



## **SANTA CRUZ COUNTY TRAFFIC OPERATIONS OVERSIGHT COMMITTEE AND SAFE ON 17 TASK FORCE**

Wednesday, September 16, 2015  
10:00am-12:00pm

Santa Cruz County Regional Transportation Commission  
1523 Pacific Ave, Santa Cruz, CA 95060

**Teleconference: (712) 775-7031**  
**Meeting ID: 339-754-287#**

1. Introductions
2. Additions or Deletions to the Agenda
3. Approve Draft Minutes of the March 10, 2015 Joint TOS Oversight Committee and Safe on 17 Meeting – **page 3**
4. Information Items
  - a. New Extra Enforcement Contract (Ginger Dykaar)
  - b. FSP Program Update (Ginger Dykaar) - **page 9**
  - c. Cruz 511 Project Update (Amy Naranjo) - **page 11**
  - d. Safe on 17 Annual Report (Ginger Dykaar) – **page 13**
  - e. Articles/Public Feedback (Ginger Dykaar) - **page 17**
5. California Highway Patrol – Safe on 17 Program Information
  - a. Review Collision and Enforcement Statistics (San Jose) for January through July of 2015 (Captain Bishop) - **page 23**
  - b. Review Collision and Enforcement Statistics (Santa Cruz) for January through July of 2015 (Officer Sadek) - **page 25**
  - c. 2015 Highway 17 Extra CHP Enforcement Hours Public Information Activities (Officer Sadek and Captain Bishop)
  - d. Extra Enforcement Hours for January through July of 2015 (Ginger Dykaar) - **page 27**
6. Caltrans District 5 Highway 17 Project Update
  - a. Hwy 17 Access Management Plan (Brandy Rider/Kelly McClendon) - **page 29**
  - b. Hwy 17 Wildlife Corridor Project (Dan Madeiros) – **page 31**
  - c. Other Projects - **page 33**
  - d. Maintenance Projects/Updates
7. Caltrans District 4 Highway 17 Project Update



- a. Highway Projects (Bernard Walik)
  - b. Maintenance Projects/Updates
8. Traffic Operations Systems
- a. Transportation Management Center Update (Ramin Bolourchian)
  - b. Communications Update (Nicole Stewart)
  - c. Hwy 1 and 17 TOS Equipment Update (Jacques Van Zeventer)
    - i. CCTVs
    - ii. Traffic Detection Equipment
    - iii. CMS – **page 35**
    - iv. Other
  - d. Santa Cruz County Call Box Program (Ginger Dykaar) – **page 36**
9. Major Incident Review (CHP) – **page 37**
10. Additional Items
11. Next Meeting Date: Joint Safe on 17 Task Force & TOS Oversight Committee Meeting – Wednesday, March 9, 2016 10:00 am to 12:00 pm at San Jose CHP, 2020 Junction Ave, San Jose, CA 95131

JOINT MEETING OF  
SANTA CRUZ COUNTY TRAFFIC OPERATIONS SYSTEMS (TOS) OVERSIGHT COMMITTEE  
AND  
SAFE ON 17 TASK FORCE

**DRAFT MINUTES**  
Wednesday, March 11, 2015  
10:00am-12:00pm

**San Jose California Highway Patrol  
2020 Junction Ave, San Jose**

**TOS Oversight Committee and Safe on 17 Task Force Meeting Participants**

Lt Scot Loetscher, San Jose CHP  
Lt Brian Hawkins, Santa Cruz CHP  
Heather Adamson, AMBAG  
Jennifer Wilson, Caltrans D5  
Officer Brad Sadek, Santa Cruz CHP  
Kelly McClendon, Caltrans D5, Planning  
Brandy Rider, Caltrans D5, Planning  
Officer D.J.Sarabia, San Jose CHP  
Arthur De La Cerda, Caltrans D4 Maintenance  
Earl Sherman, Caltrans D4  
Nick Saleh, Caltrans D4  
Bruce McPherson, Santa Cruz County Board of Supervisors  
Russell Ellingworth, Caltrans D5 Maintenance  
Tom Barnett, Caltrans D5  
Ramin Bolourchian, Caltrans D4 TMC  
Brian Winterhalder, Santa Clara County Fire Department  
Jarrett Winter, Santa Clara County Fire Department  
Gary Richards, San Jose Mercury News, (teleconference)  
Leslie Villegas, Office of Senator Monning, (teleconference)  
Ryan Guillen, Office of Senator Monning, (teleconference)  
Ginger Dykaar, Santa Cruz County Regional Transportation Commission

1. **Introductions** – Introductions were made.
2. **Additions or Deletions to the Agenda** –add information item on the contract between RTC and CHP.
3. **Reviewed and Accepted Minutes of the September 10, 2014 Joint TOS Oversight Committee and Safe on 17 Meeting**

#### **4. SB 344 - Community Driver Safety Training Bill**

Leslie Villegas and Ryan Guillen from the Office of Senator Monning discussed the bill that was introduced to require safety training for commercial drivers prior to obtaining their license. Asked if the Safe on 17 task force could write a letter of support for the bill. The members supported the bill and requested Ginger Dykaar, Safe on 17 program manager, to write a letter of support for the bill from the task force.

#### **5. Received Information Items**

Ginger Dykaar presented the Freeway Service Patrol (FSP) Program Update. The Freeway Service Patrol program continues to run smoothly. Ladd's towing is currently the contractor and contract extends to July 2017. Drivers rove sections of both Hwy 17 and Hwy1. The program is funded primarily by Caltrans but RTC does match the funds by up to 50%. As part of the work of FSP, the drivers are provided a device for logging in and out of their beat as well as providing information on each assist. The devices they were using were replaced in the fall to use iPad minis. This is a very useful way to track when the drivers are on their beats and the location.

Caltrans analyzes the cost benefits of FSP services every year. The draft report has just come out and shows that the assist rate for each beat is about 1 assist every 2.4 hours. The average assist duration is 14 minutes and mechanical problems and collisions are the top reasons for assists.

Ginger Dykaar presented information on the RTC 511 traveler information service website – Cruz511 being developed by RTC. Beta testing of the website will take place in a few weeks and launch of the website will be in late April, early May of this year. The site will be designed to view on smart phones, tablets and computers and will feature: Real time traffic information, incident information, traffic cameras, multimodal info and trip planning tools, Googles transit trip planner, specialized transportation, emergency alerts and more.

Articles/Public Feedback –The first news article discusses the wildlife crossing tunnel that the Land Trust of SCC has been raising funds for. The Land Trust has been working with Caltrans on this project planned for the Laurel Curve area. There is also a news article on the Hwy 17 Access Mgmt Study.

RTC and CHP contract for extra enforcement - The current contract expires in June 2015. A new contract rather than an amendment is being developed and thus, there can be no carryover of funds from the current contract to the next. Another issue related to the contract is that the invoices have been extremely delayed. This could jeopardize our funding from MTC so if you can influence CHP HQs to get invoices to us within 60 days after each quarter, it would be greatly appreciated. With the new contract, RTC staff would like the CHP to provide a plan for extra enforcement hours for the year by July 1 of each new fiscal year.

## **6. Received Update on California Highway Patrol Safe on 17 Program Statistics and Public Information Efforts**

Lt Scot Loetscher with San Jose CHP stated that there were two fatalities this year on the Santa Clara side of Hwy 17 and a higher number of total collisions than the last few years. There were significantly less regular citations but many more overtime citations during 2014. Emphasis of enforcement was on the primary collision factors.

Lt Brian Hawkins from Santa Cruz CHP provided a handout at that meeting that includes an analysis of the Santa Cruz CHP program with call volumes, collision analysis and public information activities. The Santa Cruz CHP has changed their overtime schedule to be during a targeted 4 hour period of time not associated with an officer's shift. The overtime is schedule for commute times (5:00am to 10:00am) or (3:00pm to 7:00pm).

Supervisor McPherson emphasized the difference between driving 50 mph versus 65 mph and added that it only takes a few minutes longer to get to a destination when driving slower.

CHP San Jose and CHP Santa Cruz incorporate the message of safety on Highway 17 in all of their public affairs activities, whether it is recruiting booths or information tables, senior or teen driver training classes.

Ginger Dykaar stated that on average there should be about 50 hours per month of extra enforcement if spread out evenly throughout the year. Please look at your funds to make sure you are using them by the end of this fiscal year.

Lt Brian Hawkins asked whether there were any evacuation plans if Hwy17 was shut down due to a natural disaster. Only informal plans are known. Brandy Rider at Caltrans will look into what Caltrans has if anything and what CT role would be in planning for an evacuation if there was a natural disaster in the area.

## **7. Received Major Incident Review**

The task force discussed the big rig incident on Hwy 1 that went over the rail onto Hwy 17 and the UCSC protestors incident.

## **8. Received Caltrans District 5 Highway 17 Project Update**

Jennifer Wilson from CT D5 presented the Laurel Curve Shoulder Widening Update – the shoulder in the NB direction, north of the intersection with Laurel Rd, will be widened and a retaining wall constructed in order to increase site distance and to allow more time for steering correction around this curve. The project will be completed in approximately 3 months, which is 4 to 5 months ahead of schedule as they were able to work during the day and have longer work windows.

Brandy Rider and Kelly McClendon presented the Access Management Study that has begun for the Hwy 17 corridor from Granite Creek Rd in the City of Scotts Valley to Summit Rd. The plan will identify issues related to access, mobility and safety, develop potential improvements and assess feasibility of implementation. Public input will be sought in 2015.

Kelly McClendon presented the draft Corridor Data Sheet for Hwy 17. Comments are welcome. This is a summary version of the Transportation Concept Report for Hwy 17 which will be updated by end of spring this year.

Supervisor McPherson would like to see a speed survey performed to assess speeds on Hwy 17 southbound into Scotts Valley area. He believes that the speed limit too quickly increases in the vicinity of Crescent Dr.

Other projects in Santa Cruz County include erosion and sediment control project on SB side of Hwy 17 near Carbonera Drive, a shoulder widening project near Glenwood Cutoff and a shoulder widening and restriping project on the fishhook where Hwy 1 NB goes around the hook and merges with Hwy 17.

## **9. Received Caltrans District 4 Highway 17 Project Update**

Nick Saleh, Principal Engineer from D4, presented the project update for Santa Clara County side of Hwy 17. There are no major active projects currently for Hwy 17 on the Santa Clara County side. There is a project on Hwy 17 to replace a Weigh-in-Motion System near Los Gatos.

## **10. Received Traffic Operations Systems Updates**

Traffic Management Center (TMC) Update - Ramin Bolourchian stated that if anyone sees any problems with the changeable message signs (CMSs), to please contact the TMC.

Ginger Dykaar provided some handouts of vehicle flow data for Hwy 17 and travel time data for Hwy 1. The RTC is developing a Santa Cruz County travel demand model and we are in the process of determining what data is available to use to calibrate the model. The detectors in the NB and SB direction at Granite Creek show 100% observed for a good part of the year but data is estimated for the last few months. Good information on the number of vehicles on our highways to differentiate weekday and weekends and time of day is really useful for monitoring performance and planning future investments. The detectors at the summit and just south of Los Gatos are also plotted but they do not show much observed data. What can be done to get these detectors to collect good quality data more consistently?

Brandy Rider stated that Caltrans D5 does not have the resources to keep these detectors operational.



**11. Received Additional Items - none**

**12. Approved Next Meeting Date**

Joint Safe on 17 Task Force & TOS Oversight Committee Meeting – Wednesday, September 16, 2014 10:00 to 12:00 at Santa Cruz County Regional Transportation Commission, 1523 Pacific Ave, Santa Cruz, CA 95060.

Respectively submitted by

  
Ginger Dykaar



**TO:** Safe on 17 Task Force & Traffic Operation Systems Oversight Committee  
**FROM:** Ginger Dykaar and Amy Naranjo, Transportation Planners  
**RE:** Santa Cruz County Freeway Service Patrol Program Update

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## **RECOMMENDATION**

Receive an update on the Santa Cruz County Freeway Service Patrol Program.

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## **BACKGROUND**

The Santa Cruz County Regional Transportation Commission (RTC) operates the Freeway Service Patrol (FSP) program in Santa Cruz County. This program consists of two tow trucks patrolling Highway 1 from Highway 9 to State Park Drive and Highway 17 from Mount Herman Road to the Santa Clara County Line. Both highway segments are patrolled during weekday commute periods. Traditionally, the Highway 17 segment is also patrolled on Sundays from 1:00 pm to 7:00 pm all year round and Saturdays from 1:00 pm to 7:00 pm during the summer. For the past few summers, Hwy 1 has also been patrolled from 1:00 to 7:00 pm on most Saturdays and Sundays. FSP tow trucks remove disabled vehicles from the highway at no cost to the motorists. The FSP program is designed to reduce congestion, improve safety, and reduce fuel consumption and auto emissions by minimizing the congestion associated with collisions and other incidents.

## **DISCUSSION**

### ***FSP Funding***

Caltrans allocates funds to each FSP program based on a formula that includes population, freeway lane miles and congestion (daily vehicle-hours of delay). For FY 15/16, the allocation for Santa Cruz County FSP is approximately \$33,000 less than previous years due primarily to a change in the way congestion is determined for Santa Cruz County. Because there are currently no detectors on Highway 17 in areas of Santa Cruz County that typically experience congestion, congestion on Highway 17 is assumed to be nonexistent, reducing the amount of allocation for FSP. The number of hours of FSP will need to be reduced due to this decrease in funds from Caltrans for FSP. RTC staff is currently evaluating how best to reduce FSP hours and will take into consideration the times of day when there are fewer assists. Summer weekend hours may need to be reduced or eliminated and a reduction in weekday service may also be necessary.

Caltrans requires a match of 25% from the administering agencies to support the FSP program. Historically, the FSP matching funds from Santa Cruz County have been about 50% and have been funded from a variety of sources including Santa

Cruz County's regional share of State Transportation Improvement Program (STIP) funds, Service Authority for Freeway Emergency (SAFE) funds, and Regional Surface Transportation Program (RSTP) funds. **Matching funds for FSP for FY 15/16 have been secured from STIP funds.**

### FSP Management Information System

Caltrans analyzes the cost benefits for FSP services throughout the state on a yearly basis. The draft report for the FY 13/14 shows that for Santa Cruz County the assist rate for both beats is the same at 0.41 assists per hour or 1 assist every 2.4 hours. During FY 14/15 there have been a total of 1,531 FSP assists.

**Number of FSP Assists per Fiscal Year**

	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15 (to date)
<b>Beat 1 HWY 17</b>	762	767	770	762	792	763
<b>Beat 2 HWY 1</b>	713	820	800	784	721	768
<b>TOTAL</b>	1475	1587	1570	1546	1513	1531
<b>Percent Change</b>	-9.8%	7.1%	-1.1%	-1.6%	-2.2%	1.2%

### SUMMARY

The allocation from Caltrans for FSP for 2015/2016 has been reduced by approximately \$33,000. RTC will need to reduce FSP service hours due to this reduction of funds. Matching funds for FSP service on Highway 1 and 17 for FY 15/16 have been secured from STIP funds. The current assist rate for both beats is 0.41 assists per hour or 1 assist every 2.4 hours.

S:\TOS\TOS2015\March\packet\4a. FSPProgramUpdate.docx

**TO:** Safe on 17 Task Force & Traffic Operation Systems Oversight Committee  
**FROM:** Amy Naranjo and Tegan Speiser, Transportation Planners  
**RE:** Santa Cruz County 511 Traveler Information Services

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## **RECOMMENDATION**

Receive an update on Santa Cruz County 511 Traveler Information Services.

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## **BACKGROUND**

With the support of a Caltrans Partnership Planning Grant, the Santa Cruz County Regional Transportation Commission (RTC) and the Transportation Agency for Monterey County (TAMC) completed a feasibility study and implementation plan for establishing a 511 traveler information service in the Monterey Bay Area. In December, 2013 the RTC authorized staff to develop and implement a web-based 511 traveler information service for Santa Cruz County as outlined in the 511 Implementation Plan.

## **DISCUSSION**

In May 2015, RTC staff launched a 511 traveler information website, Cruz511.org. Cruz511.org is a Santa Cruz County 511 mobile responsive website designed for viewing on smart phones, and tablets as well as computers. As a nationally recognized brand for traveler information, 511 provides travelers with easy access to traveler information and empowers people to better plan or adapt their trips based on knowledge about current travel conditions. Communities across California have developed and implemented 511 programs and the Monterey Bay Area was one of the few remaining gaps in this information network.

The Cruz511.org website features:

- Information on real-time traffic speeds, incident information and traffic cameras using data from Caltrans and CHP
- Multimodal information and trip planning tools
- Specialized transportation
- Emergency alerts and notices
- Rideshare tools and information and
- Links to local transportation providers, services and resources

Cruz511 is the umbrella brand under which all RTC traveler information services will take place including those previously delivered through Commute Solutions. System monitoring is critical to the success of 511 services, and performance metrics are being established for these four categories: usage, reliability, accuracy and customer engagement. Usage information is especially important to marketing and outreach activities and for fine-tuning how information is organized and presented on the

website. Web analytics will help RTC gauge consumer response and engagement with 511 services.

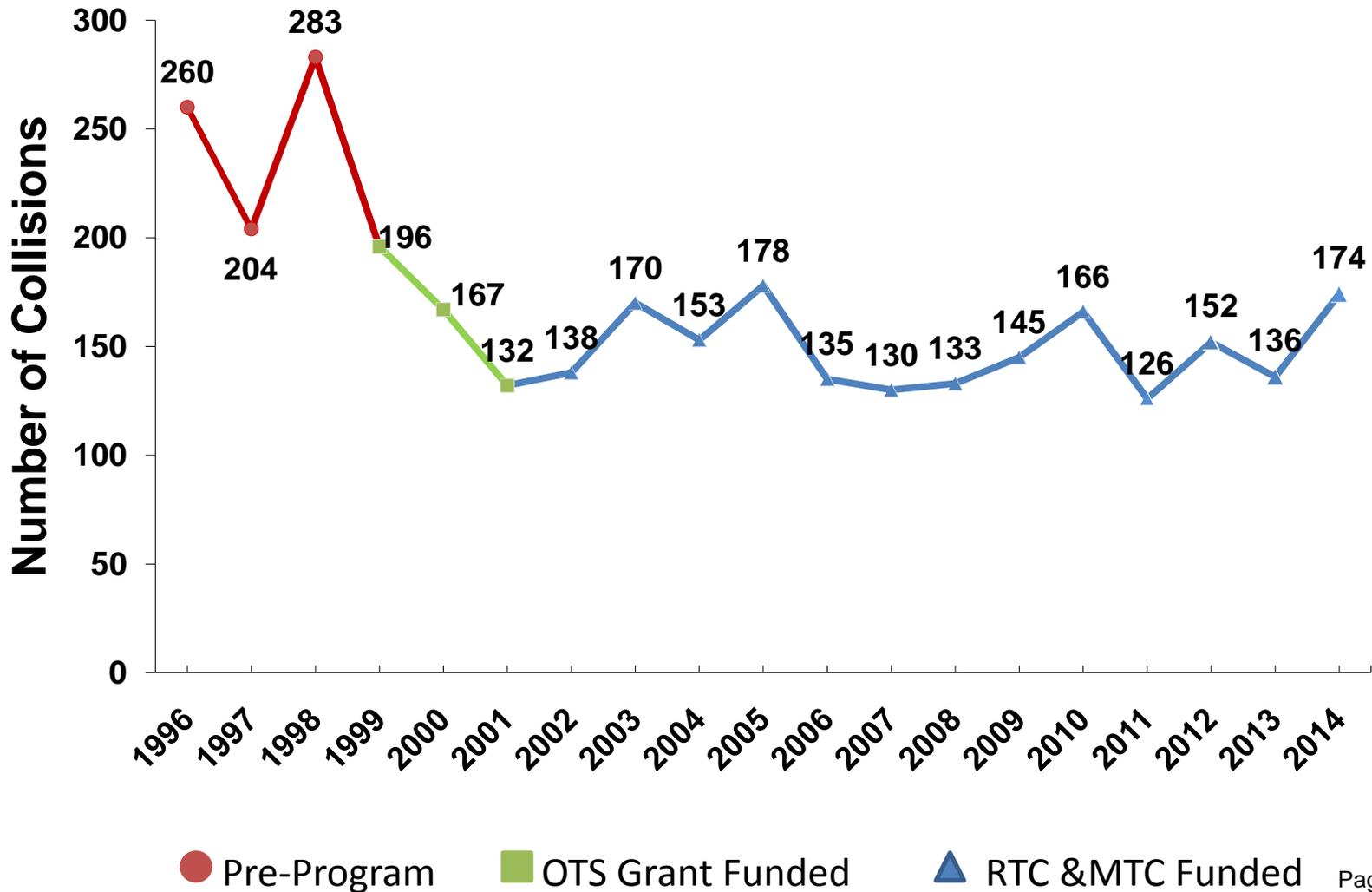
Although many good traveler information tools and resources exist in our area, there is significant value in having them all in one place and easy to access. This will also allow the RTC's rideshare program to provide more online and streamlined delivery of information to users of the transportation system. The Santa Cruz County 511 website will be a one-stop shop for traveler information around the clock.

## **SUMMARY**

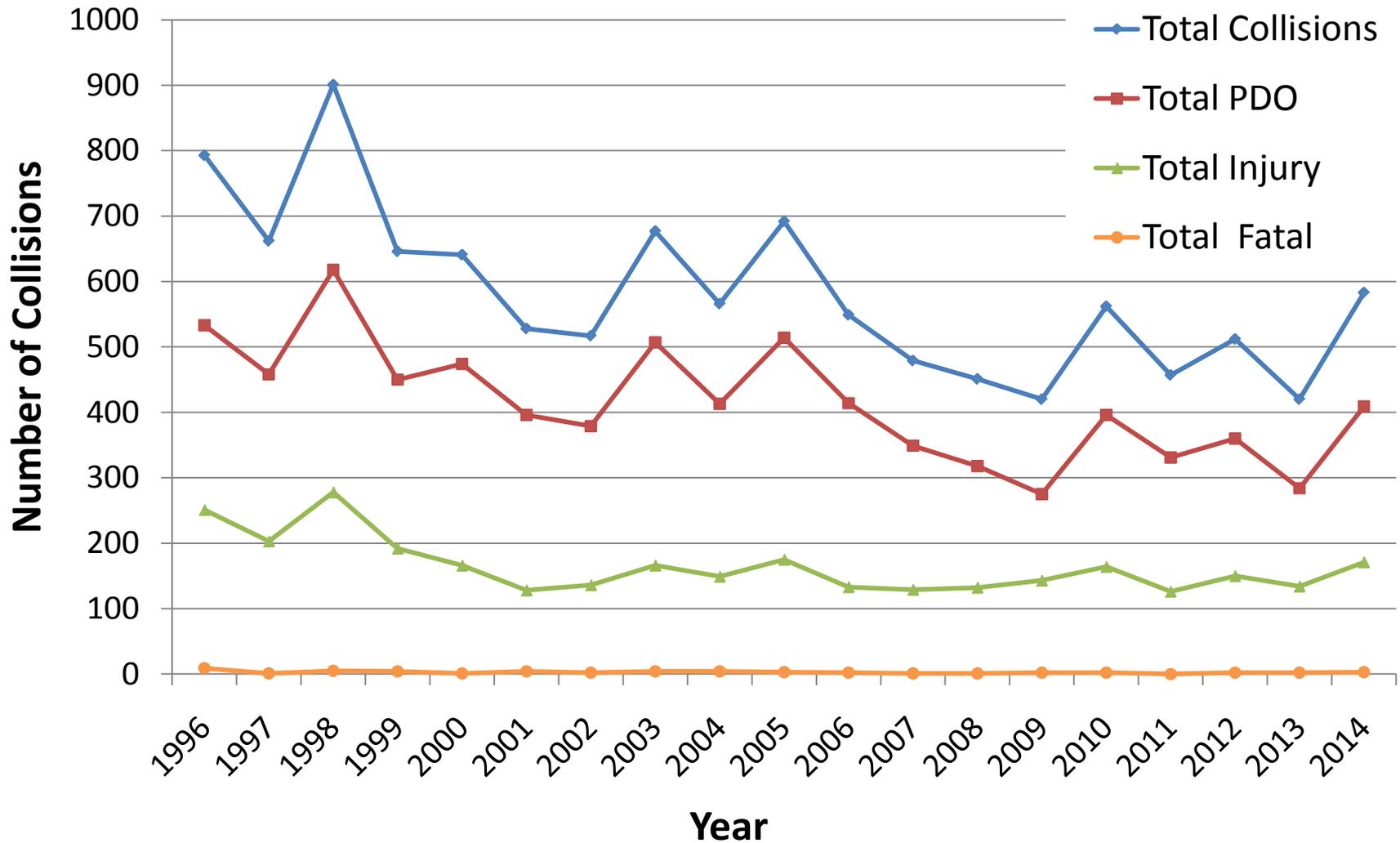
RTC staff has developed a 511 website, Cruz511.org, to provide traffic conditions and multimodal transportation information that is tailored to Santa Cruz County residents and visitors.

S:\TOS\TOS2015\September\Packet\4b. 511-staff-report.docx

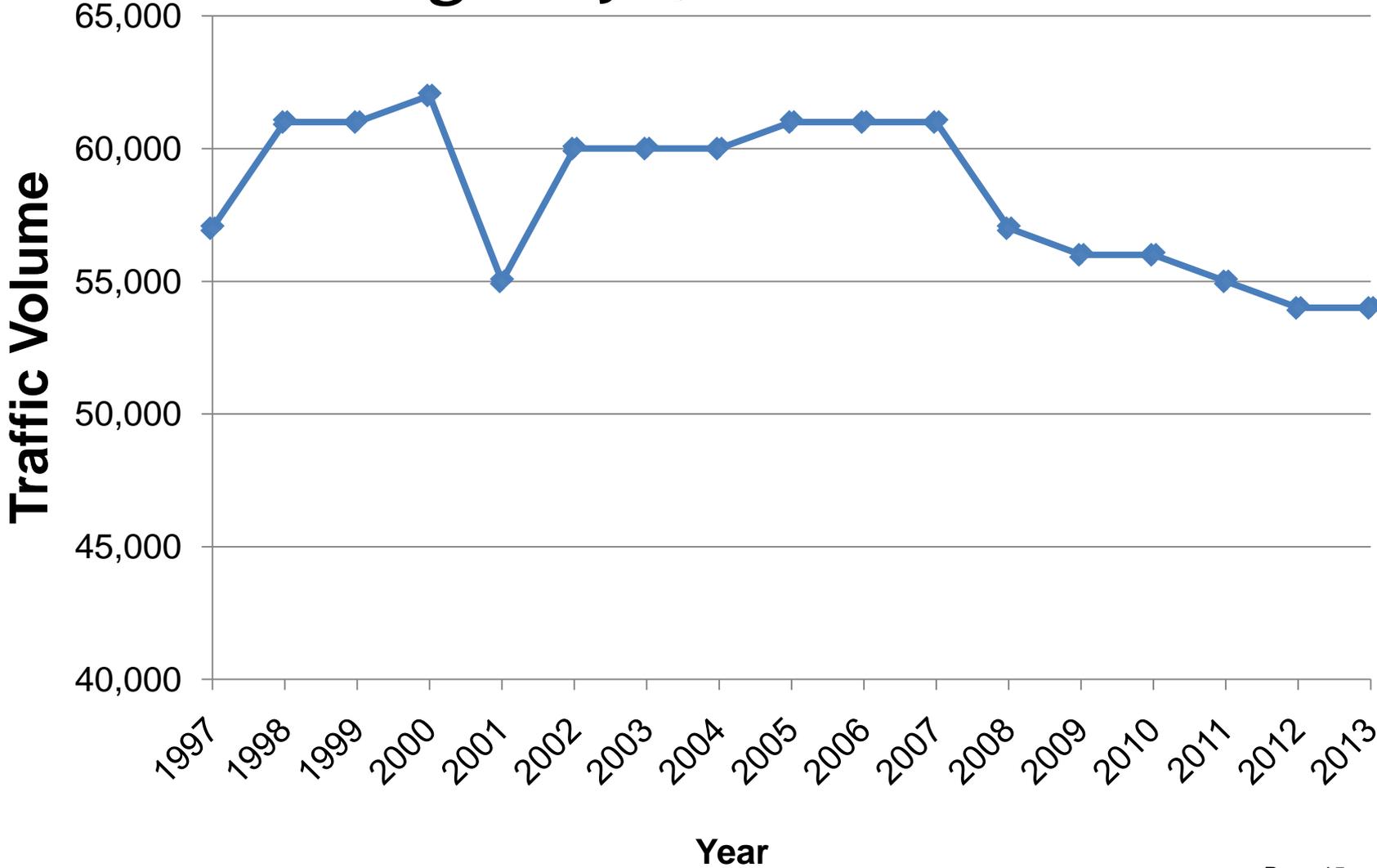
# Annual Total Fatal & Injury Collisions Highway 17



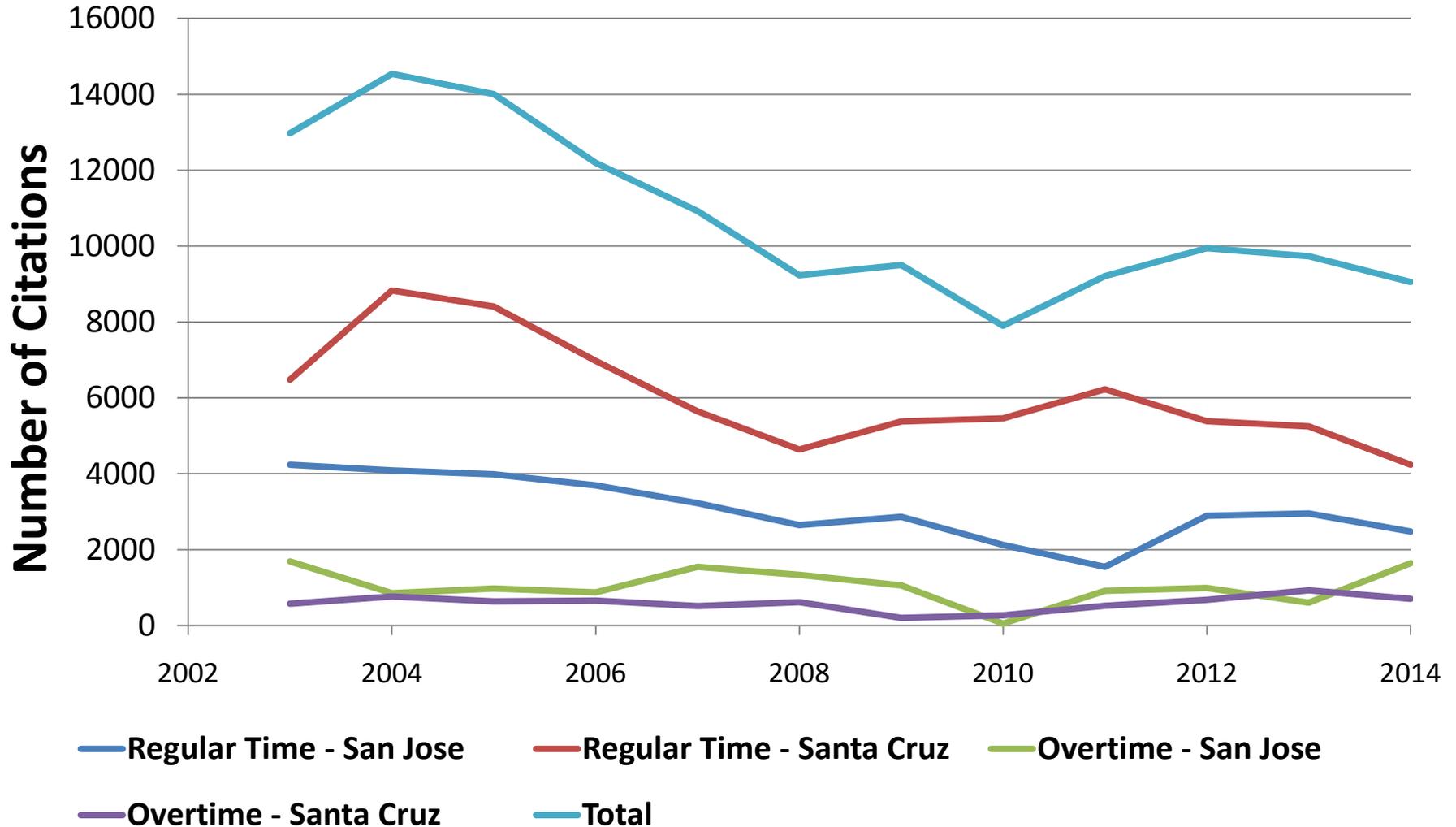
# Highway 17 Historical Collision Data



# Annual Average Daily Traffic Highway 17 near Summit



# Total Traffic Citations per Year



# San Jose Mercury News

## Crashes on Highway 17 at highest level in a decade

*By Gary Richards*

[grichards@mercurynews.com](mailto:grichards@mercurynews.com)

POSTED: 07/02/2015 12:01:00 AM PDT

**6 COMMENTS**

With Fourth of July around the corner and Highway 17 a popular serpentine route for drivers heading to Central Coast beaches for the holiday, a warning is in order.

Crashes on the stretch of from Los Gatos to Santa Cruz have reached their highest level in nearly a decade since safety officials began one of the most intensive and successful campaigns statewide to curb the carnage on the four-lane highway.

Although state traffic officials have no firm data, they blame distracted driving for the uptick in collisions in 2014. They often see drivers texting, using smartphones to read email and tinkering with navigation systems while twisting through tight curves just feet away from scenic Redwood trees.

"I absolutely agree," said motorcyclist Matt Petty, of Scotts Valley. "I see lots of people still on their phones while I split lanes. Lots? Make that a ton of people."

Speeding, tailgating and unsafe lane changes remain the leading causes of crashes, but the recently released Safe on 17 annual report took dead aim at those taking their eyes off the highway and fidgeting with electronic devices in their vehicles.

"These additional factors can cause an upward trend in the number of collisions and may be the reason for the increased collision rate on Highway 17 for 2014," according to the report. No surprise there. A National Highway Traffic Safety Administration study released last year concluded that physical and visual distractions triple the risk of crashes.

"It's evident that drivers distracted by cellphone usage, hand-held or hands-free, is a growing danger to all who use our roadways," said Chris Cochran of the state Office of Traffic Safety. "Too many think that they can handle it, that somehow they can see the road ahead even though they are looking at their phone, that somehow their conversation isn't distracting them, slowing their reaction time, making them miss seeing things right in front of them."

"They are wrong. Maybe they haven't had a crash. Neither do drunk drivers, until they do. And if any road is one that you need all your attention for, it's 17."

There were 583 collisions with 171 injuries and three deaths last year on Highway 17, the most since 2005 when 692 crashes, 175 injuries and three fatalities occurred. This despite factors that normally would mean fewer mishaps -- minimal rain in the winter, a huge drop in daily traffic, and nearly \$200 million for safety upgrades the past 15 years. The Highway Patrol even logged 1,503 hours of overtime -- the most since 2011 -- monitoring the curvy road.

The Safe on 17 task force was formed after an alarming surge in crashes and deaths in the 1990s. The three-dozen member group meets twice a year and consists of the CHP, Caltrans, the Oakland-based Metropolitan Transportation Commission, the Santa Cruz County Regional Transportation Commission, local legislators, Scotts Valley police and emergency responders.

From 1990 to 1998, before the safety effort began, 54 people died on Highway 17. Since 2003, there have been 26 deaths.

The goal was to reduce those 1990s numbers by 30 percent, and in some years, it exceeded that with a 49 percent drop in major injuries and fatalities. This translates to 123 fewer fatality and injury collisions a year.

And in 2011, there were no deaths recorded -- the first time that has happened in decades.

Today, the CHP issues 25 tickets a day on average, among the most of any similar highway in the state and spends nearly \$150,000 for overtime annually.

But despite the efforts, the CHP and emergency crews are again racing to more crashes and drivers and not the feared four-lane road are getting the blame. Safety officials will monitor future data and if the trend continues upward, more black and white patrol cars may be employed.

And hopefully common sense. Highway 17 is no place to have a chat with Siri, your spouse or your BFF.

Follow Gary Richards at [Twitter.com/mrroadshow](https://twitter.com/mrroadshow), look for him at [Facebook.com/mr.roadshow](https://facebook.com/mr.roadshow) or contact him at [mrroadshow@mercurynews.com](mailto:mrroadshow@mercurynews.com) or 408-920-5335.

## HWY. 17 COLLISION DATA

YEAR CRASHES INJURIES DEATHS\*1996 793 151 9

2003 677 166 4

2004 566 149 4

2005 692 175 3

2006 549 133 2

2007 479 129 1

2008 451 132 1

2009 420 143 2

2010 562 164 2

2011 457 126 0

2012 512 150 2

2013 420 134 2

2014 583 171 3

\* Before Highway 17 safety campaign began

California Highway Patrol

YEAR overtime TICKETs

2005 1,331 ....14,007 2006 1,315 12,196

2007 1,474 10,923

2008 1,443 9,230

2009 989 9,506

\*2010 330 7,897

2011 1,528 9,208

2012 1,257 9,942

2013 1,152 9,735

2014 1,503 9,057

\* Moratorium due to state budget crisis

Source: CHP

## Roadshow: Speeders a big worry on Highway 9, Highway 17

***By Gary Richards***

[grichards@mercurynews.com](mailto:grichards@mercurynews.com)

Posted: 07/20/2015 05:45:56 AM PDT [58 Comments](#) | Updated: about a month ago

Q Regarding your article about Highway 17 crashes on the rise: No kidding!

It is getting to be a rare day when I don't get caught in traffic stemming from an accident on 17. Just from my own experience, I would say that it is more a result of speed than anything else. I can't count the number of times I see people come flying up to my bumper, flashing their lights for me to move over, even though I can't and traffic ahead of me is moving at the same speed that I am. I see people using nonexistent shoulders to pass all the time.

When I drive my horses over 17, I go early and keep a huge gap between me and the car in front of me, and I can't believe how people jump into that space. Or they suddenly realize that they are about to miss their exit, and cut me off to get there.



Northbound Highway 17, February 2015. (Kevin Johnson -- Santa Cruz Sentinel)

Honestly, is your life, my life and the lives of my horses worth you not having to go a mile out of your way to take the next exit and come back? We need the CHP back on 17, issuing tickets right and left.

*Pam Ashford*

Los Gatos

A The CHP worked 1,503 hours of overtime on Highway 17 last year, the most since 2005. With crashes on the rise, I'm betting that figure might increase again this year.

Q Just read about drivers texting on curvy Highway 17. Could we get the Caltrans board on south 17 in Los Gatos to say "No texting next 20 miles?"

*Peter Groot*

San Jose

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A No. That would imply it's OK to text after that stretch. The state, however, will flash "no texting" messages on a semiregular basis here and along other highways as it has in the past.

Q Now that the season for weekend getaways to Santa Cruz is here, I frequently hit the coarse pavement on Highway 17 south at 85. The road's been that way for a long time. Does Caltrans have plans to pave it? It's rough enough to rattle drivers into slowing ahead of the permanent logjam through Los Gatos.

*Bob Messing*

Mountain View

A The northbound area around 17-85 was repaved in 2011 and work is planned for southbound in 2020.

Look for Gary Richards at [www.facebook.com/mr.roadshow](https://www.facebook.com/mr.roadshow) or contact him at [mrroadshow@mercurynews.com](mailto:mrroadshow@mercurynews.com) or 408-920-5335.



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

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
JANUARY	PDO	53	25	24	13	9	12	18	11	19	11	8	5	9	17	6	8	14	15
	INJURY	17	15	8	2	2	5	8	3	2	6	5	4	4	3	3	0	3	4
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
	<b>TOTAL</b>	<b>70</b>	<b>40</b>	<b>32</b>	<b>15</b>	<b>11</b>	<b>17</b>	<b>27</b>	<b>14</b>	<b>21</b>	<b>17</b>	<b>13</b>	<b>9</b>	<b>13</b>	<b>20</b>	<b>9</b>	<b>8</b>	<b>18</b>	<b>19</b>
FEBRUARY	PDO	31	23	32	7	11	8	11	10	7	14	14	12	6	11	8	15	16	10
	INJURY	6	14	10	2	5	2	7	5	4	6	6	6	5	2	3	6	7	9
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>37</b>	<b>37</b>	<b>42</b>	<b>9</b>	<b>16</b>	<b>10</b>	<b>18</b>	<b>15</b>	<b>11</b>	<b>20</b>	<b>20</b>	<b>18</b>	<b>11</b>	<b>13</b>	<b>11</b>	<b>21</b>	<b>23</b>	<b>19</b>
MARCH	PDO	29	18	20	20	5	17	10	19	13	11	5	14	11	17	12	14	12	22
	INJURY	18	9	7	5	5	5	9	3	3	3	3	2	5	4	1	8	7	9
	FATAL	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>47</b>	<b>27</b>	<b>28</b>	<b>25</b>	<b>10</b>	<b>22</b>	<b>19</b>	<b>22</b>	<b>16</b>	<b>14</b>	<b>8</b>	<b>16</b>	<b>16</b>	<b>21</b>	<b>13</b>	<b>22</b>	<b>19</b>	<b>31</b>
APRIL	PDO	24	15	23	12	16	16	9	11	15	5	8	10	9	10	16	10	14	26
	INJURY	11	7	3	3	4	7	5	4	7	7	3	5	6	3	5	9	8	7
	FATAL	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0
	<b>TOTAL</b>	<b>35</b>	<b>22</b>	<b>26</b>	<b>15</b>	<b>20</b>	<b>23</b>	<b>14</b>	<b>15</b>	<b>23</b>	<b>12</b>	<b>12</b>	<b>15</b>	<b>15</b>	<b>13</b>	<b>22</b>	<b>19</b>	<b>22</b>	<b>33</b>
MAY	PDO	40	16	27	16	9	5	13	13	10	5	5	16	11	10	11	2	14	25
	INJURY	14	3	10	5	3	2	6	6	7	0	7	5	4	4	2	5	5	10
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>54</b>	<b>19</b>	<b>37</b>	<b>21</b>	<b>12</b>	<b>7</b>	<b>20</b>	<b>19</b>	<b>17</b>	<b>5</b>	<b>12</b>	<b>21</b>	<b>15</b>	<b>14</b>	<b>13</b>	<b>7</b>	<b>19</b>	<b>35</b>
JUNE	PDO	19	16	17	12	17	10	6	9	13	9	3	13	15	16	20	12	8	19
	INJURY	13	7	4	3	4	3	4	3	2	3	4	2	3	4	4	5	4	9
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>32</b>	<b>23</b>	<b>21</b>	<b>15</b>	<b>21</b>	<b>13</b>	<b>10</b>	<b>12</b>	<b>15</b>	<b>12</b>	<b>7</b>	<b>15</b>	<b>18</b>	<b>20</b>	<b>24</b>	<b>17</b>	<b>12</b>	<b>28</b>
JULY	PDO	10	16	18	12	15	13	17	15	10	9	8	7	16	14	5	12	14	15
	INJURY	10	7	5	4	4	4	6	1	5	3	6	2	7	5	8	6	6	10
	FATAL	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0
	<b>TOTAL</b>	<b>20</b>	<b>23</b>	<b>23</b>	<b>17</b>	<b>19</b>	<b>17</b>	<b>23</b>	<b>16</b>	<b>15</b>	<b>12</b>	<b>14</b>	<b>9</b>	<b>24</b>	<b>19</b>	<b>13</b>	<b>18</b>	<b>21</b>	<b>25</b>
AUGUST	PDO	19	23	14	13	15	12	9	13	9	13	10	9	8	14	10	15	11	
	INJURY	4	7	5	7	3	6	4	2	1	2	7	2	8	6	4	6	3	
	FATAL	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
	<b>TOTAL</b>	<b>23</b>	<b>30</b>	<b>19</b>	<b>21</b>	<b>18</b>	<b>18</b>	<b>14</b>	<b>15</b>	<b>10</b>	<b>15</b>	<b>17</b>	<b>11</b>	<b>16</b>	<b>20</b>	<b>14</b>	<b>21</b>	<b>14</b>	<b>0</b>
SEPTEMBER	PDO	21	12	20	21	3	11	10	6	5	8	10	7	10	9	13	18	17	
	INJURY	6	6	10	4	4	5	4	3	0	1	2	0	4	1	4	5	3	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>TOTAL</b>	<b>27</b>	<b>18</b>	<b>30</b>	<b>25</b>	<b>7</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>12</b>	<b>7</b>	<b>14</b>	<b>10</b>	<b>17</b>	<b>23</b>	<b>20</b>	<b>0</b>
OCTOBER	PDO	12	27	14	18	12	19	17	21	13	14	10	8	30	14	12	6	26	
	INJURY	11	4	2	7	2	2	5	8	5	6	3	3	2	5	3	5	4	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>TOTAL</b>	<b>23</b>	<b>31</b>	<b>16</b>	<b>25</b>	<b>14</b>	<b>21</b>	<b>22</b>	<b>29</b>	<b>18</b>	<b>20</b>	<b>13</b>	<b>11</b>	<b>32</b>	<b>19</b>	<b>15</b>	<b>11</b>	<b>30</b>	<b>0</b>
NOVEMBER	PDO	38	31	16	16	10	22	12	11	11	7	20	11	12	9	12	14	17	
	INJURY	12	15	4	1	4	6	3	8	6	3	9	1	6	4	4	7	7	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>TOTAL</b>	<b>50</b>	<b>46</b>	<b>20</b>	<b>17</b>	<b>14</b>	<b>28</b>	<b>15</b>	<b>19</b>	<b>17</b>	<b>10</b>	<b>29</b>	<b>12</b>	<b>18</b>	<b>13</b>	<b>16</b>	<b>21</b>	<b>24</b>	<b>0</b>
DECEMBER	PDO	10	12	15	15	23	20	16	16	10	13	20	11	7	8	10	7	15	
	INJURY	7	7	6	5	5	6	6	6	7	4	3	4	7	1	1	3	5	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
	<b>TOTAL</b>	<b>17</b>	<b>19</b>	<b>21</b>	<b>20</b>	<b>28</b>	<b>26</b>	<b>22</b>	<b>22</b>	<b>17</b>	<b>17</b>	<b>23</b>	<b>15</b>	<b>14</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>20</b>	<b>0</b>
<b>TOTAL PDO:</b>		<b>306</b>	<b>234</b>	<b>240</b>	<b>175</b>	<b>145</b>	<b>165</b>	<b>148</b>	<b>155</b>	<b>135</b>	<b>119</b>	<b>121</b>	<b>123</b>	<b>144</b>	<b>149</b>	<b>135</b>	<b>133</b>	<b>178</b>	<b>132</b>
<b>TOTAL INJURY:</b>		<b>129</b>	<b>101</b>	<b>74</b>	<b>48</b>	<b>45</b>	<b>53</b>	<b>67</b>	<b>52</b>	<b>49</b>	<b>44</b>	<b>58</b>	<b>36</b>	<b>61</b>	<b>42</b>	<b>42</b>	<b>65</b>	<b>62</b>	<b>58</b>
<b>TOTAL FATALITIES:</b>		<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>
<b>TOTAL COLLISIONS:</b>		<b>435</b>	<b>335</b>	<b>315</b>	<b>225</b>	<b>190</b>	<b>218</b>	<b>218</b>	<b>207</b>	<b>185</b>	<b>163</b>	<b>180</b>	<b>159</b>	<b>206</b>	<b>191</b>	<b>178</b>	<b>199</b>	<b>242</b>	<b>190</b>

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

Regular Citations

Overtime Citations

		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
JANUARY	PCF	258	174	172	102	126	96	150	279	158	69
	Other	36	45	37	26	20	32	40	25	14	21
	Mechanical	15	6	8	5	2	3	13	13	42	34
	<b>TOTAL</b>	<b>309</b>	<b>225</b>	<b>217</b>	<b>133</b>	<b>148</b>	<b>131</b>	<b>203</b>	<b>317</b>	<b>214</b>	<b>124</b>
FEBRUARY	PCF	258	131	95	78	109	94	211	284	59	138
	Other	38	31	26	34	23	7	14	7	13	12
	Mechanical	6	7	6	1	4	2	26	48	20	33
	<b>TOTAL</b>	<b>302</b>	<b>169</b>	<b>127</b>	<b>113</b>	<b>136</b>	<b>103</b>	<b>251</b>	<b>339</b>	<b>92</b>	<b>183</b>
MARCH	PCF	197	302	158	115	114	101	154	276	220	137
	Other	75	20	29	32	6	15	19	13	32	11
	Mechanical	18	1	12	6	1	10	38	42	30	19
	<b>TOTAL</b>	<b>290</b>	<b>323</b>	<b>199</b>	<b>153</b>	<b>121</b>	<b>126</b>	<b>211</b>	<b>331</b>	<b>282</b>	<b>167</b>
APRIL	PCF	216	108	154	121	110	199	114	223	240	114
	Other	69	15	31	40	28	9	20	11	30	14
	Mechanical	4	4	1	4	2	42	49	43	26	25
	<b>TOTAL</b>	<b>289</b>	<b>127</b>	<b>186</b>	<b>165</b>	<b>140</b>	<b>250</b>	<b>183</b>	<b>277</b>	<b>296</b>	<b>153</b>
MAY	PCF	306	325	176	252	242	154	165	324	201	152
	Other	72	17	36	88	30	36	32	13	16	14
	Mechanical	2	2	3	13	6	33	32	35	42	28
	<b>TOTAL</b>	<b>380</b>	<b>344</b>	<b>215</b>	<b>353</b>	<b>278</b>	<b>223</b>	<b>229</b>	<b>372</b>	<b>259</b>	<b>194</b>
JUNE	PCF	307	346	90	153	267	91	267	197	233	114
	Other	62	33	32	29	42	12	40	23	15	8
	Mechanical	7	1	1	10	6	11	57	58	29	38
	<b>TOTAL</b>	<b>376</b>	<b>380</b>	<b>123</b>	<b>192</b>	<b>315</b>	<b>114</b>	<b>364</b>	<b>278</b>	<b>277</b>	<b>160</b>
JULY	PCF	233	223	201	169	174	87	135	155	73	48
	Other	63	25	24	32	46	18	14	10	21	6
	Mechanical	3	2	3	2	6	7	16	25	34	25
	<b>TOTAL</b>	<b>299</b>	<b>250</b>	<b>228</b>	<b>203</b>	<b>226</b>	<b>112</b>	<b>165</b>	<b>190</b>	<b>128</b>	<b>79</b>
AUGUST	PCF	180	178	249	248	124	76	178	154	200	57
	Other	45	12	35	36	32	21	9	10	21	9
	Mechanical	3	1	6	2	8	18	21	18	31	26
	<b>TOTAL</b>	<b>228</b>	<b>191</b>	<b>290</b>	<b>286</b>	<b>164</b>	<b>115</b>	<b>208</b>	<b>182</b>	<b>252</b>	<b>92</b>
SEPTEMBER	PCF	252	188	80	300	125	37	194	193	146	
	Other	52	19	28	58	42	13	14	11	13	
	Mechanical	8	0	2	12	7	21	35	18	30	
	<b>TOTAL</b>	<b>312</b>	<b>207</b>	<b>110</b>	<b>370</b>	<b>174</b>	<b>71</b>	<b>243</b>	<b>222</b>	<b>189</b>	<b>0</b>
OCTOBER	PCF	230	232	105	223	115	101	175	98	167	
	Other	98	21	26	45	27	17	17	24	23	
	Mechanical	3	3	2	10	7	11	55	18	28	
	<b>TOTAL</b>	<b>331</b>	<b>256</b>	<b>133</b>	<b>278</b>	<b>149</b>	<b>129</b>	<b>247</b>	<b>140</b>	<b>218</b>	<b>0</b>
NOVEMBER	PCF	322	372	63	371	79	56	277	116	116	
	Other	81	31	40	69	17	2	16	20	17	
	Mechanical	14	1	2	13	1	5	34	26	20	
	<b>TOTAL</b>	<b>417</b>	<b>404</b>	<b>105</b>	<b>453</b>	<b>97</b>	<b>63</b>	<b>327</b>	<b>162</b>	<b>153</b>	<b>0</b>
DECEMBER	PCF	116	292	626	150	121	90	198	117	97	
	Other	36	38	62	13	49	10	5	6	8	
	Mechanical	2	16	23	4	4	12	61	20	11	
	<b>TOTAL</b>	<b>154</b>	<b>346</b>	<b>711</b>	<b>167</b>	<b>174</b>	<b>112</b>	<b>264</b>	<b>143</b>	<b>116</b>	<b>0</b>

		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
JANUARY	PCF	0	0	129	0	0	0	33	1	0	46
	Other	0	0	29	0	0	0	7	49	0	1
	Mechanical	0	0	11	0	0	0	21	19	0	8
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>169</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>69</b>	<b>0</b>	<b>55</b>
FEBRUARY	PCF	0	0	0	0	0	0	43	75	0	62
	Other	0	0	0	0	0	0	16	3	0	1
	Mechanical	0	0	0	0	0	0	20	17	0	19
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>95</b>	<b>0</b>	<b>82</b>
MARCH	PCF	0	75	80	0	0	85	38	58	159	60
	Other	0	3	3	0	0	20	7	1	4	1
	Mechanical	0	5	14	0	0	14	13	13	21	5
	<b>TOTAL</b>	<b>0</b>	<b>83</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>58</b>	<b>72</b>	<b>184</b>	<b>66</b>
APRIL	PCF	0	0	0	0	0	185	59	82	102	62
	Other	0	0	0	0	0	31	7	11	14	4
	Mechanical	0	0	0	0	0	11	25	30	14	9
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>91</b>	<b>123</b>	<b>130</b>	<b>75</b>
MAY	PCF	0	185	0	0	0	119	89	93	74	71
	Other	0	15	0	0	0	1	17	13	6	5
	Mechanical	0	14	0	0	0	21	14	21	16	18
	<b>TOTAL</b>	<b>0</b>	<b>214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>141</b>	<b>120</b>	<b>127</b>	<b>96</b>	<b>94</b>
JUNE	PCF	91	192	0	0	50	33	177	78	691	107
	Other	6	5	0	0	0	0	19	6	78	6
	Mechanical	5	3	0	0	0	5	47	33	145	30
	<b>TOTAL</b>	<b>102</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>243</b>	<b>117</b>	<b>914</b>	<b>143</b>
JULY	PCF	0	70	129	153	0	39	0	0	0	43
	Other	0	3	1	2	0	3	0	0	0	2
	Mechanical	0	7	1	5	0	12	0	0	0	7
	<b>TOTAL</b>	<b>0</b>	<b>80</b>	<b>131</b>	<b>160</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>
AUGUST	PCF	0	116	204	0	0	42	0	0	74	30
	Other	0	6	1	0	0	4	0	0	4	1
	Mechanical	0	8	8	0	0	8	0	0	13	10
	<b>TOTAL</b>	<b>0</b>	<b>130</b>	<b>213</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>41</b>
SEPTEMBER	PCF	12	40	0	285	0	68	49	0	47	
	Other	0	5	0	8	0	12	4	0	10	
	Mechanical	1	15	0	69	0	19	36	0	13	
	<b>TOTAL</b>	<b>13</b>	<b>60</b>	<b>0</b>	<b>362</b>	<b>0</b>	<b>99</b>	<b>89</b>	<b>0</b>	<b>70</b>	<b>0</b>
OCTOBER	PCF	246	0	0	52	0	49	45	0	49	
	Other	13	0	0	2	0	2	48	0	2	
	Mechanical	30	0	0	30	0	15	2	0	9	
	<b>TOTAL</b>	<b>289</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>66</b>	<b>95</b>	<b>0</b>	<b>60</b>	<b>0</b>
NOVEMBER	PCF	199	352	18	347	0	45	45	0	34	
	Other	11	19	0	9	0	11	5	0	1	
	Mechanical	19	34	0	98	0	16	13	0	11	
	<b>TOTAL</b>	<b>229</b>	<b>405</b>	<b>18</b>	<b>454</b>	<b>0</b>	<b>72</b>	<b>63</b>	<b>0</b>	<b>46</b>	<b>0</b>
DECEMBER	PCF	222	330	621	0	0	7	62	0	43	
	Other	5	5	19	0	0	10	6	0	3	
	Mechanical	11	36	66	0	0	27	19	0	4	
	<b>TOTAL</b>	<b>238</b>	<b>371</b>	<b>706</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>87</b>	<b>0</b>	<b>50</b>	<b>0</b>

ANNUAL TOTALS: 3687 3222 2644 2866 2122 1549 2895 2953 2476 1152

871 1543 1334 1060 50 914 986 603 1641 608

**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
JANUARY	PDO	40	28	17	14	18	26	21	32	34	19	22	16	24	11	11	11	9	10
	INJURY	27	10	8	5	9	12	6	6	10	9	6	9	13	9	10	3	3	4
	FATAL	1	1	0	0	0	1	0	0	0	0	0	1	1	0	0	0	1	0
	<b>TOTAL</b>	<b>68</b>	<b>39</b>	<b>25</b>	<b>19</b>	<b>27</b>	<b>39</b>	<b>27</b>	<b>38</b>	<b>44</b>	<b>28</b>	<b>28</b>	<b>26</b>	<b>38</b>	<b>20</b>	<b>21</b>	<b>14</b>	<b>13</b>	<b>14</b>
FEBRUARY	PDO	36	19	43	14	17	35	41	45	25	28	31	16	20	15	23	8	32	36
	INJURY	6	9	9	5	4	9	16	17	4	10	9	15	4	7	10	5	14	7
	FATAL	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>42</b>	<b>29</b>	<b>52</b>	<b>19</b>	<b>21</b>	<b>44</b>	<b>58</b>	<b>62</b>	<b>29</b>	<b>38</b>	<b>40</b>	<b>31</b>	<b>24</b>	<b>22</b>	<b>33</b>	<b>13</b>	<b>46</b>	<b>43</b>
MARCH	PDO	21	25	26	22	29	23	11	38	35	18	17	13	26	26	30	16	20	17
	INJURY	11	12	6	5	11	9	7	16	14	2	6	13	7	14	20	6	13	8
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
	<b>TOTAL</b>	<b>32</b>	<b>37</b>	<b>32</b>	<b>27</b>	<b>40</b>	<b>32</b>	<b>18</b>	<b>54</b>	<b>49</b>	<b>20</b>	<b>23</b>	<b>26</b>	<b>33</b>	<b>40</b>	<b>51</b>	<b>22</b>	<b>33</b>	<b>25</b>
APRIL	PDO	39	27	13	24	22	59	16	45	41	22	20	18	28	18	15	13	19	18
	INJURY	14	8	9	5	7	16	4	11	11	7	10	12	6	4	9	10	8	7
	FATAL	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>54</b>	<b>35</b>	<b>22</b>	<b>29</b>	<b>29</b>	<b>75</b>	<b>20</b>	<b>56</b>	<b>52</b>	<b>29</b>	<b>30</b>	<b>30</b>	<b>34</b>	<b>22</b>	<b>24</b>	<b>23</b>	<b>27</b>	<b>25</b>
MAY	PDO	43	13	25	19	13	24	15	39	16	24	10	12	26	18	11	11	16	23
	INJURY	25	9	15	13	7	11	5	13	8	9	5	16	8	7	6	8	9	7
	FATAL	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>69</b>	<b>23</b>	<b>40</b>	<b>33</b>	<b>20</b>	<b>35</b>	<b>20</b>	<b>52</b>	<b>25</b>	<b>33</b>	<b>15</b>	<b>28</b>	<b>34</b>	<b>25</b>	<b>17</b>	<b>19</b>	<b>25</b>	<b>30</b>
JUNE	PDO	23	12	15	14	11	23	6	24	13	15	10	13	11	9	14	11	11	14
	INJURY	11	5	3	2	6	4	2	3	6	1	6	6	4	9	10	9	6	4
	FATAL	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
	<b>TOTAL</b>	<b>35</b>	<b>17</b>	<b>18</b>	<b>17</b>	<b>17</b>	<b>28</b>	<b>8</b>	<b>27</b>	<b>19</b>	<b>16</b>	<b>16</b>	<b>19</b>	<b>15</b>	<b>18</b>	<b>24</b>	<b>21</b>	<b>17</b>	<b>18</b>
JULY	PDO	19	8	15	14	20	18	14	9	16	18	14	10	11	19	24	9	12	15
	INJURY	5	7	7	8	5	4	5	5	4	4	6	6	9	5	9	10	9	7
	FATAL	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>24</b>	<b>16</b>	<b>22</b>	<b>22</b>	<b>25</b>	<b>23</b>	<b>19</b>	<b>15</b>	<b>20</b>	<b>23</b>	<b>20</b>	<b>16</b>	<b>20</b>	<b>24</b>	<b>33</b>	<b>19</b>	<b>21</b>	<b>22</b>
AUGUST	PDO	14	11	22	10	5	17	20	6	16	11	15	8	11	11	9	8	12	14
	INJURY	10	2	7	7	4	7	7	4	5	4	4	1	5	2	4	4	5	4
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>24</b>	<b>13</b>	<b>29</b>	<b>17</b>	<b>9</b>	<b>24</b>	<b>27</b>	<b>10</b>	<b>21</b>	<b>15</b>	<b>19</b>	<b>9</b>	<b>16</b>	<b>13</b>	<b>13</b>	<b>12</b>	<b>17</b>	<b>18</b>
SEPTEMBER	PDO	24	16	20	16	12	12	13	4	13	9	5	8	11	7	14	14	22	
	INJURY	13	4	8	4	8	1	6	6	4	3	9	7	7	7	4	5	9	
	FATAL	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>TOTAL</b>	<b>38</b>	<b>20</b>	<b>28</b>	<b>20</b>	<b>21</b>	<b>13</b>	<b>19</b>	<b>10</b>	<b>17</b>	<b>12</b>	<b>14</b>	<b>15</b>	<b>18</b>	<b>14</b>	<b>18</b>	<b>19</b>	<b>31</b>	<b>0</b>
OCTOBER	PDO	17	15	13	20	16	17	44	27	13	21	13	9	12	25	15	17	19	
	INJURY	4	11	8	2	5	9	6	12	3	9	3	5	13	8	10	4	14	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>TOTAL</b>	<b>21</b>	<b>26</b>	<b>21</b>	<b>22</b>	<b>21</b>	<b>26</b>	<b>50</b>	<b>39</b>	<b>16</b>	<b>30</b>	<b>16</b>	<b>14</b>	<b>25</b>	<b>33</b>	<b>25</b>	<b>21</b>	<b>33</b>	<b>0</b>
NOVEMBER	PDO	31	29	16	26	23	28	21	47	36	11	19	13	27	16	29	20	39	
	INJURY	10	10	8	13	10	9	8	13	12	8	5	7	11	6	8	3	10	
	FATAL	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
	<b>TOTAL</b>	<b>41</b>	<b>39</b>	<b>24</b>	<b>39</b>	<b>34</b>	<b>38</b>	<b>29</b>	<b>60</b>	<b>48</b>	<b>19</b>	<b>24</b>	<b>20</b>	<b>38</b>	<b>22</b>	<b>37</b>	<b>23</b>	<b>49</b>	<b>0</b>
DECEMBER	PDO	5	13	9	28	48	60	43	43	21	34	21	16	45	7	30	13	20	
	INJURY	13	4	4	11	15	22	10	17	3	19	5	10	16	6	8	2	9	
	FATAL	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	
	<b>TOTAL</b>	<b>18</b>	<b>17</b>	<b>13</b>	<b>39</b>	<b>63</b>	<b>82</b>	<b>53</b>	<b>62</b>	<b>24</b>	<b>53</b>	<b>26</b>	<b>27</b>	<b>61</b>	<b>13</b>	<b>38</b>	<b>15</b>	<b>29</b>	<b>0</b>
<b>TOTAL PDO:</b>		<b>312</b>	<b>216</b>	<b>234</b>	<b>221</b>	<b>234</b>	<b>342</b>	<b>265</b>	<b>359</b>	<b>279</b>	<b>230</b>	<b>197</b>	<b>152</b>	<b>252</b>	<b>182</b>	<b>225</b>	<b>151</b>	<b>231</b>	<b>147</b>
<b>TOTAL INJURY:</b>		<b>149</b>	<b>91</b>	<b>92</b>	<b>80</b>	<b>91</b>	<b>113</b>	<b>82</b>	<b>123</b>	<b>84</b>	<b>85</b>	<b>74</b>	<b>107</b>	<b>103</b>	<b>84</b>	<b>108</b>	<b>69</b>	<b>109</b>	<b>48</b>
<b>TOTAL FATALITIES:</b>		<b>5</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>TOTAL COLLISIONS:</b>		<b>466</b>	<b>311</b>	<b>326</b>	<b>303</b>	<b>327</b>	<b>459</b>	<b>348</b>	<b>485</b>	<b>364</b>	<b>316</b>	<b>271</b>	<b>261</b>	<b>356</b>	<b>266</b>	<b>334</b>	<b>221</b>	<b>341</b>	<b>195</b>

Santa Cruz Area CHP SR-17 Citation Summary

Regular Citations

Overtime Citations

		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
JANUARY	PCF	557	275	129	261	287	396	401	368	413	354
	Other	192	148	106	92	68	84	68	69	43	26
	Mechanical	18	9	3	21	16	30	21	17	73	42
	<b>TOTAL</b>	<b>767</b>	<b>432</b>	<b>238</b>	<b>374</b>	<b>371</b>	<b>510</b>	<b>490</b>	<b>454</b>	<b>529</b>	<b>422</b>
FEBRUARY	PCF	550	359	166	271	303	420	478	309	325	
	Other	213	102	52	59	65	70	68	63	22	
	Mechanical	9	32	29	7	10	19	19	23	38	
	<b>TOTAL</b>	<b>772</b>	<b>493</b>	<b>247</b>	<b>337</b>	<b>378</b>	<b>509</b>	<b>565</b>	<b>395</b>	<b>385</b>	<b>0</b>
MARCH	PCF	501	451	252	262	322	351	422	354	273	
	Other	202	117	66	73	44	42	86	111	29	
	Mechanical	75	42	32	19	21	29	11	20	40	
	<b>TOTAL</b>	<b>778</b>	<b>610</b>	<b>350</b>	<b>354</b>	<b>387</b>	<b>422</b>	<b>519</b>	<b>485</b>	<b>342</b>	<b>0</b>
APRIL	PCF	428	285	191	312	324	431	283	365	346	
	Other	229	76	56	63	86	49	88	29	22	
	Mechanical	64	14	24	11	36	23	15	16	36	
	<b>TOTAL</b>	<b>721</b>	<b>375</b>	<b>271</b>	<b>386</b>	<b>446</b>	<b>503</b>	<b>386</b>	<b>410</b>	<b>404</b>	<b>0</b>
MAY	PCF	345	369	233	454	429	505	455	444	375	
	Other	63	154	78	85	46	82	77	27	22	
	Mechanical	55	26	47	22	69	14	25	45	22	
	<b>TOTAL</b>	<b>463</b>	<b>549</b>	<b>358</b>	<b>561</b>	<b>544</b>	<b>601</b>	<b>557</b>	<b>516</b>	<b>419</b>	<b>0</b>
JUNE	PCF	470	365	271	483	523	391	291	339	303	
	Other	131	152	88	73	42	68	58	29	33	
	Mechanical	10	38	39	9	68	3	13	65	24	
	<b>TOTAL</b>	<b>611</b>	<b>555</b>	<b>398</b>	<b>565</b>	<b>633</b>	<b>462</b>	<b>362</b>	<b>433</b>	<b>360</b>	<b>0</b>
JULY	PCF	303	302	266	396	446	378	288	331	220	
	Other	199	110	74	82	38	67	69	35	21	
	Mechanical	13	44	59	7	82	4	8	74	34	
	<b>TOTAL</b>	<b>515</b>	<b>456</b>	<b>399</b>	<b>485</b>	<b>566</b>	<b>449</b>	<b>365</b>	<b>440</b>	<b>275</b>	<b>0</b>
AUGUST	PCF	244	346	266	470	498	585	317	477	317	
	Other	206	167	47	89	84	35	78	32	56	
	Mechanical	11	75	27	17	24	18	25	34	55	
	<b>TOTAL</b>	<b>461</b>	<b>588</b>	<b>340</b>	<b>576</b>	<b>606</b>	<b>638</b>	<b>420</b>	<b>543</b>	<b>428</b>	<b>0</b>
SEPTEMBER	PCF	359	402	265	424	389	472	334	338	240	
	Other	148	182	24	105	95	37	58	31	43	
	Mechanical	12	5	43	18	32	18	19	31	45	
	<b>TOTAL</b>	<b>519</b>	<b>589</b>	<b>332</b>	<b>547</b>	<b>516</b>	<b>527</b>	<b>411</b>	<b>400</b>	<b>328</b>	<b>0</b>
OCTOBER	PCF	328	194	337	322	307	540	457	381	224	
	Other	155	93	30	79	47	47	57	24	31	
	Mechanical	8	34	43	9	10	14	15	41	32	
	<b>TOTAL</b>	<b>491</b>	<b>321</b>	<b>410</b>	<b>410</b>	<b>364</b>	<b>601</b>	<b>529</b>	<b>446</b>	<b>287</b>	<b>0</b>
NOVEMBER	PCF	274	209	590	270	267	449	327	319	238	
	Other	143	65	48	53	80	25	53	31	24	
	Mechanical	13	47	75	10	15	18	17	47	28	
	<b>TOTAL</b>	<b>430</b>	<b>321</b>	<b>713</b>	<b>333</b>	<b>362</b>	<b>492</b>	<b>397</b>	<b>397</b>	<b>290</b>	<b>0</b>
DECEMBER	PCF	268	215	454	373	209	454	297	264	170	
	Other	167	100	45	64	65	43	75	24	4	
	Mechanical	10	39	84	15	11	16	14	42	16	
	<b>TOTAL</b>	<b>445</b>	<b>354</b>	<b>583</b>	<b>452</b>	<b>285</b>	<b>513</b>	<b>386</b>	<b>330</b>	<b>190</b>	<b>0</b>

		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
JANUARY	PCF	45	2	0	0	32	0	49	6	56	0
	Other	18	3	0	0	5	0	6	0	5	0
	Mechanical	1	0	0	0	0	0	0	0	12	0
	<b>TOTAL</b>	<b>64</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>55</b>	<b>6</b>	<b>73</b>	<b>0</b>
FEBRUARY	PCF	30	63	40	0	24	0	43	52	55	
	Other	5	17	2	1	5	0	7	2	1	
	Mechanical	0	13	1	0	0	0	1	5	2	
	<b>TOTAL</b>	<b>35</b>	<b>93</b>	<b>43</b>	<b>1</b>	<b>29</b>	<b>0</b>	<b>51</b>	<b>59</b>	<b>58</b>	<b>0</b>
MARCH	PCF	67	64	33	0	16	14	46	57	50	
	Other	15	9	7	0	3	0	4	4	4	
	Mechanical	0	4	5	0	1	0	5	11	11	
	<b>TOTAL</b>	<b>82</b>	<b>77</b>	<b>45</b>	<b>0</b>	<b>20</b>	<b>14</b>	<b>55</b>	<b>72</b>	<b>65</b>	<b>0</b>
APRIL	PCF	47	32	31	39	38	56	40	112	61	
	Other	33	8	8	7	3	6	7	1	4	
	Mechanical	2	1	7	2	0	0	0	2	10	
	<b>TOTAL</b>	<b>82</b>	<b>41</b>	<b>46</b>	<b>48</b>	<b>41</b>	<b>62</b>	<b>47</b>	<b>115</b>	<b>75</b>	<b>0</b>
MAY	PCF	13	48	35	31	24	64	84	112	50	
	Other	7	8	10	3	12	4	9	8	1	
	Mechanical	0	3	4	1	2	0	5	16	2	
	<b>TOTAL</b>	<b>20</b>	<b>59</b>	<b>49</b>	<b>35</b>	<b>38</b>	<b>68</b>	<b>98</b>	<b>136</b>	<b>53</b>	<b>0</b>
JUNE	PCF	71	42	38	25	31	36	47	85	51	
	Other	33	13	3	2	6	8	5	6	5	
	Mechanical	0	2	6	0	2	0	1	14	7	
	<b>TOTAL</b>	<b>104</b>	<b>57</b>	<b>47</b>	<b>27</b>	<b>39</b>	<b>44</b>	<b>53</b>	<b>105</b>	<b>63</b>	<b>0</b>
JULY	PCF	46	43	7	26	27	49	0	64	38	
	Other	32	16	1	1	2	8	0	4	4	
	Mechanical	2	6	2	0	1	0	0	24	10	
	<b>TOTAL</b>	<b>80</b>	<b>65</b>	<b>10</b>	<b>27</b>	<b>30</b>	<b>57</b>	<b>0</b>	<b>92</b>	<b>52</b>	<b>0</b>
AUGUST	PCF	22	25	18	4	15	51	7	107	61	
	Other	13	10	2	0	3	5	4	4	8	
	Mechanical	1	5	3	0	0	2		6	7	
	<b>TOTAL</b>	<b>36</b>	<b>40</b>	<b>23</b>	<b>4</b>	<b>18</b>	<b>58</b>	<b>11</b>	<b>117</b>	<b>76</b>	<b>0</b>
SEPTEMBER	PCF	47	31	22	5	14	46	74	83	47	
	Other	16	8	2	3	1	5	14	0	4	
	Mechanical	0	0	1	0	0	1	5	1	6	
	<b>TOTAL</b>	<b>63</b>	<b>39</b>	<b>25</b>	<b>8</b>	<b>15</b>	<b>52</b>	<b>93</b>	<b>84</b>	<b>57</b>	<b>0</b>
OCTOBER	PCF	20	4	30	19	0	44	87	63	30	
	Other	10	0	2	3	0	11	10	4	4	
	Mechanical	0	0	3	0	0	2	2	2	2	
	<b>TOTAL</b>	<b>30</b>	<b>4</b>	<b>35</b>	<b>22</b>	<b>0</b>	<b>57</b>	<b>99</b>	<b>69</b>	<b>36</b>	<b>0</b>
NOVEMBER	PCF	6	11	134	11	0	49	63	61	59	
	Other	6	4	7	3	0	4	3	7	5	
	Mechanical	0	0	15	1	0	5	0	7	5	
	<b>TOTAL</b>	<b>12</b>	<b>15</b>	<b>156</b>	<b>15</b>	<b>0</b>	<b>58</b>	<b>66</b>	<b>75</b>	<b>69</b>	<b>0</b>
DECEMBER	PCF	34	13	119	11	0	43	37	0	25	
	Other	13	7	4	1	0	1	9	0	1	
	Mechanical	1	0	11	0	0	4	0	0	0	
	<b>TOTAL</b>	<b>48</b>	<b>20</b>	<b>134</b>	<b>12</b>	<b>0</b>	<b>48</b>	<b>46</b>	<b>0</b>	<b>26</b>	<b>0</b>

ANNUAL TOTALS: 6973 5643 4639 5380 5458 6227 5387 5249 4237 422

656 515 613 199 267 518 674 930 703 0

**Extra California Highway Patrol Hours Worked on Highway 17**

**San Jose Area**

	2007	2008	2009	2010	2011	2012	2013	2014	2015
<b>JANUARY</b>	0	84	0	0	0	36	40	0	16
<b>FEBRUARY</b>	8	20	0	0	0	44	56	0	29
<b>MARCH</b>	44	44	0	0	152	36	44	88	43
<b>APRIL</b>	0	0	0	0	232	48	68	84	36
<b>MAY</b>	116	0	0	0	180	68	68	56	68
<b>JUNE</b>	121	0	0	22	48	132	64	380	49
<b>JULY</b>	52	56	0	0	28	0	0	0	
<b>AUGUST</b>	76	104	130.5	0	32	0	0	42	
<b>SEPTEMBER</b>	40	8	204	0	52	56	0	96	
<b>OCTOBER</b>	4	0	36	0	32	60	0	36	
<b>NOVEMBER</b>	248	8	220	0	40	48	0	32	
<b>DECEMBER</b>	200	382	0	0	32	48	0	24	

<b>TOTAL</b>	<b>909</b>	<b>706</b>	<b>590.5</b>	<b>22</b>	<b>828</b>	<b>576</b>	<b>340</b>	<b>838</b>	<b>241</b>
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**Santa Cruz Area**

	2007	2008	2009	2010	2011	2012	2013	2014	2015
	6	0	30.5	32	0	48	9	48	22
	90	28	0	24	0	70.5	36	72	18
	70.5	38.5	0	28	18	66	61	60	37
	42	20	36	28	88	58.5	117.5	64	45
	42.5	3	66	42.5	86.5	60	104	44	83
	46	50	28	44	64	66	75.5	39	0
	56	34	52.25	32.5	81	0	86.5	32	
	36	37.5	20	51	107	6	108.8	71	
	28.5	33.5	34	25.5	84.5	79	97	63.5	
	26	55	53.5	0	57	70	42	45	
	49.5	198	28	0	60	76	75	70	
	72	239	50.5	0	54	81	0	56	

<b>TOTAL</b>	<b>565</b>	<b>736.5</b>	<b>398.75</b>	<b>307.5</b>	<b>700</b>	<b>681</b>	<b>812.3</b>	<b>664.5</b>	<b>205</b>
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## HWY 17 ACCESS MANAGEMENT PLAN

# SUMMARY

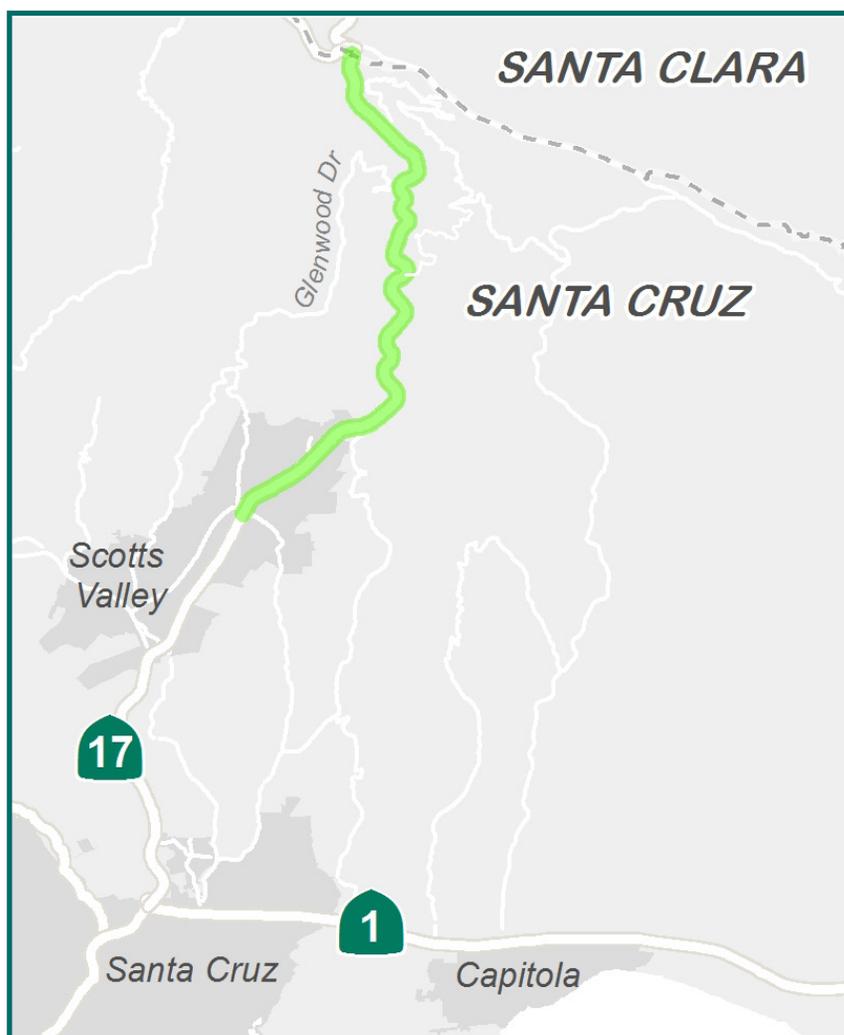
The purpose of the Highway 17 Access Management Plan (17 AMP) is to develop access management strategy recommendations to address access, mobility, and safety needs in the SR 17 corridor. These recommendations are intended to help preserve the functional integrity of the corridor as a high-speed, high volume interregional corridor.

### STUDY ROLE

The strategies and recommendations identified in this plan are intended to directly lead to the Project Initiation phase, which is the first phase in the Caltrans project development process. The strategies will include cost estimate ranges as well as a financial plan for implementation. This plan will allow Caltrans and its transportation planning partners to proactively manage the existing and future access along the corridor. The plan will also be used as an integral tool for promoting environmental and economic sustainability for the communities along the corridor.

### STUDY AREA LIMITS

The study area limits begin in the city of Scotts Valley at the Granite Creek Road interchange and extend north to the Santa Cruz-Santa Clara county line. This segment of the corridor is 7.1 miles in length. The study area covers the limits of SR 17 within Santa Cruz County designated as a conventional highway, meaning that it operates without control of access. Caltrans' draft future concept for this segment is to maintain the corridor as a conventional highway with strategic access management.



### study process

System and regional transportation planning analysis and studies precede initiation of studies of a specific transportation improvement project.



SR 17 AMP



Identify Project in Fiscally  
Constrained Regional  
Transportation Plan



Project  
Study Report

## PROJECT TEAM OVERVIEW

The success of a corridor-wide approach is dependent on partnerships with a variety of groups and local agency partners to develop recommended strategies for SR 17 AMP.

- **Lead Agency:** Caltrans, District 5
- **Key Local Partners:**
  - Santa Cruz County
  - Santa Cruz County Regional Transportation Commission (SCCRTC)

## STEERING COMMITTEE

The Steering Committee is a **high-level leadership group** that provides guidance on the overarching vision and direction of the plan.

- **Caltrans:** Aileen K. Loe, Deputy District Director, District 5
- **Santa Cruz County:** John Leopold, Supervisor, District 1
- **Santa Cruz County:** Bruce McPherson, Supervisor, District 5
- **SCCRTC:** George Dondero, Executive Director

The Steering Committee members have developed a **Study Charter**. The Charter establishes a shared commitment and identifies roles and responsibilities for the project. It also serves as a framework for cooperation and coordination beyond the study to ensure the long-term efficiency of the local and state transportation systems.

## PROJECT DEVELOPMENT TEAM

The Project Development Team (PDT) is a **staff-level** group of public agencies and Caltrans functional units to provide local and technical expertise, including:

- **Caltrans**
- **California Highway Patrol (CHP)**
- **County of Santa Cruz**
- **SCCRTC Transportation Planning**
- **City of Scotts Valley**

**69%**

of corridor management studies have used some kind of cooperative agreement (Transportation Research Board).

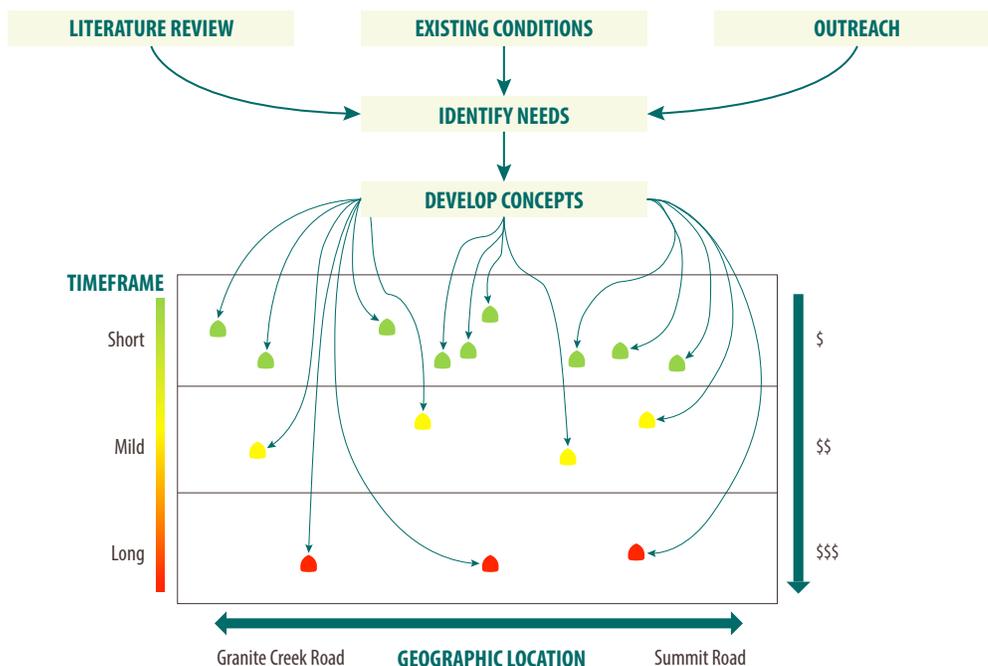
## PUBLIC AND STAKEHOLDERS

Success hinges on **robust public and stakeholder involvement** that includes:

- Sourcing of goals and solutions from the community.
- Community-guided decision making.
- Implementation of a state-of-the-art public engagement strategy facilitated by MIG, a planning and public engagement firm, to include multiple platforms of engagement.

## WORK PLAN

The final concepts and strategy recommendations will be based on the output from three activities: literature review and best practices; existing conditions and access management characteristics; and public outreach and engagement.



### LEGEND

● **Small Scale / Low Cost / Short Term**



Median barrier, etc.

● **Medium Scale / Medium Cost / Interim**



Driveway Consolidation, etc.

● **Large Scale / High Cost / Long Term**



Grade Separation (Interchange, Overcrossing, Undercrossing)



Caltrans' internal planning has recognized the importance of the wildlife corridor at Laurel Curve. Region 5 staff has been actively collaborating with the Land Trust on the project and has completed a Project Initiation Documents (PID) to build a wildlife tunnel as part of 2016 State Highway Operations and Protection Program (SHOPP). With this support, the Land Trust is now focused on completing the third land protection effort and increasing our outreach to secure state funding for construction of the wildlife tunnel.

## The Best Possible Location

The Laurel Curve project site has all the components necessary for a successful wildlife crossing and to reconnect habitat currently fragmented by Highway 17:

1. Data collected at the site shows that mountain lions and deer routinely try to cross the highway at Laurel Curve. Five mountain lions have been killed trying to cross in the past five years.
2. The high level of wildlife movement has resulted in weekly collisions with motorists and is a safety threat.
3. There are large, undeveloped properties on either side of the highway that facilitate wildlife movement.
4. The highway at Laurel Curve is built over a large natural drainage, an ideal place to install a culvert to allow animals to travel beneath the highway.
5. The wildlife corridor bridges two core habitat areas identified in several landscape-scale wildlife connectivity modeling efforts.

## Current Status

1. The Land Trust has conserved the "McDougal" and "Mansion" properties, giving us control of the land on either side of the highway where a wildlife tunnel could be built.
2. The Land Trust has a Letter of Intent to purchase the Marywood property. The appraisal is complete and we are currently negotiating terms of the Option Agreement with the landowner.
3. Caltrans has completed a Project Initiation Documents (PID) for the 2016 SHOPP cycle to build the tunnel. The PID contains two preliminary design options and a worse case budget for constructing the crossing. If successful, funding for this proposal would be approved in the summer of 2016.

## Project Budget

PROPERTY	ACRES	COST	LAND TRUST	PUBLIC AGENCIES
Mansion	10	654,000	654,000	
McDougal	280	2,852,000	2,852,000	
Marywood	170	1,625,000	1,000,000	1,000,000
*Tunnel		12,000,000		10,000,000
Stewardship		225,000	225,000	
Indirect Costs		200,000	200,000	
Total	460	17,556,000	4,931,000	11,000,000
Match			28.1%	62.7%
* Cost of the tunnel construction project is from completed PID				
*Land Trust believes crossing will cost between 6 and 7 million for cheaper design option				

**COMPLETED CONSTRUCTION PROJECTS**

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
<b>1.</b>	<b>Hwy. 17 Laurel Curve NB Shoulder Widening (1C1804)</b>	Near Scotts Valley from 0.3 Miles North of Glenwood Cutoff to 0.5 Miles South of Glenwood Drive (PM 9.4-10.1)	Shoulder Widening/Soil Nail Wall	August 4,2014— Summer 2015	\$3 Million	SHOPP	Caltrans	Steve DiGrazia (BR)	Graniterock Company DBA Pavex Construction Division, San Jose, CA	Project completed and approved on 7/15/15

**CONSTRUCTION PROJECTS**

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
<b>2.</b>	<b>Hwy. 1 North County Pavement Preservation and Rumble Strips (05-1C8604)</b>	Near City of Santa Cruz from Western Drive to San Mateo C/L (PM 20.2-37.4)	Pavement preservation and install rumble strips	May 13, 2015 – Fall 2015	\$10.7 Million	SHOPP	Caltrans	Doug Hessing (PD)	Granite Construction Company	Work resumed May 13, 2015. Rumble strip installation is ongoing. Anticipated completion in winter, 2016.
<b>3.</b>	<b>Hwy. 9 Pollution Source Control (0Q5904)</b>	At and near Boulder Creek at various locations from 0.9 mile south of Glengarry Rd to 0.2 mile north of McGaffigan Mill Rd (PM 3.7-18.7)	Construct retaining wall & viaduct structure. Replace drainage pipes. Rehab maintenance turnaround.	Winter 2014- Summer 2015	\$1.8 Million	SHOPP	Caltrans	Doug Hessing (KB)	Granite Rock Company, San Jose, CA	Full closure began February 10. The highway will be fully closed at Location 1 (PM 3.7, between Santa Cruz and Felton) until October for construction of the retaining wall and viaduct due to limited access for staging and equipment. A signed detour route directing traffic to Mount Hermon Road and Highway 17 is provided for autos. A signed detour route is also provided for bikes.

**PROJECTS IN DEVELOPMENT**

	<b>Project</b>	<b>Location</b>	<b>Description</b>	<b>Construction Timeline</b>	<b>Construction Cost</b>	<b>Funding Source</b>	<b>Implementing Agency</b>	<b>Project Manager (Resident Engineer)</b>	<b>Contractor</b>	<b>Comments</b>
<b>4.</b>	<b>Hwy. 129 Curve Realignment (05-0T540_)</b>	East of Watsonville between 0.4 mile west of Old Chittenden Rd and 0.1 mile east of Chittenden underpass (PM 9.5-10.0)	Curve realignment	Fall, 2015	\$5 Million	SHOPP	Caltrans	Doug Hessing (KB)	TBD	Most of the roadwork will be done with one-way signal traffic control with about 7-10 days of full closures at the end of the project. Construction start may be delayed until spring if weather is an issue.
<b>5.</b>	<b>Hwy. 1/17 Shoulder Widening (05-1A870_)</b>	On Route 1 from the NB merge with Route 17 to the NB off-ramp to Ocean Street (PM 16.9-17.2)	Extend the SR 1 NB #1 lane to extend the merge with the SR 17 SB #2 lane	Fall, 2015	\$1.1 Million	SHOPP	Caltrans	Luis Duazo	TBD	Construction anticipated beginning October. Work may be delayed until spring if weather is an issue.
<b>6.</b>	<b>Hwy. 152 Accessible Pedestrian Signals (05-1G280)</b>	14 intersections in Santa Cruz County	Install accessible pedestrian signals	Winter, 2016	\$1.7 Million	SHOPP	Caltrans	Kathy DiGrazia	TBD	Locations: SR 1 in Santa Cruz (3) SR 17 in Scotts Valley (2) SR 129 in Watsonville (3) SR 152 in Watsonville (6)
<b>7.</b>	<b>Hwy. 152 ADA (05-1E020)</b>	Near Watsonville from Wagner Avenue to Holohan Road	ADA compliance (install sidewalks)	2018	\$3.5 Million	SHOPP	Caltrans	Kathy DiGrazia	TBD	N/A

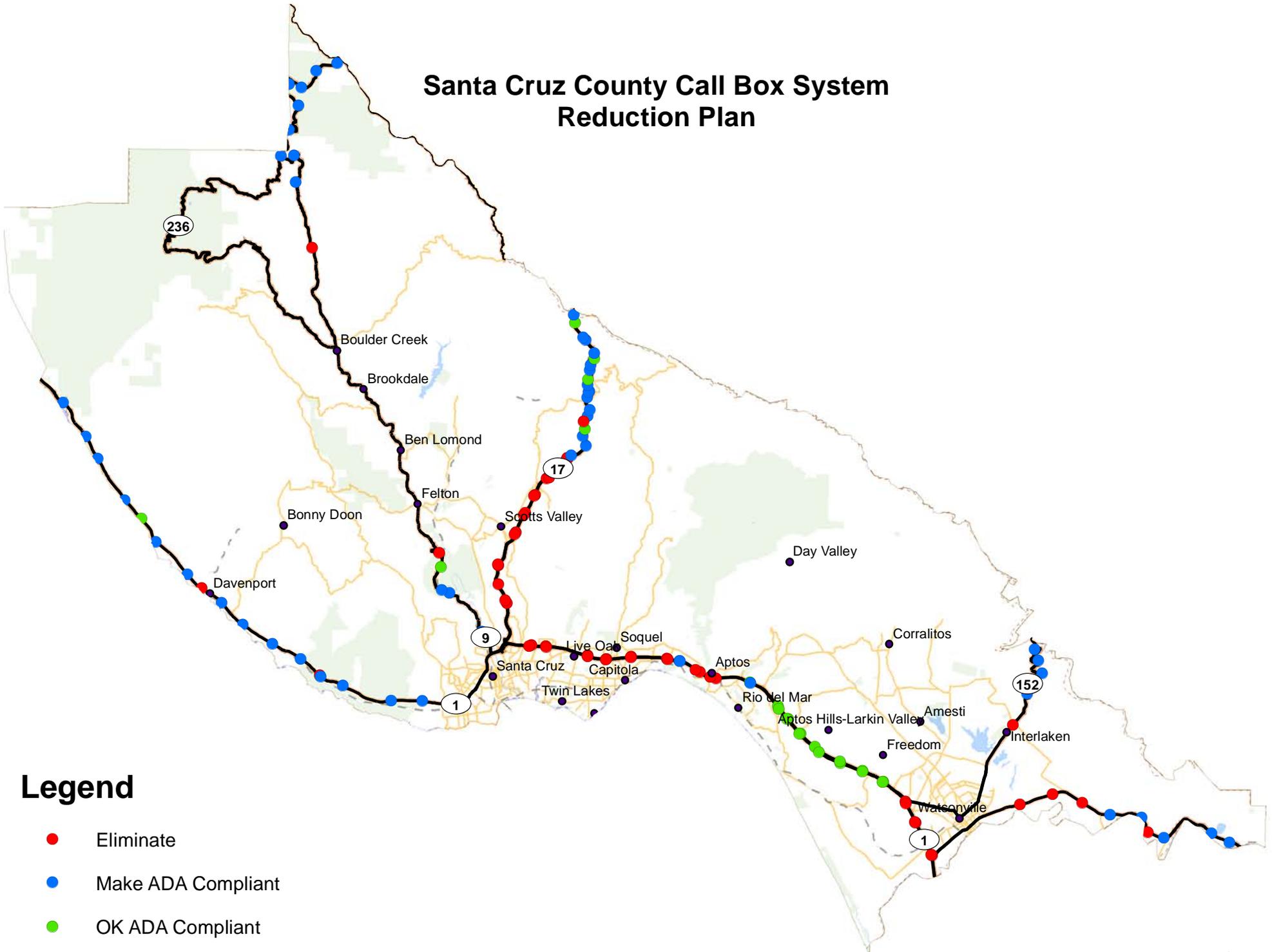
Dear Regional Transportation Commission,

Below is a message I submitted to CalTrans (online), my county supervisor, who is sharing it with the other supervisors, our assemblyman, Mark Stone, and the Santa Cruz Sentinel. Please consider this issue and, if you feel it appropriate, communicate your concern to CalTrans administration. Thank you, Mark

Traffic on Hwy 1 northbound was (and continues to be) a parking lot for hours this morning from State Park Drive to the Changeable Message Sign (CMS) between Hwy 1 and Soquel Drive. The sign, designed for Amber Alerts and other emergency notifications, read "slow down and save lives". That message, which has no emergency value whatsoever created stop and go traffic for hours and miles that translates to (1) 1000's of hours of lost work, income and productivity (to individuals, counties and the state), (2) enormous increases in emissions that deteriorates air quality and enhances global warming, and (3) increases anxiety that impacts mental health of 100's of individuals. This should NEVER happen again! Whoever is responsible for the decision to use that sign for this purpose should be reprimanded and CalTrans should apologize publicly for this ridiculous decision and action. There is no excuse for the negative impacts CalTrans has on people's lives when this action is taken. I expect an e-mail reply (1) explaining this action and (2) what actions you will take in response to my comment (which I am sending to Santa Cruz County supervisors, the local newspaper (Santa Cruz Sentinel) and our local state representative, Mark Stone).

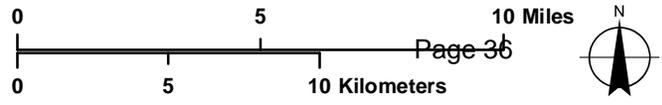
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# Santa Cruz County Call Box System Reduction Plan



## Legend

- Eliminate
- Make ADA Compliant
- OK ADA Compliant



# Teatime: Truck loaded with tea flips

By TARMO HANNULA  
OF THE REGISTER-PAJARONIAN

**SANTA CRUZ** — The morning commute got off to a rough start Monday when a big rig loaded with a canned tea beverage overturned on Highway 17.

No injuries were reported in the 7:30 a.m. incident that occurred on the southbound connector to Highway 1 from

See TRUCK, page A10

Clint and Kelvin Ramer (left) of Auto Care Towing in Watsonville size up a big rig on its side Monday morning on Highway 17 where it connects with southbound Highway 1. The driver (right) escaped uninjured.

Tarmo Hannula/Register-Pajaronian



RP 3/17/15

E-EDITION - ONLINE @

INSIDE

FOLLOW US



Tarmo Hannula/Register-Pajaronian

D.C. Myers of Caltrans helps offload cases of tea.

## TRUCK

From page A1

Highway 17.

"All I know is that I saw the cliff and the guardrail coming at me as I was tipping over," said the big rig driver, who said his name was Shawn. "I guess I'm just lucky because that could have been real bad. I'm still terrified. I think I might go back into electrical work."

California Highway Patrol officer Jim Crouch said the

driver most likely took the sweeping off ramp too fast, causing his load of 11 pallets of Yerba Mate tea to shift. The truck tipped over and slammed into the asphalt on the passenger's side. As it slid to a halt against a guardrail hundreds of cases of tea ripped through the roof and out onto the shoulder.

A crew from Caltrans showed up and helped offload the product. Someone showed up with a forklift, speeding the offload process. Crouch said the CHP managed to get a lane open by

routing southbound traffic into an emergency lane, defusing a growing logjam for commuters.

The CHP eventually had to close down the ramp to all traffic to allow for an 80-ton and 50-ton rotator to rigs to be brought in from Watsonville's Auto Care Towing. Kelvin Ramer said that once the truck was offloaded-it would take about an hour to upright the crumpled truck. Traffic was back to normal around noon.

Santa Cruz City Fire and American Medical Response also aided at the scene.

# Child from Aptos killed Saturday on Highway 1

Collette Lazenby was passenger in five-car chain-reaction crash

**By Ryan Masters**  
*rmasters@santacruzsentinel.com*  
*@ryanmasters831 on Twitter*

**SANTA CRUZ »** California Highway Patrol identified Collette "Coco" Lazenby as the 12-year-old Aptos girl killed in a five-car collision on Highway 1 south, south of La Fonda Avenue late Saturday afternoon.

The crash, which involved 12 people, caused injuries to three and killed one. According to CHP officer Trista Sharpe, traffic was stopped in front of the victim's 2003 Toyota Prius when it was struck from behind by a 2004 Ford E-350 truck driven by a 34-year-old San Jose man.

"The victim's vehicle was either moving very slowly or stopped when it was struck from behind," Sharpe said. "Although an investigation is pending, it appears the Ford was traveling at a high rate of speed or following too closely behind."

Collette was a passenger in the left rear seat of the Toyota Prius, which was driven by her 40-year-old mother, also of Aptos. The mother was flown to Natividad Medical Center in Salinas with an unspecified number of broken bones, including fingers. It is unknown whether she has been released although Sharpe described her injuries as not "life threatening."

The collision between the Ford E-350 and the Prius set in motion a chain reaction. The Prius containing Collette and her mother

struck the rear of a 2015 Chrysler 200 containing a family of four from Morgan Hill. The Chrysler struck the rear of a 2009 Chevrolet Silverado containing a family of four from Hendersonville, Tennessee. The crash caused the Silverado to collide with the rear of a Volvo V70 driven by a 30-year-old Watsonville man, who was not injured.

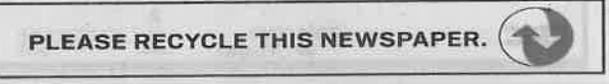
The 32-year-old male and 36-year-old female in the Chrysler 200 were treated for minor injuries at the scene but declined to be transported to a hospital. The 13-year-old female and 9-year-old boy, who were passengers, were not injured.

The family from Hendersonville, which included a 30-year-old man, a 32-year-old woman, and two boys, ages 13 and 6, were not injured.

Collette was active in the community. She volunteered at the Homeless Garden Project for three consecutive years as part of the Martin Luther King Jr. Day of Service. At the age of 9, she submitted a book review to the Santa Cruz children's publication Stone Soup.

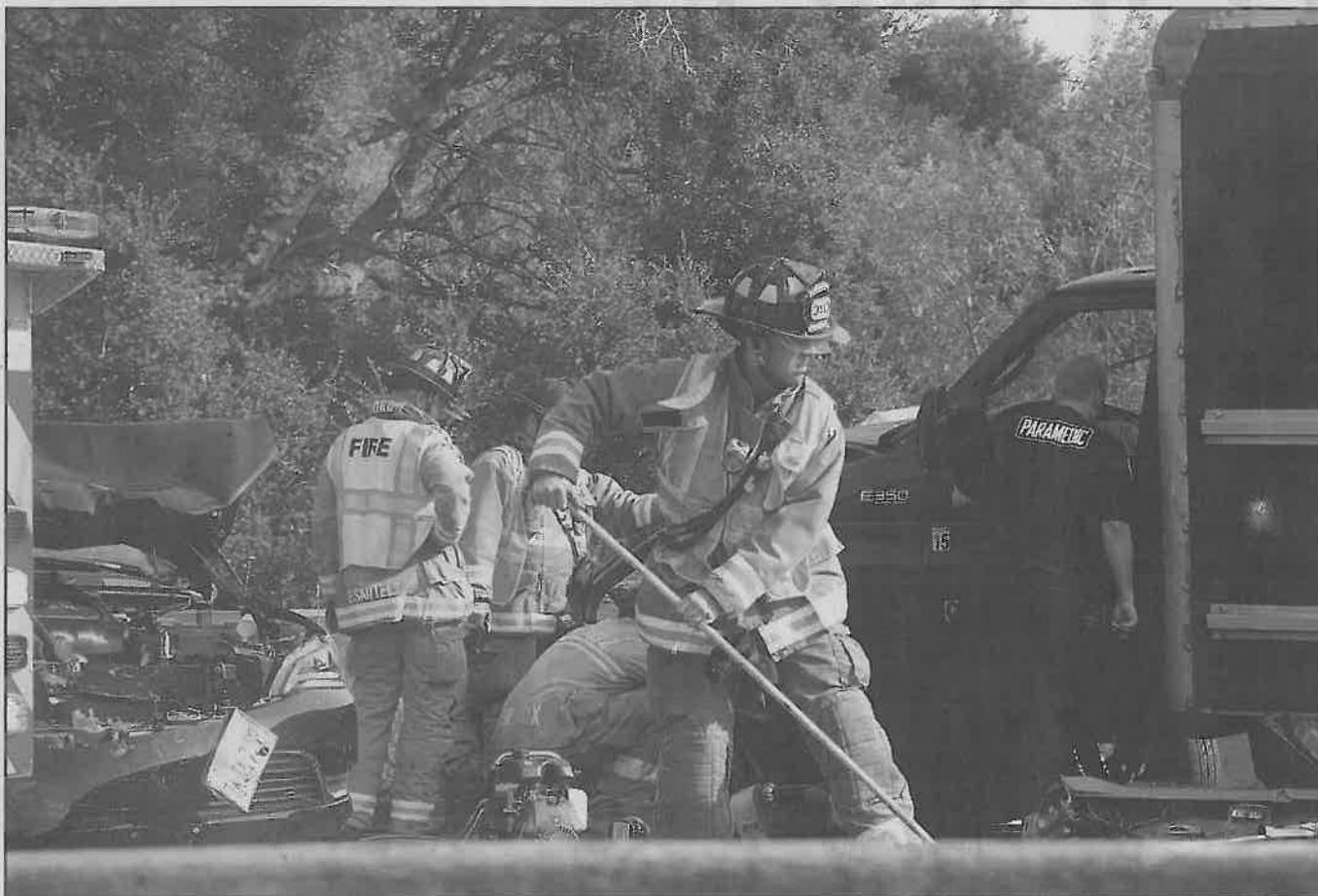
The cause of the collision is still under investigation, but neither drugs nor alcohol appear to be a factor. According to Sharpe, the driver of the Ford E-350 submitted to a voluntary blood test, results of which have not been released. Sharpe said they do not anticipate filing charges related to the incident. Everyone involved was wearing seat belts.

The No. 2 and 3 lanes of southbound Highway 1 were closed for nearly three hours as investigators worked the scene.



8/11/15

RPLocal



Tarmo Hannula/Register-Pajaronian

Firefighters help clean up the roadway following a five-vehicle crash Saturday on Highway 1 in Santa Cruz.

## Girl, 12, dies in Highway 1 pileup

By TARMO HANNULA  
OF THE REGISTER-PAJARONIAN

**SANTA CRUZ**— A 12-year-old Aptos girl died Saturday in a five-vehicle crash on Highway 1.

California Highway Patrol officer Trista Sharp said Ernesto Plancarte of San Jose was traveling south on Highway 1 at 4:55 p.m. in a

Ford E-350 south of La Fonda Avenue. The Ford slammed into the rear of a 2003 Toyota Prius, driven by Kate Pavao of Aptos with Collette Lazenby (the fatal victim) as a passenger. The Prius struck the rear of a Chrysler 200, driven by Ben Moseley of Morgan Hill with three passengers, including a 13-year-old girl who was

a rear seat passenger. Sharp said the Chrysler then struck the rear of a Chevrolet Silverado, driven by Jason Sisco of Tennessee. The Silverado was then shoved into the rear of a Volvo V70 driven by Brent Dugan of Watsonville.

The driver of the Prius suffered serious injuries and was flown to Natividad Medical

Center. The driver and passenger of the Chrysler 200 suffered minor to moderate injuries as a result of the collision, Sharp said.

Neither alcohol or drugs are believed to be a factor in the collision, the CHP said.

The cause of the collision is still under investigation.