

SAFE ON 17

Highway 17 Safety Corridor

2010 Annual Report

January 1, 2010 to December 31, 2010



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Introduction

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

The present goal of the Safe on 17 Program is to maintain the reduced collision rate achieved during the Office of Traffic Safety Grant Period (1999-2002) using a combination of the Task Force's original recommendations. Engineering improvements, enhanced CHP enforcement tactics, public outreach about motorist safety on Highway 17, and a traffic operations system contributed to very nearly achieving this goal in 2010. 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, given the continued attention by multiple agencies and stakeholders, 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 (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. In September 2010, the Governor issued a moratorium restricting CHP overtime hours due to the State's budget crisis. The moratorium, in effect until March 2011, significantly decreased the total number of hours of extra enforcement by CHP along Highway 17 and could be part of the reason why the program goal was narrowly missed by one collision.

Caltrans continued to make capital improvements to Highway 17 in 2010. The Guardrail Improvement Project (28 locations from Santa's Village Road to Summit Rd), Vine Hill Road Drainage Project, Santa's Village Road New Guardrail Project and Wet Pavement Project in Santa Clara County are currently being implemented or planned by Caltrans; all with the intent to reduce the number of collisions on Highway 17.

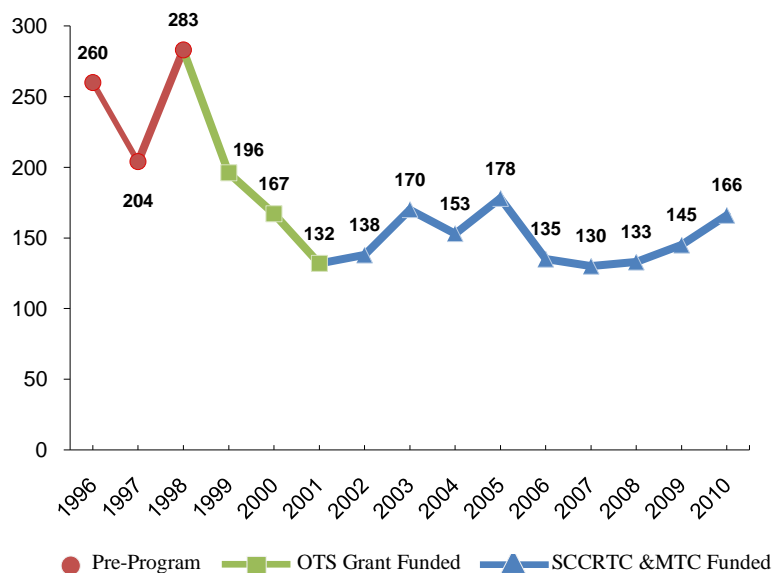
2010 Highway 17 Summary of Facts

- Injury Collisions were highest in December
- 164 injury and 2 fatal collisions occurred
- CHP wrote an average of 22 citations per day (during extra and regular enforcement hours)
- 2009 Average Annual Daily Traffic was 57,000 per day at the Summit

Collisions

One hundred and sixty four injury and two fatal collisions were reported in 2010. This is a 14.5% increase in injury and fatal collisions over 2009, and 8% higher than the annual average since 1999 when the Safe on 17 program strategies were implemented but 33% lower than the pre-program average. The 2010 injury and fatal collisions just missed by one collision the reduced average annual injury and fatal collisions achieved during the OTS grant period of 165. However, the annual average number of injury and fatal collisions for the SCCRTC and MTC SAFE funded period remains lower at 150 than the annual average of the OTS grant period of 165. Figure 1 shows the annual injury and fatal collision data between 1996 and 2010. A breakdown of collisions by type is provided in [Attachment 2](#).

Figure 1: Annual Total Fatal & Injury Collisions on Highway 17, 1996-2010



The highest number of injury collisions and total collisions (injury, property damage only and fatal) occurred in December 2010. Fatal collisions on Highway 17 took place in January 2010 going southbound just north of the Pasatiempo exit in Santa Cruz County and in July 2010 going northbound south of Redwood Estates in Santa Clara County.

A detailed comparison between 2010 monthly collisions and historical averages (1999-2010) is provided for both Santa Cruz and Santa Clara Counties in

Attachment 3. On the Santa Cruz County side of Highway 17, monthly injury collisions were above average in January and July through December. Property Damage Only (PDO) collisions were higher than the historical average in January, March, April, May, November and December. During five months, total collisions (fatalities, injury and PDO) fell below the historical monthly average on the Santa Cruz County side of Highway 17.

On the Santa Clara County side of Highway 17, monthly injury collisions were above the historical average for March, April, July, August, September, November and December. PDO collisions were higher than average in June, July and October. During eight months, total collisions (fatalities, injury and PDO) fell below the historical average on the Santa Clara County side of Highway 17.

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 external factors may also influence the total number of collisions. It can be difficult to assess the effects of one factor on collisions without looking at the combined effects of all the factors together. Wet weather is considered to increase traffic collisions due to slippery pavement and a decreased visibility. Monthly rainfall data is plotted with the injury and fatal collision data for 2010 in Attachment 4. Injury and collision data were highest in January and December which also had the highest amount of rainfall during those months. Injury and collision data was also high in July when there was not any rainfall.

Traffic conditions are also 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 approximately 50% reduction in the number of collisions on Highway 17 since the initiation of the Safe on 17 Program.

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 intersection 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. Extra CHP enforcement was reduced in 2010 relative to other years (Table 1) due to a directive from the Governor's office to cease use of funds for overtime due to the state budget crisis. This directive was issued in mid-September through the end of 2010 and into 2011. Extra enforcement is typically increased during this time as the wet weather begins in the fall and thus this moratorium had a significant effect on the number of hours that CHP provided extra enforcement for 2010.

In 2010, a total of \$29,066 was spent on extra CHP enforcement and 330 hours of extra CHP enforcement were worked, the fewest annual extra CHP enforcement hours provided in the Program's history (Table 1). [Attachment 5](#) summarizes the extra enforcement by month for 2010.

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

** 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 will be permitted to carryover any unspent funds in future years. The RTC also provides the funds on a fiscal year rather than a calendar year as reported here.*

Citations

A total of 7,897 citations were given on Highway 17 during 2010. Of these, 317 were given during Safe on 17 extra enforcement hours. Citations given during overtime in 2010 made up 4% of citations. Total citations were the fewest given in one year since the program began tracking citation data in 2003.

Typically, the most overtime citations per month are given in September and November but since the extra enforcement was ceased from mid September and into 2011, there are not many overtime citations during the fall and winter of 2010. Figure 2 illustrates the number of citations given during regular hours and overtime hours. [Attachment 6](#) provides a summary of annual total overtime and regular time citations and [Attachment 7](#) charts the annual citations from Santa Jose and Santa Cruz CHP compared to historical averages.

Figure 2: 2010 Highway 17 CHP Citations by Regular & Overtime Hours

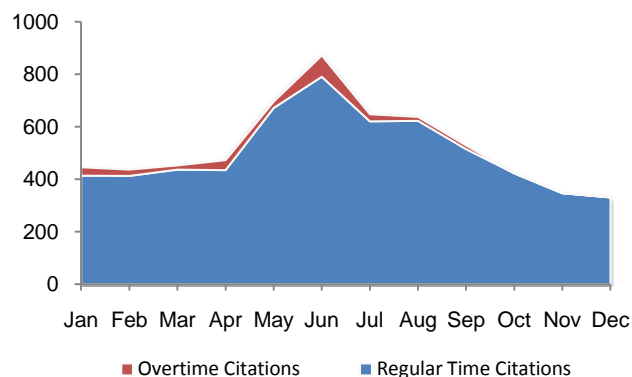
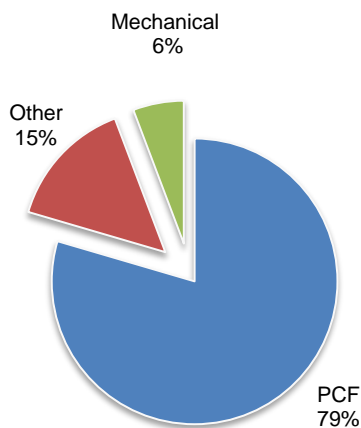


Figure 3: Total Citations by Citation Type (Primary Collision Factor, Mechanical, Other)



Total Citations = 7,897

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 2010, 85% of citations recorded during extra enforcement hours were for PCF violations as well as 79% 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 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 2010, members continued to regularly attend the two scheduled

meetings (March 24 and September 15) and committed to staying involved and working towards improving safety on Highway 17.

In 2010, the Task Force discussed the outcomes of the CHP's extra enforcement efforts, provided input on current Caltrans' Highway 17 projects and maintenance activities, and provided input on potential Highway 17 traffic operation improvements. 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 2010 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 2010, RTC SAFE, MTC SAFE, CHP and Caltrans continued to provide information to the public about the extra enforcement and safety on Highway 17. In 2010, 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.

In addition, in 2010, press releases were published by CHP which highlight extra enforcement efforts and educate motorists about safe driving ([Attachment 10](#)). The two Highway 17 Safety Corridor Drive Safely signs (one on the northbound side in Scotts Valley, Santa Cruz County and the other on the southbound side near Los Gatos, Santa Clara County) were refurbished by Caltrans and RTC SAFE with the new Safe on 17 logo as a reminder to drivers to "Take it Slow" on Highway 17 ([Attachment 11](#)). The public was also reminded to drive safely using the four 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 (Attachment 12) began construction in 2010 to upgrade guardrails at twenty-eight different locations 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. This project is scheduled to be completed by spring 2012.

Vine Hill Road Drainage Project

In 2010, Caltrans continued construction on the Vine Hill Road Drainage Project (Figure 4). This project includes super-elevation correction, minor widening, and a new guardrail on Highway 17 near its intersection with Vine Hill Road (PM 7.14/7.25).

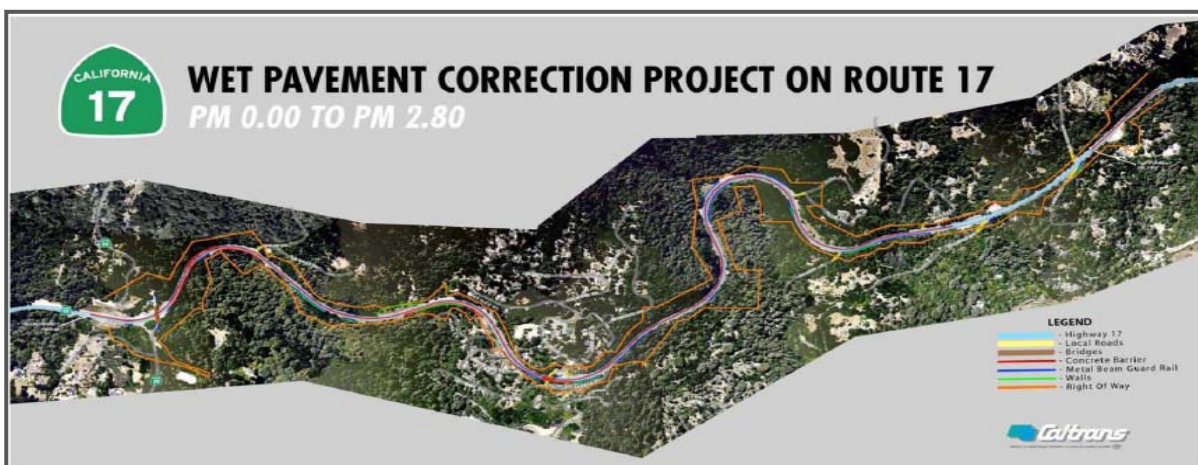
Figure 4: Vine Hill Drainage Project Improvements



Wet Pavement Correction Project

In 2010, planning continued for the drainage systems upgrades, median barrier installation and pavement resurfacing along Highway 17 just north of the summit in Santa Clara County (PM 0.0/2.8, Figure 5). Reducing wet weather collisions is one of the goals of these improvements. Construction on this project is scheduled to begin in late spring 2011 and be completed by mid-2012.

Figure 5: Santa Clara County Wet Pavement Correction Project



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. In 2010, Caltrans prepared the project for construction. Construction is scheduled to begin in spring 2011 and be completed by spring 2012.

Conclusion

In 2010, the Safe on 17 Program missed by one collision the goal of maintaining the reduced injury and fatal collisions (165) experienced during the initial Office of Traffic Safety grant period. However, the annual average number of injury and fatal collisions for the SCCRTC and MTC SAFE funded period remains lower at 150 than the annual average of the OTS grant period of 165. Many factors contributed toward maintaining a reduced number and severity of collisions on Highway 17 in 2010. There have been significant engineering improvements to Highway 17 since its designation as a safety corridor. During 2010, 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. 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. The importance of extra enforcement for reducing the number of collisions has been made even more obvious this year. The number of hours of extra enforcement in 2010 decreased due to the state budget crisis and the total number of collisions increased. 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: 2010 Highway 17 Monthly Collision Data
- Attachment 4: 2010 Monthly Collision and Rainfall Trends
- Attachment 5: Summary of Extra CHP Enforcement Hours
- Attachment 6: Summary of Annual Highway 17 Citation Data

Attachment 7: 2010 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 Release and Media Articles Regarding Highway Safety

Attachment 11: Refurbished Highway 17 Safety Corridor Drive Safely Signs

Attachment 12: Locations for Guardrail Improvements in Santa Cruz County

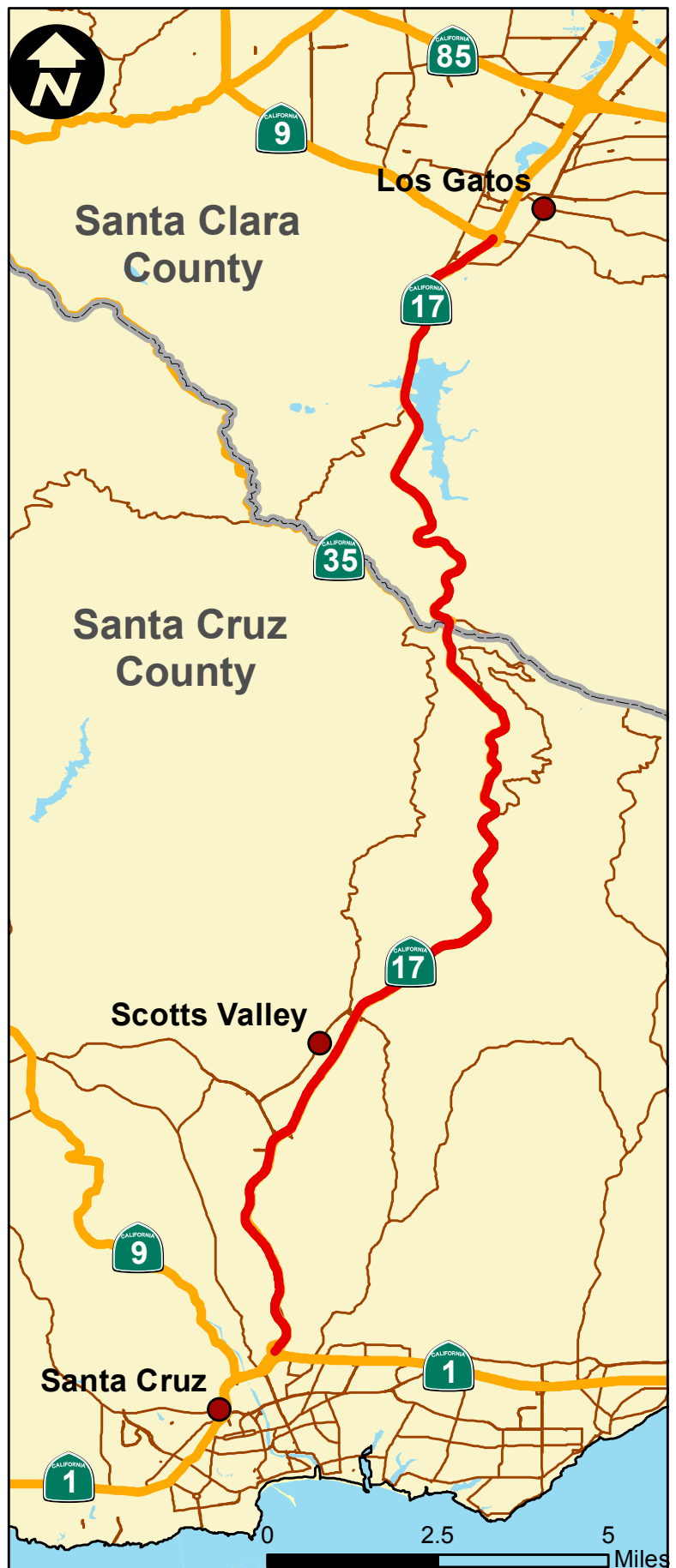
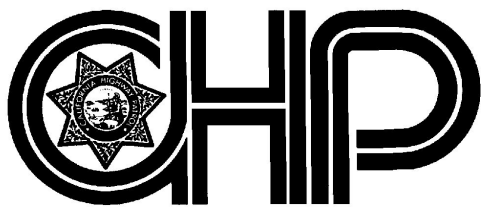
Sources:

California Highway Patrol. 2010. *SWITRS*. Provided by San Jose and Santa Cruz CHP.

Caltrans. 2009. *Traffic Counts*. Retrieved from <http://traffic-counts.dot.ca.gov/> on May 10, 2011.

Western Regional Climate Center. 2010. Ben Lomond Station Rainfall Record, Monthly Total Precipitation. Retrieved from <http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca0673> on May 10, 2011.

Highway 17 Safety Corridor



Attachment 2

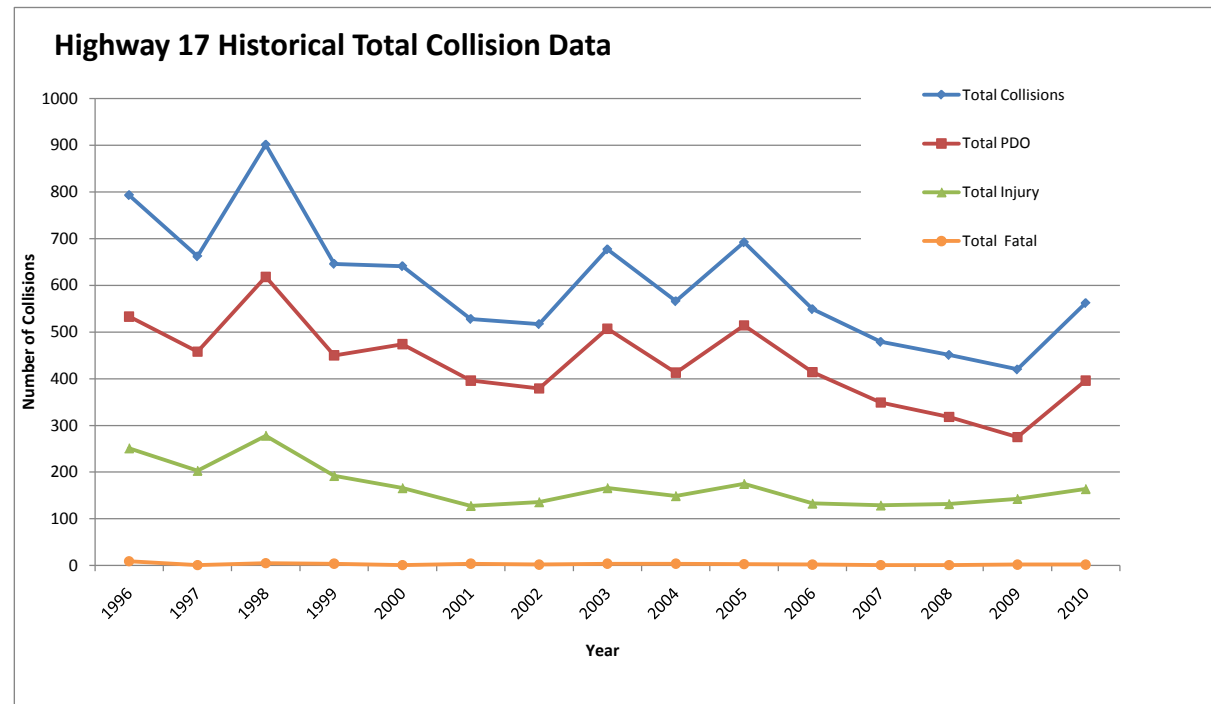
Highway 17 Annual Collision Data

HIGHWAY 17 COLLISION DATA 1996-2010

Year	1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010	
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
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
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
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	
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
Total Collisions	793		662		901		646		641		528		517		677		566		692		549		479		451		420		562	
Hwy 17 Injury and Fatal Collisions	260		204		283		196		167		132		138		170		153		178		135		130		133		145		166	

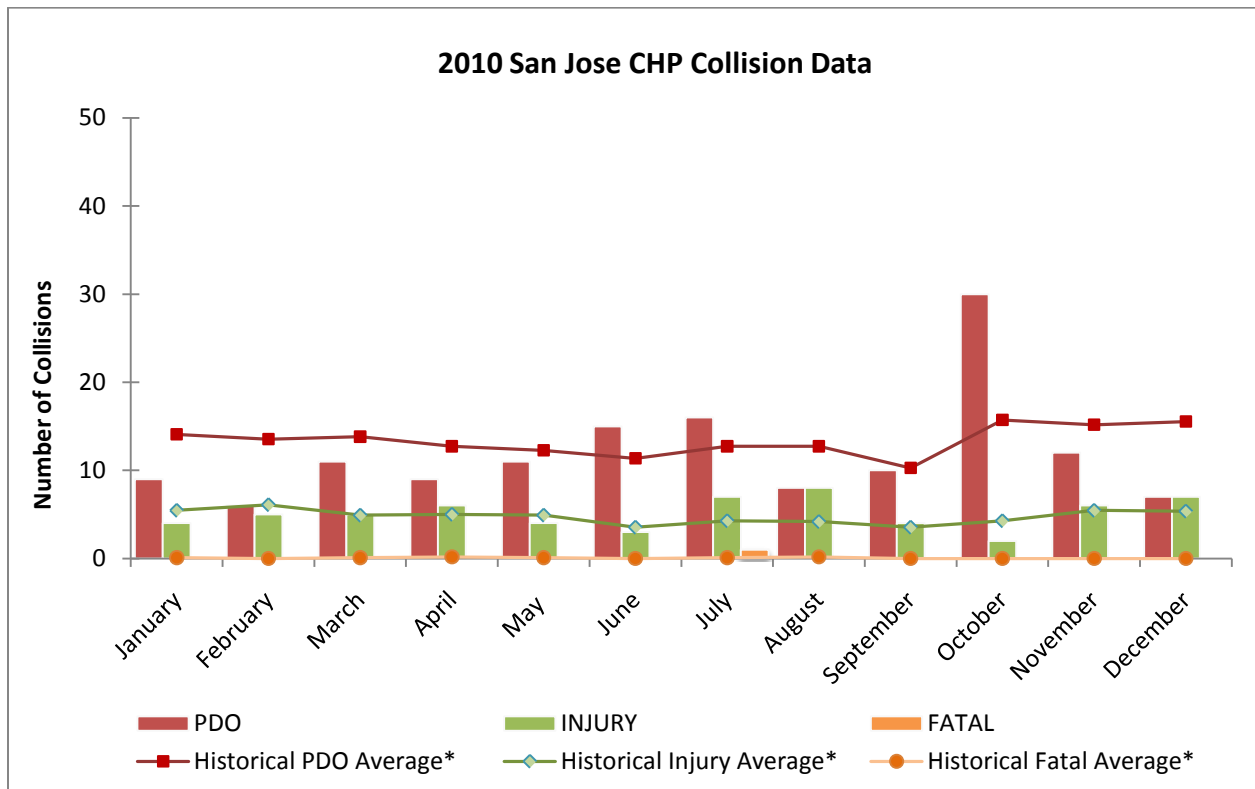
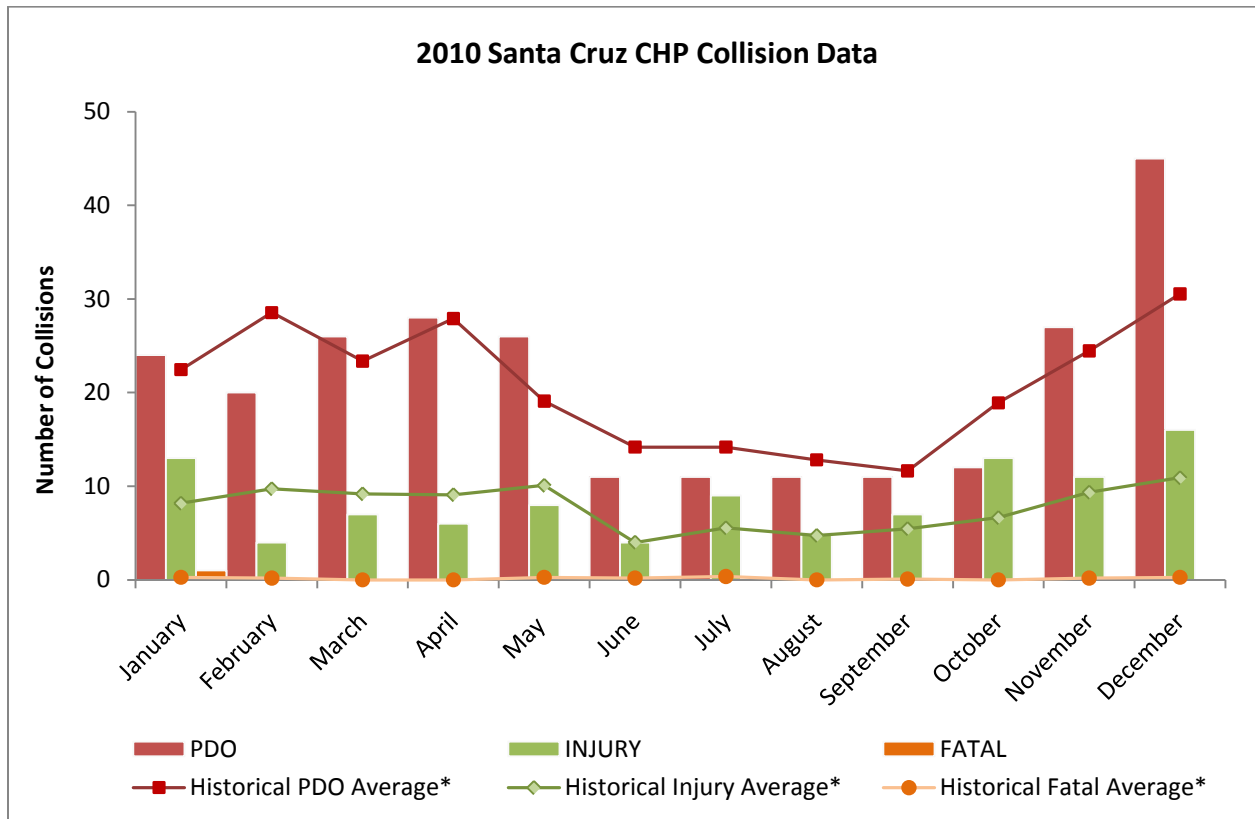
PDO=Property Damage Only

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



Attachment 3

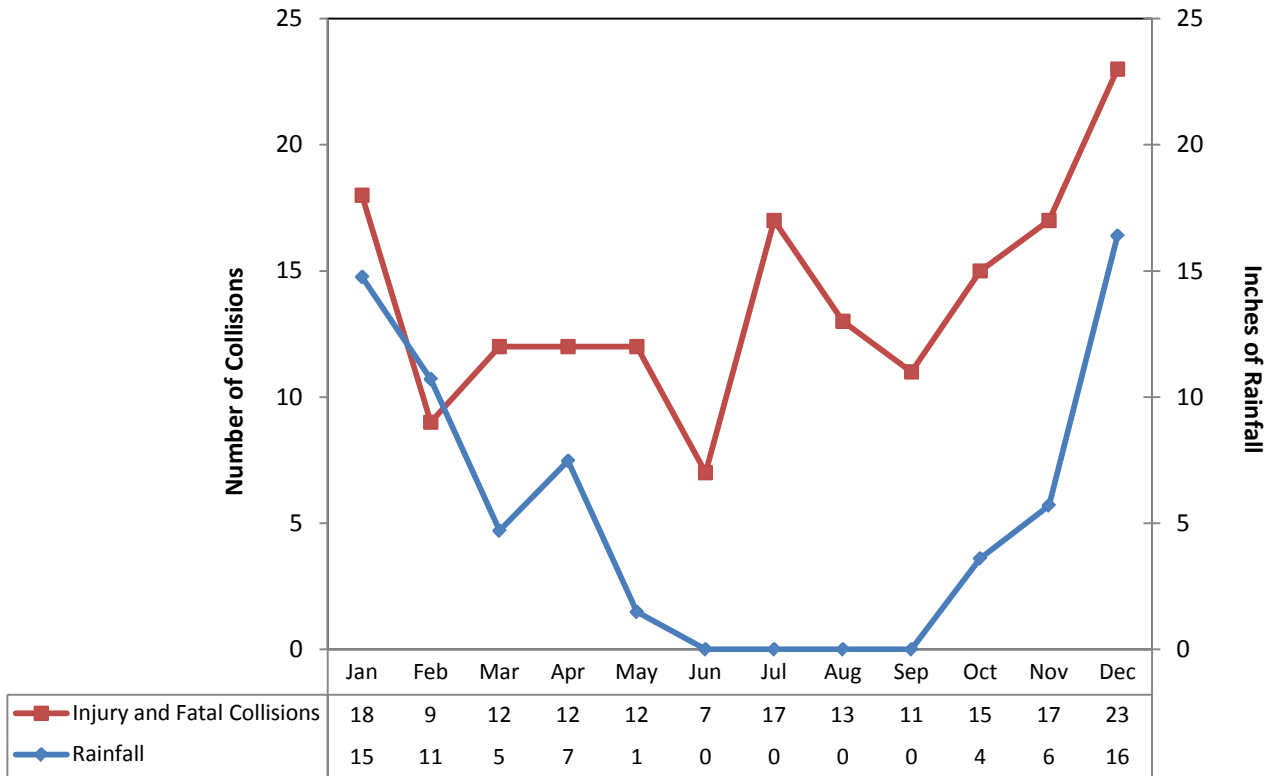
2010 HIGHWAY 17 MONTHLY COLLISION DATA



*Historical monthly averages derived from 1999, when Safe on 17 was implemented, thru 2009.

Attachment 4

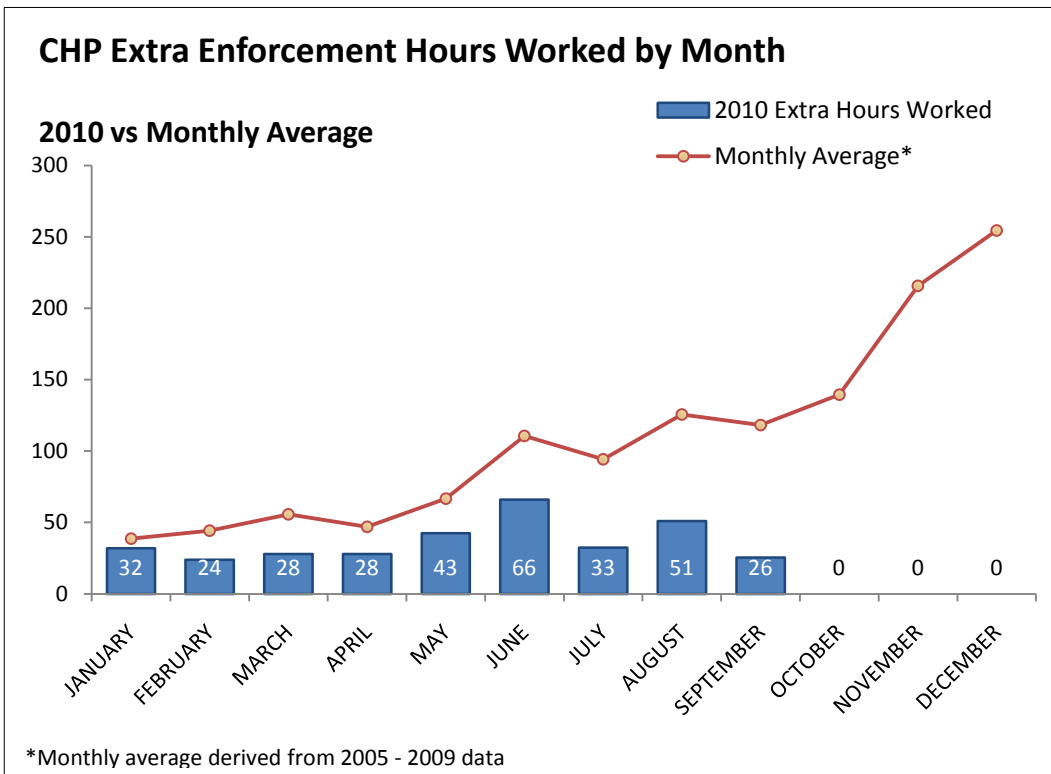
2010 Monthly Collision and Rainfall Trends



Attachment 5

TOTAL CALIFORNIA HIGHWAY PATROL EXTRA ENFORCEMENT HOURS WORKED

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

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


Attachment 6

SAFE ON 17 ANNUAL HIGHWAY 17 CITATION DATA

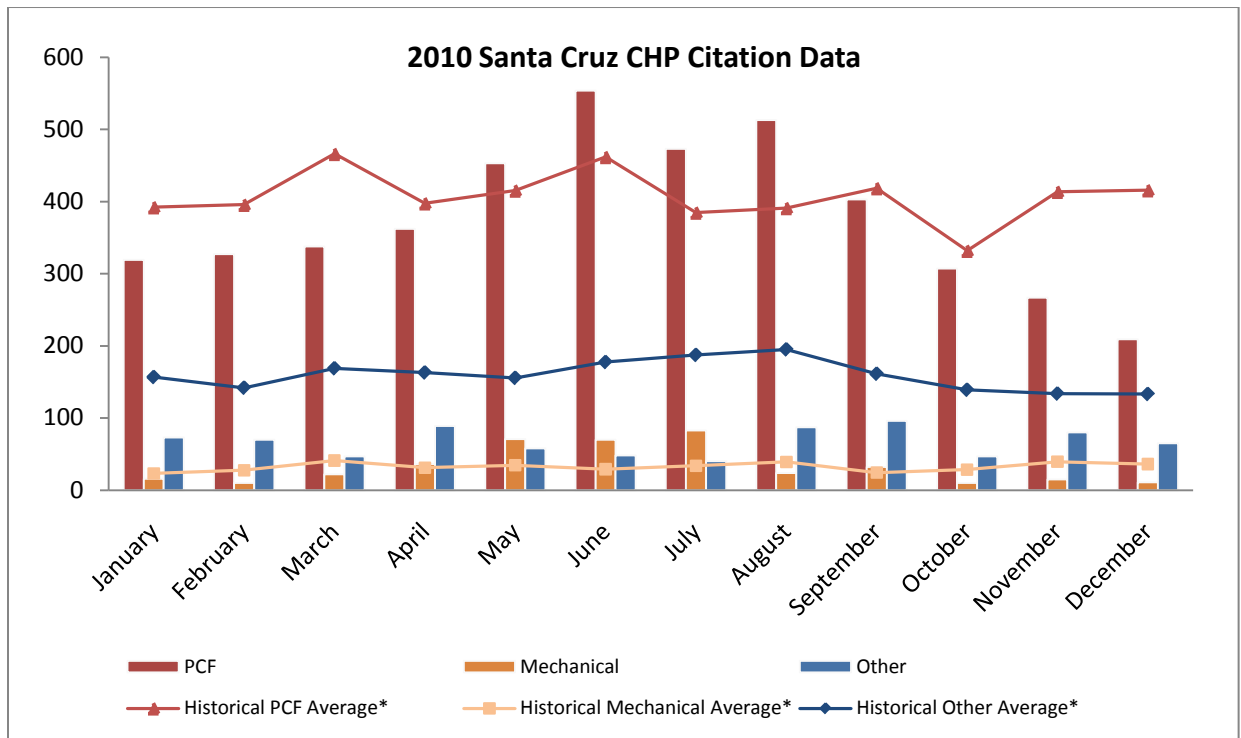
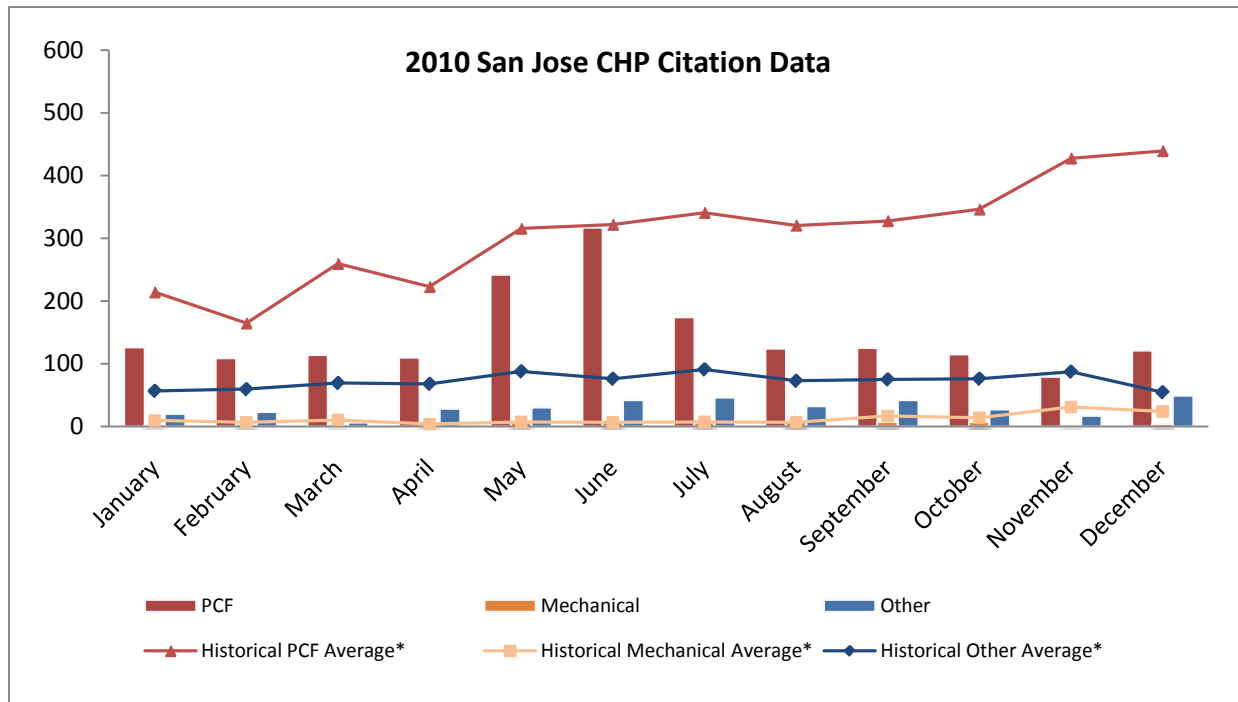
Year	2003		2004		2005		2006		2007		2008		2009		2010	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC
Regular Time <i>PCF</i>	2,766	3,666	2,809	5,994	2,995	5,766	2,884	4,627	2,871	3,772	2,169	3,420	2,282	4,298	1,706	4,304
Regular Time Other	1,415	2,525	1,186	2,659	942	1,964	727	2,048	307	1,466	406	798	502	917	362	760
Regular Time Mechanical	56	286	92	180	49	676	85	298	44	405	69	421	82	165	54	394
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
<i>OT PCF</i>	1,517	345	706	359	769	448	770	448	1,360	378	1,181	507	837	171	50	221
OT Other	149	220	133	376	192	128	35	201	61	103	53	48	21	24	0	40
OT Mechanical	20	8	11	31	17	61	66	7	122	34	100	58	202	4	0	6
OT Total	1,686	573	850	766	978	637	871	656	1,543	515	1,334	613	1,060	199	50	267
<i>PCF Regular Time Total</i>	6,432		8,803		8,761		7,511		6,643		5,589		6,580		6,010	
<i>PCF OT Total</i>	1,862		1,065		1,217		1,218		1,738		1,688		1,008		271	
<i>PCF Total</i>	8,294		9,868		9,978		8,729		8,381		7,277		7,588		6,281	
Citation Regular Time Total	10,714		12,920		12,392		10,669		8,865		7,283		8,246		7,580	
Citation OT Total	2,259		1,616		1,615		1,527		2,058		1,947		1,259		317	
Citation Total	12,973		14,536		14,007		12,196		10,923		9,230		9,505		7,897	

PCF = Primary Collision Factor

OT = Overtime

Attachment 7

2010 Highway 17 Monthly Citation Data



*Historical averages are calculated from 1999 (Safe on 17 program implementation) to 2009

Attachment 8-1
Santa Cruz CHP Collision Summary for SR-17

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

Attachment 8-2
Santa Cruz Area CHP SR-17 Citation Summary

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

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
JANUARY	PDO	53	25	24	13	9	12	18	11	19	11	8	5	9
	INJURY	17	15	8	2	2	5	8	3	2	6	5	4	4
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0
	TOTAL	70	40	32	15	11	17	27	14	21	17	13	9	13
FEBRUARY	PDO	31	23	32	7	11	8	11	10	7	14	14	12	6
	INJURY	6	14	10	2	5	2	7	5	4	6	6	6	5
	FATAL	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
MARCH	PDO	29	18	20	20	5	17	10	19	13	11	5	14	11
	INJURY	18	9	7	5	5	5	9	3	3	3	3	2	5
	FATAL	0	0	1	0	0	0	0	0	0	0	0	0	0
	TOTAL	47	27	28	25	10	22	19	22	16	14	8	16	16
APRIL	PDO	24	15	23	12	16	16	9	11	15	5	8	10	9
	INJURY	11	7	3	3	4	7	5	4	7	7	3	5	6
	FATAL	0	0	0	0	0	0	0	0	1	0	1	0	0
	TOTAL	35	22	26	15	20	23	14	15	23	12	12	15	15
MAY	PDO	40	16	27	16	9	5	13	13	10	5	5	16	11
	INJURY	14	3	10	5	3	2	6	6	7	0	7	5	4
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0
	TOTAL	54	19	37	21	12	7	20	19	17	5	12	21	15
JUNE	PDO	19	16	17	12	17	10	6	9	13	9	3	13	15
	INJURY	13	7	4	3	4	3	4	3	2	3	4	2	3
	FATAL	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
JULY	PDO	10	16	18	12	15	13	17	15	10	9	8	7	16
	INJURY	10	7	5	4	4	4	6	1	5	3	6	2	7
	FATAL	0	0	0	1	0	0	0	0	0	0	0	0	1
	TOTAL	20	23	23	17	19	17	23	16	15	12	14	9	24
AUGUST	PDO	19	23	14	13	15	12	9	13	9	13	10	9	8
	INJURY	4	7	5	7	3	6	4	2	1	2	7	2	8
	FATAL	0	0	0	1	0	0	1	0	0	0	0	0	0
	TOTAL	23	30	19	21	18	18	14	15	10	15	17	11	16
SEPTEMBER	PDO	21	12	20	21	3	11	10	6	5	8	10	7	10
	INJURY	6	6	10	4	4	5	4	3	0	1	2	0	4
	FATAL	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
OCTOBER	PDO	12	27	14	18	12	19	17	21	13	14	10	8	30
	INJURY	11	4	2	7	2	2	5	8	5	6	3	3	2
	FATAL	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
NOVEMBER	PDO	38	31	16	16	10	22	12	11	11	7	20	11	12
	INJURY	12	15	4	1	4	6	3	8	6	3	9	1	6
	FATAL	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
DECEMBER	PDO	10	12	15	15	23	20	16	16	10	13	20	11	7
	INJURY	7	7	6	5	5	6	6	6	7	4	3	4	7
	FATAL	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

TOTAL PDO:	306	234	240	175	145	165	148	155	135	119	121	123	144
TOTAL INJURY:	129	101	74	48	45	53	67	52	49	44	58	36	61
TOTAL FATALITIES:	0	0	1	2	0	0	3	0	1	0	1	0	1
TOTAL COLLISIONS:	435	335	315	225	190	218	218	207	185	163	180	159	206

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

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

Attachment 9

2010 Safe on 17 Task Force Members

Name	Organization
Adrian Fine *	Metropolitan Transportation Commission
Andrew Fremier	Metropolitan Transportation Commission
Bernard Walik*	Caltrans District 5 Public Affairs
Bill Kootsikak	National Highway Traffic Safety Administration
Bill Monning	California State Assembly
Brandie Dressel	California Highway Patrol-San Jose
Cathy Wayne	California Highway Patrol-San Jose
Chris Schneiter	City of Santa Cruz
Ciro Aguirre	Santa Cruz Metropolitan Transit District
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
Ernesto Ramirez *	Caltrans, District 4-Maintenance
Esther Exquivel	Caltrans Headquarters-Engineer Technician
Evan Kapel	California Highway Patrol
Gary Richards *	San Jose Mercury News
Gavin Hansen *	California Highway Patrol-Santa Cruz Area
George Dondero	Santa Cruz County Regional Transportation Commission
Ginger Dykaar*	Santa Cruz County Regional Transportation Commission
Grace Blakeslee*	Santa Cruz County Regional Transportation Commission
Grant Boles	California Highway Patrol-Santa Cruz Area
Hans Larsen	City of San Jose
Jack Ladd	Ladd's Auto Body & Towing/AAA
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
Jean Getchell	Monterey Bay Unified Pollution Control District
John Hohmann	City of Scotts Valley-Police Department
John P Weiss	City of Scotts Valley-Police Department
John Thomas *	Caltrans, District 4-Project Manager
Joseph S Simitian	California State Senate
Karena Pushnik	Santa Cruz County Regional Transportation Commission
Kathy Leuterio	California Office of Traffic Safety
Ken Yeager/Megan Doyle *	Santa Clara County Supervisor
Kory Seeley	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
Marshall Ballard *	Valley Transportation Authority-Administration
Martin Wittmers *	Caltrans, District 5-Electrical
Masoud Akbarzadeh	County of Santa Clara-Airports & Roads

2010 Safe on 17 Task Force Members (cont'd)

Name	Organization
Mike Mc Murry	City of Scotts Valley-Fire Chief
Neil Wiley	Mountain Network News
Nina Rohlich *	Metropolitan Transportation Commission
Paul DeOcampo	City of Santa Cruz-Police Department
Pranav Shah *	Caltrans, District 4-Traffic Systems
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-San Jose
Sean Nozzari	Caltrans, District 4-Traffic Operations
Shanna McCord	Santa Cruz Sentinel
Spencer Boyce	California Highway Patrol
Stefanie Pow *	Metropolitan Transportation Commission
Steve Johnson	Santa Clara Transfer Services, Inc.
Susana Cruz *	Caltrans, District 5-Public Affairs
Terry Calderone	County of Santa Clara-Sheriff
Tom Barnett *	Caltrans, District 5-Maintenance

*Attended Safe on 17 Meeting in 2010



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FOR IMMEDIATE RELEASE

April 15, 2010

10-08

Investment in public safety pays off in lives, money saved

Deaths from traffic collisions in California on track to an all-time low

Four years after the California Highway Patrol (CHP) received funding to bolster the ranks of CHP officers throughout the state; the increased staffing appears to have shown a positive impact on traffic safety and a reduction in the economic impact of traffic collisions and fatalities statewide.

“Saving lives is what traffic safety is all about,” said Governor Arnold Schwarzenegger. “The efforts of these officers and law enforcement throughout the state mean that more people are traveling home safely at the end of the day.”

In 2006, Governor Arnold Schwarzenegger vowed to increase CHP patrol positions by 1,000 officers. The Governor’s promise marked the first time in 40 years that the CHP had been provided an increase in officer positions intended strictly for patrol responsibilities. To date, 540 new officers have been hired and are actively patrolling in commands throughout the state.

Although final statistics are not yet available, preliminary numbers show that in the three years since the increase in new officers, approximately 700 fewer people have died on the state’s highways and unincorporated areas - roadways primarily the responsibility of the CHP, according to CHP statistics. The economic savings as a result are estimated at more than \$3 billion, using statistics from the National Safety Council that approximates the average cost of fatal and nonfatal injuries from motor vehicle crashes. During the same time, preliminary statistics show there were over 19,000 fewer people injured resulting in a potential savings of nearly \$4 billion. The calculable costs of motor-vehicle crashes are wage and productivity losses, medical expenses, administrative expenses, motor vehicle damage, and employers’ uninsured costs.

As a result of the projected lower fatalities, the Mileage Death Rate – a standard measurement of traffic safety that translates into the number of persons killed per 100 million miles of travel - is anticipated to reach its lowest level in history for 2009.

While preliminary numbers show fatal collisions are down approximately 29 percent,

- more -

enforcement and services to the public have increased, meaning a quicker response to collisions and roadway hazards and a higher level of assistance to motorists who call for help from the CHP. While statewide, officers issued 8 percent more citations, they also gave 74 percent more verbal warnings to motorists. Motorist services increased 13 percent, according to CHP statistics.

Additionally, for the first time in the Department's 80-year history, all 103 field offices are now staffed 24 hours a day, seven days a week.

"It's clear that the additional officer staffing has proved to be beneficial to all Californians and those who visit and use the state's roadways," Commissioner Joe Farrow said. "I applaud the dedication of all CHP officers to keep the roads safe for everyone."

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NEWS

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FOR IMMEDIATE RELEASE

June 29, 2010

10-17

**CALIFORNIA HIGHWAY PATROL URGES A SAFE AND SOBER
FOURTH OF JULY HOLIDAY**

SACRAMENTO, Calif. – As tens of thousands of Californians prepare to mark Independence Day, the California Highway Patrol (CHP) reminds everyone to keep safety a top priority. This year the holiday falls on a Sunday, so for many people it will be a three-day weekend full of celebration and good times.

Fourth of July weekend is a Maximum Enforcement Period (MEP) for the CHP. All available officers will be out on the road during the weekend looking for motorists who are a danger to themselves or others on our state's highways. The MEP begins at 6:01 p.m. on Friday, July 2, and continues through midnight on Monday, July 5.

Last year 24 persons were killed statewide during the Fourth of July weekend, and 80 percent of the vehicle occupants killed in CHP jurisdiction were not wearing a seat belt at the time of the crash. In addition, CHP officers made 1,239 arrests for driving under the influence during that same time period.

“The CHP wants your holiday memories to be happy ones.” said CHP Commissioner Joe Farrow. “Please be sure to take a few simple precautions to ensure that your friends and family have a safe Fourth of July.”

- Don't drink and drive. If your Independence Day celebration includes drinking alcohol, arrange for a friend or family member who will not be drinking to be the “Designated Driver.”
- Always wear your seat belt. Make sure all passengers, adults and children, are also buckled up, even on short trips.
- Watch your speed. Stay at or below the limit, depending upon road conditions.
- Plan ahead if you will drive long distances. Add extra time to your trip so you won't feel rushed and take a break every hour or so to get refreshed.

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Attachment 11

Signs Remind Drivers to “Take it Slow” on Highway 17



The two Highway 17 Safety Corridor Drive Safely signs have been refurbished with the new Safe on 17 logo to remind drivers to “Take it Slow” on Highway 17. The signs are located northbound in Scotts Valley, Santa Cruz County and southbound near Los Gatos, Santa Clara County.

Attachment 12

Locations for Guardrail Improvements in Santa Cruz County

