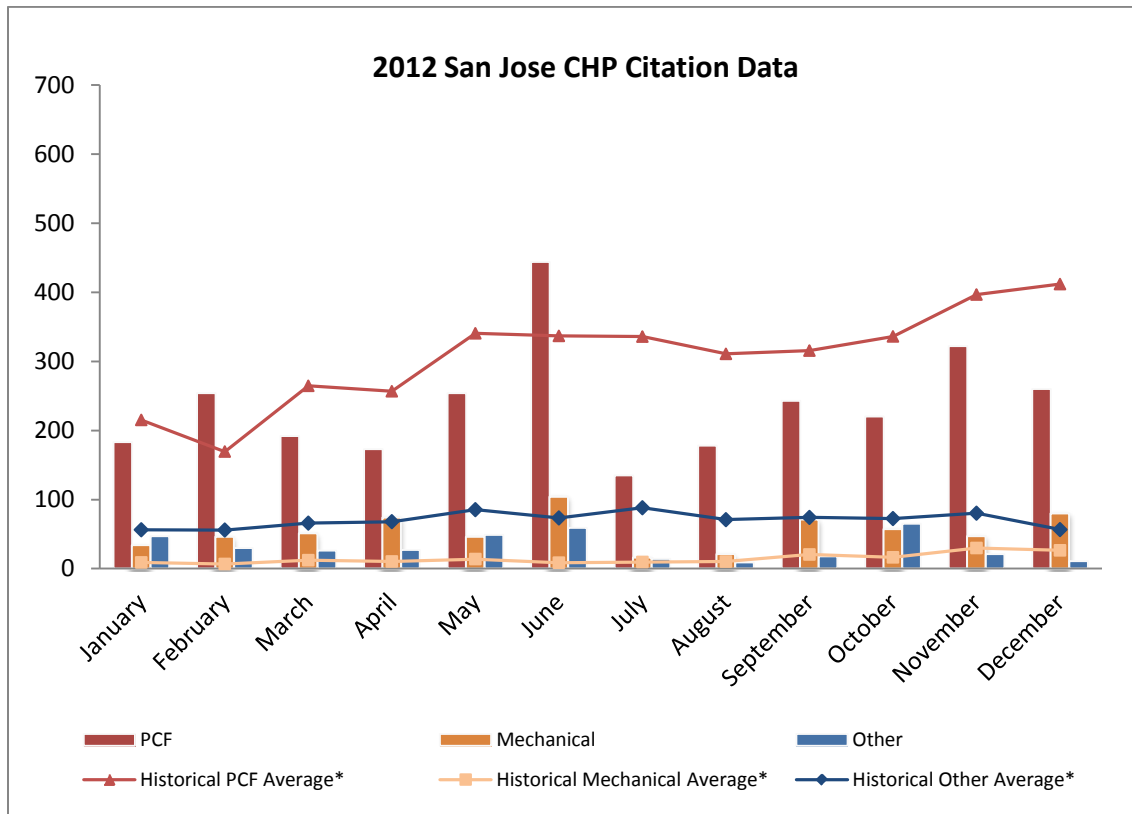
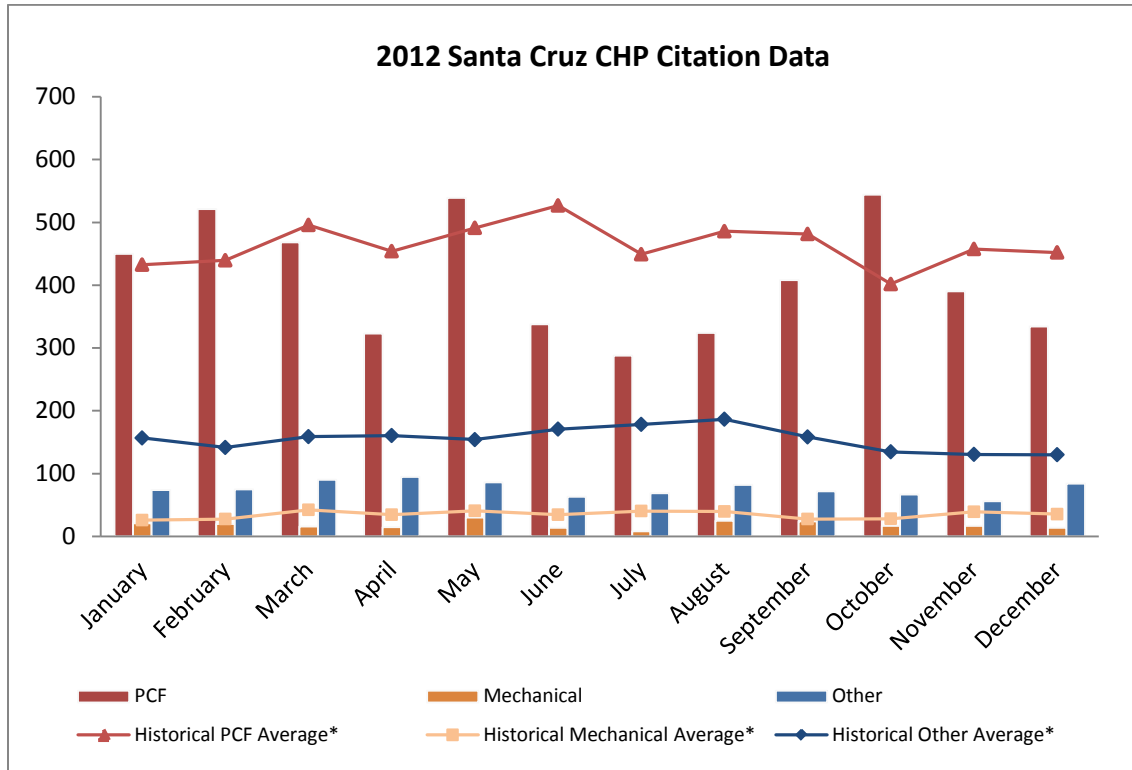
Year	2003		2004		2005		2006		2007		2008		2009		2010		2011		2012	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC
Regular Time <i>PCF</i>	2,766	3,666	2,809	5,994	2,995	5,766	2,884	4,627	2,871	3,772	2,169	3,420	2,282	4,298	1,706	4,304	1,182	5,372	2,218	4350
Regular Time 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
Regular Time Mechanical	56	286	92	180	49	676	85	298	44	405	69	421	82	165	54	394	175	206	437	202
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
<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
OT Other	149	220	133	376	192	128	35	201	61	103	53	48	21	24	0	40	94	52	136	78
OT Mechanical	20	8	11	31	17	61	66	7	122	34	100	58	202	4	0	6	148	14	210	19
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
<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	
<i>PCF OT Total</i>	1,862		1,065		1,217		1,218		1,738		1,688		1,008		271		1,124		1,217	
<i>PCF Total</i>	8,294		9,868		9,978		8,729		8,381		7,277		7,588		6,281		7,678		7,785	
Citation Regular Time Total	10,714		12,920		12,392		10,669		8,865		7,283		8,246		7,580		7,776		8,282	
Citation OT Total	2,259		1,616		1,615		1,527		2,058		1,947		1,259		317		1,432		1,660	
Citation Total	12,973		14,536		14,007		12,196		10,923		9,230		9,505		7,897		9,208		9,942	

PCF = Primary Collision Factor

OT = Overtime

Attachment 7

2012 Highway 17 Monthly Citation Data



*Historical averages are calculated from 2003 (Safe on 17 program implementation) thru 2011

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

Attachment 8-2

Santa Cruz Area CHP SR-17 Citation Summary

		Regular Citations									Overtime Citations										
		2004	2005	2006	2007	2008	2009	2010	2011	2012			2004	2005	2006	2007	2008	2009	2010	2011	2012
January	PCF	637	537	557	275	129	261	287	396	401		PCF	20	18	45	2	0	0	32	0	49
	Other	235	120	192	148	106	92	68	84	68		Other	12	8	18	3	0	0	5	0	6
	Mechanical	29	58	18	9	3	21	16	30	21		Mechanical	0	1	1	0	0	0	0	0	0
	TOTAL	901	715	767	432	238	374	371	510	490		TOTAL	32	27	64	5	0	0	37	0	55
February	PCF	526	392	550	359	166	271	303	420	478		PCF	41	22	30	63	40	0	24	0	43
	Other	183	137	213	102	52	59	65	70	68		Other	29	8	5	17	2	1	5	0	7
	Mechanical	7	69	9	32	29	7	10	19	19		Mechanical	0	5	0	13	1	0	0	0	1
	TOTAL	716	598	717	493	247	337	378	509	565		TOTAL	70	35	35	93	43	1	29	0	51
March	PCF	671	595	501	451	252	262	322	351	422		PCF	27	25	67	64	33	0	16	14	46
	Other	252	173	202	117	66	73	44	42	86		Other	6	8	15	9	7	0	3	0	4
	Mechanical	20	58	75	42	32	19	21	29	11		Mechanical	1	3	0	4	5	0	1	0	5
	TOTAL	943	826	778	610	350	354	387	422	519		Total	34	36	82	77	45	0	20	14	55
April	PCF	510	479	428	285	191	312	324	431	283		PCF	28	28	47	32	31	39	38	56	40
	Other	228	154	229	76	56	63	86	49	88		Other	14	7	33	8	8	7	3	6	7
	Mechanical	13	46	64	14	24	11	36	23	15		Mechanical	1	9	2	1	7	2	0	0	0
	Total	751	679	721	375	271	386	446	503	386		Total	43	44	82	41	46	48	41	62	47
May	PCF	568	448	345	369	233	454	429	505	455		PCF	44	28	13	48	35	31	24	64	84
	Other	242	168	63	154	78	85	46	82	77		Other	20	9	7	8	10	3	12	4	9
	Mechanical	10	53	55	26	47	22	69	14	25		Mechanical	0	4	0	3	4	1	2	0	5
	Total	820	669	463	549	358	561	544	601	557		Total	64	41	20	59	49	35	38	68	98
June	PCF	398	640	470	365	271	483	523	391	291		PCF	13	78	71	42	38	25	31	36	47
	Other	215	225	131	152	88	73	42	68	58		Other	19	20	33	13	3	2	6	8	5
	Mechanical	8	62	10	38	39	9	68	3	13		Mechanical	1	9	0	2	6	0	2	0	1
	Total	621	927	611	555	398	565	633	462	362		Total	33	107	104	57	47	27	39	44	53
July	PCF	468	359	303	302	266	396	446	378	288		PCF	18	43	46	43	7	26	27	49	0
	Other	255	177	199	110	74	82	38	67	69		Other	13	17	32	16	1	1	2	8	0
	Mechanical	6	61	13	44	59	7	82	4	8		Mechanical	0	13	2	6	2	0	1	0	0
	Total	729	597	515	456	399	485	566	449	365		Total	31	73	110	65	10	27	30	57	0
August	PCF	447	427	244	346	266	470	498	585	317		PCF	27	62	22	25	18	4	15	51	7
	Other	240	198	206	167	47	89	84	35	78		Other	9	21	13	10	2	0	3	5	4
	Mechanical	16	68	11	75	27	17	24	18	25		Mechanical	0	10	1	5	3	0	0	2	0
	Total	703	693	461	588	340	576	606	638	420		Total	36	93	36	40	23	4	18	58	11
September	PCF	487	494	359	402	265	424	389	472	334		PCF	22	35	47	31	22	5	14	46	74
	Other	219	142	148	182	24	105	95	37	58		Other	11	5	16	8	2	3	1	5	14
	Mechanical	10	57	12	5	43	18	32	18	19		Mechanical	0	2	0	0	1	0		1	5
	Total	716	693	519	589	332	547	516	527	411		Total	33	42	63	39	25	8	15	52	93
October	PCF	378	314	328	194	337	322	307	540	457		PCF	13	16	20	4	30	19	0	44	87
	Other	233	152	155	93	30	79	47	47	57		Other	19	3	10	0	2	3	0	11	10
	Mechanical	20	47	8	34	43	9	10	14	15		Mechanical	1	0	0	0	3	0	0	2	2
	Total	631	513	518	321	410	410	364	601	529		Total	33	19	30	4	35	22	0	57	99
November	PCF	512	557	274	209	590	270	267	449	327		PCF	34	29	6	11	134	11	0	49	63
	Other	217	165	143	65	48	53	80	25	53		Other	27	9	6	4	7	3	0	4	3
	Mechanical	18	59	13	47	75	10	15	18	17		Mechanical	2	6	0	0	15	1	0	5	0
	Total	747	781	430	321	713	333	362	492	397		Total	63	44	12	15	156	15	0	58	66
December	PCF	383	524	268	215	454	373	209	454	297		PCF	58	78	34	13	119	11	0	43	37
	Other	140	153	167	100	45	64	65	43	75		Other	39	16	13	7	4	1	0	1	9
	Mechanical	23	38	10	39	84	15	11	16	14		Mechanical	2	4	1	0	11	0	0	4	0
	Total	546	715	445	354	583	452	285	513	386		Total	99	98	48	20	134	12	0	48	46

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

Attachment 8-4
San Jose Area CHP SR-17 Citation Summary (Beat 171)

		Regular Citations									Overtime Citations								
		2004	2005	2006	2007	2008	2009	2010	2011	2012	2004	2005	2006	2007	2008	2009	2010	2011	2012
January	PCF	173	178	258	174	172	102	126	96	150	PCF	129	0	0	0	129	0	0	33
	Other	49	67	36	45	37	26	20	32	40	Other	27	0	0	0	29	0	0	7
	Mechanical	9	7	15	6	8	5	2	3	13	Mechanical	0	0	0	0	11	0	0	21
	TOTAL	231	252	309	225	217	133	148	131	203	TOTAL	156	0	0	0	169	0	0	61
February	PCF	182	224	258	131	95	78	109	94	211	PCF	51	0	0	0	0	0	0	43
	Other	30	89	38	31	26	34	23	7	14	Other	11	0	0	0	0	0	0	16
	Mechanical	23	1	6	7	6	1	4	2	26	Mechanical	1	0	0	0	0	0	0	20
	TOTAL	235	314	302	169	127	113	136	103	251	TOTAL	63	0	0	0	0	0	0	79
March	PCF	399	274	197	302	158	115	114	101	154	PCF	33	5	0	75	80	0	85	38
	Other	167	71	75	20	29	32	6	15	19	Other	3	6	0	3	3	0	20	7
	Mechanical	4	2	18	1	12	6	1	10	38	Mechanical	4	1	0	5	14	0	14	13
	TOTAL	570	347	290	323	199	153	121	126	211	TOTAL	40	12	0	83	97	0	119	58
April	PCF	259	303	216	108	154	121	110	199	114	PCF	98	46	0	0	0	0	185	59
	Other	84	104	69	15	31	40	28	9	20	Other	26	14	0	0	0	0	31	7
	Mechanical	7	2	4	4	1	4	2	42	49	Mechanical	0	0	0	0	0	0	11	25
	TOTAL	350	409	289	127	186	165	140	250	183	TOTAL	124	60	0	0	0	0	227	91
May	PCF	289	206	306	325	176	252	242	154	165	PCF	69	41	0	185	0	0	119	89
	Other	174	77	72	17	36	88	30	36	32	Other	1	16	0	15	0	0	1	17
	Mechanical	5	7	2	2	3	13	6	33	32	Mechanical	1	1	0	14	0	0	21	14
	TOTAL	468	290	380	344	215	353	278	223	229	TOTAL	71	58	0	214	0	0	141	120
June	PCF	343	304	307	346	90	153	267	91	267	PCF	0	47	91	192	0	50	33	177
	Other	100	120	62	33	32	29	42	12	40	Other	0	3	6	5	0	0	0	19
	Mechanical	7	7	7	1	1	10	6	11	57	Mechanical	0	1	5	3	0	0	5	47
	TOTAL	450	431	376	380	123	192	315	114	364	TOTAL	0	51	102	200	0	50	38	243
July	PCF	222	161	233	223	201	169	174	87	135	PCF	36	78	0	70	129	153	39	0
	Other	149	108	63	25	24	32	46	18	14	Other	11	18	0	3	1	2	3	0
	Mechanical	11	5	3	2	3	2	6	7	16	Mechanical	2	0	0	7	1	5	12	0
	TOTAL	382	274	299	250	228	203	226	112	165	TOTAL	49	96	0	80	131	160	54	0
August	PCF	187	388	180	178	249	248	124	76	178	PCF	26	90	0	116	204	0	42	0
	Other	113	125	45	12	35	36	32	21	9	Other	0	12	0	6	1	0	4	0
	Mechanical	6	6	3	1	6	2	8	18	21	Mechanical	2	0	0	8	8	0	8	0
	TOTAL	306	519	228	191	290	286	164	115	208	TOTAL	28	102	0	130	213	0	54	0
September	PCF	258	292	252	188	80	300	125	37	194	PCF	69	176	12	40	0	285	68	49
	Other	113	86	52	19	28	58	42	13	14	Other	27	36	0	5	0	8	12	4
	Mechanical	3	1	8	0	2	12	7	21	35	Mechanical	1	1	1	15	0	69	19	36
	TOTAL	374	379	312	207	110	370	174	71	243	TOTAL	97	213	13	60	0	362	99	89
October	PCF	220	214	230	232	105	223	115	101	175	PCF	64	90	246	0	0	52	49	45
	Other	59	30	98	21	26	45	27	17	17	Other	11	31	13	0	0	2	2	48
	Mechanical	5	2	3	3	2	10	7	11	55	Mechanical	0	1	30	0	0	30	15	2
	TOTAL	284	246	331	256	133	278	149	129	247	TOTAL	75	122	289	0	0	84	66	95
November	PCF	170	282	322	372	63	371	79	56	277	PCF	85	103	199	352	18	347	45	45
	Other	101	28	81	31	40	69	17	2	16	Other	13	40	11	19	0	9	11	5
	Mechanical	9	6	14	1	2	13	1	5	34	Mechanical	0	11	19	34	0	98	16	13
	TOTAL	280	316	417	404	105	453	97	63	327	TOTAL	98	154	229	405	18	454	72	63
December	PCF	107	169	116	292	626	150	121	90	198	PCF	46	93	222	330	621	0	7	62
	Other	47	37	36	38	62	13	49	10	5	Other	3	16	5	5	19	0	10	6
	Mechanical	3	3	2	16	23	4	4	12	61	Mechanical	0	1	11	36	66	0	27	19
	TOTAL	157	209	154	346	711	167	174	112	269	TOTAL	49	110	238	371	706	0	44	87

Attachment 9

2012 Safe on 17 Task Force Members

Name	Organization
Bernard Walik	Caltrans District 5 Public Affairs
Bill Monning	California State Assembly
Bill Kootsikak	National Highway Traffic Safety
Brandy Rider*	Caltrans, District 5
Brenda Brenner*	American Medical Response Santa Cruz
Captain Amanda Snowden	California Highway Patrol-San Jose
Captain Matt Olson*	California Highway Patrol-Santa Cruz
Chris Schneiter	City of Santa Cruz - Public Works
Colin Jones	Caltrans, District 5-Public Information Officer
Dario Senor*	Caltrans, District 5
Dave Nelson	Caltrans, District 4-Maintenance
Deb Larson*	Caltrans, District 5-Traffic Safety
Donna Ziel*	Santa Cruz County-Commission Alternate
Doug Hessing*	Caltrans, District 5-Project Manager
Earl Sherman	Caltrans, District 4-Maintenance
Erich Friedrich	SCMTD
Ernesto Ramirez	Caltrans, District 4-Maintenance
Frank Bauer	Santa Cruz Metropolitan Transit District
Gary Richards*	San Jose Mercury News
George Dondero*	Santa Cruz County Regional Transportation Commission
Ginger Dykaar*	Santa Cruz County Regional Transportation Commission
Grace Blakeslee	Santa Cruz County Regional Transportation Commission
Hans Larsen	City of San Jose
Jacques Van Zeventer	Caltrans, District 5
Jack McPhillips	City of Santa Cruz-Police Department
Jaime Maldonado	Metropolitan Transportation Commission-SAFE
Janean Reynolds*	California Highway Patrol
Jarrett Winter	County of Santa Clara-Fire Department
Joanna Fox*	Metropolitan Transportation Commission-SAFE
John Hohmann	City of Scotts Valley-Police Department
John Leopold	County of Santa Cruz - Supervisor
John P Weiss	City of Scotts Valley-Police Department
John Presleigh	County of Santa Cruz
John Thomas	Caltrans, District 4-Project Manager
Julie Gonzalez	Caltrans, District 5
Joseph S Simitian	California State Senate
Jose Velasquez*	Caltrans, District 4 - Maintenance
Karena Pushnik	Santa Cruz County Regional Transportation Commission
Kathy Leuterio	California Office of Traffic Safety
Ken Anderson	City of Scotts Valley
Ken Yeager/Megan Doyle	Santa Clara County Supervisor
Kory Seely	California Highway Patrol
Lazaro Villareal	Caltrans, District 4-Electrical
Les Bishop*	California Highway Patrol-Santa Cruz Area
Luis Duazo	Caltrans, District 5-Project Management
Luis Mendez*	Santa Cruz County Regional Transportation Commission
Lynda Kiersted	Caltrans, District 4-Maintenance
Margot Grant	Office of Assemblymember Rich Gordon
Mark Powers	Caltrans, District 4-TMC
Mark Stone	County of Santa Cruz-Supervisor
Mark Ballentine*	Caltrans, District 5-Traffic Safety

2012 Safe on 17 Task Force Members (cont'd)

Name	Organization
Marshall Ballard*	Valley Transportation Authority-Administration
Martin Wittmers	Caltrans, District 5-Electrical
Masoud Akbarzadeh	County of Santa Clara-Airports & Roads
Megan Doyle	Santa Clara County Supervisor Ken Yeager
Mike Mc Murry	City of Scotts Valley-Fire Chief
Neil Wiley	Mountain Network News
Nicole Stewart*	California Highway Patrol - Monterey Dispatch
Paul DeOcampo	City of Santa Cruz-Police Department
Patrick Dussell	Caltrans, District 5-Construction
Pranav Shah	Caltrans, District 4-Traffic Systems
Ramin Bolourchian*	Caltrans, District 4-Transportation Management Center
Ramona Turner*	Santa Cruz Sentinel
Richard Blacksten*	Caltrans, District 4-Maintenance
Roger Wildey	County of Santa Cruz
Russell Ellingworth*	Caltrans, District 5-Maintenance
Sarah Jackson*	California Highway Patrol
Scott Morris	Caltrans District 5
Scott Wood	California Highway Patrol-Santa Cruz
Sean Nozzari	Caltrans, District 4-Traffic Operations
Shawn Enjily*	Caltrans, District 4-Design
Shayne Sandeman	Caltrans, District 5
Siobhan Saunders*	Caltrans, District 5-Construction
Susana Cruz*	Caltrans, District 5-Public Affairs
Tom Barnett*	Caltrans, District 5-Maintenance

*Attended Safe on 17 Meeting in 2012



NEWS



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FOR IMMEDIATE RELEASE

March 12, 2012

12-05

CALIFORNIA MOTORISTS URGED TO SHARE THE ROAD

SACRAMENTO, Calif. – Motorcyclists in California are fortunate to enjoy near-perfect riding conditions year round. The beautiful weather is just one of several reasons why more than 1.2 million people in this state are licensed to ride. It's important to remember these motorcyclists are sharing California's road with millions of other motorists.

“Regardless of your mode of travel, it is imperative that motorists are aware of their surroundings, abide by the state's traffic laws, and safely share the road with others,” said California Highway Patrol (CHP) Commissioner Joe Farrow.

During the next several months, the CHP will use a federal grant to assist in reducing the number of people killed and injured in motorcycle-involved collision. The Department continues to improve safety for everyone by placing an emphasis on the concept of sharing the road. Enforcement and education efforts through the *California Motorcycle Safety Enforcement and Education* grant will continue through September 30, 2012.

Motorcycle-involved collisions have decreased significantly in California. Statistical data retrieved from the Statewide Integrated Traffic Records System list the number of people killed in motorcycle-involved collisions dropped 28 percent, and the number of people injured decreased by nearly 11 percent. The most current final figures available are from 2009.

“It's encouraging to see so many lives have been saved, but there is more work to be done,” added Commissioner Farrow. “Without a continued focus on motorcycle safety education and enforcement, these numbers could rise as more Californians choose to use motorcycles as their vehicle of choice.”

To help get the word out and continue to reduce the number of people killed and injured annually in motorcycle-involved collisions, CHP personnel are appearing at public outreach events throughout the state, distributing informational brochures, and providing traffic safety tips. In addition, motorcycle safety and road-sharing presentations are being conducted statewide. The CHP will also launch a media campaign to highlight the motorcycle safety message.

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

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FOR IMMEDIATE RELEASE

October 12, 2012

12-29

OPERATION SAFE DRIVER TARGETS UNSAFE, AGGRESSIVE DRIVERS

SACRAMENTO, Calif. – Although there has been a 25 percent decline in large truck-involved fatal collisions from (2007-2010) nationally, the California Highway Patrol (CHP) is working daily to save even more lives through enforcement and education. To further enhance that progress, the CHP will join forces with other law enforcement agencies throughout the US, Canada, and Mexico for the Commercial Vehicle Safety Alliance's *Operation Safe Driver*, October 14 – 20. This operation targets unsafe and aggressive driving by both passenger and commercial vehicle drivers by conducting high visibility enforcement operations and public outreach.

The CHP, in a partnership with the California Trucking Association, will conduct high-visibility enforcement operations and public outreach during the Commercial Vehicle Safety Alliance (CVSA) *Operation Safe Driver* week. CHP will conduct enforcement activities statewide on highways and local roads.

In California, there has been a 40 percent decrease in the number of collisions involving a commercial vehicle that resulted in the death of a motorist between 2006 and 2010.

“By participating in education and enforcement efforts such as *Operation Safe Driver*, the CHP is striving to continue to reduce the number of people killed and injured on California’s roadways,” said CHP Commissioner Joe Farrow.

The CHP joins with the CVSA by encouraging motorists to keep in mind the following safety tips when driving near a big truck:

- **Stay out of the No-Zone.** A No-Zone is an actual blind spot where the car “disappears” from the view of the truck driver.
- **Stay visible!** Large trucks need a much longer braking distance than a car. Do not cut into a truck’s space; if this happens, it reduces a truck’s much-needed braking distance and restricts evasive action.

-MORE-

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- **Do not tailgate a truck.** The further you are away from a truck the less likely you will be involved in a collision.

- **Do not speed.** Obey all speed limits.

- **Allow plenty of room.** Large trucks are almost as wide as your lane of travel. Following too close behind one prevents you from reacting to changing traffic conditions and patterns.

- **Buckle-up.** Wearing your safety belt is the single most important thing you can do to save your life in a crash.

“Protect yourself and your passengers by learning how to share the road safely with large vehicles,” added Commissioner Farrow.

The CVSA, in partnership with the Federal Motor Carrier Safety Administration and state and local law enforcement launched the *Operation Safe Driver* campaign in 2007 to combat the number of deaths resulting from crashes involving large trucks, buses, and passenger vehicles.

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FOR IMMEDIATE RELEASE

December 20, 2012

12-42

CHP: SECURE YOURSELF EVERY TRIP, EVERY TIME

SACRAMENTO, Calif. – Even though California’s seat belt requirement was put into law more than a quarter-of-a-century ago, there are some drivers and passengers who still resist the few seconds it takes to safely buckle up, or they may not properly secure a child in a car seat. The simple act of not buckling up can have life-changing consequences, such as injuries or death.

“An overwhelming majority of Californians are buckling up, yet there is still work to be done,” said California Highway Patrol (CHP) Commissioner Joe Farrow. “Our goal is to save lives, and one way to help achieve that is to have every single person traveling in a motor vehicle wear a seat belt or safely secured in an appropriate child passenger safety seat.”

To accomplish this mission, the CHP received a federal grant to help fund a campaign that educates drivers on the importance of passenger restraints. Efforts from the statewide *Vehicle Occupant Restraint Education and Instruction II (VOREI II)* campaign are already underway and will continue through September 30, 2013.

The objective of the *VOREI II* grant is to reduce the number of unrestrained vehicle occupants killed or injured in traffic collisions through educational classes and child safety seat inspection events. In addition, grant-funded child safety seats will be distributed to motorists and CHP officers will conduct additional seat belt enforcement out on the roadways.

According to the CHP’s Statewide Integrated Traffic Records System, in 2010, the most-recent year statistics are available, 439 people were killed and more than 9,000 others were injured in collisions where those involved were not buckled up.

“Wearing a seat belt, or using a child safety seat, will dramatically improve a person’s chances of survival if they are involved in a crash,” added Commissioner Farrow. “Buckle up every trip, every time. It might save your life.”

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

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FOR IMMEDIATE RELEASE

November 8, 2012

12-35

DROWSY DRIVING PUTS EVERYONE AT RISK

SACRAMENTO, Calif. – A tired driver is a dangerous and potentially deadly driver. The California Highway Patrol (CHP) joins the National Sleep Foundation in a weeklong campaign to educate motorists during “*Drowsy Driving Prevention Week*,” November 12-18, 2012.

“Fatigued drivers are a safety risk on our roadways,” said CHP Commissioner Joe Farrow. “If you are tired, reaction time and judgment can become impaired. Tired drivers behave similarly to those who are intoxicated.”

According to statistics from the CHP’s Statewide Integrated Traffic Records System, in 2010, the most recent year in which finalized figures are available, there were more than 3,600 collisions in California involving drowsy drivers. As a result of those collisions 32 people died and more than 2,000 others were injured.

Drowsiness can reduce reaction time, impair judgment and vision, and impact a driver’s attention.

The CHP and the National Sleep Foundation offer the following tips to drivers to reduce their risk of falling asleep behind the wheel:

- Get enough sleep, at least 7-9 hours, to help maintain alertness.
- On long road trips, schedule breaks every couple of hours or every 100 miles.
- When possible, travel with a companion who can take a turn behind the wheel or help keep the driver awake.
- Avoid driving at times when you would normally be asleep.
- Avoid alcohol or medications that cause drowsiness.
- Consume caffeine as it increases alertness.
- When tiredness sets in, exit the highway and find a safe location to park and rest.

“With a few simple precautions drivers can help prevent future tragedies from occurring,” added Commissioner Farrow.

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