

Safe on 17 Highway 17 Safety Corridor

2009 Annual Report

January 1, 2009 to December 31, 2009



Introduction

Eleven-years ago, high collision rates on Highway 17 precipitated the formation of the Safe on 17 Task Force. 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, motorist assistance, public education and awareness. This combination of strategies is the same approach adopted by the California's Strategic Highway Safety Plan (2006) for limiting the number of fatal collisions on public roadways.

Today, the goal of the Safe on 17 Program is to maintain the reduced collision rate achieved during the OTS Grant Period (1999-2002) using a combination of the Task Force's original recommendations. In 2009, engineering improvements, enhanced CHP enforcement tactics, public outreach about motorist safety and safety on Highway 17, and deployment of a traffic operations system contributed to achieving this goal. In 2009, the Task Force 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 continued attention given to the Highway 17 corridor by multiple agencies and stakeholders has allowed the segment of Highway 17 between the Highway 1/17 interchange in Santa Cruz County and the Highway 9/17 intersection in Santa Clara County to continue with the safety corridor designation for a decade.

Funding for extra CHP enforcement is provided by the Santa Cruz County Regional Transportation Commission Service Authority for Freeway Emergencies (SCCRTC SAFE) and the Metropolitan Transportation Commission Service Authority for Freeway Emergencies (MTC SAFE) in the combined amount of \$100,000 per year for each year covered in the funding agreement. The 2009 year was the first year in the third, three-year funding agreement between SCCRTC SAFE and MTC SAFE for extra CHP enforcement on Highway 17. A total of \$84,360 were spent on extra CHP enforcement in 2009.

Caltrans also invested heavily in Highway 17 in 2009. In 2009, Caltrans committed over \$10 million to Highway 17 for construction of the Glenwood Curves Safety Project, the Vine Hill Road Drainage Project and to add flashing beacons within the Highway 17 Safety Corridor.

2009 Highway 17 Summary of Facts

- Injury Collisions were the highest in February and May
- 143 injury collisions including 2 fatalities occurred
- CHP wrote an average of 26 citations per day (during extra and regular enforcement hours)
- Average Annual Daily Traffic was 57,000 per day at the Summit

Collisions

One hundred and forty three injury collisions were reported in 2009 including two fatalities. This is a 7.5% increase in injury and fatal collisions over 2008, but a 7% decrease from the annual average since the Safe on 17 program strategies were implemented in 1999 and a 43% decrease from the pre-program average. (Table 1 shows the annual injury and fatal collision data between 1996 and 2009. A breakdown of collisions by type is provided in [Attachment 1.](#))

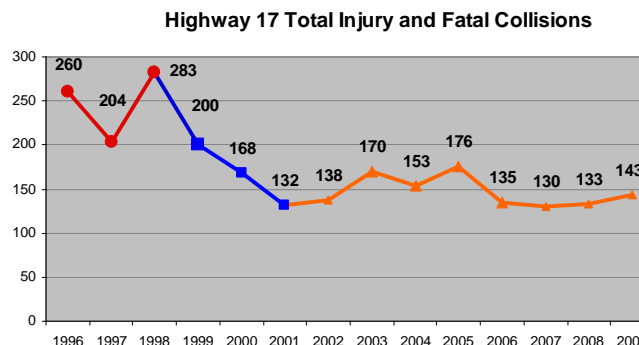


Table 1: Annual Total Fatal and Injury Collision 1996-2009

● Pre-Program ■ OTS Grant Funded ▲ SCCRTC & MTC Funded
*In 2009, fatalities are included in injury collision count

In 2009, both the highest number of injury collisions and total collisions (injury, property damage only (PDO) and fatal) occurred in February and May. During four months in 2009, injury collisions were at or below historical averages in both counties on Highway 17. In 2009, both fatalities on Highway 17 occurred near Laurel Curve.

On the Santa Cruz County side of Highway 17, injury collisions were above average in January, February, March, April, May, June, July, and September and PDO collisions were lower than average in every month. During four months collisions (injury and PDO) fell below the historical monthly average on the Santa Cruz County side of Highway 17, 1 less than 2008 and 2007.

On the Santa Clara County side of Highway 17, monthly injury collisions were at or below average for the entire year and PDO collisions were higher than average in March, May, and June. During nine months, collisions (injury and PDO) fell below the historical average on the Santa Clara County side of Highway 17, which is an improvement over the five months in 2008 which fell below the historical average, but fewer than the ten months in 2007. A detailed comparison between 2009 monthly collisions and historical averages (1999-2009) is provided in [Attachment 2.](#)

Although a combination of speeding, tailgating and unsafe lane changes (also called Primary Collision Factors) are the most frequent factors leading to collisions on Highway 17, external factors, such as rainfall and traffic conditions, may also influence the total number of collisions. A comparison of rainfall and injury and fatal collision data is also included in this report ([Attachment 3](#)). In 2009, injury and fatal collision data and rainfall data did not appear to be correlated. Rainfall was highest in February, October and December, but injury collisions during these months were at or below the historical average, and injury collisions were also above average in May, which had very low rainfall. Similarly, it is not evident that the Average Annual Daily Traffic (AADT) is a significant factor contributing to collisions. The AADT on Highway 17 has varied little since the initiation of the Safe on 17 Program, yet collisions have fallen about 50%.

Extra CHP Enforcement

Extra CHP enforcement, which is an essential part of the Safe on 17 Program, continued throughout 2009. 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 intersection in Santa Clara County. (A map of the Safety Corridor is displayed in [Attachment 4](#).)

	San Jose CHP		Santa Cruz CHP	
Year	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

Table 2: Annual Extra CHP Enforcement Hours Worked & Safe on 17 Funds Used

* Between 2006 and 2009, CHP was permitted to carryover funds not spent during the prior years to the current year, thus resulting 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 will be permitted to carryover any unspent funds in future years.

**Reduced from 764 in previous reports do to a calculation error.

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. [Attachment 5](#) summarizes the extra enforcement by month for 2009.

In 2009, a total of \$84,360 were spent on extra CHP enforcement and 989 hours of extra CHP enforcement were worked, the fewest annual extra CHP enforcement hours provided in the Program's history. This is in part due to the increase in the cost for CHP services when compared to prior years. As a result of an increase in fuel and personnel costs, the cost per hour has increased by 50% since 2002.

Extra 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.

Citations

A total of 9,505 citations were given on Highway 17 during 2009. Of these, 1,259 were given during Safe on 17 extra enforcement hours. Citations given during overtime in 2009 made up 13% of citations. Total citations were the second fewest given in one year since 2003,

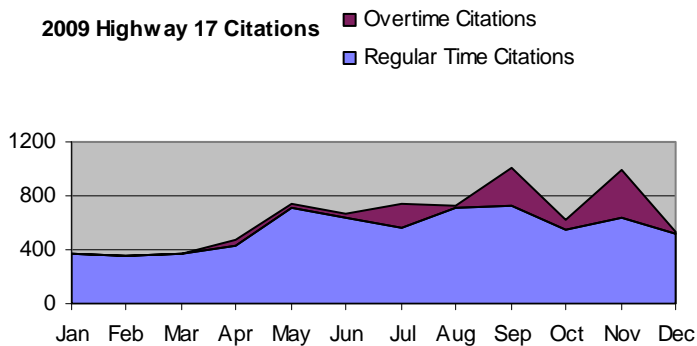
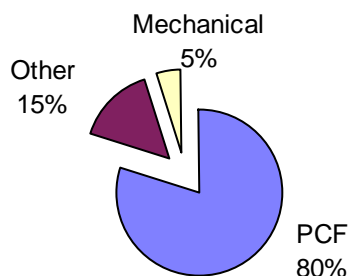


Table 3: Citations by Regular and Overtime Hours

when the program began tracking citation data.

Similar to prior years, the most overtime citations per month were given in September and November. Table 4 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 Santa Jose and Santa Cruz CHP compared to historical averages.

2009 Total Citations = 9,505



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 2009, 80% of citations recorded during extra enforcement hours were for PCF violations as well as 80% of all the citations given on Highway 17.

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 an important tool for measuring and 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, SCCRTC SAFE, local legislators' offices, local media, trucking industry, local police and fire departments ([Attachment 9](#)). In 2009, members continued to regularly attend the two scheduled meetings (February 18 and September 16) and committed to staying involved and working towards improving safety on Highway 17.

In 2009, the Task Force discussed the outcomes of the CHP's extra enforcement efforts, provided input on current Caltrans' Highway 17 projects and maintenance activities, prepared a major public outreach event, pursued additional funding for extra CHP enforcement on Highway 17, and provided input on potential Highway 17 traffic operation 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 2009 both of the Safe on 17 meetings were combined with the SCCRTC 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 2009, SCCRTC SAFE, MTC SAFE, CHP and Caltrans continued to provide information to the public about the extra enforcement and safety on Highway 17. In 2009, 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. Occasionally, CHP officers distributed Safe on 17 brochures when issuing citations. CHP also reminded the public about safe driving on Highway 17 during regular interviews and when reporting to the media about Highway 17.



Figure 2: Safe on 17 Ten-Year Press Event

In 2009, the Safe on 17 Task Force held a Safe on 17 Ten-Year Anniversary Media Event ([Attachment 10](#)) to draw the media's attention to the completion of ten years of improving safety on Highway 17, through successful investments and partnerships and safe driving behavior. The event was held on April 6, 2009 at the Summit Roadhouse off Highway 17. At the event, representatives from the San Jose and Santa Cruz Area CHP Offices, Caltrans' District 4 and 5, and MTC and RTC shared their perspectives on the program's accomplishments. Posters demonstrating the major reduction in incidents and total citations were displayed. The

majority of event participants took a bus tour of Highway 17 while a master of ceremonies highlighted the location of past and future improvements. Numerous media stories resulted from the event covering several aspects of the Safe on 17 Program including the collision reductions on Highway 17 and the Freeway Service Patrol program. A collage of the event is included as [Attachment 11](#).

In addition, in 2009 press releases were published by CHP and media articles highlight extra enforcement efforts and educate motorists about safe driving ([Attachment 12](#)). The public was also reminded to proceed carefully using the four changeable messages signs located on Highway 17. Similar to previous years, in 2009, the "Click it or Ticket", "Slippery/Wet Roadway- Reduce Speed", "Accident Ahead – Use Caution" and "Heavy Fog- Reduce Speed" messages were frequently posted messages.

Highway Safety Improvements

Glenwood Curves Safety Improvement Project

Construction on the Glenwood Curves Safety Improvement Project was underway during 2009. A map of the project location (PM 10.1/11.3) is shown in Figure 3. The purpose of this project is to reduce collisions under wet conditions within the southbound portion of Highway 17.

Approximately 75% of the collisions at this location occur during wet conditions. Improvements include increasing outside shoulder width, building retaining walls, and installing new slotted drains and drainage inlets. A movable barrier was utilized as part of this project to quickly make changes in the roadway configuration between various construction activities.

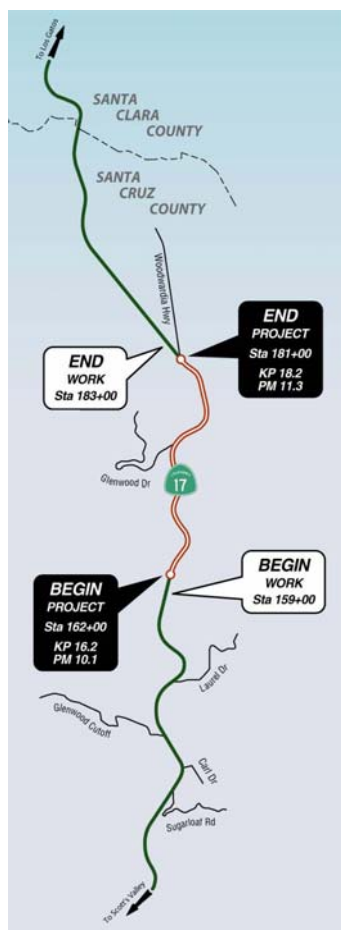


Figure 3: Glenwood Curve Safety Project Location

Vine Hill Road Drainage Project

In 2009, Caltrans initiated the Vine Hill Road Drainage Project. This project includes superelevation correction, minor widening, and a new guardrail on Highway 17 near its intersection with Vine Hill Road (PM 7.14/7.25). By Fall 2009, the project was 50% complete and the final steps to complete the project will take place in Spring 2010.

Santa's Village Road New Guardrail

The Santa's Village Road New Guardrail Project will provide a wider southbound (outside) shoulder and construct a concrete guardrail in an area where no guardrail previously existed (PM 6.1/6.5 SB). The project requires the construction of a retaining wall to provide a new four foot shoulder. An eight foot shoulder was considered, but due to cost and environmental constraints, the four foot shoulder project alternative was selected. In 2009, Caltrans prepared the project for construction. Construction is scheduled for 2011 and is expected to follow the current planned guardrail improvements.



Figure 4: Vine Hill Drainage Project Improvements

Guardrail Improvement Projects

Caltrans also continued to advance various guardrail improvements in 2009 and prepared them for construction in early 2010. The current Highway 17 guardrail project upgrades guardrail at twenty-eight different locations, as shown in Figure 5, between Scotts Valley and the Summit in Santa Cruz County (PM 6.1-12.5). 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.

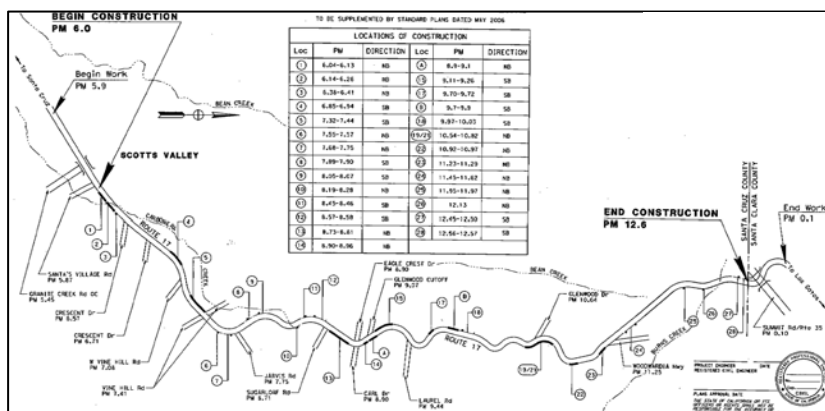


Figure 5: Locations for Guardrail Improvements in Santa Cruz County

New Flashing Beacons

Caltrans also installed flashing beacons on the sign near the Pasatiempo Overcrossing and 0.3 miles north of Laurel Curve in 2009.

Wet Pavement Correction Project

In 2009, planning continued for the drainage systems upgrades, median barrier installation and pavement rehabilitation just north of the summit in Santa Clara County (PM 0.0/2.8). Reducing wet weather collisions is one of the goals of these improvements. Construction on this project is scheduled to begin in 2012.



Figure 6: Santa Clara County Wet Pavement Correct Project

Conclusion

In 2009, the Safe on 17 Program achieved the goal of maintaining the reduced injury and fatal collisions experienced during the initial OTS grant period. Extra enforcement, education and engineering improvements together contributed to this achievement. In 2009, construction of the Glenwood Curves Improvement Project was completed. Several other safety projects focused on reducing injury and fatal collisions were also underway in 2009. Despite this accomplishment, the total number of collisions warrants continued attention to improving safety on Highway 17.

The Task Force members continued to work collaboratively to identify and address factors that have the greatest influence on the number of collisions during 2009. In 2009, the Safe on 17 Task Force held a Safe on 17 10-Year Anniversary Media Event to draw the media's attention to the completion of 10-years of improving safety on Highway 17, through successful investments and partnerships and safe driving behavior on Highway 17.

Attachments

- Attachment 1: Summary of Annual Highway 17 Collision Data
- Attachment 2: 2009 Highway 17 Monthly Collision Data
- Attachment 3: 2009 Monthly Collision and Rainfall Trends
- Attachment 4: Highway 17 Safety Corridor Driving Tips and Map
- Attachment 5: Summary of Extra CHP Enforcement Hours
- Attachment 6: Summary of Annual Highway 17 Citation Data
- Attachment 7: 2009 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: Safe on 17 Ten Year Anniversary Media Event
- Attachment 11: Safe on 17 Ten Year Anniversary Collage
- Attachment 12: CHP Press Release and Media Articles Regarding Extra Enforcement

Sources:

California Highway Patrol. 2009. *SWITRS*. Provided by San Jose and Santa Cruz CHP.
Caltrans. 1998- 2008. *Traffic Counts*. Retrieved from <http://traffic-counts.dot.ca.gov/> on April 20, 2010.
Caltrans. 2009. *Traffic Counts*. Received from Joe Avis, Caltrans, on 5/27/09.
Western Regional Climate Center. 2009. Ben Lomond Station Rainfall Record, Monthly Total Precipitation. Retrieved from <http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca0673> on April 21, 2010.

Attachment 1

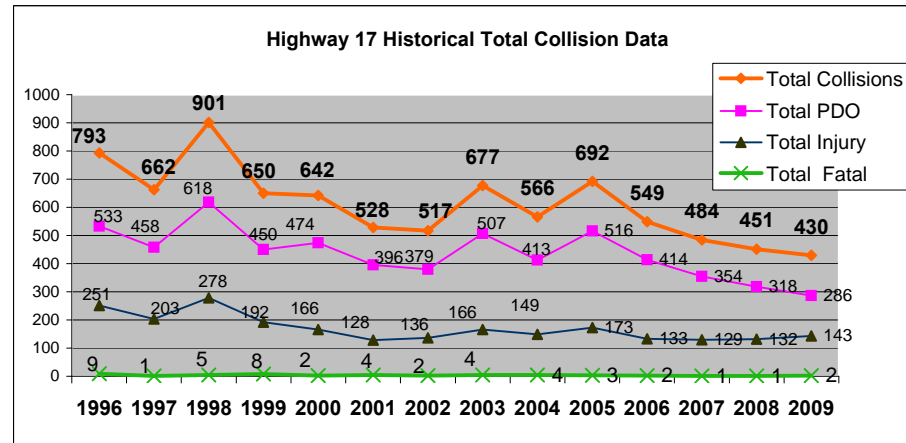
Highway 17 Annual Collision Data

HIGHWAY 17 COLLISION DATA 1996-2009

Year	1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008		2009	
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
PDO	257	276	196	262	306	312	234	216	240	234	175	221	145	234	165	342	148	265	155	361	135	279	124	230	121	197	134	152
Injury	123	128	88	115	129	149	101	91	74	92	48	80	45	91	53	113	67	82	52	121	49	84	44	85	58	74	36	107
Fatal	5	4	0	1	0	5	4	4	2	0	2	2	0	2	0	4	3	1	0	3	1	1	0	1	1	0	0	2
Total	385	408	284	378	435	466	339	311	316	326	225	303	190	327	218	459	218	348	207	485	185	364	168	316	180	271	170	261
Total Collisions	793		662		901		650		642		528		517		677		566		692		549		484		451		430	
Hwy 17 Injury and Fatal Collisions	260		204		283		200		168		132		138		170		153		176		135		130		133		143	

PDO=Property Damage Only

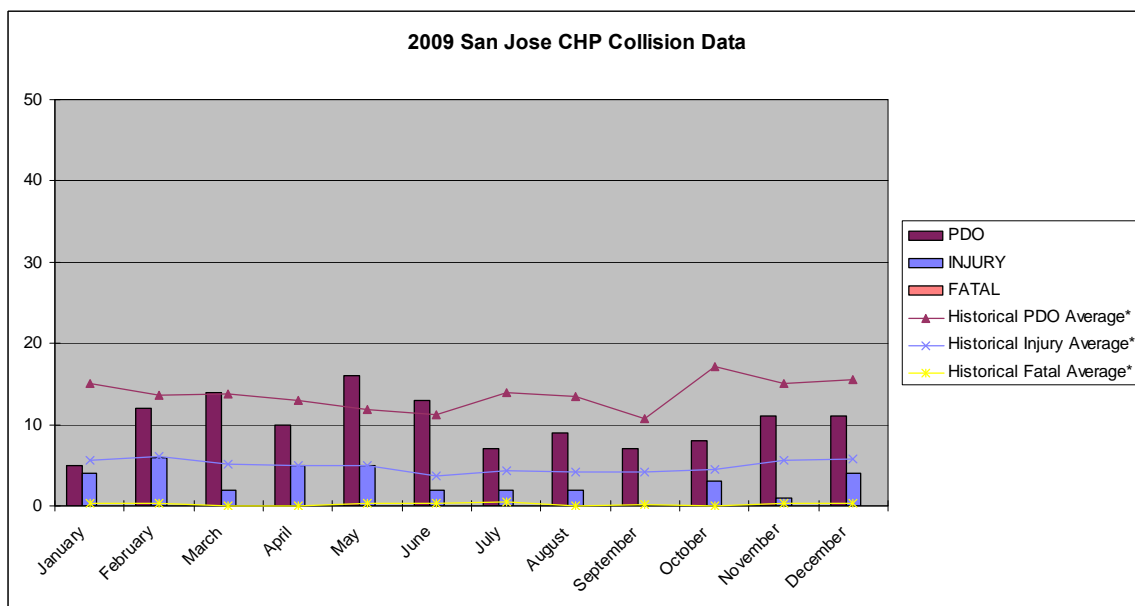
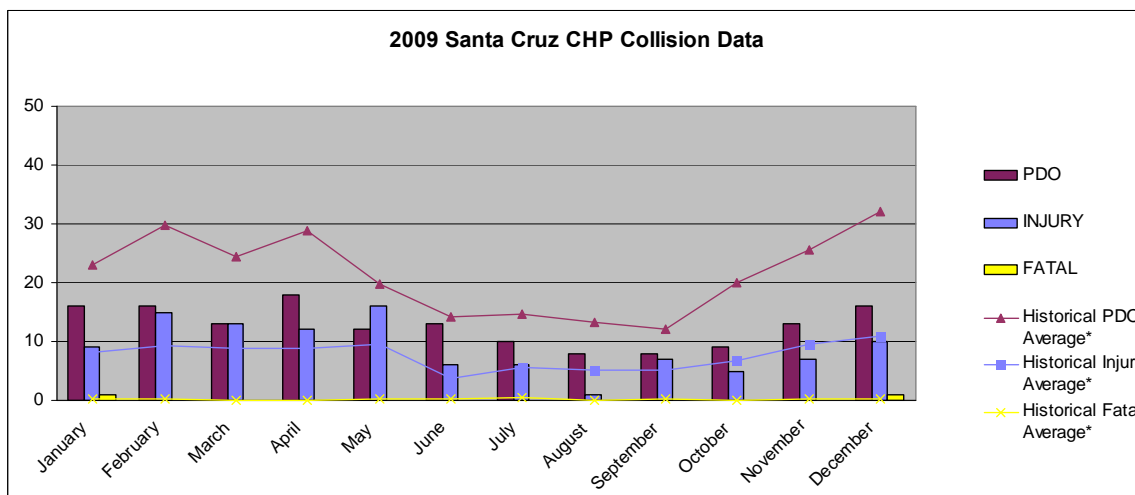
NOTE: Annual Average Injury and Fatal Collision Prior SAFE on 17 Program = 250



\\Rtcserv2\internal\SAFEProjects\Safe_on_17\Reports\2009\Attachment_1.xls\Collision Data

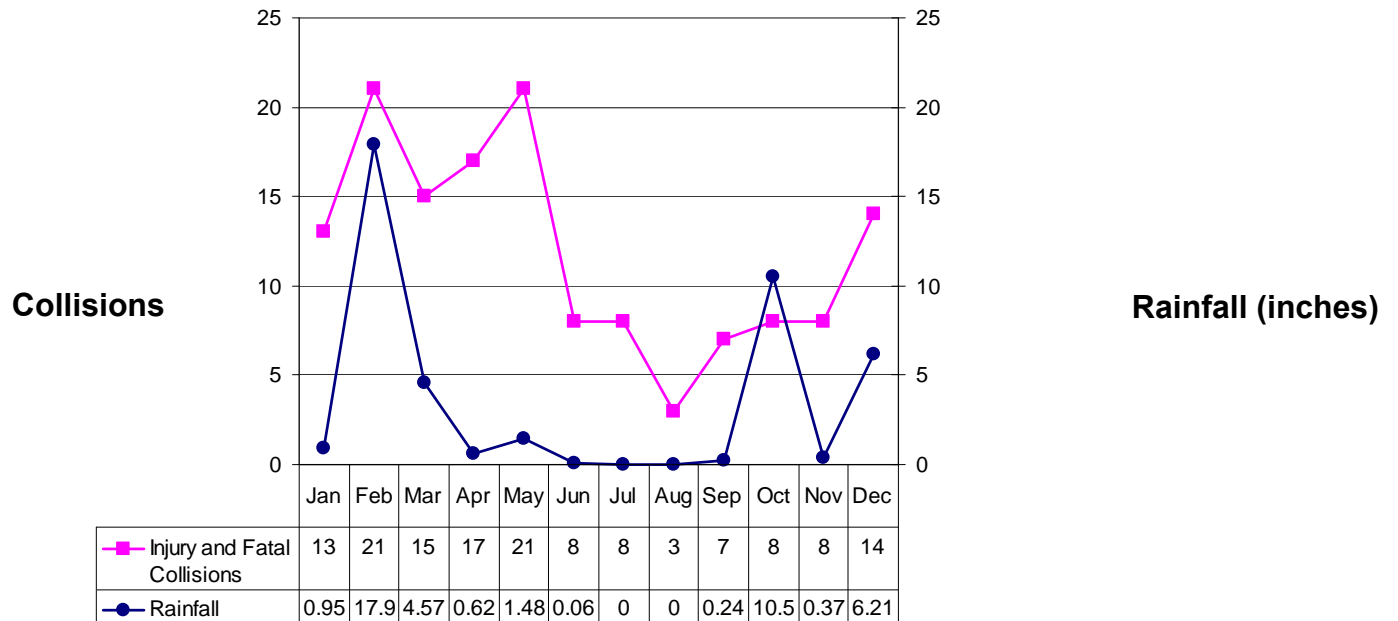
Attachment 2

2009 Highway 17 Monthly Collision Data



Attachment 3

2009 Monthly Collision and Rainfall Trends



HIGHWAY 17 SAFETY CORRIDOR

SLOW DOWN

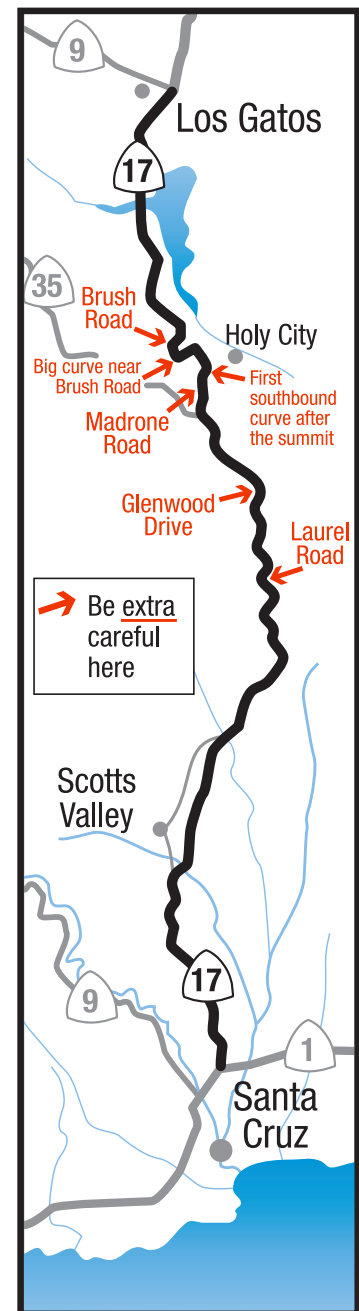
Safety Doesn't Hurt



TIPS FOR MOUNTAIN DRIVING

- ▶ SLOW DOWN!
- ▶ NEVER DRIVE FASTER THAN THE SPEED LIMIT
- ▶ SLOW DOWN EVEN MORE DURING BAD WEATHER
- ▶ BRAKE BEFORE YOU'RE IN A CURVE
- ▶ DRIVE THE ADVISORY SPEEDS GIVEN FOR CURVES
- ▶ LOOK AS FAR AHEAD AS POSSIBLE

The **Safe on 17 Task Force** reminds you that **Safety Doesn't Hurt.**



El Operative "Safe on 17" le recuerda que

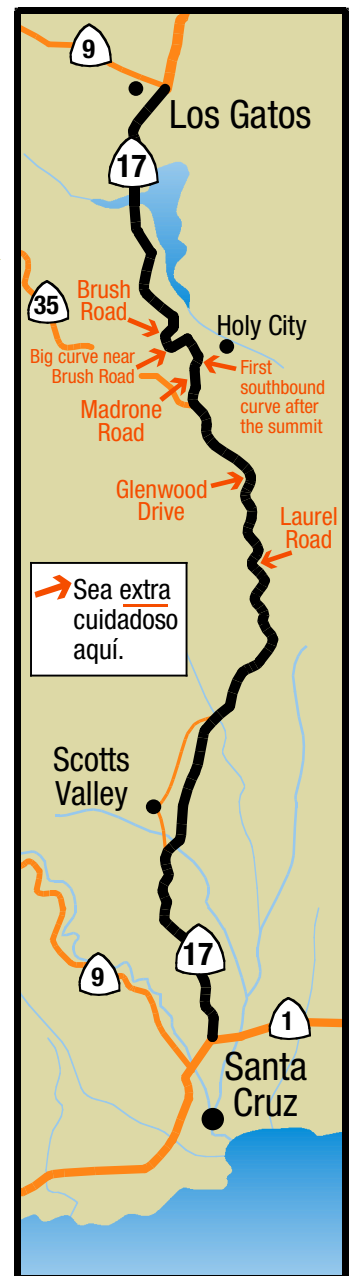
DISMINUYA LA VELOCIDAD



La Seguridad No Lastima

MÁS CONSEJOS PARA MANEJAR EN LAS MONTAÑAS

- ▶ Nunca exceda el límite de velocidad.
- ▶ Conduzca más lento en clima adverso.
- ▶ Frene antes de llegar a una curva.
- ▶ Maneje a las velocidades que se recomienda en las curvas.
- ▶ Mire lo más lejos posible hacia adelante.



Attachment 5

TOTAL CALIFORNIA HIGHWAY PATROL HOURS WORKED

	2005	2006	2007	2008	2009
JANUARY	30	43	6	84	30.5
FEBRUARY	28	47	98	48	0
MARCH	48	34	114.5	82.5	0
APRIL	82	55	42	20	36
MAY	82	24	158.5	3	66
JUNE	101	207	167	50	28
JULY	124	96.75	108	90	52.25
AUGUST	164	59.5	112	141.5	150.5
SEPTEMBER	174.5	68	68.5	41.5	238
OCTOBER	107.5	415	30	55	89.5
NOVEMBER	140	187	297.5	206	248
DECEMBER	249.5	79	272	621	50.5
TOTAL 1,331		1,315	1,474	1,443	989

Attachment 6

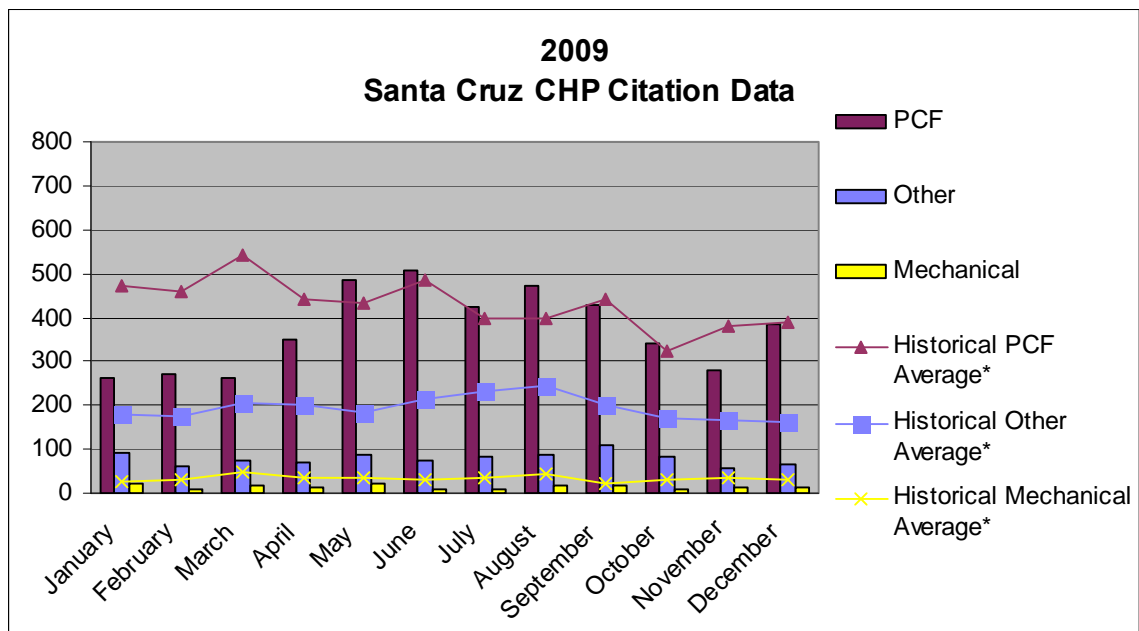
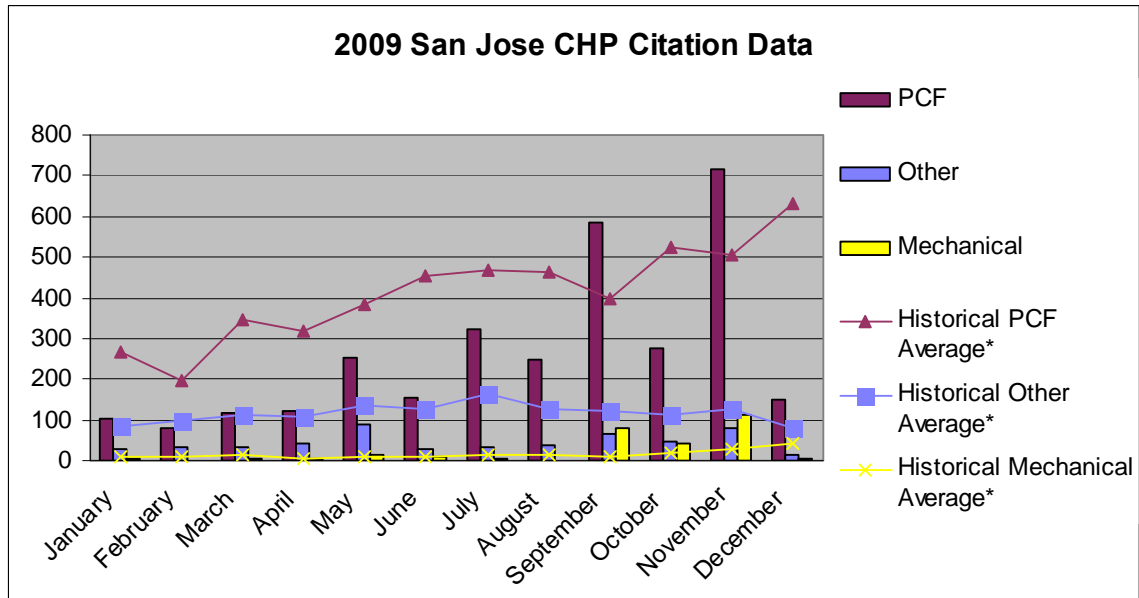
SAFE ON 17 ANNUAL HIGHWAY 17 CITATION DATA

Year	2003		2004		2005		2006		2007		2008		2009	
San Jose/Santa Cruz	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	2,966	2,282	3,663
Regular Time Other	1,415	2,525	1,186	2,659	942	1,964	727	2,048	307	1,466	406	1,252	502	1,567
Regular Time Mechanical	56	286	92	180	49	676	85	298	44	405	69	421	82	150
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
<i>OT PCF</i>	1,517	345	706	359	769	448	770	448	1,360	378	1,181	507	3,119	4469
OT Other	149	220	133	376	192	128	35	201	61	103	53	48	21	24
OT Mechanical	20	8	11	31	17	61	66	7	122	34	100	58	202	4
OT Total	1,686	573	850	766	978	637	871	656	1,543	515	1,334	613	1,060	199
<i>PCF Regular Time Total</i>	6,432		8,803		8,761		7,511		6,643		5,135		5,945	
<i>PCF OT Total</i>	1,862		1,065		1,217		1,218		1,738		1,688		2,069	
<i>PCF Total</i>	8,294		9,868		9,978		8,729		8,381		6,823		8,014	
Citation Regular Time Total	10,714		12,920		12,392		10,669		8,865		7,283		8,246	
Citation OT Total	2,259		1,616		1,615		1,527		2,058		1,947		1,259	
Citation Total	12,973		14,536		14,007		12,196		10,923		9,230		9,505	

PCF = Primary Collision Factor

OT = Overtime

Attachment 7 2009 Highway 17 Monthly Citation Data



Attachment 8

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

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
JANUARY	PDO	53	25	24	13	9	12	18	11	19	11	8	5
	INJURY	17	15	8	2	2	5	8	3	2	6	5	4
	TOTAL	70	40	32	15	11	17	27	14	21	17	13	9
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0
FEBRUARY	PDO	31	23	32	7	11	8	11	10	7	14	14	12
	INJURY	6	14	10	2	5	2	7	5	4	6	6	6
	TOTAL	37	37	42	9	16	10	18	15	11	20	20	18
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0
MARCH	PDO	29	18	20	20	5	17	10	19	13	11	5	14
	INJURY	18	9	7	5	5	5	9	3	3	3	3	2
	TOTAL	47	27	27	25	10	22	19	22	16	14	8	16
	FATAL	0	0	1	0	0	0	0	0	0	0	0	0
APRIL	PDO	24	15	23	12	16	16	9	11	15	5	8	10
	INJURY	11	7	3	3	4	7	5	4	7	7	3	5
	TOTAL	35	22	26	15	20	23	14	15	22	12	12	15
	FATAL	0	0	0	0	0	0	0	0	1	0	1	0
MAY	PDO	40	16	27	16	9	5	13	13	10	5	5	16
	INJURY	14	3	10	5	3	2	6	6	7	0	7	5
	TOTAL	54	19	37	21	12	7	20	19	17	5	12	21
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0
JUNE	PDO	19	16	17	12	17	10	6	9	13	9	3	13
	INJURY	13	7	4	3	4	3	4	3	2	3	4	2
	TOTAL	32	23	21	15	21	13	10	12	15	12	7	15
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0
JULY	PDO	10	16	18	12	15	13	17	15	10	9	8	7
	INJURY	10	7	5	4	4	4	6	1	5	3	6	2
	TOTAL	20	23	23	16	19	17	23	16	15	12	14	9
	FATAL	0	0	0	1	0	0	0	0	0	0	0	0
AUGUST	PDO	19	23	14	13	15	12	9	13	9	13	10	9
	INJURY	4	7	5	7	3	6	4	2	1	2	7	2
	TOTAL	23	30	19	20	18	18	14	15	10	15	17	11
	FATAL	0	0	0	1	0	0	1	0	0	0	0	0
SEPTEMBER	PDO	21	12	20	21	3	11	10	6	5	8	10	7
	INJURY	6	6	10	4	4	5	4	3	0	1	2	0
	TOTAL	27	18	30	25	7	16	14	9	5	9	12	7
	FATAL	0	0	1	0	0	0	0	0	0	0	0	0
OCTOBER	PDO	12	27	14	18	12	19	17	21	13	14	10	8
	INJURY	11	4	2	7	2	2	5	8	5	6	3	3
	TOTAL	23	31	16	25	14	21	22	29	18	20	13	11
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0
NOVEMBER	PDO	38	31	16	16	10	22	12	11	11	7	20	11
	INJURY	12	15	4	1	4	6	3	8	6	3	9	1
	TOTAL	50	46	20	17	14	28	15	19	17	10	29	12
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0
DECEMBER	PDO	10	12	15	15	23	20	16	16	10	13	20	11
	INJURY	7	7	6	5	5	6	6	6	7	4	3	4
	TOTAL	17	19	21	20	28	26	22	22	17	17	23	15
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PDO:		306	234	240	175	145	165	148	155	135	119	121	134
TOTAL INJURY:		129	101	74	48	45	53	67	52	49	44	58	36
TOTAL COLLISIONS:		435	335	316	225	190	218	218	207	184	163	180	159
FATALITIES:		0	0	2	2	0	0	3	0	1	0	1	0

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

		Regular Citations								Overtime Citations									
		2003	2004	2005	2006	2007	2008	2009	2010			2003	2004	2005	2006	2007	2008	2009	2010
January	PCF	185	173	178	258	174	172	102		PCF	0	129	0	0	0	129	0	0	
	Other	82	49	67	36	45	37	26		Other	0	27	0	0	0	29	0	0	
	Mechanical	6	9	7	15	6	8	5		Mechanical	0	0	0	0	0	11	0	0	
	Total	273	231	252	309	225	217	133	0	Total	0	156	0	0	0	169	0	0	
February	PCF	73	182	224	258	131	95	78		PCF	61	51	0	0	0	0	0	0	
	Other	150	30	89	38	31	26	34		Other	8	11	0	0	0	0	0	0	
	Mechanical	3	23	1	6	7	6	1		Mechanical	0	1	0	0	0	0	0	0	
	Total	226	235	314	302	169	127	113	0	Total	69	63	0	0	0	0	0	0	
March	PCF	165	399	274	197	302	158	115		PCF	14	33	5	0	75	80	0		
	Other	67	167	71	75	20	29	32		Other	10	3	6	0	3	3	0		
	Mechanical	6	4	2	18	1	12	6		Mechanical	0	4	1	0	5	14	0		
	Total	238	570	347	290	323	199	153	0	Total	24	40	12	0	83	97	0	0	
April	PCF	195	259	303	216	108	154	121		PCF	60	98	46	0	0	0	0		
	Other	82	84	104	69	15	31	40		Other	11	26	14	0	0	0	0	0	
	Mechanical	6	7	2	4	4	1	4		Mechanical	0	0	0	0	0	0	0		
	Total	283	350	409	289	127	186	165	0	Total	71	124	60	0	0	0	0	0	
May	PCF	265	289	206	306	325	176	252		PCF	96	69	41	0	185	0	0		
	Other	116	174	77	72	17	36	88		Other	4	1	16	0	15	0	0		
	Mechanical	3	5	7	2	2	3	13		Mechanical	0	1	1	0	14	0	0		
	Total	384	468	290	380	344	215	353	0	Total	100	71	58	0	214	0	0	0	
June	PCF	250	343	304	307	346	90	153		PCF	131	0	47	91	192	0	0		
	Other	134	100	120	62	33	32	29		Other	9	0	3	6	5	0	0		
	Mechanical	5	7	7	7	1	1	10		Mechanical	0	0	1	5	3	0	0		
	Total	389	450	431	376	380	123	192	0	Total	240	0	51	102	200	0	0	0	
July	PCF	430	222	161	233	223	201	169		PCF	282	36	78	0	70	129	153		
	Other	193	149	108	63	25	24	32		Other	9	11	18	0	3	1	2		
	Mechanical	11	11	5	3	2	3	2		Mechanical	0	2	0	0	7	1	5		
	Total	634	382	274	299	250	228	203	0	Total	291	49	96	0	80	131	160	0	
August	PCF	267	187	388	180	178	249	248		PCF	112	26	90	0	116	204	0		
	Other	117	113	125	45	12	35	36		Other	8	0	12	0	6	1	0		
	Mechanical	6	6	6	3	1	6	2		Mechanical	0	2	0	0	8	8	0		
	Total	390	306	519	228	191	290	286	0	Total	120	28	102	0	130	213	0	0	
September	PCF	277	258	292	252	188	80	300		PCF	66	69	176	12	40	0	285		
	Other	84	113	86	52	19	28	58		Other	10	27	36	0	5	0	8		
	Mechanical	4	3	1	8	0	2	12		Mechanical	0	1	1	1	15	0	69		
	Total	365	374	379	312	207	110	370	0	Total	76	97	213	13	60	0	362	0	
October	PCF	362	220	214	230	232	105	223		PCF	377	64	90	246	0	0	52		
	Other	165	59	30	98	21	26	45		Other	33	11	31	13	0	0	2		
	Mechanical	5	5	2	3	3	2	10		Mechanical	7	0	1	30	0	0	30		
	Total	532	284	246	331	256	133	278	0	Total	417	75	122	289	0	0	84	0	
November	PCF	105	170	282	322	372	63	371		PCF	205	85	103	199	352	18	347		
	Other	135	101	28	81	31	40	69		Other	35	13	40	11	19	0	9		
	Mechanical	1	9	6	14	1	2	13		Mechanical	9	0	11	19	34	0	98		
	Total	241	280	316	417	404	105	453	0	Total	249	98	154	229	405	18	454	0	
December	PCF	192	107	169	116	292	626	150		PCF	113	46	93	222	330	621	0		
	Other	90	47	37	36	38	62	13		Other	12	3	16	5	5	19	0		
	Mechanical	0	3	3	2	16	23	4		Mechanical	4	0	1	11	36	66	0		
	Total	282	157	209	154	346	711	167	0	Total	129	49	110	238	371	706	0	0	

**SANTA CRUZ
HIGHWAY 17 COLLISIONS**

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
JANUARY	PDO	40	28	17	14	18	26	21	32	34	19	22	16
	INJURY	27	10	8	5	9	12	6	6	10	9	6	9
	TOTAL	67	38	25	19	27	38	27	38	44	28	28	25
	FATAL	1	1				1						1
FEBRUARY	PDO	36	19	43	14	17	35	41	45	25	28	31	16
	INJURY	6	9	9	5	4	9	16	17	4	10	9	15
	TOTAL	42	28	52	19	21	44	57	62	29	38	40	31
	FATAL		1					1					
MARCH	PDO	21	25	26	22	29	23	11	38	35	18	17	13
	INJURY	11	12	6	5	11	9	7	16	14	2	6	13
	TOTAL	32	37	32	27	40	32	18	54	49	20	23	26
	FATAL												
APRIL	PDO	39	27	13	24	22	59	16	45	41	22	20	18
	INJURY	14	8	9	5	7	16	4	11	11	7	10	12
	TOTAL	53	35	22	29	29	75	20	56	52	29	30	30
	FATAL	1											
MAY	PDO	43	13	25	19	13	24	15	39	16	24	10	12
	INJURY	25	9	15	13	7	11	5	13	8	9	5	16
	TOTAL	68	22	40	32	20	35	20	52	24	33	15	28
	FATAL	1	1		1					1			
JUNE	PDO	23	12	15	14	11	23	6	24	13	15	10	13
	INJURY	11	5	3	2	6	4	2	3	6	1	6	6
	TOTAL	34	17	18	16	17	27	8	27	19	16	16	19
	FATAL	1			1		1						
JULY	PDO	19	8	15	14	20	18	14	9	16	18	14	10
	INJURY	5	7	7	8	5	4	5	5	4	4	6	6
	TOTAL	24	15	22	22	25	22	19	14	20	22	20	16
	FATAL		1				1		1		1		
AUGUST	PDO	14	11	22	10	5	17	20	6	16	11	15	8
	INJURY	10	2	7	7	4	7	7	4	5	4	4	1
	TOTAL	24	13	29	17	9	24	27	10	21	15	19	9
	FATAL												
SEPTEMBER	PDO	24	16	20	16	12	12	13	4	13	9	5	8
	INJURY	13	4	8	4	8	1	6	6	4	3	9	7
	TOTAL	37	20	28	20	20	13	19	10	17	12	14	15
	FATAL	1				1				0			
OCTOBER	PDO	17	15	13	20	16	17	44	27	13	21	13	9
	INJURY	4	11	8	2	5	9	6	12	3	9	3	5
	TOTAL	21	26	21	22	21	26	50	39	16	30	16	14
	FATAL									0			
NOVEMBER	PDO	31	29	16	26	23	28	21	47	36	11	19	13
	INJURY	10	10	8	13	10	9	8	13	12	8	5	7
	TOTAL	41	39	24	39	33	37	29	60	48	19	24	20
	FATAL					1	1						
DECEMBER	PDO	5	13	9	28	48	60	43	43	21	34	21	16
	INJURY	13	4	4	11	15	22	10	17	3	19	5	10
	TOTAL	18	17	13	39	63	82	53	60	24	53	26	26
	FATAL								2	0			1
TOTAL PDO		312	216	234	221	234	342	265	359	279	230	197	152
TOTAL INJURY		149	91	92	80	91	113	82	123	84	85	74	107
TOTAL COLLISIONS		461	307	326	301	325	455	347	482	363	315	271	259
FATALITIES		5	4	0	2	2	4	1	3	1	1	0	2

Highway 17 Citations Issued for Santa Cruz Area

Regular Citations

Overtime Citations

		2004	2005	2006	2007	2008	2009	2010			2004	2005	2006	2007	2008	2009	2010
January	PCF	637	537	557	275	129	261	287	PCF	20	18	45	2	0	0	0	24
	Other	235	120	192	148	106	92	68	Other	12	8	18	3	0	0	0	3
	Mechanical	29	58	18	9	3	21	16	Mechanical	0	1	1	0	0	0	0	0
	Total	901	715	767	432	238	374	371	Total	32	27	64	5	0	0	0	27
February	PCF	526	392	550	359	166	271	303	PCF	41	22	30	63	40	0	0	19
	Other	183	137	213	102	52	59	65	Other	29	8	5	17	2	1	1	3
	Mechanical	7	69	9	32	29	7	10	Mechanical	0	5	0	13	1	0	0	0
	Total	716	598	717	493	247	337	378	Total	70	35	35	93	43	1	1	22
March	PCF	671	595	501	451	252	262		PCF	27	25	67	64	33	0	0	
	Other	252	173	202	117	66	73		Other	6	8	15	9	7	0	0	
	Mechanical	20	58	75	42	32	19		Mechanical	1	3	0	4	5	0	0	
	Total	943	826	778	610	350	354		Total	34	36	82	77	45	0	0	
April	PCF	510	479	428	285	191	312		PCF	28	28	47	32	31	39	0	
	Other	228	154	229	76	56	63		Other	14	7	33	8	8	7	0	
	Mechanical	13	46	64	14	24	11		Mechanical	1	9	2	1	7	2	0	
	Total	751	679	721	375	271	386		Total	43	44	82	41	46	48	0	
May	PCF	568	448	345	369	233	454		PCF	44	28	13	48	35	31	0	
	Other	242	168	63	154	78	85		Other	20	9	7	8	10	3	0	
	Mechanical	10	53	55	26	47	22		Mechanical	0	4	0	3	4	1	0	
	Total	820	669	463	549	358	561		Total	64	41	20	59	49	35	0	
June	PCF	398	640	470	365	271	483		PCF	13	78	71	42	38	25	0	
	Other	215	225	131	152	88	73		Other	19	20	33	13	3	2	0	
	Mechanical	8	62	10	38	39	9		Mechanical	1	9	0	2	6	0	0	
	Total	621	927	611	555	398	565		Total	33	107	104	57	47	27	0	
July	PCF	468	359	303	302	266	396		PCF	18	43	46	43	7	26	0	
	Other	255	177	199	110	74	82		Other	13	17	32	16	1	1	0	
	Mechanical	6	61	13	44	59	7		Mechanical	0	13	2	6	2	0	0	
	Total	729	597	515	456	399	485		Total	31	73	110	65	10	27	0	
August	PCF	447	427	244	346	266	470		PCF	27	62	22	25	18	4	0	
	Other	240	198	206	167	47	89		Other	9	21	13	10	2	0	0	
	Mechanical	16	68	11	75	27	17		Mechanical	0	10	1	5	3	0	0	
	Total	703	693	461	588	340	576		Total	36	93	36	40	23	4	0	
September	PCF	487	494	359	402	265	424		PCF	22	35	47	31	22	5	0	
	Other	219	142	148	182	24	105		Other	11	5	16	8	2	3	0	
	Mechanical	10	57	12	5	43	18		Mechanical	0	2	0	0	1	0	0	
	Total	716	693	519	589	332	547		Total	33	42	63	39	25	8	0	
October	PCF	378	314	328	194	337	322		PCF	13	16	20	4	30	19	0	
	Other	233	152	155	93	30	79		Other	19	3	10	0	2	3	0	
	Mechanical	20	47	8	34	43	9		Mechanical	1	0	0	0	3	0	0	
	Total	631	513	518	321	410	410		Total	33	19	30	4	35	22	0	
November	PCF	512	557	274	209	590	270		PCF	34	29	6	11	134	11	0	
	Other	217	165	143	65	48	53		Other	27	9	6	4	7	3	0	
	Mechanical	18	59	13	47	75	10		Mechanical	2	6	0	0	15	1	0	
	Total	747	781	430	321	713	333		Total	63	44	12	15	156	15	0	
December	PCF	383	524	268	215	454	373		PCF	58	78	34	13	119	11	0	
	Other	140	153	167	100	45	64		Other	39	16	13	7	4	1	0	
	Mechanical	23	38	10	39	84	15		Mechanical	2	4	1	0	11	0	0	
	Total	546	715	445	354	583	452		Total	99	98	48	20	134	12	0	
TOTAL		8824	8406	6945	5643	4639	5380	749		571	659	686	515	613	199	49	

Attachment 9

2009 Safe on 17 Task Force Members

Name	Organization
Adrian Fine *	Metropolitan Transportation Commission *
Andrew Fremier	Metropolitan Transportation Commission *
Alex Kennedy	Caltrans District 5 HQ Traffic Liaison
Bill Kootsikis	National Highway Traffic Safety
Brandi Dressel*	San Jose California Highway Patrol
Chris Schneider	City of Santa Cruz
Cathy Wayne *	San Jose CHP
Christina Manriquez *	Santa Cruz CHP
Dario Senor	CalTrans Traffic Safety
Deb Larson *	Caltrans District 5 Traffic Safety
Dave Nelson *	Caltrans District 4
Donna Ziel *	SCCRTC Commission Alternate
Doug Hessing *	Caltrans District 5 Program Manager
Earl Sherman *	CalTrans District 4
Esther Equivel	Caltrans Traffic Engineer Technician
George Dondero	SCCRTC
Grace Blakeslee *	SCCRTC
Gary Richards *	San Jose Mercury
Ramona Turner	Santa Cruz Sentinel
Grant Boles *	Santa Cruz CHP
Hugh Holden *	Santa Cruz CHP
Jack Ladd	Freeway Service Patrol
Jack McPhillips	Santa Cruz Police Department
Jarrett Winter	Santa Clara County Fire Department
Jim Helmer *	San Jose Director of Transportation
John Hohmann *	Scotts Valley Police Department
John Thomas *	Caltrans District 4
John Weiss	Scotts Valley Police Department
Kathy Leuterio	California Office of Traffic Safety
Ken Yeager/Megan Doyle *	Santa Clara County Supervisor
Laurie Smith	Santa Clara County Sheriff's Department
Luis Duazo	Caltrans District 5 Project Management
Luis Pavel Mendez *	SCCRTC Staff
Mark Sanders	Santa Cruz Police Department
Mark Stone *	SCCRTC Commissioner
Mark Powers	Caltrans District 4 TMC
Mike Fincher *	Caltrans District 4 Maintenance Supervisor
Masoud Akbarzadeh *	Santa Clara County Airports & Roads
Mike McMurray *	Scotts Valley Fire Chief
Marshall Ballard	Santa Clara Valley Transportation Authority Administration
Neil Wiley	Mountain News Network
Paul DeOcampo	Santa Cruz Police Department
Richard Rosales	Caltrans District 5 Project Management
Richelle Noroyan	California State Assembly, 21 st District
Roger Wildey	
Russ Ellingworth *	Caltrans District 5 Maintenance
Sean Nozarri	Caltrans District 4 Traffic Operations
Senator Simitian	Senator - District 11
Steve DiGrazia	Caltrans District 5 Project Management
Steve Johnson	Santa Clara Transfer Service
Terry Calderone	Santa Clara County Sheriff
Tom Barnett *	Caltrans District 5 Maintenance

*Attend Safe on 17 Meeting in 200:



Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
phone (831) 460-3200 ~ fax (831) 460-3215
email: info@sccrtc.org; website: www.sccrtc.org

NEWS RELEASE

FOR IMMEDIATE RELEASE: March 30, 2009

CONTACT: George Dondero, Executive Director

Karena Pushnik, Senior Transportation Planner/Public Information Coordinator

PHONE: (831) 460-3200

Safe on 17 Program 10-Year Anniversary Media Event

The media is invited to join representatives from two California Highway Patrol divisions, two Caltrans divisions, the Santa Cruz County Regional Transportation Commission, and the Metropolitan Transportation Commission, in recognizing the 10-Year Anniversary of improving safety on Highway 17 through the combined effort of these agencies. Ten years ago, high collision rates on Highway 17 precipitated the formation of the Safe on 17 Task Force and the Highway 17 Safety Corridor, which extends from Scotts Valley in Santa Cruz County to Los Gatos in Santa Clara County. As a result of these collaborative efforts, there has been a 38% percent reduction in injury and fatal collisions on Highway 17.

The Safe on 17 Task Force was convened to identify conditions and behaviors contributing to collisions on the corridor, and to recommend and implement solutions. Because membership in the Task Force is varied, it was able to draw from a broad set of disciplines to assemble strategies that would reduce the high collision rate. Strategies included enhanced patrols and speed enforcement; construction of drainage and operational improvements to the roadway, enhanced signing and striping, motorist assistance, and public education/awareness.

The 10-Year Anniversary Event will take place on Monday, April 6, 2009 at 9:30am at the Summit Roadhouse on the southbound side of Highway 17 near the Santa Cruz and Santa Clara County line. The agencies involved in making safety improvements on the Santa Clara County and the Santa Cruz County side of Highway 17 will speak about the public awareness and speed enforcement programs that have reduced injury and fatal collisions, the successful partnerships and strategies utilized to improve safety, and the need to continue efforts to improve

motorist safety on the Highway 17 corridor. The event will end with a tour of the corridor on the Santa Cruz Metropolitan Transit District's new compressed natural gas bus. Tour narration will include the history of Highway 17 improvements and give participants a close-up and personal look at the changes that have taken place on Highway 17 since 1999.

For more information about the Safe on 17 Program please attend the 10-Year Anniversary event or call 831 460-3200. The announcement for the event, including the list of speakers, is attached to this notice.

The Santa Cruz County Regional Transportation Commission is the regional transportation planning agency responsible for planning and funding transportation projects in Santa Cruz County.

X X END X X

Safe on 17 Ten Year Anniversary Event ~ April 6, 2009

⌘ Recognizing the completion of ten-years of improving safety on Highway 17 ⌘
through successful investments and partnerships.



RTC Executive Director George Dondero is the Master of Ceremonies.



RTC Commissioner Stone and MTC Commissioner Yeager listen to partner agencies report about the decrease in collisions on Highway 17 since 1999.



Mtn. News Network Neil Wiley, Caltrans District 4 Public Info. Officer Lauren Wonder, and RTC Luis Mendez talk about the history of the Safe on 17 Program.



Caltrans Highway 17 Maintenance Crew, CHP Officers, and FSP drivers receive thanks for their coordinated efforts to keep Highway 17 safe.



RTC Director Dondero, Golden Gate CHP Commander Becher, and Santa Cruz CHP Captain Manriquez.



Caltrans District 5 Director Krumholz and District 4 Director Sartipi highlight the role of capital improvements in improving safety.



Metro provides Highway 17 Express bus and CHP provides escort for tour of Highway 17 improvements. Isaac Glenn, a 15 year veteran Hwy 17 bus driver, provides a unique perspective on Highway 17 improvements.



RTC Deputy Director Luis Mendez narrates the bus tour of the corridor.



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Santa Cruz CHP Area
10395 Soquel Dr.
Aptos, CA 95003

FOR IMMEDIATE RELEASE

March 20, 2009

Staying Safe on Highway 17

(Santa Cruz County) The weather seems to be a common topic with people in recent weeks. Many are saying it feels like summer, and its not even April. About the time those words leave the lips, here comes one of those nasty late winter storms. Trees fall over, utility lines are taken down, rocks and mud slide off the hillside and into the roadway, and drivers crash their cars. It's an all too common occurrence in Santa Cruz County. No where is it more evident than on the curvy, mountainous Highway 17.

Highway 17 serves as the primary route of travel for approximately 70,000 Santa Cruz County travelers every day. Traffic collisions and natural hazards snarl traffic and can add minutes to hours to your commute. The California Highway Patrol wants to remind motorists to keep a few simple things in mind as they head to work, home, or just out for a drive.

Especially during inclement weather, drivers should allow extra time to reach their destinations safely. Slow down and be alert for possible hazards in the roadway. Highway 17 has many curves and downhill grades which obscure the vision of what may be ahead. On wet asphalt your car needs extra time to stop safely and reduced speed to maintain its "grip" on the road. Increase your safety cushion ahead and identify "escape routes" should a hazard come up suddenly.

###



NEWS

CONTACT: Fran Clader
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Media Relations Office
2555 First Avenue
Sacramento, CA 95818

FOR IMMEDIATE RELEASE

June 29, 2009

09-19

CHP LAYS OUT A PLAN FOR A SAFE 4TH OF JULY CELEBRATION

SACRAMENTO – As motorists prepare to head out onto the highway for some summer fun this Independence Day, the California Highway Patrol (CHP) is doing its part to help keep the fireworks where they belong... in the sky. And with some advance planning, the CHP hopes this can be a safe celebration for everyone.

“Plan ahead and allow extra time for travel on busy roads, buckle up before you head out and don’t speed,” reminded CHP Commissioner Joe Farrow. “Speeding reduces a driver’s ability to steer safely around curves or react to hazards in the roadway.”

Fourth of July weekend is a Maximum Enforcement Period (MEP) for the CHP. All available officers will patrol the roadways during the MEP, which begins at 6 p.m. Friday, July 3 and extends until midnight on Sunday, July 5.

Last year over the three-day, Fourth of July weekend, 41 people died on California’s roadways; nearly half of those killed in CHP jurisdiction were not wearing a seatbelt at the time of the crash, and one motorcyclist who died was without a helmet.

“Many of those deaths could have been easily avoided by taking a moment to buckle a seat belt,” stated Commissioner Farrow. “Proper safety equipment takes a moment to secure and can make all the difference between walking away from a crash, or being carried away on a stretcher.”

In addition to speeders and those who fail to buckle up, officers will be looking for drivers under the influence. Last year, over the Fourth of July holiday, CHP officers statewide arrested 1,684 people for DUI.

“If you’re going to drink, do not drive,” urged Commissioner Farrow. “And equally important, don’t get into a vehicle with a driver who has been drinking. Plan ahead and designate a non-drinking driver.”

The Independence Day MEP is also an Operation Combined Accident Reduction Effort (CARE) holiday. Operation CARE is a joint program of the nation’s highway patrols that places special safety emphasis on interstate highways during holiday periods. CARE highways in California include Interstates 80, 40, 15 and 5.

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NEWS

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FOR IMMEDIATE RELEASE

September 1, 2009

09-26

As Summer Fades Away, Roadway Safety Should Not

(SACRAMENTO, Calif.) The last holiday of summer 2009 is not the time to let your guard down while driving. Motorists need to make sure they do everything possible to ensure a safe and enjoyable weekend for themselves, their passengers, and everyone else on the road they share.”

The Labor Day weekend is a Maximum Enforcement Period (MEP) for the California Highway Patrol (CHP). Starting Friday, September 4, at 6:01 p.m. through midnight on Monday, September 7, every available officer will be on the road keeping a vigilant eye out for errant drivers. They will be on the lookout for violators of the three major causes of highway deaths: speeding, drinking and driving, and not wearing seat belts.

Last year 40 people died statewide on Labor Day weekend on California highways. Of those killed in CHP jurisdiction, more than half were not wearing seat belts.

“Make sure that you and your family safely wrap up a great summer. Observe all laws, drive defensively and buckle up your loved ones,” stated CHP Commissioner Joe Farrow.

According to the CHP, motorists can help assure their own safety by doing some very simple things when they get behind the wheel:

- Buckle up, driver and all occupants, every time on every trip.
- Observe all speed limits.
- Never mix alcohol and driving. Choose a designated driver or be one for your passengers.
- If you are making a long drive this weekend, leave early, make frequent rest stops to stay alert, and do not let delays change your driving behavior.

“We want everybody’s holiday to be filled with pleasant memories. Join the CHP in making that happen by driving safely throughout the Labor Day holiday,” said Commissioner Farrow.

Labor Day, 2009 is an Operation Combined Accident Reduction Effort (C.A.R.E.), which emphasizes added patrols on interstate highways such as I-5, I-15 and I-80.

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NEWS

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FOR IMMEDIATE RELEASE

November 10, 2009

Be Prepared for Wet Weather

(Santa Cruz County) With the upcoming Holidays and winter weather in mind, California Highway Patrol reminds motorists to prepare for wet weather before it arrives.

- Check your tire pressure and tread depth. Uneven wear or insufficient tread depth can lead to spinouts, inability to brake efficiently, or a blowout. Checking your tires when you gas up is a good habit.
- Examine your windshield wipers. Visibility is crucial. If your wipers are cracked, worn, or missing, you may not be able to see clearly when the rain starts.
- A clean windshield prevents built up dirt, insects, or tree sap from becoming a visual obstruction when rain starts.
- Make sure your lights are in working order. Your brake lights warn approaching motorists to slow, which is especially important when braking distances are extended. Turn signals and headlights should be checked as well.
- Have a full tank of gas. Running out of gas is always inconvenient, but wet weather creates extra hazards and difficulties.
- Air conditioners and defrosters are excellent ways to combat a fogged windshield.

Once the rain and fog are here, these driving habits can help prevent a collision:

- Drive with your headlights on in the rain. The California Vehicle Code now states drivers must use headlights during inclement weather, or when windshield wipers are necessary.
- Use gentle brake and accelerator applications to avoid hydroplaning.
- Leave extra space between your car and the next. Water on the roadway increases braking distance.
- Exceeding the speed limit is especially dangerous in adverse conditions. Use your best judgment to determine when the amount of water or visibility on the roadway warrant driving slower than the posted speed limit.

CHP reminds motorists to allow extra time to arrive at your destination. Slowing down and increasing your following distance prevents collisions. Remember to always wear your seatbelt and never drink and drive. # # # #



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FOR IMMEDIATE RELEASE

November 23, 2009

09-40

CHP PREPARING FOR A SAFE HOLIDAY TRAVEL SEASON

SACRAMENTO - The Thanksgiving holiday traditionally means heavy traffic on California's roadways. However, holiday travelers won't be the only ones making the trip this year. The California Highway Patrol (CHP) will mount a focused campaign against safety belt violators during the Thanksgiving holiday.

"Wearing a seatbelt is the easiest and quickest way to save a life" said CHP Commissioner Joe Farrow. "It takes two seconds to buckle up."

Thirty-three people were killed on California roadways during the Thanksgiving holiday in 2008. Among the 20 vehicle occupants killed in CHP jurisdiction, 35 percent were not wearing a seat belt at the time of the crash.

In addition to keeping an eye out for vehicle occupants without seatbelts, officers will be especially watchful for impaired drivers during the period.

"Throughout the holiday travel season officers will also emphasize DUI enforcement to help remove these most dangerous drivers from California's roadways," said Commissioner Farrow.

Starting at 6 p.m. on Wednesday, November 25 through midnight, Sunday, November 29, the CHP will be implementing the annual Thanksgiving enforcement period. During this time all available officers will be out on the road.

"The roadways get crowded during the four-day weekend and on the day after Thanksgiving with holiday shopping traffic congestion," said Commissioner Farrow. "The message is simple, drive safe, sober and remember to buckle up."

Thanksgiving is also an Operation CARE (Combined Accident Reduction Effort) holiday. Operation CARE is a joint program of the nation's highway patrols that places special safety emphasis on interstate highways during holiday periods. CARE highways in California include Interstates 80, 40, 15 (San Bernardino to the Nevada border) and 5 (Bakersfield north to the Oregon line).

###

Life Savers: Concerted effort cuts Highway 17 'Blood Alley' crashes by half in only a decade

[Print](#)

Written by Press Banner

Thursday, 02 April 2009

A multiagency effort over the past decade has resulted in a dramatic decrease in serious car crashes over the mountainous stretch of Highway 17 once derisively called "Blood Alley."

A multiagency effort over the past decade has resulted in a dramatic decrease in serious car crashes over the mountainous stretch of Highway 17 once derisively called "Blood Alley."

The "Safe on 17" campaign, to be marked by a ceremony at the Summit Roadhouse on Monday, April 6, began in 1998, when there were 283 crashes resulting in injury or death between Santa Cruz and Los Gatos.

In 2007, the most recent year for which figures are available, the number was cut to 130. That's still almost one every three days, but fewer than half of the serious crashes recorded 10 years ago.

The trend continued through 2008, according to Grace Blakeslee, transportation planner for the Santa Cruz County Regional Transportation Commission. Figures for 2008 will be disclosed at the Monday event.

What made the difference?

- The California Highway Patrol devotes extra time to enforcement on the stretch of highway.
- The California Department of Transportation installed physical improvements on the road at troublesome points, and more improvements are planned.
- CHP and the county Regional Transportation Commission promote Highway 17 safety during press and radio interviews and at traffic schools and driver-education classes.



THE RESULTS OF ROADWORK: Construction on Highway 17, such as the roadwork slowing traffic here in July 2008, has helped dramatically reduce the number of serious accidents on the thoroughfare since 1998. Press-Banner file photo

"What's unique about the program is the coordinated effort that brings a lot of people together," Blakeslee said.

The 22-mile stretch of roadway was the fifth corridor in the state selected by the CHP as a "safety corridor" because of the rate of crashes, which led to extra traffic enforcement and creation of the program spanning Santa Cruz and Santa Clara counties.

In 2007, officers issued 10,923 citations, or an average of 30 a day. Of those, 23 percent were given during the extra hours funded for Safe on 17.

Along with the extra enforcement, Caltrans has targeted the highway for physical improvements. Two years ago, work crews widened and improved the notorious Laurel Curve at Laurel Road, and a drainage and shoulder-widening project is under way from Spanish Oaks to Summit Road. Signs were upgraded at several other locations.



Crashed car remains upside-down as paramedics care for a victim in Highway 17 collision. Lucjan Szewczyk/Press-Banner

Future improvements are planned at Vine Hill Road and on a 3-mile stretch southward from Summit Road.

At a glance

WHAT: Ten-year anniversary celebration of "Safe on 17" program

WHEN: 9:30 a.m. to noon Monday, April 6

WHERE: Summit Roadhouse, 23123 Highway 17

DETAILS: California Highway Patrol, Caltrans, California Transportation Commission speakers and bus tour. Intended primarily for media representatives but open to the public.

COST: Free

The Mercury News

MercuryNews.com

'Safe on 17' campaign dramatically reduced deaths on highway

By Gary Richards
Mercury News

Posted: 04/06/2009 12:00:00 AM PDT

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Traffic and safety officials will gather today at the Summit off Highway 17 to celebrate one of California's greatest success stories in reducing carnage on a dangerous state road.

It's been 10 years since the Safe on 17 campaign began, and crashes and injuries have been reduced by nearly half since 1998, when 896 collisions were reported on the curvy, 18-mile mountain road from Santa Cruz to Los Gatos.

How? Through a new approach in addressing safety issues that has been used statewide to deal with other dangerous routes.

The idea: Get Caltrans, the California Highway Patrol, transportation officials and everyone from

truckers to commuters to sit down at the same table. Have them draw up a coordinated plan to fix the road and lobby for money. Meet several times a year over many years and don't let ideas die because of inaction. It's a simple concept, but complicated to carry out.

"This idea was a little scary," said Alice Huffaker, who worked in the CHP's Sacramento headquarters when she was ordered to coordinate safety plans for Highway 17 and other routes. "I feared this would not get off the ground."

The idea can be traced to 1967, when the Office of Traffic Safety was created. For many years, it did little more than send out press releases advocating seat-belt use, designated drivers and other safety tips.

"It was slow going for the first 20 or so years, then picked up momentum in the '80s," said spokesman Chris Cochran, whose agency has helped fund nearly 50 safety projects around California — from Highway 46, where James Dean was killed, to a current campaign on Highway 12 in Solano County. "But then it got into high gear in the '90s."

The reason: The statewide highway death rate decreased 32 percent in the 1990s, while injury collisions fell 13 percent. But some roads, like Highway 17, bucked the trend. Crashes were on a rapid rise, and 11 people were killed in 1996, the most in a single year since the early 1980s, when Highway 17 lacked a median barrier.

The Office of Traffic Safety allocated \$596,381 for the Safe on 17 task force. Most of that money was used for extra CHP patrols, the quickest way to slow drivers and boost safety. But more needed to be done.

What galloped Scott Howland, then a CHP officer in

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The Mercury News

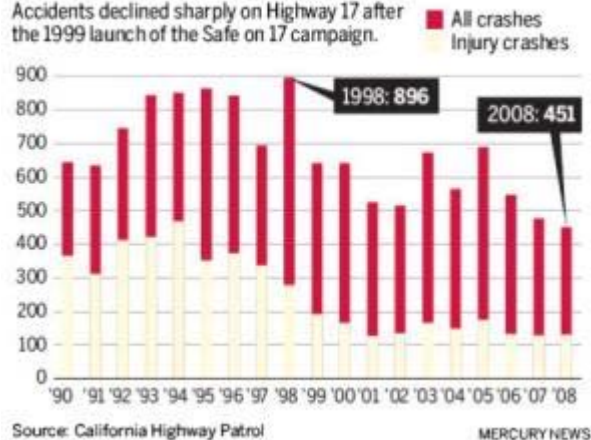
MercuryNews.com

San Jose and now an assistant commander in Sacramento, was that so many crashes were preventable. Word, he said, had to get out to drivers to heed the 50-mph speed limit, and improvements such as trimming trees north of the Summit could ease the problem of drivers crashing into others because they couldn't see around the bend.

"I knew we could make 17 safer," said Howland, who later chaired the task

Accidents on Highway 17

Accidents declined sharply on Highway 17 after the 1999 launch of the Safe on 17 campaign.



(Click on image to enlarge.)

force. "I just knew it."

Caltrans listened, drawing up a plan to cut dozens of redwoods and plant new ones elsewhere. When truckers voiced concerns that a planned passing lane could lead to dangerous merging, it was scrapped. When business leaders pressed for new signs, funds were set aside for one near dangerous Glenwood Curve, flashing the speed of approaching traffic.

Roughly \$100 million has been spent on

improvements, from rebuilding the Highway 1 interchange in Santa Cruz to removing the left turn into the now-closed Cats Restaurant in Los Gatos.

Sitting down at the same table paid off several years ago, when money for extra patrols ran out. Regional leaders from Oakland and Santa Cruz agreed to assess a \$1 fee on all vehicles registered in Santa Cruz County and the nine Bay Area counties, money now used to pay for 2,000 hours of CHP overtime a year.

From 1990 to 1998, before the safety effort began, 54 people died on Highway 17. In the 10 years since, there were 24 deaths.

"This has been one of the highlights of my career," Howland said. "When I joined the Highway Patrol, it was not to write tickets, but to save lives."

Contact Gary Richards at mrroadshow@mercurynews.com or 408-920-5335

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Safe on 17 turns 10

By Ramona Turner

Posted: 04/07/2009 01:30:54 AM PDT

SUMMIT -- Travel between Santa Cruz and Santa Clara counties on Highway 17 is much safer than it was 10 years ago.

"I've been driving Highway 17 since I was 16-years-old," said county Supervisor Mark Stone, a member of the Santa Cruz County Regional Transportation Commission. "And it was a very different road. There was very little median barrier. I would come around a curve and could swear there was oncoming traffic in the lane."

Stone was among many dignitaries who addressed the press during the Safe on 17 campaign's 10-year anniversary event at the Summit Roadhouse restaurant Monday.

The campaign is a joint venture of the RTC, San Francisco Bay Area Metropolitan Transportation Commission, Caltrans, Freeway Service Patrol, the Scotts Valley Police Department, California Highway Patrol and elected officials from both sides of the hill.

The event also featured a bus tour of the entire mountainous stretch of the highway to illustrate the structural changes made over the years.

On the Santa Cruz County side, more than \$23.5 million has been spent to build retaining walls, improve drainage, widen the shoulders, and

replace guardrails between the Summit and Granite Creek Road in Scotts Valley. Those improvements made wet weather driving safer, as well as improved sight distance for drivers and gave them a place to pull over in the event of a breakdown or collision with another motorist.

Those improvements, combined with law enforcement and free basic tow services to stranded motorists, helped save lives.

When the program began in 1998, there were 283 injuries and fatalities on Highway 17. Last year, those types of collisions dropped to 133.

Future Caltrans Projects on Highway 17

Vine Hill Road: Drainage improvements, shoulder widening and retaining wall, \$2.2 million; begins this summer.

Glenwood cutoff northbound and north of laurel lane southbound: Concrete guardrail, retaining wall, and shoulder widening, \$5.6 million; fall 2009.

Santa Village Road southbound lane shoulder: Install concrete guardrail, new retaining wall, shoulder widening, \$5.6 million; May 2010 (tentative).

SOURCE: Caltrans

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transportation



A government program that worked Safe on 17 Neil Wiley

If you lived in the Santa Cruz Mountains in 1998, you remember how dangerous it was to drive Highway 17. Our major road to Santa Cruz and Santa Clara Valley was downright scary during a rain, a commute, work days, beach days, and just about every night. In that year, there were 283 injury and fatal collisions. Rollovers, head-ons, and major crashes were commonplace.

Highway 17 is safer now. This last year, even with 70,000 vehicles a day traveling through the corridor, injury and fatal collisions were less than half those in 1998. The difference is the Safe-on-17 program implemented by a task force of state and local government agencies, including two CHP divisions, two Caltrans divisions, the Santa Cruz Regional Transportation Commission, the Metropolitan Transportation Commission, and several local governments. It is amazing but true that all these government bodies worked together to create one of the most successful transportation programs in the country.



How did they do it? They built a safer road. Even though adding extra lanes and straightening the road was financially impossible, they developed a series of practical engineering solutions that improved safety. They built median barriers and guardrails that protected against head-on crashes and

rollovers into opposing traffic. They built retaining walls to keep rockslides out of the road. They re-aligned ramps and interchanges to improve entrances to the highway. They upgraded pavement, improved drainage, and removed trees that blocked sightlines on major curves. Major improvements were made at Glenwood and Laurel curves.

They gave drivers more information. In addition to more standard warning signs, they gave us dynamic curve-warning signs that compare legal speed with our own vehicle speed—especially important at Laurel Curve, a scene of many accidents. They added changeable electronic signs that could be programmed from the traffic-management center. (One replaced an old manual “wreck ahead” sign at Summit Road).



They enforced traffic laws. Even the best engineering can't make roads safer when drivers ignore traffic laws. The California Highway Patrol encourages better driving. This last year, they issued 9,230 citations, and 73 percent of those citations were for primary-collision factors, such as speeding, tailgating, and making unsafe lane changes. And just the presence of a CHP car is enough warning for most of us. We drive slower, pay more attention, and become better drivers.

The Freeway Service Patrol, another good idea, keeps us going. Free of charge, the patrol can change a flat tire, give your car a “jump-start,” tape a hose, refill your radiator, or give you a gallon of fuel. And if they can't get you running, they will tow your car free of charge to the nearest location designated by the CHP, take you to a phone, or call the CHP for more assistance. Last year, they helped more than 2,000 drivers. (Lack of funding has cut the service to weekdays.)

The Safe-on-17 program is helping some drivers get out of their cars with the



Highway 17 Express, park-and-ride lots, and support for carpooling. The buses serve Santa Cruz, Scotts Valley, and Santa Clara Valley, with connections to CalTrain and local bus services. Highly successful, these buses require a relatively small subsidy and provide practical “green” transportation. (It will be even better when we get a Highway 17 bus stop at the Summit.)

The Safe-on-17 program is still working to improve safety. Major new projects include an overhaul of drainage and medians between Summit Road and Hebard Road; improvements at Vinehill Road; continuing guardrail, retaining wall, and shoulder widening at Laurel and Glenwood; and new guardrails, retaining walls, and shoulder widening at Santa's Village. The program will also develop better ways to inform drivers.

Safe on 17 is more than a slogan. Through the coordinated work of many agencies, this program is making our primary connection to the coast and the valley safer. Let's hope that stimulus packages and continuing public support keep this worthwhile program on the road.

I wrote this story after attending a ten-year-anniversary event for the Safe-on-17 program at Summit Roadhouse in April. Special thanks to Grace Blakeslee, Regional Transportation Commission, for coordinating the event, and to Luis Mendez, Regional Transportation Commission, and Lauren Wonder, Caltrans, for answering many questions and leading the bus tour of Safe-on-17 projects.



Lauren Wonder describes Safe on 17 projects during the bus tour.