

SAFE ON 17

Highway 17 Safety Corridor

2011 Annual Report

January 1, 2011 to December 31, 2011



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Introduction

High collision rates on Highway 17 precipitated the formation of the Safe on 17 Task Force thirteen 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.

The present goal of the Safe on 17 Program is to maintain the reduced collision rate achieved during the period funded by an Office of Traffic Safety grant (1999-2002) using a combination of the original recommendations made by the task force. Engineering improvements, enhanced CHP enforcement tactics, public outreach about motorist safety on Highway 17, and a traffic operations system contributed to surpassing this goal in 2011. The task force also continued to collect data to measure consistency with program goals, benchmark progress and monitor where additional improvements may be needed. Typically, safety corridor designations expire after a few years. However, the segment of Highway 17 between Highway 1 in Santa Cruz County and Highway 9 in Santa Clara County has maintained its safety corridor designation for more than a decade ([Attachment 1](#)).

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

Caltrans continued to make capital improvements to Highway 17 in 2011. 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 were all in construction in 2011; all with the intent to reduce the number of collisions on Highway 17.

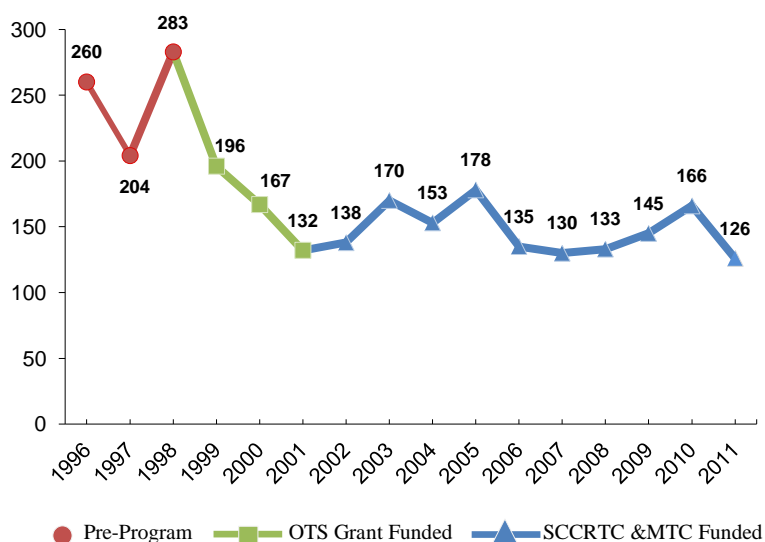
2011 Highway 17 Summary of Facts

- ▶ No fatal collisions on the safety corridor in 2011. This is the first time there have not been any fatal collisions in any one calendar year since the program began in 1999.
- ▶ The lowest number of injury collisions (126) since the program began in 1999.
- ▶ CHP wrote an average of 25 citations per day (during extra and regular enforcement hours)

Collisions

One hundred and twenty six injury and zero fatal collisions were reported in 2011. This is the first calendar year during which there were no fatalities on the Highway 17 Safety Corridor since the Safe on 17 Program began in 1999. The injury collisions for 2011 were also the lowest on record at a total of 126, 49% lower than the preprogram average of 249. This reduction translates into 123 less fatal and injury collisions and 205 less property damage only collisions on the Highway 17 Safety Corridor for 2011 compared to the preprogram average.

Figure 1: Annual Total Fatal & Injury Collisions on Highway 17, 1996-2011



The Task Force strategies have reduced the number of fatal and injury collisions by an average of 39% over the last 13 years from the preprogram average of 249. The 2011 injury and fatal collisions at 126 greatly surpassed the goal of the Task Force of maintaining the reduction in collisions achieved during the OTS grant period of 165 injury and fatal collisions. Figure 1 shows the annual injury and fatal collision data between 1996 and 2011. A breakdown of collisions by type is provided in [Attachment 2](#).

A detailed comparison between 2011 monthly collisions and historical averages (1999-2010) is provided for both Santa Cruz and Santa Clara Counties in [Attachment 3](#). On both the Santa Cruz County and the Santa Clara County sides of Highway 17, the highest number of total collisions (injury, property damage only and fatal) occurred in March 2011.

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

2011 in [Attachment 4](#). Injury and collision data were highest in March which also had the highest amount of 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 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. There was no extra CHP enforcement on the Highway 17 Safety Corridor in early 2011 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, 2010 through mid-March 2011. Extra enforcement is typically increased during this time as the wet weather begins in the fall. Fortunately, for the majority of 2011, there was significant extra enforcement on the safety corridor (Table 1).

In 2011, a total of \$121,017 was spent on extra CHP enforcement and 1,533 hours of extra CHP enforcement were worked (Table 1). [Attachment 5](#) summarizes the extra enforcement by month for 2011.

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**

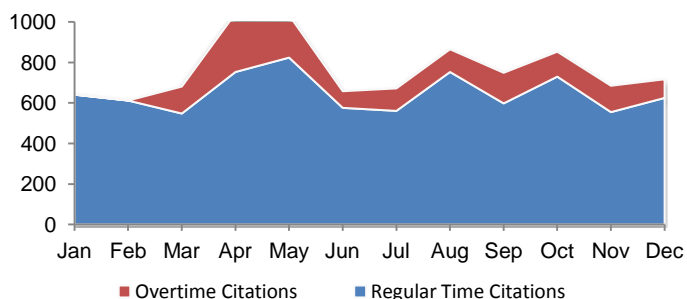
* Between 2006 and 2009, CHP was permitted to carryover funds not spent during the prior years to the current year, thus resulting in more than \$50,000 expended in services in some years. A new contract was initiated in 2009 with CHP and no unspent funds were carried over into the new contract, thus 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 provides the funds on a fiscal year and thus the amounts may be higher than \$50,000 when summed on a calendar year as reported here.

Citations

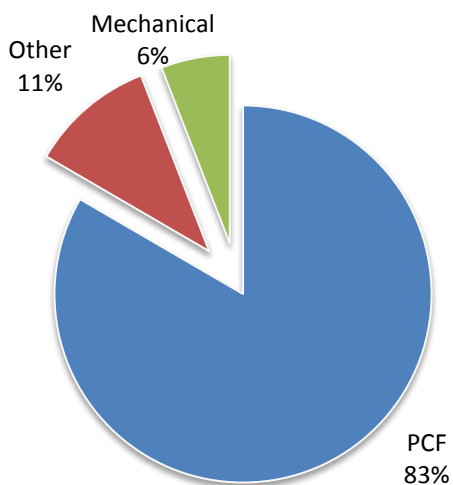
A total of 9,208 citations were given on Highway 17 during 2011. Of these, 1,432 were given during Safe on 17 extra enforcement hours. Citations issued during overtime in 2011 made up 16% of citations. Total citations increased over last year but were similar to the number of citations given in 2008 and 2009.

Figure 2: 2011 Highway 17 CHP Citations by Regular & Overtime Hours



Typically, the most overtime citations per month are given in the fall but in 2011 there was a large increase in citations in April and May once the governor’s directive ended and CHP extra enforcement was allowed again. 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

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



Total Citations = 9,208

annual citations from San Jose and Santa Cruz CHP compared to historical averages. During extra CHP enforcement hours on Highway 17, officers focus on preventing behavior that is known to be a primary collision factor (PCF) such as speeding, tailgating or making unsafe lane changes. These focused efforts help achieve the Safe on 17 Program goal of limiting the number of injury and fatal collisions. Accordingly, in 2011, 78% of citations recorded during extra enforcement hours were for PCF violations as well as 83% 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, RTC SAFE, local legislators' offices, local media, trucking industry, local police and fire departments ([Attachment 9](#)). In 2011, members continued to regularly attend the two scheduled meetings (March 23 and September 14) and committed to staying involved and working towards improving safety on Highway 17.

In 2011, 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 2011 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 2011, RTC SAFE, MTC SAFE, CHP and Caltrans continued to provide information to the public about the extra enforcement and safety on Highway 17. In 2011, 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 2011, press releases were published by CHP which highlight extra enforcement efforts and educate motorists about safe driving ([Attachment 10](#)). The RTC dedicated an episode of the Transportation Café show aired on Community TV to the Safe on 17 program. Commissioner Johnson interviewed Deb Larson, Caltrans-Traffic Safety and Ginger Dykaar, RTC Program Manager of Safe on 17. The show can be viewed at the following link (<http://www.communitytv.org/programs/online/transportation-caf-4-highway-safety>). The public was also reminded to drive safely using the changeable message signs located on Highway 17. Similar to previous years, the “Click it or Ticket”, “Slippery Roadway Reduce Speed”, “Share the Road Look Twice for Motorcyclists” and “Hands Free It’s the Law” were frequently posted messages.

Highway Safety Improvements

Guardrail Improvement Projects

The Highway 17 guardrail project ([Attachment 12](#)) to upgrade guardrails at twenty-eight different locations between Scotts Valley and the Summit in Santa Cruz County (PM 6.1-12.5) was under construction in 2011. Guardrail improvements include upgrading end treatments to current standards, replace/reconstruct metal beam guardrail, and replace some metal beam guardrail with concrete rail or K-rail. Guardrails can prevent vehicles from veering off the roadway or into oncoming traffic, or crashing against solid objects. Approximately 20% of the project was completed when the contractor went bankrupt. The remaining part of this project will be re-advertised in 2012.

Vine Hill Road Drainage Project

In 2011, the Vine Hill Road Drainage Project (Figure 4) was also delayed due to the contractor going bankrupt. 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). The project has been released for new bids and will be completed in spring, 2012.

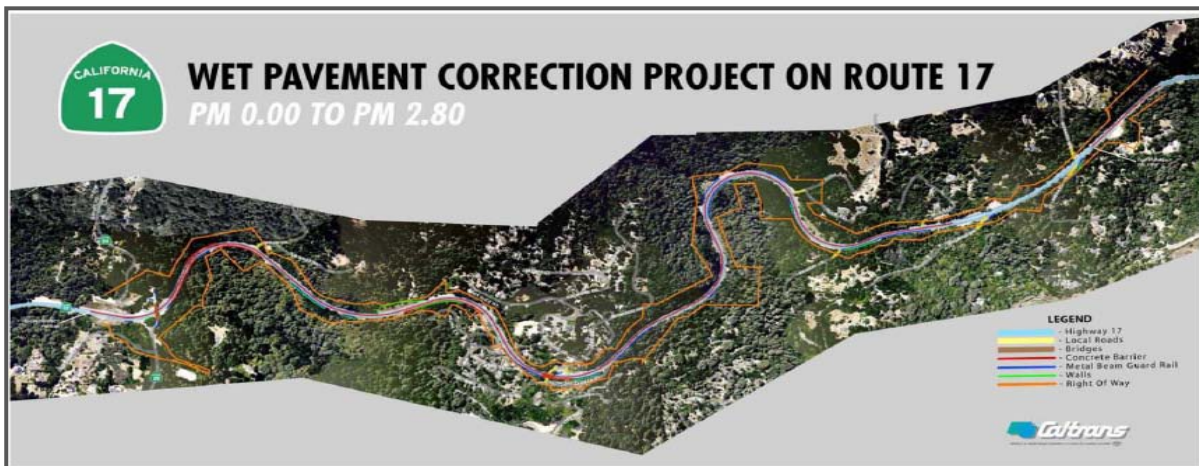
Figure 4: Vine Hill Drainage Project Improvements



Wet Pavement Correction Project

In 2011, construction began on 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 related collisions is one of the goals of these improvements. This project will 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 2011, construction began and the project will be completed in spring 2012.

Laurel Curve Improvements

Tree removal occurred on the SB side of Laurel Curve to improve sight distance and chevrons have been added on the SB side to indicate the approaching curve. There are a number of additional improvements that are currently being planned for Laurel Curve. A dynamic curve warning sign for the SB side of Laurel Curve is planned to be operational in spring 2012. Dynamic curve warning signs have been found to reduce speeds and therefore collisions. A flashing beacon on the speed limit sign on the NB side at Laurel Road will be completed in spring 2012. A project to install a retaining wall and widen the shoulder in the NB direction north of Laurel Road has been accelerated to begin construction in summer 2013.

Conclusion

In 2011, the Safe on 17 Program surpassed the goal of maintaining the reduced injury and fatal collisions (165) experienced during the initial Office of Traffic Safety grant period. There were no fatalities on the Hwy 17 corridor during 2011 and the number of injuries was the lowest since the program began. Many factors contributed toward maintaining a reduced number and severity of collisions on Highway 17 in 2011. There have been significant engineering improvements to Highway 17 since its designation as a safety corridor. During 2011, 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, Caltrans signs (both static and changeable message signs) and an RTC produced Community TV show episode, motorists are getting the message to "Take it Slow" on Highway 17. Extra CHP enforcement also provides a powerful disincentive to motorists to stop behaviors that cause collisions such as speeding, tailgating and unsafe lane changes. Despite the reduction in the number of collisions since the designation of Highway 17 as a safety corridor, the total number of collisions still warrants continued attention to improving safety on Highway 17. The Safe on 17 Task Force members continue to work collaboratively to identify and address factors that will have the greatest influence on reducing the number of collisions.

Attachments

- Attachment 1: Highway 17 Safety Corridor Map
- Attachment 2: Summary of Annual Highway 17 Collision Data
- Attachment 3: 2011 Highway 17 Monthly Collision Data
- Attachment 4: 2011 Monthly Collision and Rainfall Trends
- Attachment 5: Summary of Extra CHP Enforcement Hours
- Attachment 6: Summary of Annual Highway 17 Citation Data

Attachment 7: 2011 Highway 17 Monthly Citation Data

Attachment 8: CHP Collision and Citation Data Tables for Highway 17

Attachment 9: Safe on 17 Task Force Members

Attachment 10: CHP Press Releases Regarding Highway Safety

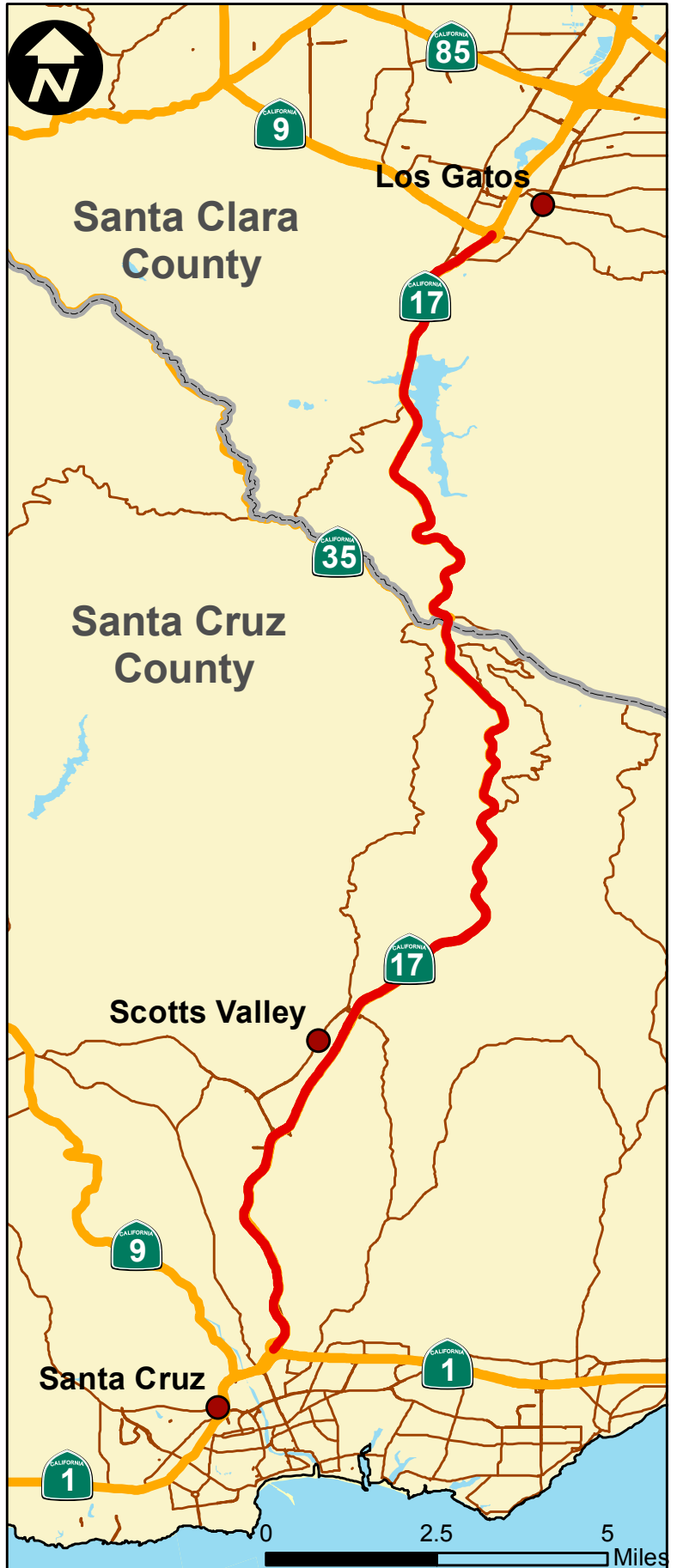
Sources:

California Highway Patrol. 2012. *SWITRS*. Provided by San Jose and Santa Cruz CHP.

Caltrans. 2011. *Traffic Counts*. Retrieved from <http://traffic-counts.dot.ca.gov/> on April 10, 2012.

National Weather Service, California Nevada River Forecast Center. 2011. Santa Cruz Rainfall Record, Monthly Total Precipitation. Retrieved from http://www.cnrfc.noaa.gov/monthly_precip.php on April 10, 2012.

Highway 17 Safety Corridor



Attachment 2

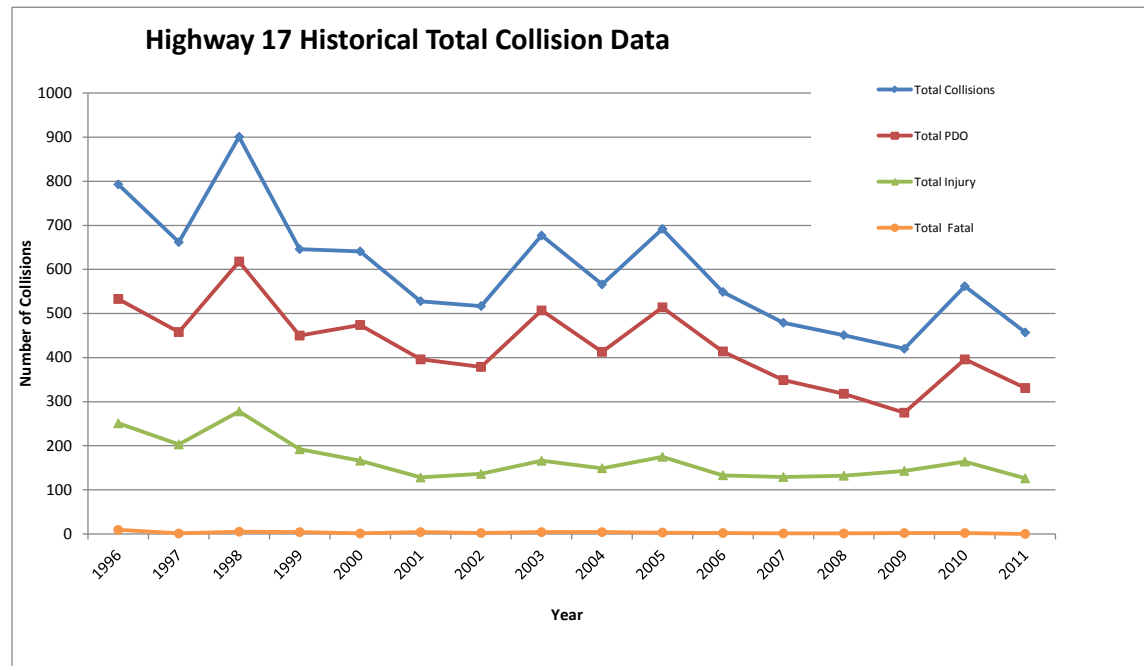
Highway 17 Annual Collision Data

HIGHWAY 17 COLLISION DATA 1996-2011

Year	1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011	
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	149	182
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
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	0	0	2	1	1	0	0	
Total	385	408	284	378	435	466	335	311	315	326	225	303	190	327	218	459	218	348	207	485	185	364	163	316	180	271	159	261	206	356	191	266
Total Collisions	793		662		901		646		641		528		517		677		566		692		549		479		451		420		562		457	
Hwy 17 Injury and Fatal Collisions	260		204		283		196		167		132		138		170		153		178		135		130		133		145		166		126	

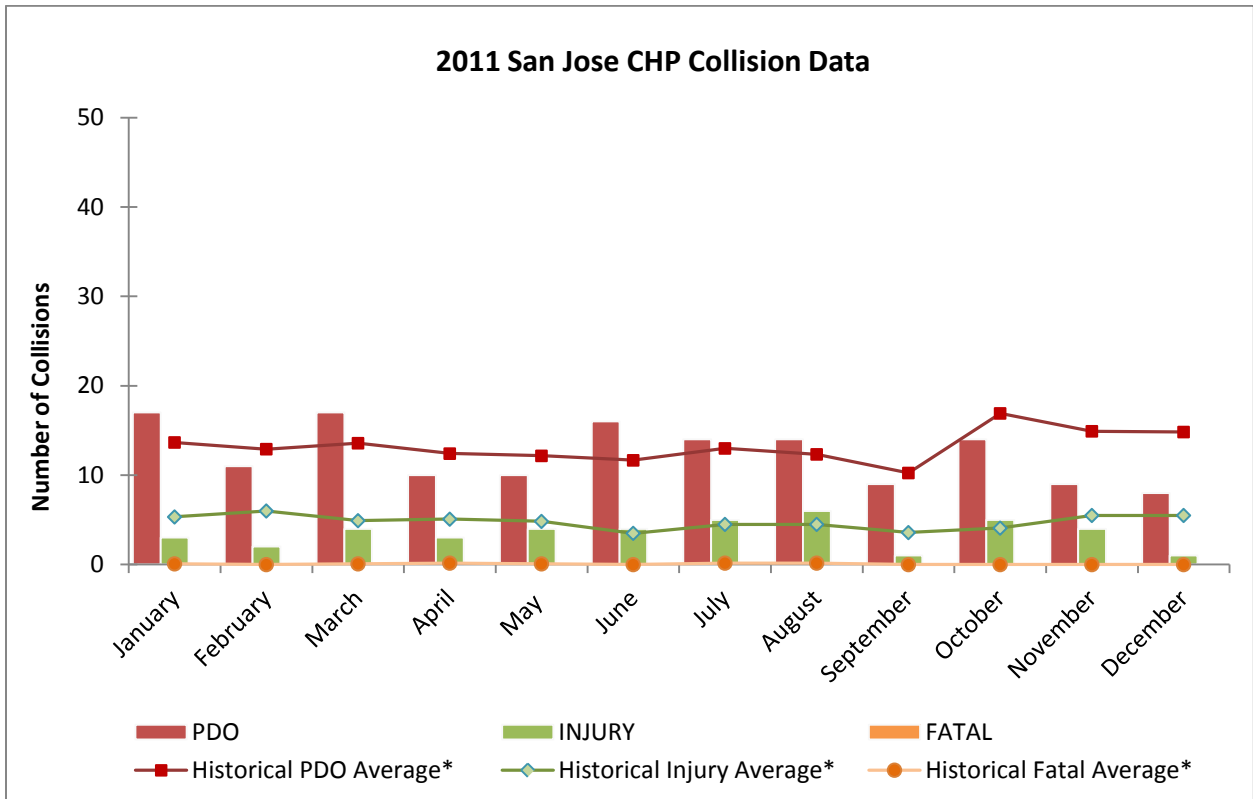
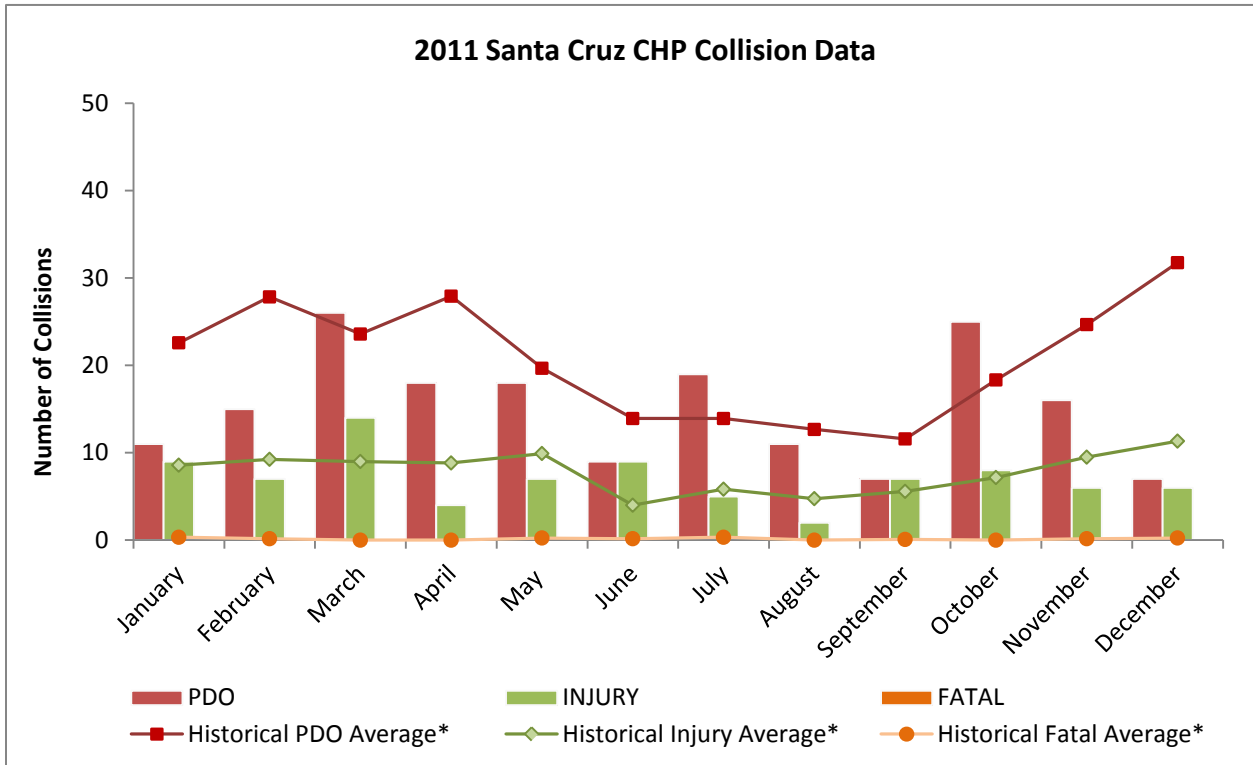
PDO=Property Damage Only

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



Attachment 3

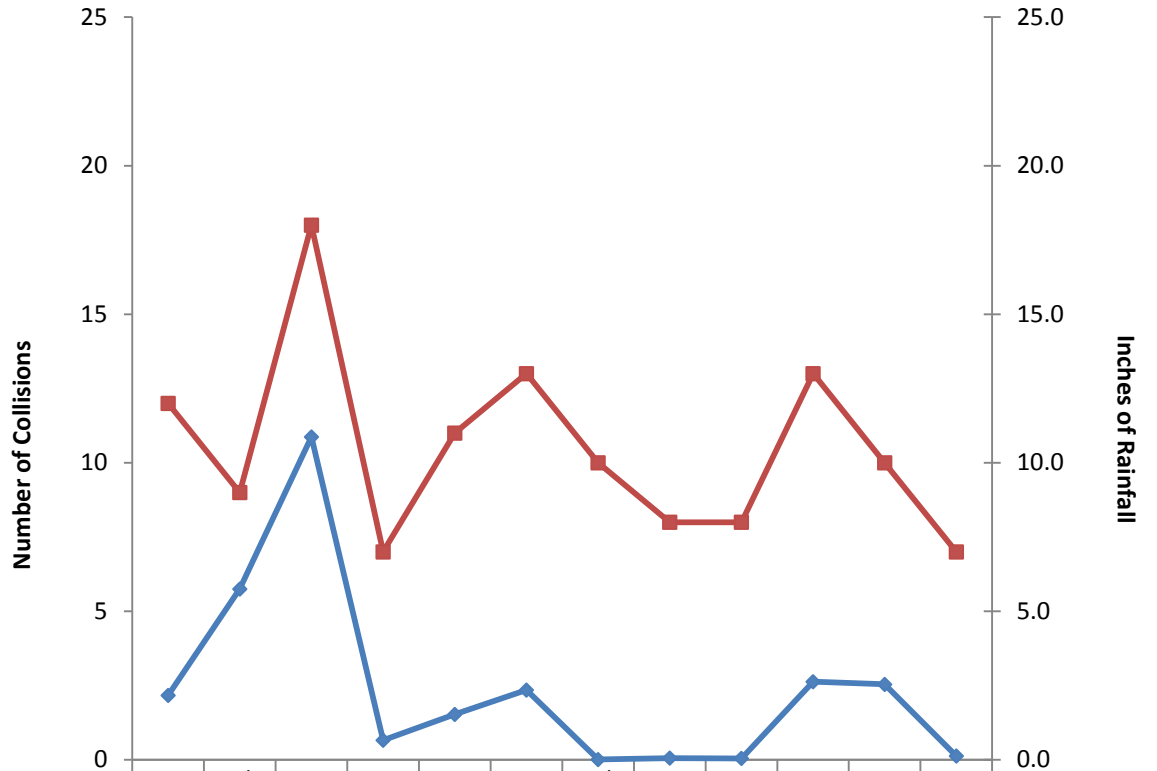
2011 HIGHWAY 17 MONTHLY COLLISION DATA



*Historical monthly averages derived from 1999, when Safe on 17 was implemented, thru 2010.

Attachment 4

2011 Monthly Collision and Rainfall Trends

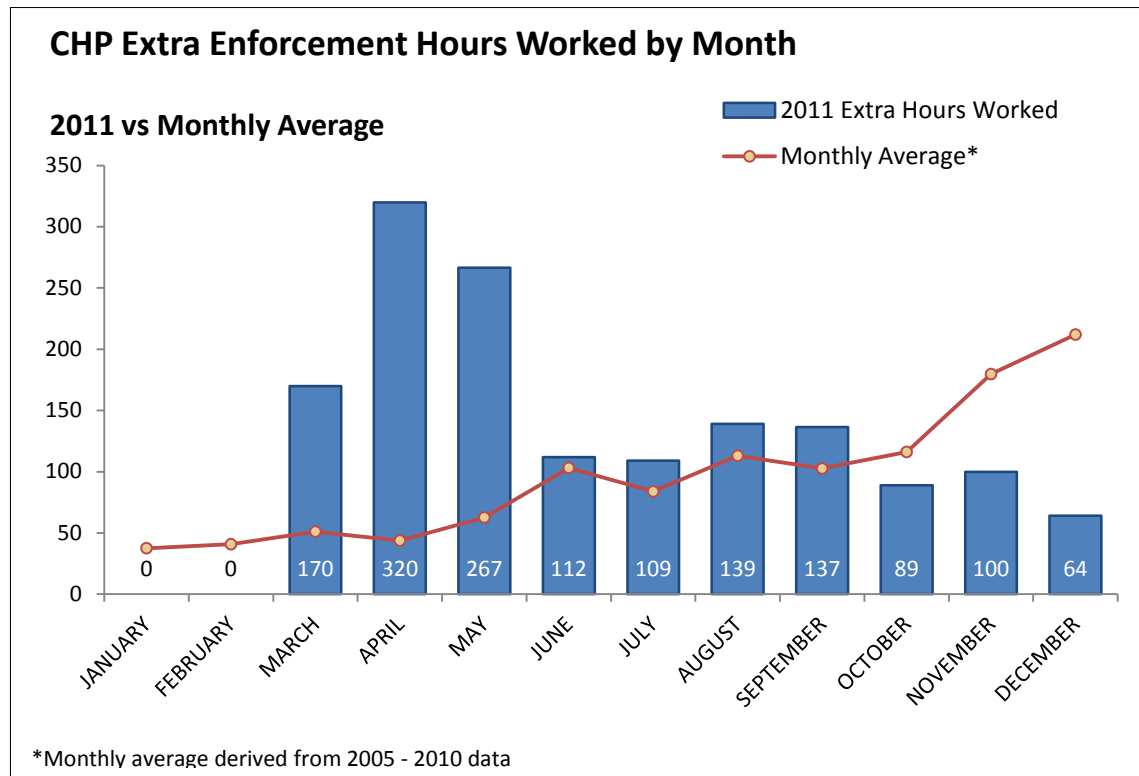


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
— Injury and Fatal Collisions	12	9	18	7	11	13	10	8	8	13	10	7
— Rainfall	2.2	5.8	10.9	0.7	1.5	2.4	0.0	0.1	0.1	2.6	2.5	0.1

Attachment 5

TOTAL CALIFORNIA HIGHWAY PATROL EXTRA ENFORCEMENT HOURS WORKED

	2005	2006	2007	2008	2009	2010	2011
JANUARY	30	43	6	84	30.5	32	0
FEBRUARY	28	47	98	48	0	24	0
MARCH	48	34	114.5	82.5	0	28	170
APRIL	82	55	42	20	36	28	320
MAY	82	24	158.5	3	66	42.5	266.5
JUNE	101	207	167	50	28	66	112
JULY	124	96.75	108	90	52.25	32.5	109
AUGUST	164	59.5	112	141.5	150.5	51	139
SEPTEMBER	174.5	68	68.5	41.5	238	25.5	136.5
OCTOBER	107.5	415	30	55	89.5	0	89
NOVEMBER	140	187	297.5	206	248	0	100
DECEMBER	249.5	79	272	621	50.5	0	64
TOTAL	1,331	1,315	1,474	1,443	989	330	1,506

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


Attachment 6

SAFE ON 17 ANNUAL HIGHWAY 17 CITATION DATA

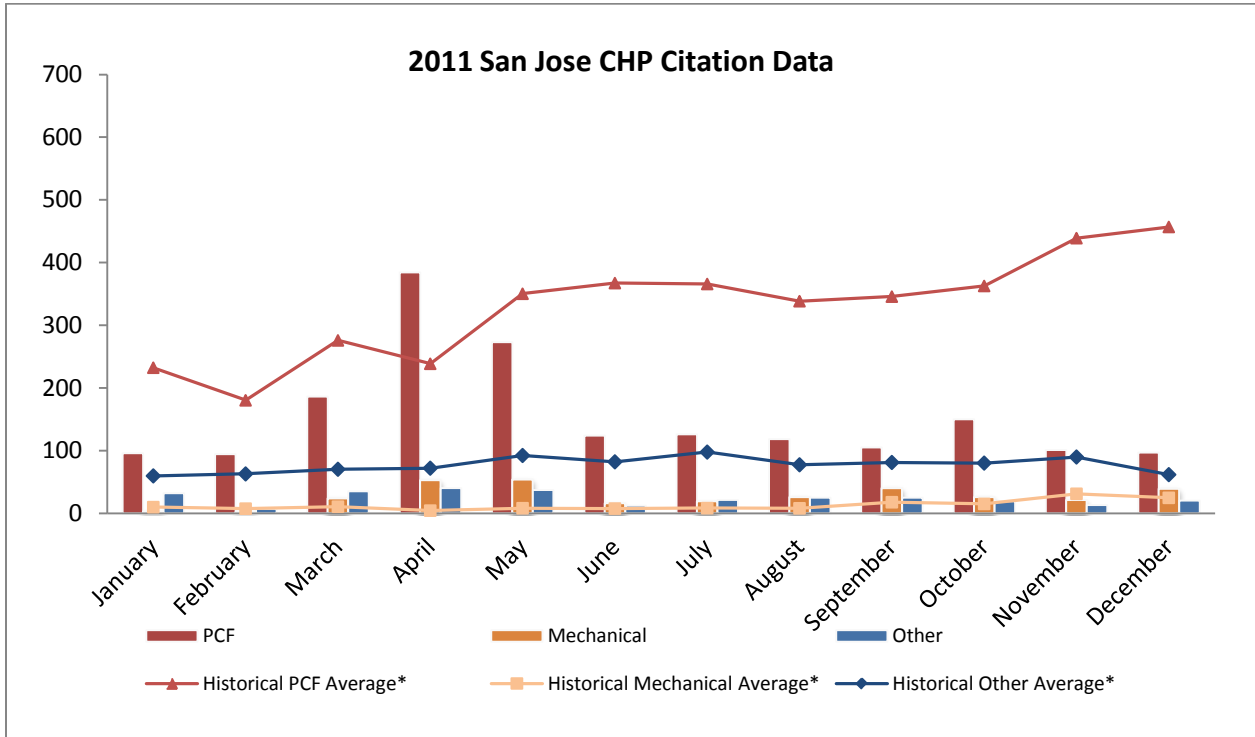
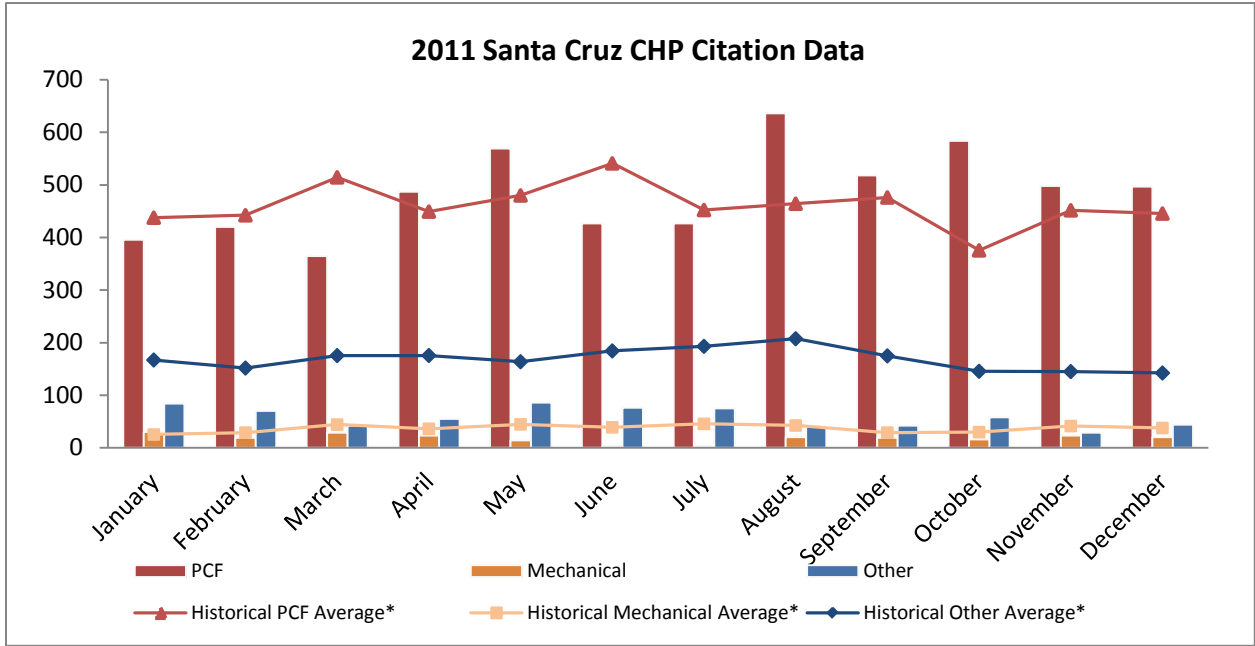
Year	2003		2004		2005		2006		2007		2008		2009		2010		2011	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC
Regular Time <i>PCF</i>	2,766	3,666	2,809	5,994	2,995	5,766	2,884	4,627	2,871	3,772	2,169	3,420	2,282	4,298	1,706	4,304	1,182	5,372
Regular Time Other	1,415	2,525	1,186	2,659	942	1,964	727	2,048	307	1,466	406	798	502	917	362	760	192	649
Regular Time Mechanical	56	286	92	180	49	676	85	298	44	405	69	421	82	165	54	394	175	206
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
<i>OT PCF</i>	1,517	345	706	359	769	448	770	448	1,360	378	1,181	507	837	171	50	221	672	452
OT Other	149	220	133	376	192	128	35	201	61	103	53	48	21	24	0	40	94	52
OT Mechanical	20	8	11	31	17	61	66	7	122	34	100	58	202	4	0	6	148	14
OT Total	1,686	573	850	766	978	637	871	656	1,543	515	1,334	613	1,060	199	50	267	914	518
<i>PCF Regular Time Total</i>	6,432		8,803		8,761		7,511		6,643		5,589		6,580		6,010		6,554	
<i>PCF OT Total</i>	1,862		1,065		1,217		1,218		1,738		1,688		1,008		271		1,124	
<i>PCF Total</i>	8,294		9,868		9,978		8,729		8,381		7,277		7,588		6,281		7,678	
Citation Regular Time Total	10,714		12,920		12,392		10,669		8,865		7,283		8,246		7,580		7,776	
Citation OT Total	2,259		1,616		1,615		1,527		2,058		1,947		1,259		317		1,432	
Citation Total	12,973		14,536		14,007		12,196		10,923		9,230		9,505		7,897		9,208	

PCF = Primary Collision Factor

OT = Overtime

Attachment 7

2011 Highway 17 Monthly Citation Data



*Historical averages are calculated from 2003 (Safe on 17 program implementation) thru 2010

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

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

		Regular Citations								Overtime Citations									
		2004	2005	2006	2007	2008	2009	2010	2011	2004	2005	2006	2007	2008	2009	2010	2011		
January	PCF	637	537	557	275	129	261	287	396	PCF	20	18	45	2	0	0	32	0	
	Other	235	120	192	148	106	92	68	84	Other	12	8	18	3	0	0	5	0	
	Mechanical	29	58	18	9	3	21	16	30	Mechanical	0	1	1	0	0	0	0	0	
	TOTAL	901	715	767	432	238	374	371	510	TOTAL	32	27	64	5	0	0	37	0	
February	PCF	526	392	550	359	166	271	303	420	PCF	41	22	30	63	40	0	24	0	
	Other	183	137	213	102	52	59	65	70	Other	29	8	5	17	2	1	5	0	
	Mechanical	7	69	9	32	29	7	10	19	Mechanical	0	5	0	13	1	0	0	0	
	TOTAL	716	598	717	493	247	337	378	509	TOTAL	70	35	35	93	43	1	29	0	
March	PCF	671	595	501	451	252	262	322	351	PCF	27	25	67	64	33	0	16	14	
	Other	252	173	202	117	66	73	44	42	Other	6	8	15	9	7	0	3	0	
	Mechanical	20	58	75	42	32	19	21	29	Mechanical	1	3	0	4	5	0	1	0	
	TOTAL	943	826	778	610	350	354	387	422	Total	34	36	82	77	45	0	20	14	
April	PCF	510	479	428	285	191	312	324	431	PCF	28	28	47	32	31	39	38	56	
	Other	228	154	229	76	56	63	86	49	Other	14	7	33	8	8	7	3	6	
	Mechanical	13	46	64	14	24	11	36	23	Mechanical	1	9	2	1	7	2	0	0	
	Total	751	679	721	375	271	386	446	503	Total	43	44	82	41	46	48	41	62	
May	PCF	568	448	345	369	233	454	429	505	PCF	44	28	13	48	35	31	24	64	
	Other	242	168	63	154	78	85	46	82	Other	20	9	7	8	10	3	12	4	
	Mechanical	10	53	55	26	47	22	69	14	Mechanical	0	4	0	3	4	1	2	0	
	Total	820	669	463	549	358	561	544	601	Total	64	41	20	59	49	35	38	68	
June	PCF	398	640	470	365	271	483	523	391	PCF	13	78	71	42	38	25	31	36	
	Other	215	225	131	152	88	73	42	68	Other	19	20	33	13	3	2	6	8	
	Mechanical	8	62	10	38	39	9	68	3	Mechanical	1	9	0	2	6	0	2	0	
	Total	621	927	611	555	398	565	633	462	Total	33	107	104	57	47	27	39	44	
July	PCF	468	359	303	302	266	396	446	378	PCF	18	43	46	43	7	26	27	49	
	Other	255	177	199	110	74	82	38	67	Other	13	17	32	16	1	1	2	8	
	Mechanical	6	61	13	44	59	7	82	4	Mechanical	0	13	2	6	2	0	1	0	
	Total	729	597	515	456	399	485	566	449	Total	31	73	110	65	10	27	30	57	
August	PCF	447	427	244	346	266	470	498	585	PCF	27	62	22	25	18	4	15	51	
	Other	240	198	206	167	47	89	84	35	Other	9	21	13	10	2	0	3	5	
	Mechanical	16	68	11	75	27	17	24	18	Mechanical	0	10	1	5	3	0	0	2	
	Total	703	693	461	588	340	576	606	638	Total	36	93	36	40	23	4	18	58	
September	PCF	487	494	359	402	265	424	389	472	PCF	22	35	47	31	22	5	14	46	
	Other	219	142	148	182	24	105	95	37	Other	11	5	16	8	2	3	1	5	
	Mechanical	10	57	12	5	43	18	32	18	Mechanical	0	2	0	0	1	0		1	
	Total	716	693	519	589	332	547	516	527	Total	33	42	63	39	25	8	15	52	
October	PCF	378	314	328	194	337	322	307	540	PCF	13	16	20	4	30	19	0	44	
	Other	233	152	155	93	30	79	47	47	Other	19	3	10	0	2	3	0	11	
	Mechanical	20	47	8	34	43	9	10	14	Mechanical	1	0	0	0	3	0	0	2	
	Total	631	513	518	321	410	410	364	601	Total	33	19	30	4	35	22	0	57	
November	PCF	512	557	274	209	590	270	267	449	PCF	34	29	6	11	134	11	0	49	
	Other	217	165	143	65	48	53	80	25	Other	27	9	6	4	7	3	0	4	
	Mechanical	18	59	13	47	75	10	15	18	Mechanical	2	6	0	0	15	1	0	5	
	Total	747	781	430	321	713	333	362	492	Total	63	44	12	15	156	15	0	58	
December	PCF	383	524	268	215	454	373	209	454	PCF	58	78	34	13	119	11	0	43	
	Other	140	153	167	100	45	64	65	43	Other	39	16	13	7	4	1	0	1	
	Mechanical	23	38	10	39	84	15	11	16	Mechanical	2	4	1	0	11	0	0	4	
	Total	546	715	445	354	583	452	285	513	Total	99	98	48	20	134	12	0	48	
		8824	8406	6945	5643	4639	5380	5458	6227			571	659	686	515	613	199	267	518

**Attachment 8-3
San Jose Area CHP Collision Summary for SR-17 (Beat 171)**

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
JANUARY	PDO	53	25	24	13	9	12	18	11	19	11	8	5	9	17
	INJURY	17	15	8	2	2	5	8	3	2	6	5	4	4	3
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	TOTAL	70	40	32	15	11	17	27	14	21	17	13	9	13	20
FEBRUARY	PDO	31	23	32	7	11	8	11	10	7	14	14	12	6	11
	INJURY	6	14	10	2	5	2	7	5	4	6	6	6	5	2
	FATAL	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
MARCH	PDO	29	18	20	20	5	17	10	19	13	11	5	14	11	17
	INJURY	18	9	7	5	5	5	9	3	3	3	3	2	5	4
	FATAL	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	47	27	28	25	10	22	19	22	16	14	8	16	16	21
APRIL	PDO	24	15	23	12	16	16	9	11	15	5	8	10	9	10
	INJURY	11	7	3	3	4	7	5	4	7	7	3	5	6	3
	FATAL	0	0	0	0	0	0	0	0	1	0	1	0	0	0
	TOTAL	35	22	26	15	20	23	14	15	23	12	12	15	15	13
MAY	PDO	40	16	27	16	9	5	13	13	10	5	5	16	11	10
	INJURY	14	3	10	5	3	2	6	6	7	0	7	5	4	4
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	TOTAL	54	19	37	21	12	7	20	19	17	5	12	21	15	14
JUNE	PDO	19	16	17	12	17	10	6	9	13	9	3	13	15	16
	INJURY	13	7	4	3	4	3	4	3	2	3	4	2	3	4
	FATAL	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
JULY	PDO	10	16	18	12	15	13	17	15	10	9	8	7	16	14
	INJURY	10	7	5	4	4	4	6	1	5	3	6	2	7	5
	FATAL	0	0	0	1	0	0	0	0	0	0	0	0	1	0
	TOTAL	20	23	23	17	19	17	23	16	15	12	14	9	24	19
AUGUST	PDO	19	23	14	13	15	12	9	13	9	13	10	9	8	14
	INJURY	4	7	5	7	3	6	4	2	1	2	7	2	8	6
	FATAL	0	0	0	1	0	0	1	0	0	0	0	0	0	0
	TOTAL	23	30	19	21	18	18	14	15	10	15	17	11	16	20
SEPTEMBER	PDO	21	12	20	21	3	11	10	6	5	8	10	7	10	9
	INJURY	6	6	10	4	4	5	4	3	0	1	2	0	4	1
	FATAL	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
OCTOBER	PDO	12	27	14	18	12	19	17	21	13	14	10	8	30	14
	INJURY	11	4	2	7	2	2	5	8	5	6	3	3	2	5
	FATAL	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
NOVEMBER	PDO	38	31	16	16	10	22	12	11	11	7	20	11	12	9
	INJURY	12	15	4	1	4	6	3	8	6	3	9	1	6	4
	FATAL	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
DECEMBER	PDO	10	12	15	15	23	20	16	16	10	13	20	11	7	8
	INJURY	7	7	6	5	5	6	6	6	7	4	3	4	7	1
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	17	19	21	20	28	26	22	22	17	17	23	15	14	9

TOTAL PDO:	306	234	240	175	145	165	148	155	135	119	121	123	144	149
TOTAL INJURY:	129	101	74	48	45	53	67	52	49	44	58	36	61	42
TOTAL FATALITIES:	0	0	1	2	0	0	3	0	1	0	1	0	1	0
TOTAL COLLISIONS:	435	335	315	225	190	218	218	207	185	163	180	159	206	191

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

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

Attachment 9

2011 Safe on 17 Task Force Members

Name	Organization
Bernard Walik*	Caltrans District 5 Public Affairs
Bill Monning	California State Assembly
Bill Kootsikas	National Highway Traffic Safety
Captain Amanda Snowden*	California Highway Patrol-San Jose
Captain Matt Olson	California Highway Patrol-Santa Cruz
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
Dan Herron*	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 Esquivel	Caltrans Headquarters-Engineer Technician
Evan Kapel	California Highway Patrol
Frank Bauer*	Santa Cruz Metropolitan Transit District
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
Jacques Van Zeventer*	Caltrans, District 5
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
Joanna Fox*	Metropolitan Transportation Commission-SAFE
John Hohmann	City of Scotts Valley-Police Department
John P Weiss	City of Scotts Valley-Police Department
John Thomas	Caltrans, District 4-Project Manager
Julie Gonzalez*	Caltrans, District 5-
Joseph S Simitian	California State Senate
Jose Velasquez	Caltrans, District 4 - Maintenance
Karena Pushnik	Santa Cruz County Regional Transportation Commission
Kathy Leuterio	California Office of Traffic Safety
Ken Yeager/Megan Doyle *	Santa Clara County Supervisor
Kory Seely	California Highway Patrol
Lazaro Villareal	Caltrans, District 4-Electrical
Les Bishop*	California Highway Patrol-Santa Cruz Area
Luis Duazo	Caltrans, District 5-Project Management
Luis Mendez*	Santa Cruz County Regional Transportation Commission
Lynda Kiersted	Caltrans, District 4-Maintenance
Margot Grant*	Office of Assemblymember Rich Gordon
Mark Powers	Caltrans, District 4-TMC

2011 Safe on 17 Task Force Members (cont'd)

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

*Attended Safe on 17 Meeting in 2011



NEWS



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FOR IMMEDIATE RELEASE

March 25, 2011

11-09

CHP PLANNING STATEWIDE ENHANCED SPEED ENFORCEMENT

SACRAMENTO, Calif. – Motorists traveling at an unsafe speed is consistently found to be the number one primary collision factor (PCF) in injury collisions in California; it is among the top three PCFs when it comes to fatal collisions.

“Speed is one of the most prevalent factors when it comes to fatal and injury collisions, which is a significant public safety concern,” said California Highway Patrol (CHP) Commissioner Joe Farrow. “The CHP primarily exists to save lives and we’re committed to reducing the number of people killed and injured annually in California.”

To help slow the pace of the number of speed-related collisions, the CHP is conducting an enforcement project statewide.

In 2009, the most recent year for which finalized data from the Statewide Integrated Traffic Records System is available, speed was indicated as the primary collision factor in roughly 30 percent of all crashes in the state; that year there were 423 fatal collisions in addition to the 47,869 injury crashes due to unsafe speed.

Through the federal grant-funded “*Comprehensive Approach to Reducing Speed III Project*” (CARS III), the CHP will focus on reducing the number of victims killed and injured in speed-caused collisions along state highways and county roads. The CARS III project also places special emphasis on reducing the number of motorcyclists injured and killed in speed-related collisions.

Throughout the effort, specific attention will be paid to 15 state highways which have a high rate of fatal, speed-related collisions, including: Interstate 5, state Route 299, Interstate 15, state Route 99, Interstate 10, state Route 1, Interstate 80, state Route 60, Interstate 710, U.S. Route 101, Interstate 405, U.S. Route 50 and Interstate 880.

“Speed-related collisions are the result of poor decision making on the part of the driver,” added Commissioner Farrow. “Hopefully, with an aggressive enforcement effort, the mere presence of a patrol vehicle will encourage motorists to slow to a safe, legal speed – those that don’t will pay the price.”

Funding for the CARS III project is provided by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

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NEWS



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FOR IMMEDIATE RELEASE

April 11, 2011

11-13

THERE'S SAFETY IN EDUCATION FOR STATE'S SENIOR DRIVERS

SACRAMENTO, Calif. – California's senior citizen population is one of the fastest growing driving-age demographics in the state. According to the California Department of Finance, there will be more than six million seniors aged 65 and over by the year 2020 in this state.

“Getting older does not mean the end of a person's driving days,” said California Highway Patrol (CHP) Commissioner Joe Farrow. “It's the perfect time to evaluate, improve and maintain the safety and mobility of California's senior drivers.”

With more and more seniors taking to the roads every year, the CHP has received a federal grant that will not only help educate senior drivers and raise their awareness about how to keep safe on the roads, but will ultimately assist in the CHP's mission of saving lives.

The overall goal of the “*Keeping Everyone Safe (KEYS) II*” grant is to reduce the number of fatal and injury collisions caused by senior drivers (aged 65 and over) within CHP jurisdiction by 5 percent by Sept. 30, 2011.

To achieve this goal the CHP will launch a statewide public education and awareness campaign focusing on senior traffic safety and mobility. Television and radio public service announcements and community-based committees will be established. These committees will collaborate to assess the issues most relevant to senior drivers and to make recommendations to address the needs of the senior driving community. These committees will include members from public and private organizations, including law enforcement, health and aging professionals, transportation agency representatives and other interested parties. In addition, CHP personnel will conduct public awareness and educational presentations statewide.

“With California's senior population doubling in size by 2020, we need to take care of our older drivers, passengers and pedestrians using our roadways,” added Commissioner Farrow.

This grant is presented in collaboration with the California Department of Motor Vehicles.

Funding for the “*Keeping Everyone Safe (KEYS) II*” grant was provided by the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

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FOR IMMEDIATE RELEASE

December 8, 2011

11-36

CHP HELPS TEENS GET A JUMP START ON GOOD DRIVING HABITS

SACRAMENTO, Calif. –Learning the correct rules, laws, and proper driving etiquette are a few steps new drivers can take to help them get off to a good start to becoming responsible motorists. Through its “*Start Smart*” driving curriculum, the California Highway Patrol (CHP) is hoping to help teens develop into responsible drivers as they embark on their driving future.

“Many teens are eager to get their driver license when they turn 16 and may not realize the huge responsibility that comes with that privilege,” said CHP Commissioner Joe Farrow.

Every year, thousands of collisions occur in California involving teen drivers. According to the Statewide Integrated Traffic Records System, from 2007 through 2009, there were more than 31,000 fatal and injury crashes involving at least one teen driver between the ages of 15 and 19. Those same collisions resulted in 743 people killed and more than 48,000 injuries. However, it’s worth noting that over the course of those three years, fatal and injury collisions involving teens decreased by approximately 30 percent and 22 percent, respectively.

“Through continued education we can keep the momentum going in the right direction,” said Commissioner Farrow. “We invite new teen drivers, parents and guardians to attend a ‘*Start Smart*’ class in their community to better prepare them for the road.”

CHP personnel will conduct “*Start Smart*” presentations throughout the state at venues ranging from youth events to community activities. The target audience for the two-hour presentations is teens, 15 through 19 years old, and their parents or guardians.

“*Start Smart*” driving classes are designed to provide an interactive safe driving awareness class which will illustrate how poor choices behind the wheel of a car can affect the lives of numerous people. “*Start Smart*” also focuses on responsibilities of newly licensed drivers, their parents and guardians, and collision avoidance techniques.

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

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FOR IMMEDIATE RELEASE

December 15, 2011

11-38

SLOWING DOWN THE PROBLEM OF SPEED ON THE STATE'S ROADS

CHP hopes federal grant will provide a quick fix to reducing speed-related collisions

SACRAMENTO, Calif. – Speed is the number one cause of traffic collisions, and the California Highway Patrol (CHP) has embarked on a statewide campaign to combat fatal and injury collisions caused by speed. The anti-speed enforcement efforts of the “*Focused Attention Towards Enforcing Speed*” (FATES) continue through Sept. 30, 2012.

“We all know speeding is very, very dangerous. Leave a little extra time to get to your destination,” said CHP Commissioner Joe Farrow. “It isn’t worth the consequences of injuries or worse yet, the death of your friends and loved ones.”

The objectives of the grant are to reduce the number of speed-related collisions occurring throughout the state, save lives, and prevent serious injury. Some of the strategies that the CHP will employ to achieve these goals include enhanced enforcement and radar trailer deployments.

In addition to the enforcement efforts, public awareness campaigns and safety presentations will be held at schools, employee safety days, local auto events and other community functions throughout the state. The consistent message to each audience is that speed kills.

“Nearly one-third of fatal and injury collisions in California are a direct result of speed,” added Commissioner Farrow. “Drivers need to be aware of the current conditions and the posted speed limit.”

Funding for the *FATES* project is provided by a grant awarded by the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

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