



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

**AGENDA
Thursday, August 17th, 2017**

**NOTE LOCATION THIS MONTH
Watsonville City Council Chambers
275 Main Street, Suite 450
Watsonville, CA**

**Immediately following the completion of the RTC Transportation Policy
Workshop meeting**

1. Oral communications

Any member of the public may address the SCCRTC Service Authority for Freeway Emergencies (SAFE) for a period not to exceed three minutes on any item within the jurisdiction of the SCCRTC SAFE that is not already on the agenda. The SCCRTC SAFE will listen to all communication, but in compliance with the State Law, will not take action on items that are not on the agenda.

Speakers are requested to sign the sign-in sheet so that their names can be accurately recorded in the minutes of the meeting.

2. Additions or deletions to consent and regular agendas

CONSENT AGENDA

All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the SCCRTC SAFE or public wishes an item be removed and discussed on the regular agenda. Members of the SCCRTC SAFE may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other SCCRTC SAFE member objects to the change.

No consent items

REGULAR AGENDA

3. Safe on 17 Safety Corridor Project – 2016 Annual Report
(Ginger Dykaar, Transportation Planner)

- a. Staff report
- b. 2016 Safe on 17 Annual Report

4. Adjourn

AGENDA: August 17, 2017

TO: Regional Transportation Commission Transportation Policy
Workshop/Service Authority for Freeway Emergencies

FROM: Ginger Dykaar, Transportation Planner

RE: Safe on 17 Safety Corridor Project – 2016 Annual Report

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC)/Service Authority for Freeway Emergencies (SAFE) accept the attached 2016 Annual Report for the Safe on 17 Safety Corridor Program ([Attachment 1](#)).

BACKGROUND

In 1998, the California Highway Patrol (CHP) initiated the Safe on 17 Program with the aid of a grant from the California Office of Traffic Safety (OTS). The OTS grant was available from March 1999 to March 2002. During that period, injury and fatal collisions were reduced by 34% on Highway 17 from a pre-program average of 249 to 165 through a combination of CHP enforcement, roadway improvements, and a public information campaign. The Safe on 17 program is still active today due to the interest of multiple agencies to continue to improve safety on Highway 17. RTC SAFE provides \$50,000 per year for extra CHP enforcement on the Santa Cruz County side of Hwy 17 and the Metropolitan Transportation Commission SAFE provides \$50,000 per year for extra CHP enforcement on the Santa Clara County side of Hwy 17. In addition to the extra enforcement, Caltrans has spent tens of millions of dollars on numerous projects to improve safety on the Highway 17 corridor. The CHP compiles collision and citation statistics, and RTC SAFE continues to convene the Safe on 17 Task Force. The goal of the current program is to maintain the reduced collision rate achieved on Highway 17 during the OTS grant period.

DISCUSSION

2016 Safe on 17 Annual Report

The 2016 Safe on 17 Annual Report ([Attachment 1](#)) reviews the work done by the CHP, Caltrans, RTC and other stakeholders to continue to improve safety on Highway 17. The annual report was prepared by RTC staff, with input from Caltrans and CHP staff. The 2016 Safe on 17 Program includes: extra enforcement, collision and citation rate monitoring, Safe on 17 Task Force Meetings, public information and outreach, and highway safety improvements. Below is a description of the 2016 Safe on 17 accomplishments. More detailed information regarding these activities is available in

the attached *2016 Annual Report*. **Staff recommends that the RTC accept the 2016 Safe on 17 Annual Report.**

Collisions: There were two fatal collisions and two hundred and sixty six injury collisions reported in 2016. The fatal and injury collisions for 2016 were 3% higher than the preprogram average of 249. This translates into 19 more fatal and injury collisions and 185 more property damage only collisions on the Highway 17 Safety Corridor for 2016 compared to the preprogram average. The total number of collisions for 2016 is 989. The reasons for the increase in collisions on Highway 17 over the last few years are likely a combination of factors. Speeding, tailgating and unsafe lane changes are considered to be the most frequent factors leading to collisions on Highway 17 but distracted driving is also a growing threat to road safety. Increased traffic volumes and more wet weather events may have also influenced the number of collisions in 2016.

The most recent three-year annual average of 208 does not meet the goal of the Task Force of maintaining the reduced collision rate three-year average achieved during the OTS grant period of 165 injury and fatal collisions. The *2016 Annual Report: Attachment 2* breaks-out annual collisions by type since 1996 and *2016 Annual Report: Attachment 3* includes 2016 monthly collision data for Highway 17 compared to historical monthly averages.

Extra CHP Enforcement: Increased CHP visibility and increases in the number of citations being issued on Highway 17 provides a deterrent to motorists who practice unsafe driving behavior. In 2016, there was a total of 1080 hours of extra CHP enforcement. Due to the increase in collisions on Highway 17 over the last few years, CHP has targeted their extra enforcement hours for times of day when collisions are more likely to occur. CHP has also increased their motorcycle enforcement and are considering speed enforcement by aircraft although the tree cover along Highway 17 poses a challenge. CHP is committed to working to improve safety on this vital link "over the hill" for commuters and visitors alike.

Citations: In 2016, 9,057 citations were issued on Highway 17. Approximately 26% of these citations were issued during Safe on 17 extra CHP enforcement hours. Primary collision factors, including unsafe speed, improper turning and improper lane changes account for approximately 80% of all citations.

Safe on 17 Task Force Meetings: In 2016, the Task Force discussed the outcomes of the CHP's extra enforcement efforts, provided input on current Caltrans' Highway 17 projects and maintenance activities, and provided input on potential Highway 17 traffic operation improvements. Task Force members include CHP, Caltrans Districts 4 and 5, MTC SAFE, RTC SAFE, local legislators, local media and local police.

Public Information: Public information educates motorists about safety on Highway 17. In 2016, 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. In response to the increase in collisions on Highway 17, RTC, CHP and Caltrans will increase efforts to inform and educate the

public on driving safely on Highway 17. Cruz511 traveler information, changeable message signs and social media will be used to get the message out about the dangers of speeding, distracted driving and other potential driving hazards.

Highway 17 Safety Improvements: Highway improvements are developed, coordinated and implemented by Caltrans, with input from the Safe on 17 Task Force. Caltrans has a comprehensive process for evaluating and constructing the projects that provide the greatest benefit to the motoring public. In 2016, Caltrans advanced or completed several important safety projects on Highway 17 including the Highway 17 Shoulder Widening and Concrete Guardrail Project north of Scotts Valley, the Highway 1/17 Merge Lane Extension Project, and the Highway 17 Access Management Plan. Details about these projects are available in the *2016 Safe on 17 Annual Report*.

Funding for the Safe on 17 Program

The SCCRTC SAFE funds are generated from a \$1 fee per year on all vehicles registered in Santa Cruz County and are used to pay for the extra CHP enforcement on Highway 17 as well as other SAFE Programs. The SCCRTC SAFE has approved funding in the amount of \$50,000 per year for extra CHP enforcement on the Santa Cruz County side of Highway 17 through June 30, 2018. Although the cost per hour of CHP service has increased, funding levels for this program have remained constant due to flat SAFE fund revenues, and funding uncertainties associated with other programs, which also rely on SAFE funds, namely the Santa Cruz County Freeway Service Patrol Program.

SUMMARY

The 2016 Safe on 17 Annual Report ([Attachment 1](#)) reviews the work done by the CHP, Caltrans, RTC and other stakeholders to improve safety on Highway 17. The 2016 Safe on 17 Program includes: CHP extra enforcement, collision and citation rate monitoring, Safe on 17 Task Force Meetings, public information and outreach, and highway safety improvements. The increase in collisions on Highway 17 over the last few years is likely due to increased driver distraction, more severe wet weather events and increases in traffic volume. RTC, CHP and Caltrans will be working to reduce the number of collisions through increased public education efforts and more targeted CHP enforcement.

Attachment

- 1: Safe on 17 Highway 17 Safety Corridor Project *2016 Annual Report*

SAFE ON 17 Highway 17 Safety Corridor

2016 Annual Report

January 1, 2016 to December 31, 2016



Safety & Service



**MTC
SAFE**



Introduction

High collision rates on Highway 17 precipitated the formation of the Safe on 17 Task Force in 1999. The task force was convened to identify conditions and behaviors contributing to collisions on the corridor and to recommend and implement solutions. The task force drew from a broad set of disciplines to assemble strategies that would reduce the high collision rate. Strategies included enhanced enforcement, engineering (capital improvements), signing and striping, public education and awareness.

The present goal of the Safe on 17 Program is to maintain the reduced collision rate average achieved during the period funded by an Office of Traffic Safety grant (1999-2002) using a combination of the original recommendations made by the task force. Engineering improvements, enhanced CHP enforcement tactics, public outreach about motorist safety, and a traffic operations system all contribute to improving safety on Highway 17. The task force also continued to collect data to measure the outcome of these efforts, benchmark progress and monitor where additional improvements may be needed. Typically, safety corridor designations expire after a few years. However, the segment of Highway 17 between Highway 1 in Santa Cruz County and Highway 9 in Santa Clara County has maintained its safety corridor designation for more than 16 years ([Attachment 1](#)).

Funding for extra CHP enforcement has been provided by the Santa Cruz County Regional Transportation Commission Service Authority for Freeway Emergencies (RTC SAFE) and the Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE) in the combined amount of \$100,000 per year since 2002.

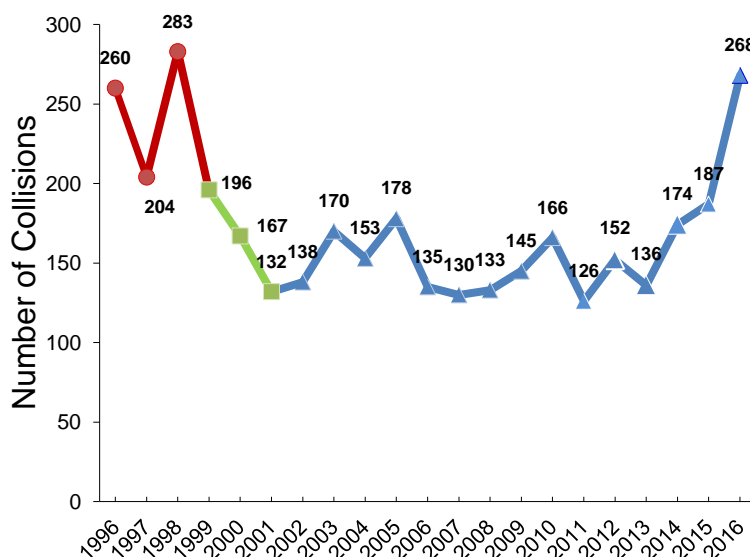
Caltrans continued to make capital improvements to Highway 17 in 2016. A couple of new projects were begun to widen shoulders and mitigate for stormwater. The Hwy 1/17 merge lane extension project was completed in 2016. All of these projects were constructed with the intent to reduce the number of collisions on Highway 17.

2016 Highway 17 Summary of Facts

- ▶ There were 2 fatal collisions and 266 injury collisions on the safety corridor in 2016.
- ▶ The total number of collisions for 2016 is 989.
- ▶ Injury collisions were highest in the wet weather months of March, October and December 2016.
- ▶ CHP wrote an average of 18 citations per day on Highway 17.

Collisions

Over the last three years, the number of injury and fatal collisions on Highway 17 has increased substantially with the increase in 2016 being the greatest since the Safe on 17 program began. Figure 1 shows the annual injury and fatal collision data between 1996 and 2016. Prior to the last three years, there was a fairly consistent downward trend in fatal and injury collisions.



In 2016, there were two fatalities and two hundred and sixty six injury collisions. The number of fatal and injury collisions for 2016 were 3% higher than the preprogram average of 249 between 1996 and 1998. This translates into 19 more fatal and injury collisions in 2016 than the preprogram average. In 2016, there were 721 property damage only collisions which is 185 more property damage only collisions on the Highway 17 Safety Corridor for 2016 compared to the preprogram average.

The most recent three-year average of fatal and injury collisions is 208, which does not meet the goal of the Task Force to maintain the reduced three-year collision rate average achieved during the OTS grant period of 165 injury and fatal collisions. A breakdown of collisions by type is provided in [Attachment 2](#).

A detailed comparison between 2016 monthly collisions and historical averages (1999-2015) is provided for both Santa Cruz and Santa Clara Counties in [Attachment 3](#). On the Santa Cruz County side of Highway 17, the highest number of total collisions (injury, property damage only and fatal) occurred in October 2016. On the Santa Clara County side, the highest number of collisions occurred in March 2016.

The reasons for the increase in collisions on Highway 17 over the last three years are likely a combination of factors. Speeding, tailgating and unsafe lane changes (also called primary collision factors) are considered to be the most frequent factors leading to collisions on Highway 17 but distracted driving is also a growing threat to road safety. Since the Safe on 17 program began in the late 1990's a number of developments have increased driver distraction. These include:

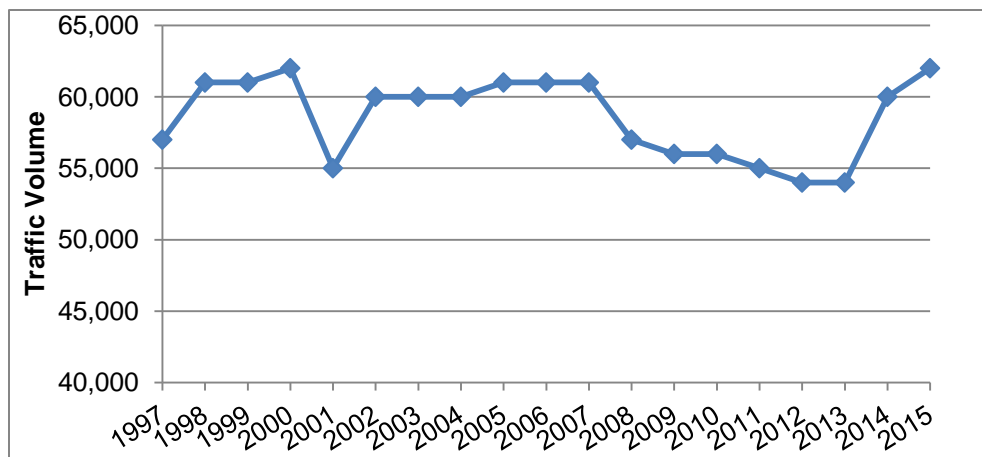
- Significantly increased cellular phone usage
- Proliferation of text messaging over cellular phones
- Availability of smart phones with access to email and many other functions
- Usage of navigation systems through a variety of devices

Due to the proven negative impacts of these additional driver distractions, laws have been passed and campaigns have been waged to curtail their effect on collisions, yet many people drive under the influence of these distractions. These additional factors can cause an upward trend in the number of collisions, and may be one of the reasons for the increased collision rate on Highway 17 for 2016.

External factors may also influence the total number of collisions. Wet weather is considered to increase traffic collisions due to wet pavement and decreased visibility. Monthly rainfall data from the University of California Cooperative Extension rain gauge at DeLaveaga Park in the City of Santa Cruz is plotted with the injury and fatal collision data for 2016 in [Attachment 4](#). Increased injury and fatal collisions coincided with the wet weather months of January, October and December. The total yearly rainfall in 2016 was 23.6 inches compared to a yearly average of 31.4 inches.

Traffic conditions are considered to be a factor in the number of collisions. Traffic conditions can be assessed in a number of ways including the Average Annual Daily Traffic (AADT). On Highway 17, the AADT estimated by Caltrans has increased in 2014 and 2015 (Figure 2)

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



since the economic decline in 2008-2009 and thus may be a factor in the increased number of collisions on Highway 17. As the economy becomes stronger, more people are driving “over the hill” on Highway 17 to get to jobs in the Bay Area. The estimated traffic volume data for 2016 is not available yet to determine if traffic volumes have continued to increase.

California’s basic speed law reminds us that as drivers, we are all responsible to drive in a manner that is reasonable and prudent with regard for weather, visibility, traffic, surface and width of the highway and that does not endanger the safety of people or property (CA Vehicle Code 22350).

Extra CHP Enforcement

Extra CHP enforcement is an essential element of the Safe on 17 Program. The extra CHP enforcement is dispatched along all of the Highway 17 Safety Corridor, which is located between the Highway 1/17 interchange in Santa Cruz County and the Highway 9/17 interchange in Santa Clara County. Increased CHP enforcement on Highway 17 prevents collision causing behavior in two ways. First, high CHP visibility on Highway 17 serves to encourage safer driving and deter traffic violations. Second, increasing the number of citations is a mechanism for encouraging motorists to adhere to the rules of the road. The Santa Cruz and San Jose CHP offer a list of overtime opportunities to their officers, which makes-up the extra enforcement on Highway 17. The number of enforcement hours per month is dependent upon CHP staffing levels, competing overtime opportunities, and training requirements. In 2016, a total of \$102,291 was spent on extra CHP enforcement and 1,080 hours of extra CHP enforcement were worked (Table 1). [Attachment 5](#) summarizes the extra enforcement by month for 2016.

Table 1: Annual Extra CHP Enforcement Hours Worked & Safe on 17 Funds Used

Year	<i>San Jose CHP</i>		<i>Santa Cruz CHP</i>	
	Extra Enforcement Hours Worked	Safe on 17 Funds Used	Extra Enforcement Hours Worked	Safe on 17 Funds Used
2003	490	\$31,197	850	\$47,913
2004	610	\$38,129	709	\$45,728
2005	601	\$39,495	730	\$49,631
2006	680	\$51,590*	636	\$47,858
2007	909	\$76,953*	565	\$49,738
2008	706	\$61,652*	737	\$68,023*
2009	591	\$47,651	399	\$36,709
2010	22	\$1,842	308	\$27,224
2011	828	\$65,970**	705	\$55,047*
2012	576	\$45,072	681	\$54,045***
2013	340	\$30,849	812	\$70,152***
2014	852	\$72,886**	643	\$58,822***
2015	437	\$40,739	399	\$39,400
2016	445	\$43,129	635	\$59,163

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

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

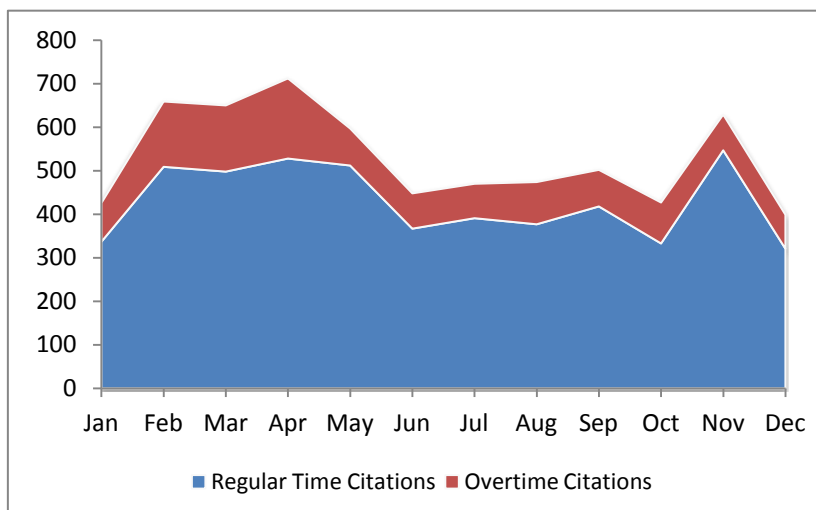
***Santa Cruz CHP was permitted to carryover any unspent funds in future years.

Due to the increase in collisions on Highway 17 over the last few years, CHP has targeted their extra enforcement hours for times of day when collisions are more likely to occur. CHP has also increased their motorcycle enforcement and are considering speed enforcement by aircraft although the tree cover along Highway 17 poses a challenge. CHP is committed to working to improve safety on this vital link “over the hill” for commuters and visitors alike.

Citations

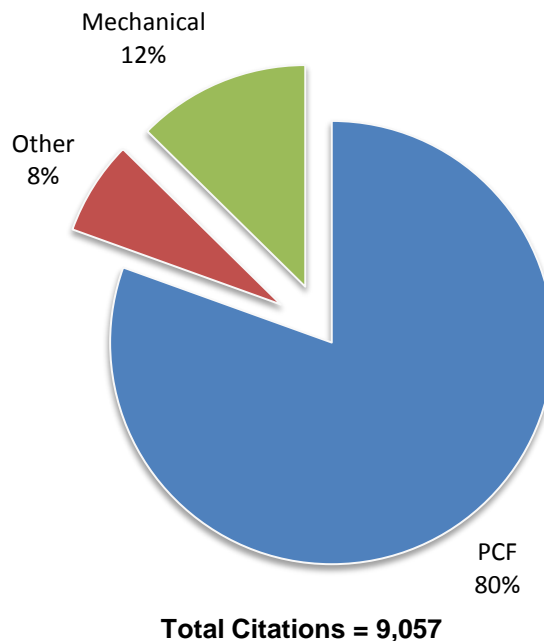
A total of 9,057 citations were issued on Highway 17 during 2016. Of these, 2,344 were given during Safe on 17 extra enforcement hours. Citations issued during overtime in 2016 made up 26% of citations. In the earlier years of the program (2003 - 2007), total citations were in the range of 11,000 to 14,500 per year. Between 2008 and 2014, total yearly citations have been on average about 9,000 to 10,000. In 2016, the total number of citations was just above 9,000.

Figure 3: 2016 Highway 17 CHP Citations by Regular & Overtime Hours



The most overtime citations per month for 2016 were given in April. Figure 3 illustrates the number of citations given during regular hours and overtime hours. [Attachment 6](#) provides a summary of annual total overtime and regular time citations and [Attachment 7](#) charts the annual citations from San Jose and Santa Cruz compared to historical averages. During extra CHP enforcement hours on Highway 17, officers focus on preventing behavior that is known to be a primary collision factor (PCF) such as speeding, tailgating or making unsafe lane changes. These focused efforts help achieve the Safe on 17 Program goal of limiting the number of injury and fatal collisions.

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



Accordingly, in 2016, 80% of all citations given on Highway 17 were for PCF violations (Figure 4).

CHP Data Reporting

As required, the Santa Cruz area and San Jose area CHP offices have been providing monthly collision and citation data since the Program's initiation (Attachment 8). The data is important for monitoring program effectiveness.

Safe on 17 Task Force Meetings

The Safe on 17 Task Force is comprised of representatives from the San Jose and Santa Cruz area CHP, Caltrans Districts 4 and 5, MTC SAFE, RTC SAFE, local legislators' offices, local media, trucking industry, local police and fire departments. In 2016, members continued to regularly attend the two scheduled meetings (March 9 and September 14) and committed to staying involved and working towards improving safety on Highway 17.

In 2016, the Task Force discussed the outcomes of the CHP's extra enforcement efforts, provided input on current Caltrans' Highway 17 projects and maintenance activities, and provided input on potential Highway 17 improvements. In addition, the Task Force routinely discusses issues related to the handling of incidents on this unique multi-jurisdictional corridor, opportunities for agency coordination, public education related to motorist safety, and Freeway Service Patrol Program activities.

Like in previous years, in 2016 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 2016, RTC SAFE, MTC SAFE, CHP and Caltrans continued to provide information to the public about driving safely on Highway 17. In 2016, 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. RTC SAFE and 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 2016, press releases were published by CHP which highlight extra enforcement efforts and educate motorists about safe driving ([Attachment 9](#)). The public was also reminded to drive safely using the changeable message signs located on Highway 17. Similar to previous years, the “Click it or Ticket”, “Slippery Roadway Reduce Speed”, “Share the Road Look Twice for Motorcyclists” and “Hands Free It’s the Law” were frequently posted messages.

In response to the increase in collisions on Highway 17, RTC, CHP and Caltrans will increase efforts to inform and educate the public on driving safely on Highway 17. Cruz511 traveler information, changeable message signs and social media will be used to get the message out about the dangers of speeding, distracted driving and other potential driving hazards.

Highway Safety Improvements

Caltrans has a comprehensive process for evaluating and constructing the projects that provide the greatest benefit to the motoring public. In 2016, Caltrans continued to make improvements to Highway 17 to improve safety including the following.

Highway 17 Shoulder Widening and Concrete Guardrail

The Highway 17 project north of Scotts Valley (between Sugarloaf and Laurel Rd) to widen the shoulder and install a concrete guardrail began in 2016. Wider shoulders allow motorists to have more room to correct themselves if they veer off the road. Wider shoulders can also provide a place for vehicles to pull off the road in an emergency and increase visibility around a curve. This project is scheduled for completion in fall 2017.

Highway 17 Storm Water Mitigation Project

This project is located between the Hwy 1/17 interchange and Sims Rd to conduct multiple storm water mitigations. The project began in 2016 and is scheduled to be completed in summer of 2020.

Highway 17 Access Management Plan

In 2016, Caltrans District 5 completed the Highway 17 Access Management Plan. Caltrans worked with Santa Cruz County, California Highway Patrol and the Santa Cruz County Regional Transportation Commission to develop a plan that identifies issues and imbalances in access and mobility on Highway 17 between Granite Creek Rd in Scotts Valley and Summit Road at the Santa Cruz/Santa Clara County line. Public Outreach was a key component of the plan. The study identified local, regional, and interregional needs through stakeholder engagement. This long term plan is needed to compete for funding to address access issues along this corridor.

Projects identified in this plan will be incorporated into the long range regional transportation plan for Santa Cruz County.

Hwy 1/17 Merge Lane Extension

The project to extend the merge lane from Highway 1 as it merges into southbound Highway 17 was completed in 2016. The extension of the merge lane provides motorists with more time to move into the appropriate lane.

Conclusion

There were two fatalities and 268 injuries on the Hwy 17 corridor during 2016. The most recent three-year annual average of injury and fatal collisions is 208, which does not meet the goal of maintaining the reduced injury and fatal collisions (165) experienced during the initial Office of Traffic Safety grant period (1999-2002). A number of factors may have contributed towards the increase in the number of collisions in 2016 including use of mobile devices while driving and increased traffic volumes.

During 2016, Caltrans continued to implement safety improvements aimed at reducing wet weather and run-off-road collisions through guardrail upgrades and shoulder widening projects. Through public education, primarily CHP Start Smart events, and Caltrans signs (both static and changeable message signs), motorists are informed to "Take it Slow" on Highway 17. Extra CHP enforcement also provides a powerful disincentive to motorists to stop behaviors that cause collisions such as speeding, tailgating and unsafe lane changes. The Safe on 17 Task Force members continue to work collaboratively to identify and address factors that will have the greatest influence on reducing the number of collisions.

Attachments

- Attachment 1: Highway 17 Safety Corridor Map
- Attachment 2: Summary of Annual Highway 17 Collision Data
- Attachment 3: 2014 Highway 17 Monthly Collision Data
- Attachment 4: 2014 Monthly Collision and Rainfall Trends
- Attachment 5: Summary of Extra CHP Enforcement Hours
- Attachment 6: Summary of Annual Highway 17 Citation Data
- Attachment 7: 2014 Highway 17 Monthly Citation Data
- Attachment 8: CHP Collision and Citation Data Tables for Highway 17
- Attachment 9: CHP Press Releases Regarding Highway Safety

Sources:

CA Vehicle Code 22350, Basic Speed Law, Retrieved from <https://www.dmv.ca.gov/portal/dmv/detail/pubs/vctop/vc/d11/c7/a1/22350> on Jul 11, 2017.

California Highway Patrol. 2016. *SWITRS*. Provided by San Jose and Santa Cruz CHP.

Caltrans. 2015. *Traffic Counts*. Retrieved from <http://traffic-counts.dot.ca.gov/> on July 11, 2017.

University of California, Cooperative Extension, Delaveaga Park Rainfall Record, Monthly Total Precipitation. Retrieved from

<http://cesantacruz.ucanr.edu/about/weather/?weather=station&station=104> on July 11, 2017.

Highway 17 Safety Corridor



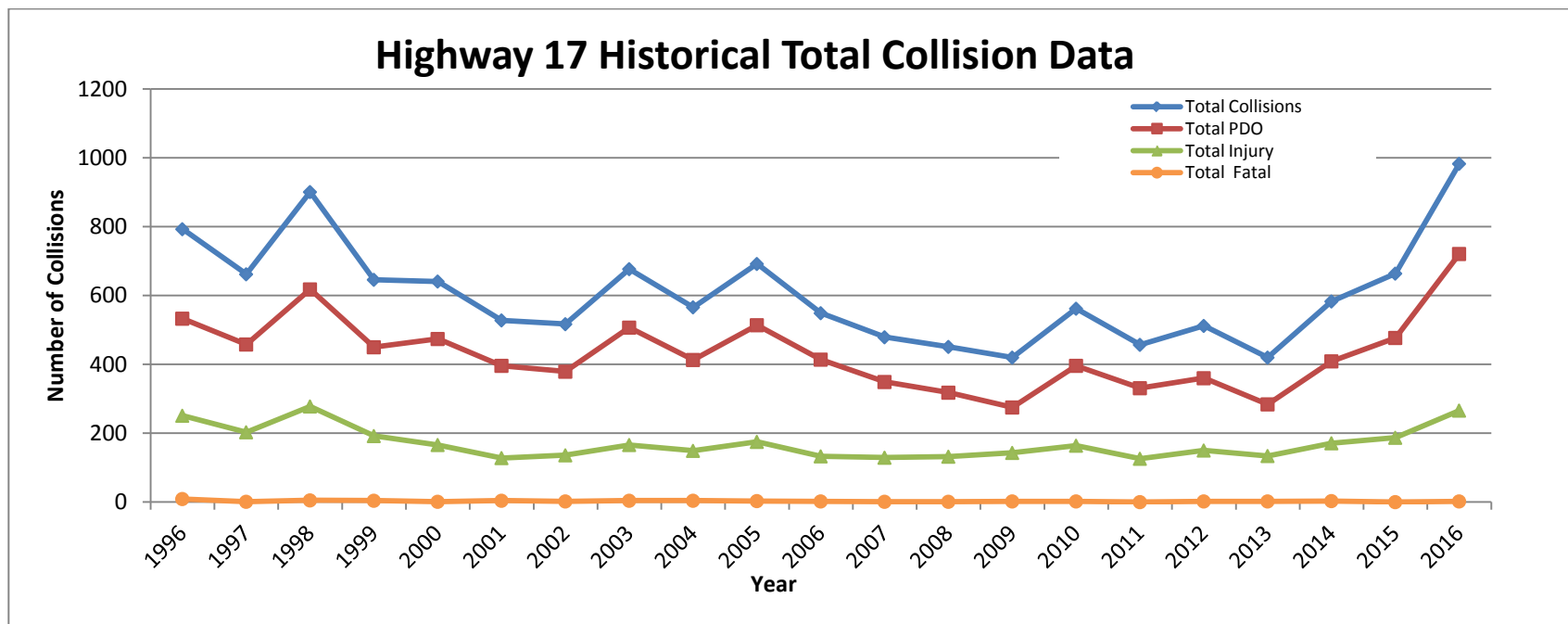
Attachment 2 Highway 17 Annual Collision Data

HIGHWAY 17 COLLISION DATA 1996-2016

Year	1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC		
PDO*	257	276	196	262	306	312	234	216	240	234	175	221	145	234	165	342	148	265	155	359	135	279	119	230	121	197	123	152	144	252	149	182	135	225	133	151	178	231	237	240	259	462
Injury	123	128	88	115	129	149	101	91	74	92	48	80	45	91	53	113	67	82	52	123	49	84	44	85	58	74	36	107	61	103	42	84	42	108	65	69	62	109	94	93	121	145
Fatal	5	4	0	1	0	5	0	4	1	0	2	2	0	2	0	4	3	1	0	3	1	1	0	1	1	0	2	1	1	0	0	1	1	1	1	2	1	0	0	2	0	
Total	385	408	284	378	435	466	335	311	315	326	225	303	190	327	218	459	218	348	207	485	185	364	163	316	180	271	159	261	206	356	191	266	178	334	199	221	242	341	331	333	382	607
Total Collisions	793	662	901	646	641	528	517	677	566	692	549	479	451	420	562	457	512	420	583	664	989																					
Hwy 17 Injury and Fatal Collisions	260	204	283	196	167	132	138	170	153	178	135	130	133	145	166	126	152	136	174	187	268																					

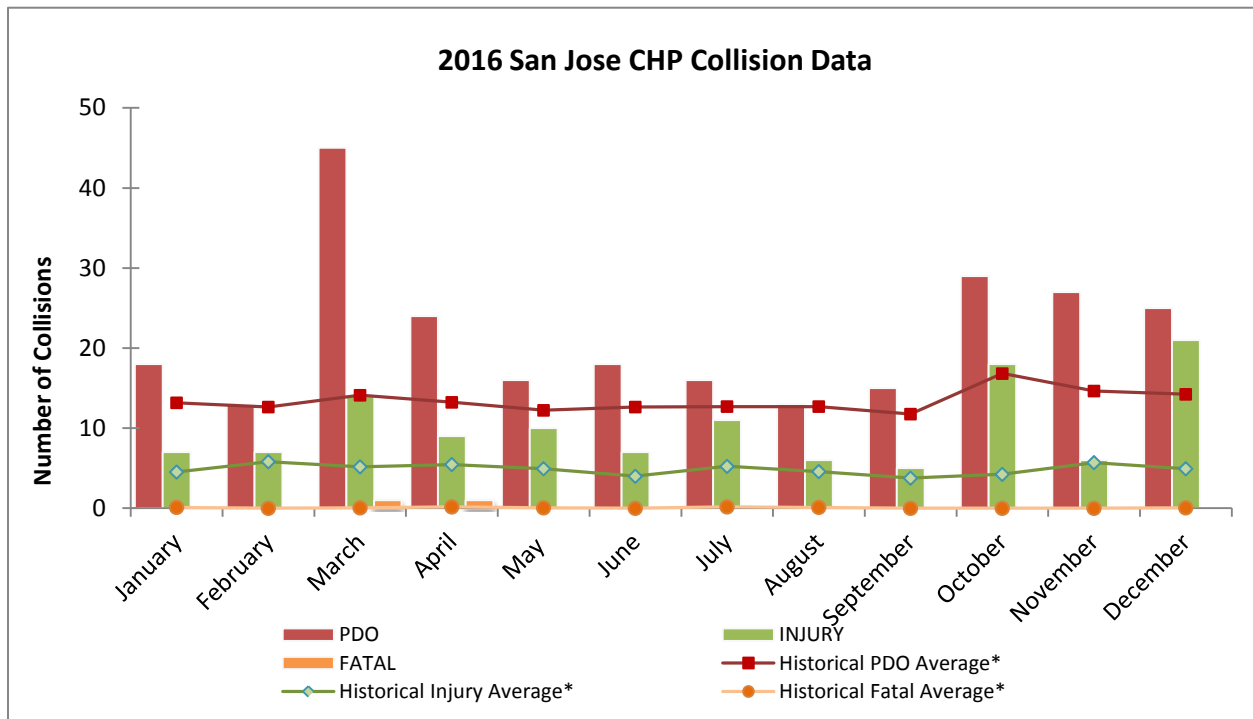
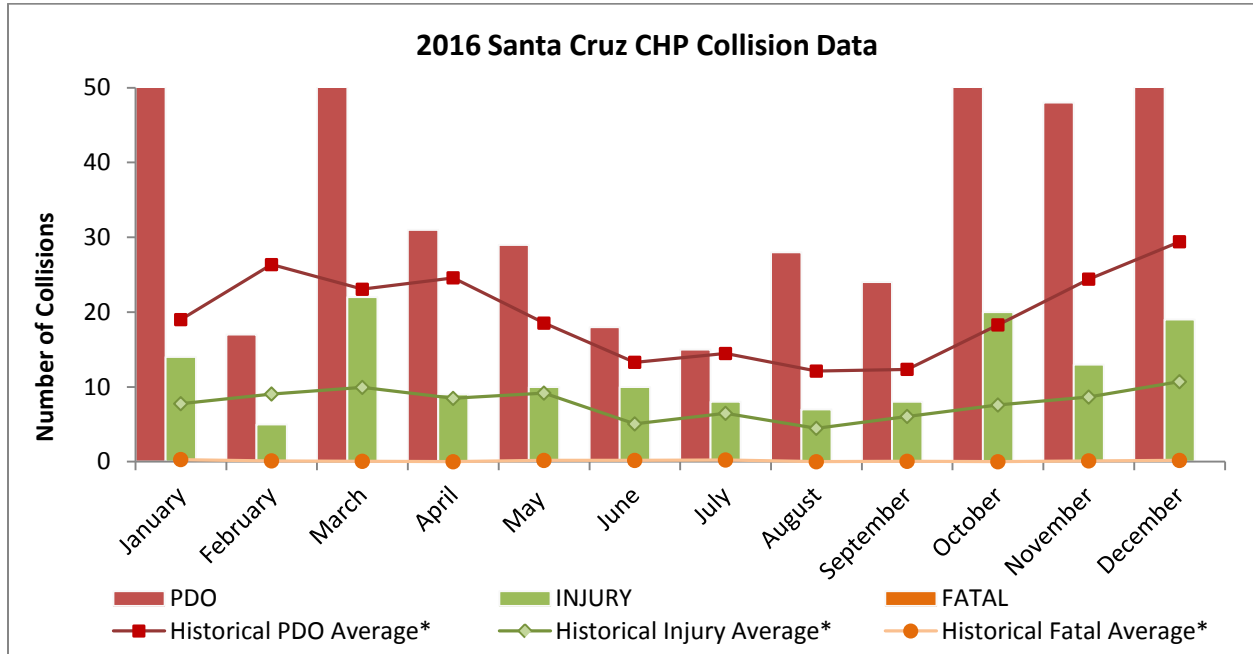
*PDO=Property Damage Only

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



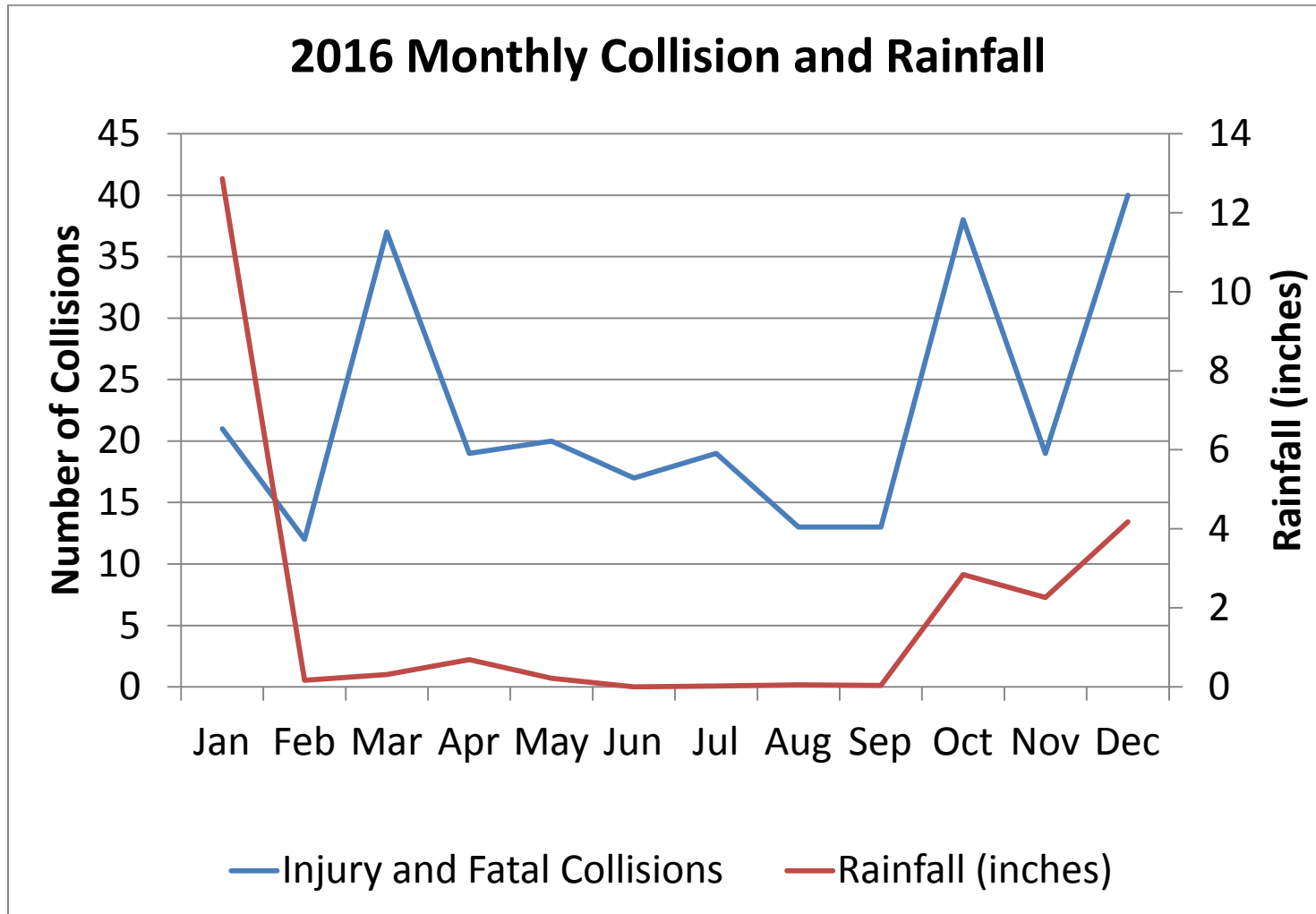
Attachment 3

2016 Highway 17 Monthly Collision Data



*Historical monthly averages starting from 1999, when Safe on 17 was implemented, thru 2015

Attachment 4

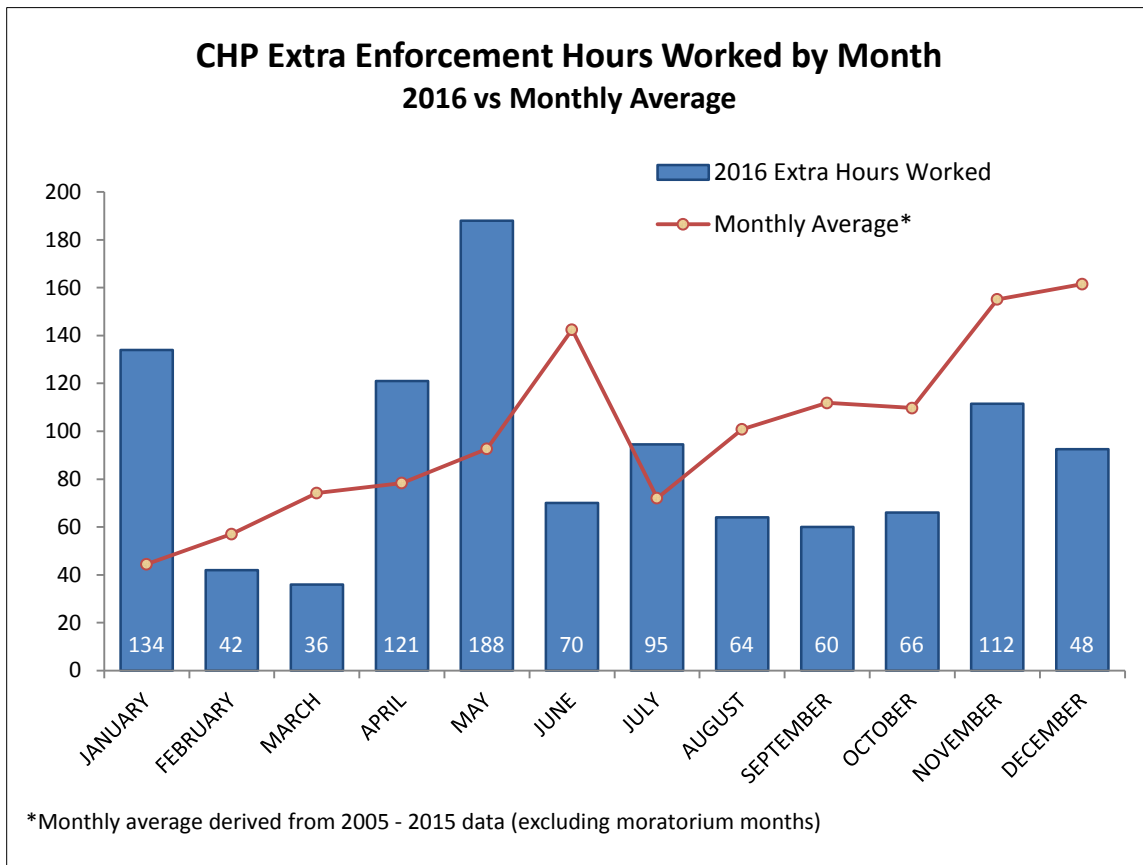


Attachment 5

TOTAL CALIFORNIA HIGHWAY PATROL EXTRA ENFORCEMENT HOURS WORKED

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
JANUARY	30	43	6	84	30.5	32	0	84	49	48	38	134
FEBRUARY	28	47	98	48	0	24	0	114.5	92	72	47	42
MARCH	48	34	114.5	82.5	0	28	170	102	105	148	80	36
APRIL	82	55	42	20	36	28	320	106.5	185.5	148	81	121
MAY	82	24	158.5	3	66	42.5	266.5	128	172	100	151	188
JUNE	101	207	167	50	28	66	112	198	139.5	419	49	70
JULY	124	96.75	108	90	52.25	32.5	109	0	86.5	32	62	94.5
AUGUST	164	59.5	112	141.5	150.5	51	139	6	108.75	113	64	64
SEPTEMBER	174.5	68	68.5	41.5	238	25.5	136.5	135	97	159.7	86	60
OCTOBER	107.5	415	30	55	89.5	0	89	130	42	81	58	66
NOVEMBER	140	187	297.5	206	248	0	100	124	75	102	72	111.5
DECEMBER	249.5	79	272	621	50.5	0	86	129	0	80	48	92.5
TOTAL	1,331	1,315	1,474	1,443	989	330	1,528	1,257	1,152	1,503	836	1,080

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



Attachment 6

SAFE on 17 ANNUAL HIGHWAY 17 CITATION DATA

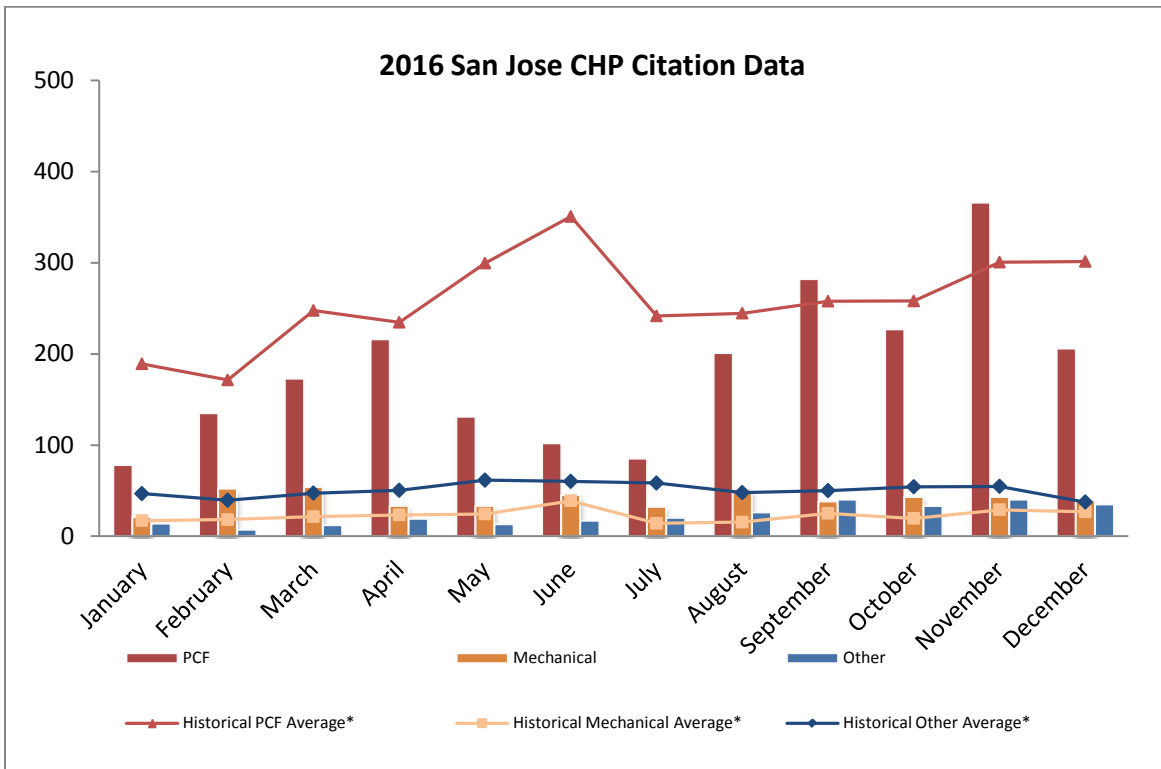
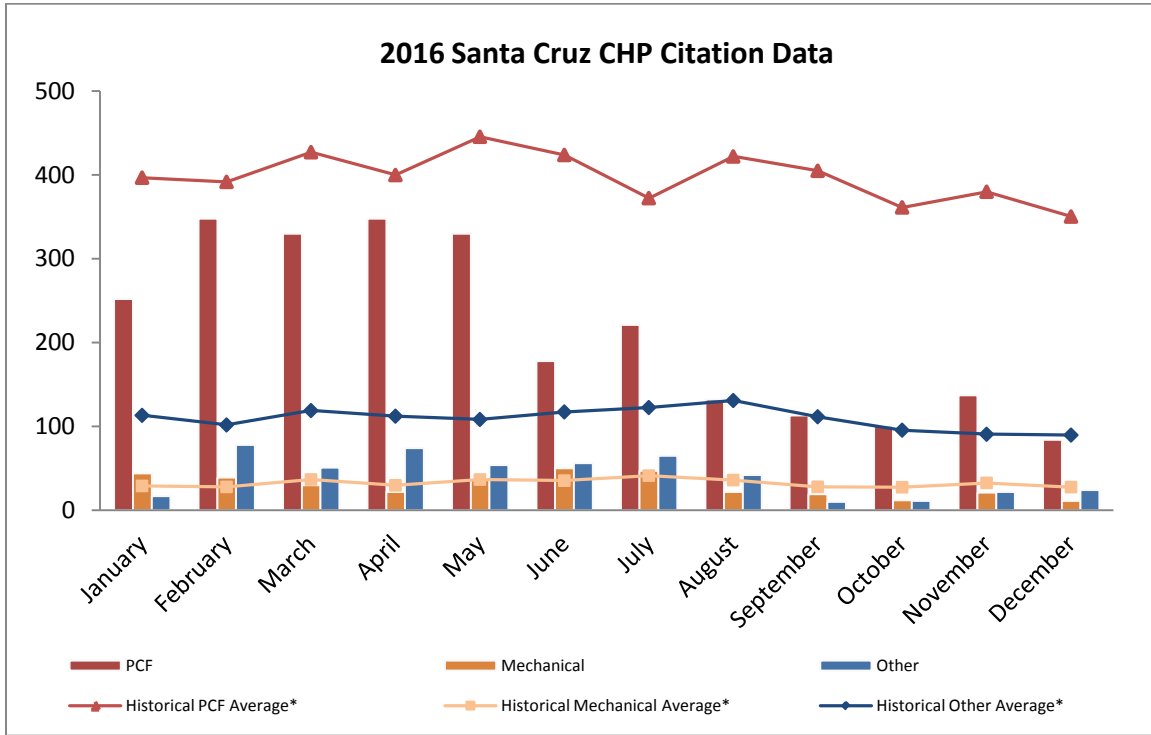
Year	2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC
Regular Time PCF	2,766	3,666	2,809	5,994	2,995	5,766	2,884	4,627	2,871	3,772	2,169	3,420	2,282	4,298	1,706	4,304	1,182	5,372	2,218	4,350	2,416	4,289	1,910	3,444	1,193	3,085	1,607	2,149
Regular Time Other	1,415	2,525	1,186	2,659	942	1,964	727	2,048	307	1,466	406	798	502	917	362	760	192	649	240	835	173	505	223	350	123	293	240	468
Regular Time Mechanical	56	286	92	180	49	676	85	298	44	405	69	421	82	165	54	394	175	206	437	202	364	455	343	443	293	400	361	313
Regular Time Total	4,237	6,477	4,087	8,833	3,986	8,406	3,696	6,973	3,222	5,643	2,644	4,639	2,866	5,380	2,122	5,458	1,549	6,227	2,895	5,387	2,953	5,249	2,476	4,237	1,609	3,811	2,208	2,930
OT PCF	1,517	345	706	359	769	448	770	448	1,360	378	1,181	507	837	171	50	221	672	452	640	577	387	802	1,273	583	697	450	595	425
OT Other	149	220	133	376	192	128	35	201	61	103	53	48	21	24	0	40	94	52	136	78	83	40	122	46	26	21	36	36
OT Mechanical	20	8	11	31	17	61	66	7	122	34	100	58	202	4	0	6	148	14	210	19	133	88	246	74	139	19	123	40
OT Total	1,686	573	850	766	978	637	871	656	1,543	515	1,334	613	1,060	199	50	267	914	518	986	674	603	930	1,641	703	862	490	754	501
<i>PCF Regular Time Total</i>	6,432		8,803		8,761		7,511		6,643		5,589		6,580		6,010		6,554		6,568		6,705		5,354		4,278		3,756	
PCF OT Total	1,862		1,065		1,217		1,218		1,738		1,688		1,008		271		1,124		1,217		1,189		1,856		1,147		1,020	
<i>PCF Total</i>	8,294		9,868		9,978		8,729		8,381		7,277		7,588		6,281		7,678		7,785		7,894		7,210		5,425		4,776	
Citation Regular Time Total	10,714		12,920		12,392		10,669		8,865		7,283		8,246		7,580		7,776		8,282		8,202		6,713		5,420		5,138	
Citation OT Total	2,259		1,616		1,615		1,527		2,058		1,947		1,259		317		1,432		1,660		1,533		2,344		1,352		1,255	
Citation Total	12,973		14,536		14,007		12,196		10,923		9,230		9,505		7,897		9,208		9,942		9,735		9,057		6,772		6,393	

PCF = Primary Collision Factor

OT = Overtime

Attachment 7

2016 Highway 17 Monthly Citation Data



*Historical averages are calculated from 2003 (Safe on 17 program implementation) thru 2015

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

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
JANUARY	PDO	40	28	17	14	18	26	21	32	34	19	22	16	24	11	11	11	9	10	56
	INJURY	27	10	8	5	9	12	6	6	10	9	6	9	13	9	10	3	3	4	14
	FATAL	1	1	0	0	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0
	TOTAL	68	39	25	19	27	39	27	38	44	28	28	26	38	20	21	14	13	14	70
FEBRUARY	PDO	36	19	43	14	17	35	41	45	25	28	31	16	20	15	23	8	32	36	17
	INJURY	6	9	9	5	4	9	16	17	4	10	9	15	4	7	10	5	14	7	5
	FATAL	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	42	29	52	19	21	44	58	62	29	38	40	31	24	22	33	13	46	43	22
MARCH	PDO	21	25	26	22	29	23	11	38	35	18	17	13	26	26	30	16	20	17	55
	INJURY	11	12	6	5	11	9	7	16	14	2	6	13	7	14	20	6	13	8	22
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	TOTAL	32	37	32	27	40	32	18	54	49	20	23	26	33	40	51	22	33	25	77
APRIL	PDO	39	27	13	24	22	59	16	45	41	22	20	18	28	18	15	13	19	18	31
	INJURY	14	8	9	5	7	16	4	11	11	7	10	12	6	4	9	10	8	7	9
	FATAL	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	54	35	22	29	29	75	20	56	52	29	30	30	34	22	24	23	27	25	40
MAY	PDO	43	13	25	19	13	24	15	39	16	24	10	12	26	18	11	11	16	23	29
	INJURY	25	9	15	13	7	11	5	13	8	9	5	16	8	7	6	8	9	7	10
	FATAL	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	TOTAL	69	23	40	33	20	35	20	52	25	33	15	28	34	25	17	19	25	30	39
JUNE	PDO	23	12	15	14	11	23	6	24	13	15	10	13	11	9	14	11	11	14	18
	INJURY	11	5	3	2	6	4	2	3	6	1	6	6	4	9	10	9	6	4	10
	FATAL	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
	TOTAL	35	17	18	17	17	28	8	27	19	16	16	19	15	18	24	21	17	18	28
JULY	PDO	19	8	15	14	20	18	14	9	16	18	14	10	11	19	24	9	12	15	15
	INJURY	5	7	7	8	5	4	5	5	4	4	6	6	9	5	9	10	9	7	8
	FATAL	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0
	TOTAL	24	16	22	22	25	23	19	15	20	23	20	16	20	24	33	19	21	22	23
AUGUST	PDO	14	11	22	10	5	17	20	6	16	11	15	8	11	11	9	8	12	14	28
	INJURY	10	2	7	7	4	7	7	4	5	4	4	1	5	2	4	4	5	4	7
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	24	13	29	17	9	24	27	10	21	15	19	9	16	13	13	12	17	18	35
SEPTEMBER	PDO	24	16	20	16	12	12	13	4	13	9	5	8	11	7	14	14	22	14	24
	INJURY	13	4	8	4	8	1	6	6	4	3	9	7	7	7	4	5	9	11	8
	FATAL	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	38	20	28	20	21	13	19	10	17	12	14	15	18	14	18	19	31	25	32
OCTOBER	PDO	17	15	13	20	16	17	44	27	13	21	13	9	12	25	15	17	19	15	89
	INJURY	4	11	8	2	5	9	6	12	3	9	3	5	13	8	10	4	14	7	20
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	21	26	21	22	21	26	50	39	16	30	16	14	25	33	25	21	33	22	109
NOVEMBER	PDO	31	29	16	26	23	28	21	47	36	11	19	13	27	16	29	20	39	15	48
	INJURY	10	10	8	13	10	9	8	13	12	8	5	7	11	6	8	3	10	6	13
	FATAL	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	41	39	24	39	34	38	29	60	48	19	24	20	38	22	37	23	49	21	61
DECEMBER	PDO	5	13	9	28	48	60	43	43	21	34	21	16	45	7	30	13	20	49	52
	INJURY	13	4	4	11	15	22	10	17	3	19	5	10	16	6	8	2	9	21	19
	FATAL	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
	TOTAL	18	17	13	39	63	82	53	62	24	53	26	27	61	13	38	15	29	70	71
TOTAL PDO:		312	216	234	221	234	342	265	359	279	230	197	152	252	182	225	151	231	240	462
TOTAL INJURY:		149	91	92	80	91	113	82	123	84	85	74	107	103	84	108	69	109	93	145
TOTAL FATALITIES:		5	4	0	2	2	4	1	3	1	1	0	2	1	0	1	1	1	0	0
TOTAL COLLISIONS:		466	311	326	303	327	459	348	485	364	316	271	261	356	266	334	221	341	333	607

Santa Cruz CHP SR-17 Citation Summary

		Regular Citations										Overtime Citations									
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2008	2009	2010	2011	2012	2013	2014	2015	2016		
JANUARY	PCF	129	261	287	396	401	368	413	354	201	0	0	32	0	49	6	56	0	51		
	Other	106	92	68	84	68	69	43	26	15	0	0	5	0	6	0	5	0	2		
	Mechanical	3	21	16	30	21	17	73	44	41	0	0	0	0	0	0	12	0	3		
	TOTAL	238	374	371	510	490	454	529	424	257	0	0	37	0	55	6	73	0	56		
FEBRUARY	PCF	166	271	303	420	478	309	325	253	286	40	0	24	0	43	52	55	74	62		
	Other	52	59	65	70	68	63	22	18	68	2	1	5	0	7	2	1	2	10		
	Mechanical	29	7	10	19	19	23	38	51	37	1	0	0	0	1	5	2	3	2		
	TOTAL	247	337	378	509	565	395	385	322	391	43	1	29	0	51	59	58	79	74		
MARCH	PCF	252	262	322	351	422	354	273	341	286	33	0	16	14	46	57	50	51	44		
	Other	66	73	44	42	86	111	29	33	46	7	0	3	0	4	4	4	2	5		
	Mechanical	32	19	21	29	11	20	40	38	27	5	0	1	0	5	11	11	2	3		
	TOTAL	350	354	387	422	519	485	342	412	359	45	0	20	14	55	72	65	54	52		
APRIL	PCF	191	312	324	431	283	365	346	290	278	31	39	38	56	40	112	61	75	70		
	Other	56	63	86	49	88	29	22	22	72	8	7	3	6	7	1	4	2	2		
	Mechanical	24	11	36	23	15	16	36	30	20	7	2	0	0	0	2	10	6	2		
	TOTAL	271	386	446	503	386	410	404	375	370	46	48	41	62	47	115	75	83	74		
MAY	PCF	233	454	429	505	455	444	375	310	296	35	31	24	64	84	112	50	32	34		
	Other	78	85	46	82	77	27	22	32	54	10	3	12	4	9	8	1	3	0		
	Mechanical	47	22	69	14	25	45	22	33	34	4	1	2	0	5	16	2	3	2		
	TOTAL	358	561	544	601	557	516	419	375	384	49	35	38	68	98	136	53	38	36		
JUNE	PCF	271	483	523	391	291	339	303	154	152	38	25	31	36	47	85	51	0	26		
	Other	88	73	42	68	58	29	33	21	54	3	2	6	8	5	6	5	0	2		
	Mechanical	39	9	68	3	13	65	24	55	46	6	0	2	0	1	14	7	0	4		
	TOTAL	398	565	633	462	362	433	360	230	252	47	27	39	44	53	105	63	0	32		
JULY	PCF	266	396	446	378	288	331	220	245	159	7	26	27	49	0	64	38	75	62		
	Other	74	82	38	67	69	35	21	31	62	1	1	2	8	0	4	4	5	3		
	Mechanical	59	7	82	4	8	74	34	50	33	2	0	1	0	0	24	10	2	14		
	TOTAL	399	485	566	449	365	440	275	326	254	10	27	30	57	0	92	52	82	79		
AUGUST	PCF	266	470	498	585	317	477	317	289	106	18	4	15	51	7	107	61	30	26		
	Other	47	89	84	35	78	32	56	27	41	2	0	3	5	4	4	8	1	1		
	Mechanical	27	17	24	18	25	34	55	23	21	3	0	0	2		6	7	0	1		
	TOTAL	340	576	606	638	420	543	428	339	168	23	4	18	58	11	117	76	31	28		
SEPTEMBER	PCF	265	424	389	472	334	338	240	284	99	22	5	14	46	74	83	47	55	14		
	Other	24	105	95	37	58	31	43	31	7	2	3	1	5	14	0	4	3	3		
	Mechanical	43	18	32	18	19	31	45	36	19	1	0	0	1	5	1	6	0	0		
	TOTAL	332	547	516	527	411	400	328	351	125	25	8	15	52	93	84	57	58	17		
OCTOBER	PCF	337	322	307	540	457	381	224	229	88	30	19	0	44	87	63	30	58	13		
	Other	30	79	47	47	57	24	31	33	9	2	3	0	11	10	4	4	3	2		
	Mechanical	43	9	10	14	15	41	32	36	10	3	0	0	2	2	2	2	3	2		
	TOTAL	410	410	364	601	529	446	287	298	116	35	22	0	57	99	69	36	64	17		
NOVEMBER	PCF	590	270	267	449	327	319	238	199	123	134	11	0	49	63	61	59	0	14		
	Other	48	53	80	25	53	31	24	6	16	7	3	0	4	3	7	5	0	6		
	Mechanical	75	10	15	18	17	47	28	2	16	15	1	0	5	0	7	5	0	5		
	TOTAL	713	333	362	492	397	397	290	207	155	156	15	0	58	66	75	69	0	20		
DECEMBER	PCF	454	373	209	454	297	264	170	137	75	119	11	0	43	37	0	25	0	9		
	Other	45	64	65	43	75	24	4	13	24	4	1	0	1	9	0	1	0	0		
	Mechanical	84	15	11	16	14	42	16	2	9	11	0	0	4	0	0	0	0	2		
	TOTAL	583	452	285	513	386	330	190	152	108	134	12	0	48	46	0	26	0	11		

ANNUAL TOTALS: 4639 5380 5458 6227 5387 5249 4237 3811 2939

ANNUAL TOTALS: 613 199 267 518 674 930 703 489 496

Attachment 8-2 San Jose Area CHP Collision Summary for SR-17

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
JANUARY	PDO	53	25	24	13	9	12	18	11	19	11	8	5	9	17	6	8	14	15	18
	INJURY	17	15	8	2	2	5	8	3	2	6	5	4	4	3	3	0	3	4	7
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
	TOTAL	70	40	32	15	11	17	27	14	21	17	13	9	13	20	9	8	18	19	25
FEBRUARY	PDO	31	23	32	7	11	8	11	10	7	14	14	12	6	11	8	15	16	10	13
	INJURY	6	14	10	2	5	2	7	5	4	6	6	6	5	2	3	6	7	9	7
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	37	37	42	9	16	10	18	15	11	20	20	18	11	13	11	21	23	19	20
MARCH	PDO	29	18	20	20	5	17	10	19	13	11	5	14	11	17	12	14	12	22	45
	INJURY	18	9	7	5	5	5	9	3	3	3	3	2	5	4	1	8	7	9	14
	FATAL	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	TOTAL	47	27	28	25	10	22	19	22	16	14	8	16	16	21	13	22	19	31	60
APRIL	PDO	27	15	23	12	16	16	9	11	15	5	8	10	9	10	16	10	14	26	24
	INJURY	11	7	3	3	4	7	5	4	7	7	3	5	6	3	5	9	8	7	9
	FATAL	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	1
	TOTAL	35	22	26	15	20	23	14	15	23	12	12	15	15	13	22	19	22	33	34
MAY	PDO	40	16	27	16	9	5	13	13	10	5	5	16	11	10	11	2	14	25	16
	INJURY	14	3	10	5	3	2	6	6	7	0	7	5	4	4	2	5	5	10	10
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	54	19	37	21	12	7	20	19	17	5	12	21	15	14	13	7	19	35	26
JUNE	PDO	19	16	17	12	17	10	6	9	13	9	3	13	15	16	20	12	8	19	18
	INJURY	13	7	4	3	4	3	4	3	2	3	4	2	3	4	4	5	4	9	7
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	32	23	21	15	21	13	10	12	15	12	7	15	18	20	24	17	12	28	25
JULY	PDO	10	16	18	12	15	13	17	15	10	9	8	7	16	14	5	12	14	15	16
	INJURY	10	7	5	4	4	4	6	1	5	3	6	2	7	5	8	6	6	10	11
	FATAL	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
	TOTAL	20	23	23	17	19	17	23	16	15	12	14	9	24	19	13	18	21	25	27
AUGUST	PDO	19	23	14	13	15	12	9	13	9	13	10	9	8	14	10	15	11	18	13
	INJURY	4	7	5	7	3	6	4	2	1	2	7	2	8	6	4	6	3	5	6
	FATAL	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	23	30	19	21	18	18	14	15	10	15	17	11	16	20	14	21	14	23	19
SEPTEMBER	PDO	21	12	20	21	3	11	10	6	5	8	10	7	10	9	13	18	17	20	15
	INJURY	6	6	10	4	4	5	4	3	0	1	2	0	4	1	4	5	3	8	5
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	27	18	30	25	7	16	14	9	5	9	12	7	14	10	17	23	20	28	20
OCTOBER	PDO	12	27	14	18	12	19	17	21	13	14	10	8	30	14	12	6	26	25	29
	INJURY	11	4	2	7	2	2	5	8	5	6	3	3	2	5	3	5	4	6	18
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	23	31	16	25	14	21	22	29	18	20	13	11	32	19	15	11	30	31	47
NOVEMBER	PDO	38	31	16	16	10	22	12	11	11	7	20	11	12	9	12	14	17	18	27
	INJURY	12	15	4	1	4	6	3	8	6	3	9	1	6	4	4	7	7	9	6
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	50	46	20	17	14	28	15	19	17	10	29	12	18	13	16	21	24	27	33
DECEMBER	PDO	10	12	15	15	23	20	16	16	10	13	20	11	7	8	10	7	15	24	25
	INJURY	7	7	6	5	5	6	6	6	7	4	3	4	7	1	1	3	5	8	21
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
	TOTAL	17	19	21	20	28	26	22	22	17	17	23	15	14	9	11	11	20	32	46
TOTAL PDO:		306	234	240	175	145	165	148	155	135	119	121	123	144	149	135	133	178	237	259
TOTAL INJURY:		129	101	74	48	45	53	67	52	49	44	58	36	61	42	42	65	62	94	121
TOTAL FATALITIES:		0	0	1	2	0	0	3	0	1	0	1	0	1	0	1	1	2	0	2
TOTAL COLLISIONS:		435	335	315	225	190	218	218	207	185	163	180	159	206	191	178	199	242	331	382

San Jose Area CHP SR-17 Citation Summary

		Regular Citations										Overtime Citations									
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2008	2009	2010	2011	2012	2013	2014	2015	2016		
JANUARY	PCF	172	102	126	96	150	279	158	69	58	129	0	0	0	33	1	0	46	20		
	Other	37	26	20	32	40	25	14	21	12	29	0	0	0	7	49	0	1	2		
	Mechanical	8	5	2	3	13	13	42	34	10	11	0	0	0	21	19	0	8	11		
	TOTAL	217	133	148	131	203	317	214	124	80	169	0	0	0	61	69	0	55	33		
FEBRUARY	PCF	95	78	109	94	211	284	59	138	80	0	0	0	0	43	75	0	62	55		
	Other	26	34	23	7	14	7	13	12	6	0	0	0	0	16	3	0	1	1		
	Mechanical	6	1	4	2	26	48	20	33	32	0	0	0	0	20	17	0	19	20		
	TOTAL	127	113	136	103	251	339	92	183	118	0	0	0	0	79	95	0	82	76		
MARCH	PCF	158	115	114	101	154	276	220	137	103	80	0	0	85	38	58	159	60	70		
	Other	29	32	6	15	19	13	32	11	10	3	0	0	20	7	1	4	1	2		
	Mechanical	12	6	1	10	38	42	30	19	26	14	0	0	14	13	13	21	5	28		
	TOTAL	199	153	121	126	211	331	282	167	139	97	0	0	119	58	72	184	66	100		
APRIL	PCF	154	121	110	199	114	223	240	114	122	0	0	0	185	59	82	102	62	94		
	Other	31	40	28	9	20	11	30	14	16	0	0	0	31	7	11	14	4	3		
	Mechanical	1	4	2	42	49	43	26	25	20	0	0	0	11	25	30	14	9	13		
	TOTAL	186	165	140	250	183	277	296	153	158	0	0	0	227	91	123	130	75	110		
MAY	PCF	176	252	242	154	165	324	201	152	91	0	0	0	119	89	93	74	71	40		
	Other	36	88	30	36	32	13	16	14	12	0	0	0	1	17	13	6	5	1		
	Mechanical	3	13	6	33	32	35	42	28	25	0	0	0	21	14	21	16	18	8		
	TOTAL	215	353	278	223	229	372	259	194	128	0	0	0	141	120	127	96	94	49		
JUNE	PCF	90	153	267	91	267	197	233	114	70	0	0	50	33	177	78	691	107	32		
	Other	32	29	42	12	40	23	15	8	15	0	0	0	0	19	6	78	6	2		
	Mechanical	1	10	6	11	57	58	29	38	30	0	0	0	5	47	33	145	30	15		
	TOTAL	123	192	315	114	364	278	277	160	115	0	0	50	38	243	117	914	143	49		
JULY	PCF	201	169	174	87	135	155	73	48	85	129	153	0	39	0	0	0	43	0		
	Other	24	32	46	18	14	10	21	6	20	1	2	0	3	0	0	0	2	0		
	Mechanical	3	2	6	7	16	25	34	25	32	1	5	0	12	0	0	0	7	0		
	TOTAL	228	203	226	112	165	190	128	79	137	131	160	0	54	0	0	0	52	0		
AUGUST	PCF	249	248	124	76	178	154	200	57	145	204	0	0	42	0	0	74	30	56		
	Other	35	36	32	21	9	10	21	9	23	1	0	0	4	0	0	4	1	3		
	Mechanical	6	2	8	18	21	18	31	26	41	8	0	0	8	0	0	13	10	10		
	TOTAL	290	286	164	115	208	182	252	92	209	213	0	0	54	0	0	91	41	69		
SEPTEMBER	PCF	80	300	125	37	194	193	146	115	226	0	285	0	68	49	0	47	82	56		
	Other	28	58	42	13	14	11	13	5	34	0	8	0	12	4	0	10	0	6		
	Mechanical	2	12	7	21	35	18	30	20	33	0	69	0	19	36	0	13	10	5		
	TOTAL	110	370	174	71	243	222	189	140	293	0	362	0	99	89	0	70	92	67		
OCTOBER	PCF	105	223	115	101	175	98	167	70	159	0	52	0	49	45	0	49	61	68		
	Other	26	45	27	17	17	24	23	8	28	0	2	0	2	48	0	2	3	5		
	Mechanical	2	10	7	11	55	18	28	10	39	0	30	0	15	2	0	9	2	4		
	TOTAL	133	278	149	129	247	140	218	88	226	0	84	0	66	95	0	60	66	77		
NOVEMBER	PCF	63	371	79	56	277	116	116	93	320	18	347	0	45	45	0	34	53	46		
	Other	40	69	17	2	16	20	17	10	34	0	9	0	11	5	0	1	0	6		
	Mechanical	2	13	1	5	34	26	20	25	38	0	98	0	16	13	0	11	10	5		
	TOTAL	105	453	97	63	327	162	153	128	392	18	454	0	72	63	0	46	63	57		
DECEMBER	PCF	626	150	121	90	198	117	97	86	148	621	0	0	7	62	0	43	20	58		
	Other	62	13	49	10	5	6	8	5	30	19	0	0	10	6	0	3	2	5		
	Mechanical	23	4	4	12	61	20	11	10	35	66	0	0	27	19	0	4	11	4		
	TOTAL	711	167	174	112	264	143	116	101	213	706	0	0	44	87	0	50	33	67		

ANNUAL TOTALS: 2644 2866 2122 1549 2895 2953 2476 1609 2208

ANNUAL TOTALS: 1334 1060 50 914 986 603 1641 862 754

Attachment 9

CHP Press Releases

Grant to Help CHP With Speed and Aggressive Driving

 www.chp.ca.gov/PressReleases/Pages/Grant-to-Help-CHP-with-Speed-and-Aggressive-Driving.aspx

SACRAMENTO, Calif. – Mistakes made behind the wheel of a vehicle can be costly and life changing. To emphasize the message and save lives, the California Highway Patrol (CHP) will utilize a federal grant to implement a yearlong statewide campaign aimed at reducing the number of collisions associated with aggressive driving.

"Speed is the number one cause of traffic collisions in California," CHP Commissioner Joe Farrow said. "With the help of this grant, the CHP plans to address this issue by educating motorists of the dangers associated with aggressive driving and providing a more visible presence for improved behavior."

Speed, coupled with aggressive driving, consistently contributes to the vast majority of serious collisions in California. In Fiscal Year 2013-2014, speed was a factor in approximately 43 percent of all fatal and injury collisions in the state. That year, more than 27,294 speed-related collisions resulted in the death of more than 304 people and the injury of more than 39,720 others.

With the support of a federal traffic safety grant, Regulate Aggressive Driving and Reduce Speed (RADARS), the CHP will educate motorists about the dangers of aggressive driving and actively enforce aggressive driving laws. The main goal of RADARS is to achieve a five percent reduction in the number of fatal and injury traffic collisions in which speed, improper turning, and driving on the wrong side of the road are primary collision factors. The RADARS program will also focus on street racing and sideshows. To achieve these goals, the CHP will combine enhanced enforcement with an active public awareness campaign.

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

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CHP Sets Sights on Reducing Teen Distracted Driving

 www.chp.ca.gov/PressReleases/Pages/CHP-Sets-Sights-on-Reducing-Teen-Distracted-Driving.aspx

SACRAMENTO, Calif. – Drivers encounter frequent distractions from their cellular telephones, interacting with passengers, and much more, all of which affect their driving ability and pose a significant danger of car crashes. Teens are at even greater risk of being involved in a collision caused by distracted driving because of peer pressure to stay connected via text and cellular telephones. The California Highway Patrol (CHP) has partnered with Impact Teen Drivers (ITD) to assist in eliminating these preventable collisions.

"Teenage drivers are the most inexperienced motorists on the road, and with added distractions like using their cellular telephones, we have to work even harder to teach them how to drive safely," CHP Commissioner Joe Farrow said. "Impact Teen Drivers and the CHP share the same goal; to raise awareness of the dangers of reckless and distracted driving."

At schools and community events across the state, the CHP and ITD work to educate and change the behavior of teen drivers. Ten percent of all drivers 15 to 19 years old involved in fatal collisions were reported as distracted at the time. According to the National Highway Traffic Safety Administration, in 2013 this age group represented the largest proportion of drivers who were distracted at the time of a collision.

"We must remember that these crashes are not inevitable accidents, but are preventable tragedies," said Dr. Kelly Browning, Executive Director of ITD. "Three-quarters of teen crashes are not caused by driving under the influence, but instead by the deadly combination of inexperience and reckless or distracted driving. By educating parents and teens, and enforcing highly effective graduated driver licensing laws, we can change the driving culture to one that is distraction-free and save hundreds of lives each year in California alone."

The grant-funded Teen Distracted Drivers Education and Enforcement VI campaign consists of an education component, as well as teen distracted driver enforcement operations to be conducted throughout the state until September 30, 2017.

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

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