



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

Wednesday, September 10, 2014
10:00am-12:00pm

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

Teleconference: (712) 432-1212
Meeting ID: 784-712-878#

1. Introductions
2. Additions or Deletions to the Agenda
3. Approve Draft Minutes of the March 12, 2014 Joint TOS Oversight Committee and Safe on 17 Meeting – **page 3**
4. Information Items
 - a. FSP Program Update (Amy Naranjo) - **page 8**
 - b. Cruz 511 Project Update (Amy Naranjo) - **page 10**
 - c. Safe on 17 Annual Report (Ginger Dykaar)
 - d. Articles/Public Feedback (Ginger Dykaar) - **page 11**
5. California Highway Patrol – Safe on 17 Program Information
 - a. Review Collision and Enforcement Statistics (San Jose) for January through July of 2014 (Captain Bishop) - **page 16**
 - b. Review Collision and Enforcement Statistics (Santa Cruz) for January through July of 2014 (Officer Sadek) - **page 18**
 - c. 2014 Highway 17 Extra CHP Enforcement Hours Public Information Activities (Officer Sadek and Captain Bishop)
 - d. Extra Enforcement Hours for January through July of 2014 (Ginger Dykaar) - **page 20**
6. Major Incident Review (CHP)
7. Caltrans District 5 Highway 17 Project Update
 - a. Laurel Curve Shoulder Widening Update (Bertha Roman)
 - b. Hwy 17 Access Management Plan (Brandy Rider) - **page 21**
 - c. Other Projects - **page 37**
 - d. Maintenance Projects/Updates



8. Caltrans District 4 Highway 17 Project Update
 - a. Highway Projects (Bernard Walik)
 - b. Maintenance Projects/Updates

9. Traffic Operations Systems
 - a. Transportation Management Center Update (Ramin Bolourchian)
 - b. Communications Update (Nicole Stewart/Ginger Dykaar) - **page 38**
 - c. Hwy 1 and 17 TOS Equipment Update (Jacques Van Zeventer)
 - i. CCTVs
 - ii. Traffic Detection Equipment
 - iii. Other
 - d. Caltrans QuickMap Update –(Jacques Van Zeventer)

10. Additional Items

11. Next Meeting Date: Joint Safe on 17 Task Force & TOS Oversight Committee Meeting –
Wednesday, March 11, 2015 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 12, 2014
 10:00am-12:00pm

California Highway Patrol
2020 Junction Ave | San Jose, CA 95131

TOS Oversight Committee and Safe on 17 Task Force Meeting Participants

- Amy Naranjo, Santa Cruz County Regional Transportation Commission
- Robert Rich, Metropolitan Transportation Commission (teleconference)
- Captain Les Bishop, San Jose CHP
- Officer John Darling, San Jose CHP
- Officer John Blencowe, San Jose CHP
- Officer Scot Loetscher, San Jose CHP
- Officer Kory Seely, San Jose CHP
- Lt Scott Wood, Santa Cruz CHP
- Officer Brad Sadek, Santa Cruz CHP
- Captain Ken Binder, Santa Clara County Sheriff – West Valley
- Pedro Alcazar, Caltrans D4
- Richard Blacksten, Caltrans D4
- Ramin Bolourchian, Caltrans D4 TMC
- Earl Sherman, Caltrans D4
- Russell Ellingworth, Caltrans D5 Maintenance
- Kelly McClendon, Caltrans D5
- Scott Morris, Caltrans D5 (teleconference)
- Brandy Rider, Caltrans D5
- Shayne Sandeman, Caltrans D5
- Jacques Van Zeventer, Caltrans D5
- Jennifer Wilson, Caltrans D5
- Marshall Ballard, VTA
- John Leopold, Santa Cruz County District Supervisor (teleconference)
- Jeanette MacDonald, Laurel Community

1. **Introductions** – Introductions were made.
2. **Additions or Deletions to the Agenda** – none.



3. Reviewed and Accepted Minutes of the March 12, 2014 Joint TOS Oversight Committee and Safe on 17 Meeting

4. Accepted Information Items

Amy Naranjo presented the information items.

Freeway Service Patrol (FSP) Program Update – Ladd’s Towing was selected as the tow operator for FSP for Hwy 1 and 17 from September 2013 through July 2017. Ladd’s Towing also held previous contracts on Hwy 1 and 17. Motorist assists average 700-800 per year on each highway, remaining fairly consistent since 2011.

San Jose CHP acknowledged their gratitude for Freeway Service Patrol, especially on Highway 17 during the summer months when automobiles frequently overheat.

Articles/Public Feedback – There were not many articles this past 6 months. Staff provided a copy of a news release from the Land Trust of Santa Cruz County regarding their purchase of 10 acres on the east side of Highway 17 at Laurel Curve for a wildlife crossing.

5. Received Update on California Highway Patrol Safe on 17 Program Statistics and Public Information Efforts

Captain Bishop with San Jose CHP provided handouts with the latest citation and collision statistics and extra enforcement hours worked on Highway 17. Due to the lack of rain throughout the winter, collisions have remained consistent with non-weather related incidents. There was one fatality in December 2013 and another in 2014. The goal is zero fatalities.

San Jose CHP reported there was a mix-up with distribution of overtime hours for extra enforcement along Highway 17 on the San Jose side. San Jose CHP is working to resolve the mix-up and plans to utilize all their allocated overtime enforcement funding, particularly during the summer months.

Officer Sadek with Santa Cruz CHP reported a slight decrease in collisions on Highway 17, largely due to lack of rain. Officer Sadek reported one fatality in Santa Cruz at Pasatiempo. Santa Cruz CHP has been using their extra enforcement funding equally throughout the year.

CHP San Jose and CHP Santa Cruz incorporate the Safe on 17 program and safety on highway 17 in general into all their public affairs activities, whether it’s recruiting booths or information tables. Safe on 17 is an integral part of their work and they promote it whenever possible. Officer Sadek shared that April 2014 kicks off their Distracted Driving Awareness campaign.



6. Received Major Incident Review

San Jose CHP Captain Bishop reviewed major incidents for the Santa Clara County side of Highway 17. There was a fatal incident just south of Lexington Reservoir near Alma Bridge where the CHP had to shut down lanes to recover the vehicle and conduct their investigation. Captain Bishop stated San Jose CHP received a number of complaints regarding the duration of the lane closures from motorists. CHP tries to minimize lane closures on Highway 17 whenever possible, but at times it is necessary to close lanes to conduct a thorough investigation for fatal incidents and/or vehicle recovery. CHP continues to work with the TMC to get Sigalerts out to motorists.

7. Received Caltrans District 5 Highway 17 Project Update

Laurel Curve Update – Scott Morris provided an update for Paul McClintic. Scott stated that Caltrans just finished a bid opening to widen the northbound shoulder at Laurel Curve and replacing the metal beam guardrail with concrete railing. Drainage will be improved as will the cross slope of the curve. Improvements such as these tend to reduce the severity and frequency of collisions. Also the concrete railing reduces delay to motorists and exposure to Caltrans workers while they repair metal guardrails adjacent to Laurel Road.

Scott also provided additional information about potentially upgrading vehicle detection sensors on the Santa Cruz side to give more reliable data for Caltrans Performance Measurement System (PeMS) and Quickmap.

Jennifer Wilson clarified a contract has been awarded and approved. Construction is expected to start in 2-3 months, depending on the approval process. The majority of construction will take place at night, with some day work and minimal lane closures. Jennifer also clarified that the project will push back the northbound shoulder just after Laurel Curve, smoothing out the radius of the curve. Construction is expected to last one year.

John Leopold asked for more information about public notice to residents in the area. Jennifer Wilson stated more information will become available once the contractor meets with Caltrans, however Caltrans will continue to provide updates via the Caltrans website. Jacques Van Zeventer also noted planned lane closures are viewable using Caltrans QuickMap (quickmap.dot.ca.gov) and are updated daily.

Guardrail/Drainage Projects –Jennifer Wilson provided an update for the Guardrail Drainage Project. The Guardrail Drainage Project is ongoing with 10 locations along Highway 17. She anticipates 2-3 more months of work on the project with the K-rail being picked up within the month. They are waiting for good weather to complete open grade paving. Soil work is being done in the interim.



Hwy 17 Access Management Plan – Brandy Rider provided an update for the Highway 17 Access Management Plan. Brandy stated that Caltrans will work with Santa Cruz County Supervisors and the RTC to establish a charter relationship and develop a long range access plan for the Highway 17 corridor. Public participation is a large component of the access plan, which Caltrans will look to the RTC and County for assistance. Caltrans hopes to engage residents and businesses to tailor outreach efforts and hopes to use the Safe on 17 forum as one mechanism for public outreach. Funding for the Access Management Plan is provided by Caltrans District 5 and will only cover the Santa Cruz County side of Highway 17. The Access Management Plan will include public outreach, actual planning effort, and preliminary feasibility study, and will take between 18-24 months to complete

John Leopold shared that he and Supervisor Bruce McPherson will be meeting with the CHP and/or Caltrans to talk about access plans. He also requested that no public outreach meetings take place from June through September due to limited public participation.

Maintenance Update – Russell Ellingsworth provided an update for Highway 17 Maintenance. Russell stated portions of the mountain near Waddell Creek are unstable and had a crew working on safely removing a boulder from the area.

8. Received Caltrans District 4 Highway 17 Project Update

Wet Pavement Project – John Thomas was unable to attend the meeting to provide update.

9. Received Traffic Operations Systems Updates

TMC Update - Ramin Bolourchian had no updates. There was positive feedback for CMS messages such as "Pull over in a minor accident". San Jose CHP Captain Bishop stated it is a good balance between getting a good message out and being a distraction.

Communications Update – Nicole Stewart was not able to attend meeting to provide an update.

TOS Equipment Update - Jacques Van Zeventer provided an update for TOS Equipment. Jacques stated there is a project coming online with additional CCTV cameras between Soquel/Morrissey area and Freedom Boulevard along Highway 1. The contract has already been awarded and construction is expected to begin in July. Not all cameras will appear on Caltrans main website as a live traffic feed due to bandwidth constraints, but will be available on the Caltrans Quickmap.



QuickMap Update - Jacques Van Zeventer discussed Caltrans "QuickMap." Caltrans Quickmap is a traffic map page that contains real-time traffic speed data, lane closures, CHP incidents, CCTV images and CMS sign messages. He also reported there is a link available with planned lane closures for motorist who live in an area or commute through an area where construction will take place.

10. Received Additional Items

11. Approved Next Meeting Date

Joint Safe on 17 Task Force & TOS Oversight Committee Meeting – Wednesday, September 10, 2014 10:00 to 12:30 at Santa Cruz County Regional Transportation Commission, 1523 Pacific Ave, Santa Cruz, CA 95060.

Respectively submitted by _____


Amy Naranjo

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

RECOMMENDATION

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

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). 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 14/15 have been secured from RSTP funds.**

Highway 1 and 17 FSP Contract

The RTC is currently contracting with Ladd's Towing for Freeway Service Patrol on Highway 1 and Highway 17. The term of the contract runs from September 2013 through July 2017. During FY 13/14, there were 1,944 hours of FSP service with

792 assists on Highway 17 and on Highway 1, there were 1,746 hours of FSP service with 721 assists.

Number of FSP Assists per Fiscal Year

	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14
Beat 1 HWY 17	762	767	770	762	792
Beat 2 HWY 1	713	820	800	784	721
TOTAL	1475	1587	1570	1546	1513
Percent Change	-9.8%	7.1%	-1.1%	-1.6%	-2.2%

SUMMARY

Matching funds for FSP service on Highway 1 and 17 for FY 13/14 have been secured from RSTP funds. Ladd's Towing is the tow company that provides FSP service on Highway 1 and Highway 17 for the contract term September 2013 through July 2017.

S:\TOS\TOS2014\September\Packet\4a. FSPProgramUpdate.docx

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

RECOMMENDATION

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

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

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 is one of the few remaining gaps in this information network.

RTC staff is currently working on "Cruz 511", a Santa Cruz County 511 website that is designed for viewing on mobile devices as well as computers and will feature:

- Information on real-time traffic conditions using Caltrans QuickMap;
- Multimodal trip planning;
- Emergency notices;
- Rideshare tools and information; and
- Links to transportation agency websites and local programs and resources.

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. The Santa Cruz County 511 website will be a one-stop shop for traveler information around the clock.

SUMMARY

RTC staff is developing a 511 website "Cruz 511" to provide traffic condition and multimodal transportation information that is tailored to Santa Cruz County residents and visitors.

Highway 17 fatal crash: Big rig's trailer slid over top of car

By Sharon Noguchi

snoguchi@mercurynews.com

POSTED: 07/12/2014 11:00:00 PM PDT

| UPDATED: 8 DAYS AGO

The man killed in a Highway 17 crash Thursday had been wearing a seat belt, but still was partially ejected from his car, according to a CHP report released Sunday. Daniel McGuire, 25, of Santa Cruz, died after a big rig plowed into the back of a line of northbound traffic. Nicole Annette Albaum, 37, of Royal Oaks in north Monterey County, suffered a lacerated liver in the crash, the California Highway Patrol reported. The collision near Bear Creek Road closed most of Highway 17 for 10 hours Thursday.

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McGuire's car was the fifth in a line of 10 vehicles struck. The impact of the collision partially ejected McGuire from his car, CHP Officer Ross Lee said. A preliminary investigation indicates the trailer of the semi slid over the top of McGuire's vehicle and rolled it underneath, Lee said. Besides Albaum, six other people were transported to area hospitals with minor injuries. Among them were drivers of four cars in the crash and two passengers. Drivers of three other cars were not reported as injured. The driver of the semitrailer, Ravenderpal Singh, 23, of Union City, also was uninjured. He told reporters at the scene of the crash that his truck's brakes were smoking and ineffective. The truck was hauling two trailers filled with dirt. "Our officers are still piecing together the sequence of events," Lee said, and haven't yet concluded what happened in the crash.

Editorial: Regulate big rigs on Highway 17

Santa Cruz Sentinel

POSTED: 07/12/2014 07:14:19 PM PDT

Wrong place, wrong time, tragic ending.

We're not talking about the death last November of the Google executive after a heroin overdose allegedly administered by a prostitute aboard the executive's yacht in the Santa Cruz harbor. That story has gone, for obvious reasons, viral, making headlines around the country and putting strange Santa Cruz crime back on center stage. And while the combination of a wealthy dead man, drugs and illicit sex might be irresistible to news media outlets and many readers, nothing will change the darker side of human behavior. But the timing and the tragedy from yet another big-rig crash on Highway 17 has drawn a vociferous call for change from many motorists who want large trucks banned from the busy, and dangerous, mountain road that brings tourists to Santa Cruz County and commuters to Silicon Valley. Thursday morning's pileup killed a 25-year-old Santa Cruz man, Daniel McGuire, who worked in Silicon Valley and was beloved by friends, family and co-workers. Mr. McGuire's car was the fifth in a line of 10 vehicles violently struck by the out-of-control big rig; seven other people were injured, with one woman listed in critical condition Friday, but expected to survive. The northbound highway was closed for much of the day. Traffic had slowed to a near standstill when the crash occurred at 7:50 a.m. in the northbound lanes of 17 just south of Bear Creek Road — a time when commuter traffic to Santa Clara County is inevitably heavy on a highway traversed by 54,000 vehicles a day. The driver wasn't arrested or cited and the California Highway Patrol said he was not intoxicated when the crash occurred. But television station KTVU interviewed the driver after the pileup; he told

them the big rig was loaded with dirt and traveling too fast on too steep a grade. The driver, identified as Rabinderbal Singh, said he saw the stopped traffic ahead, jammed on the brakes, but was unable to sufficiently slow down. Singh told the station he had been a driver for not quite three months. Highway 17, long infamous for its treacherous curves and steep descents, is actually a much safer road than in the fairly recent past. State-funded improvements and focused CHP enforcement have made a difference. Still, many drivers take the road too fast.

It's a fact of Santa Cruz County life that not a lot of roads lead here from Santa Clara County. Which explains why commercial traffic shares the busy highway with commuters and beachbound families. The road also is fairly narrow, which means it's not feasible to set up brake-check turnouts common on Sierra Nevada highways. We're stating the obvious that allowing huge trucks, weighing 80,000 pounds or more, to share a difficult highway with cars during high-traffic hours is inviting tragic outcomes. We understand the trucks bring food, consumer goods, gasoline and other vital products to Santa Cruz County, and that heading south to highways 156 or 129 isn't practical or even that much safer. But neither of those highways bear the traffic loads of 17. We'd like to see state and local transportation officials consider proposals to restrict the hours when big rigs can travel on Highway 17, away from heavy commute or beach-traffic times, They can also consider restricting the maximum weight the trucks are allowed to carry and increase safety checks and driver requirements. This wasn't the first horrific tragedy on Highway 17 and probably won't be the last. But at least some good can come from it if laws and regulations regarding big rigs are toughened.

Letters, July 17, 2014: Highway 17 needs runaway-truck ramps

Santa Cruz Sentinel

POSTED: 07/16/2014 04:51:52 PM PDT

Highway 17 needs runaway-truck ramps

This is in response to the fatal accident last week on Highway 17. Many highways in California that have a steep grade like 17 make a runaway-truck ramp for the sole purpose of trucks with no brakes. I commute 17 everyday and smell burning brakes every morning. I do not know why a runaway-truck ramp does not exist there on Highway 17. An ounce of prevention ...

— *Darilynn Greenspon, Scotts Valley*

Commute hours, trucks a bad mix on Highway 17

I would wager that all regular commuters have thought at least once that big-rigs should be limited on Highway 17 during regular commute hours. I understand the truckers are making their living driving, but their presence on that road snarls it mightily. Every day a big rig is on that road is a rough commute day. A jam-up! RIP to the young man who lost his life during his commute. Condolences to his loved ones.

— *Tina Hunt, Ben Lomond*

Restrict big-rigs on local stretch of Highway 17

Last Thursday's fatal accident was tragic and my heart goes out to the family of the young man who lost his life. Restricting the hours that big-rigs can travel over 17 should be mandatory. I realize the road is the only alternative trucks have for travel between the South Bay and Santa Cruz, but their hours of travel should be restricted. I commuted over 17 for 34 years for my job and hated being near big-rigs, especially on curves. You never know when they might drift into your lane and run you off the road or into the divider. Another issue I have is the qualifications of the driver. In last Thursday's accident, I believe speed was a factor as well as inexperience of the driver. No big-rigs on northbound 17 from 6 to 9 a.m. and southbound from 3 to 7 p.m.

— *Joy Bertrand, Scotts Valley*

Get big-rigs off of Highway 17

I've had it with out-of-control big-rig trucks causing accidents on Highway 17 on the corridor between Los Gatos to Santa Cruz. That pass is treacherous and the thought of these monster trucks with tons of weight that rely on air brakes to stop it from careening out of control is absurd. This recent Highway 17 death really struck a nerve with me! There is an existing truck

route known as Highway 129. I was told by a CHP officer years ago that this is the mandatory route for trucks of a certain weight. Either route will get a driver between Santa Cruz and the Silicon Valley. Why in God's name are big-rigs still allowed to try to navigate the dangerous Highway 17 pass when Highway 129 is available to truckers and safer for all of us?
— Gail Cruse, Watsonville

Roadshow: Highway 17 big-rig ban unlikely

By Gary Richards

grichards@mercurynews.com

Posted: 07/13/2014 12:01:00 AM PDT [20 Comments](#) | Updated: 4 days ago

The cab of a big rig blocks part of Old Santa Cruz Highway that was involved in a fatal accident with several cars on northbound Highway 17 just before the Bear Creek Road exit on Thursday, July 10, 2014. (Dan Honda/Bay Area News Group)

Related Stories

Q Thursday's big rig accident is just more evidence for my pleas to restrict trucks on Highway 17. No big rigs on northbound 17 from 6 to 9 a.m. and southbound from 3 to 7 p.m. They slow traffic, cause accidents and are a menace on our highway.

Wes Peters

Los Gatos

A Thursday's fatal crash, which closed northbound Highway 17 for much of the day, has prompted new calls for a ban on trucks on the curvy, 28-mile four-lane road from Santa Cruz to Los Gatos.

Q Can we now have a serious discussion about limiting sand trucks using Highway 17 to off-peak hours? Besides the obvious safety issues, how does it make sense that the movement of workers, students, educators and trades people to and from Silicon Valley have to be slowed every day by the delivery of sand?

Mike Rhoades

Ben Lomond

A There is virtually no chance that a big-rig ban on Highway 17 will be put in place, Caltrans says. The reason is simple: Trucks have no realistic alternative to travel between the South Bay and the Santa Cruz area. The best alternative is Highway 156 south of Gilroy. As part of the Highway 17 safety program that began 16 years ago, some trucking companies have cut back on trips during peak hours in the commute direction, and that has helped. Trucks over 4.5 tons are banned on Highway 85 because big rigs have other options, such as Highway 101 and Interstate 280. They are also banned on I-580 north of Highway 238 through the East Bay because I-880 and I-680 are nearby. CHP statistics show accidents involving trucks are few compared to those involving automobiles on 17. There were 74 crashes involving big rigs in 1998; today it's less than half that amount.

Q When there is a fatal accident like the one on Highway 17, why does it take so long to reopen a major traffic artery

like 17? How much time does it take to gather evidence and collect reports in a situation like that?

Randy Breunling

A It can take a very long time. Emergency crews need be dispatched, set up traffic controls, treat the injured and investigate the site as a potential crime scene since there was a death involved. Only then can damaged vehicles be removed.

Roadshow: Trucker backers say cut big rigs some slack

By Gary Richards

grichards@mercurynews.com

Q I have been reading your column since God invented dirt, and I am seriously frustrated.

People complain about big-rig accidents stalling traffic, but did they ever stop to consider why those accidents happened? I'll bet the majority were caused because of some speed-racer or other careless driver, not something a trucker did. Maybe we should prohibit inconsiderate drivers on the road during commute hours.

IrisAnn Nelson

Sunnyvale

A Last week, we heard from many motorists who want to ban truck traffic on some highways and during commute hours after a series of nasty big-rig crashes. Today, the pro-truckers sound off.



Altamont Pass (Bay Area News Group)

Q In regards to readers who wonder why trucks have to be on the road (Highway 17, the Altamont Pass, etc.) during commute hours, truckers never choose to drive in the middle of rush hour. The shippers and receivers dictate exactly when they need a truckload delivered. Arrive too soon and the destination will not have the space for your load. Arrive 15 minutes late and an assembly line may shut down.

Bob Ramorino

Roadstar Trucking

A Bob's company is based in Hayward.

Q The loads of sand (gravel or other aggregates) traveling over Highway 17 could be headed to a construction project or to a cement plant. Hundreds of workers are waiting for loads to arrive. Cut the conveyor during commute and workers sit idle while the plant waits for material.

Why sand trucks on 17? That's where the local quarries are that supply the region. All the major food distribution centers that supply Bay Area grocery stores are based outside the area, from Sacramento to the Central Valley, if not farther away.

There are basically three ways to get here from there: I-80, I-205 or 101. That's why you see a lot of big rigs on the Altamont Pass and on 80. Trucking is a 24/7-365 industry.

Fuel tankers are driven around the clock by rotating groups of drivers to keep service stations filled. There aren't enough tankers and drivers to do it any other way.

Whenever possible, companies schedule deliveries off-peak. We service a retail clothing chain with 90-plus stores in the area. We arrive as early as 6 a.m. in downtown San Francisco and deliver as late as 7 p.m. Each store must have an associate on duty to receive the product at an appointed time and stock the shelves as we deliver.

Even though we start early, somewhere along the line our driver is in commute traffic. Why can't we pull trucks off the roads during commute hours? Drivers have rigid federal restrictions. They must be off duty for 10 consecutive hours prior to an on-duty maximum 14 hours.

Pull them off the road during the commute and they might run out of hours to complete the trip. But where would they park during commute hours? There are no truck stops anywhere in the Bay Area. Land is just too expensive.

The recent death on 17 was a tragedy. Our local drivers operate 50,000 to 75,000 miles each year and take pride in being safe.

Bob Ramorino

A Between 1975 and 2009, major truck crash rates fell 77 percent in the U.S. In 2009, the overall crash rate of large trucks was 33 percent of that for cars.

Look for Gary Richards at [Facebook.com/mr.roadshow](https://www.facebook.com/mr.roadshow), or contact him at 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
JANUARY	PDO	53	25	24	13	9	12	18	11	19	11	8	5	9	17	6	8	14
	INJURY	17	15	8	2	2	5	8	3	2	6	5	4	4	3	3	0	3
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	TOTAL	70	40	32	15	11	17	27	14	21	17	13	9	13	20	9	8	18
FEBRUARY	PDO	31	23	32	7	11	8	11	10	7	14	14	12	6	11	8	15	16
	INJURY	6	14	10	2	5	2	7	5	4	6	6	6	5	2	3	6	7
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	37	37	42	9	16	10	18	15	11	20	20	18	11	13	11	21	23
MARCH	PDO	29	18	20	20	5	17	10	19	13	11	5	14	11	17	12	14	12
	INJURY	18	9	7	5	5	5	9	3	3	3	3	2	5	4	1	8	7
	FATAL	0	0	1	0	0	0	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	13	22	19
APRIL	PDO	24	15	23	12	16	16	9	11	15	5	8	10	9	10	16	10	14
	INJURY	11	7	3	3	4	7	5	4	7	7	3	5	6	3	5	9	8
	FATAL	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0
	TOTAL	35	22	26	15	20	23	14	15	23	12	12	15	15	13	22	19	22
MAY	PDO	40	16	27	16	9	5	13	13	10	5	5	16	11	10	11	2	14
	INJURY	14	3	10	5	3	2	6	6	7	0	7	5	4	4	2	5	5
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	TOTAL	54	19	37	21	12	7	20	19	17	5	12	21	15	14	13	7	19
JUNE	PDO	19	16	17	12	17	10	6	9	13	9	3	13	15	16	20	12	8
	INJURY	13	7	4	3	4	3	4	3	2	3	4	2	3	4	4	5	4
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	32	23	21	15	21	13	10	12	15	12	7	15	18	20	24	17	12
JULY	PDO	10	16	18	12	15	13	17	15	10	9	8	7	16	14	5	12	14
	INJURY	10	7	5	4	4	4	6	1	5	3	6	2	7	5	8	6	6
	FATAL	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
	TOTAL	20	23	23	17	19	17	23	16	15	12	14	9	24	19	13	18	21
AUGUST	PDO	19	23	14	13	15	12	9	13	9	13	10	9	8	14	10	15	
	INJURY	4	7	5	7	3	6	4	2	1	2	7	2	8	6	4	6	
	FATAL	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	
	TOTAL	23	30	19	21	18	18	14	15	10	15	17	11	16	20	14	21	0
SEPTEMBER	PDO	21	12	20	21	3	11	10	6	5	8	10	7	10	9	13	18	
	INJURY	6	6	10	4	4	5	4	3	0	1	2	0	4	1	4	5	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	27	18	30	25	7	16	14	9	5	9	12	7	14	10	17	23	0
OCTOBER	PDO	12	27	14	18	12	19	17	21	13	14	10	8	30	14	12	6	
	INJURY	11	4	2	7	2	2	5	8	5	6	3	3	2	5	3	5	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	23	31	16	25	14	21	22	29	18	20	13	11	32	19	15	11	0
NOVEMBER	PDO	38	31	16	16	10	22	12	11	11	7	20	11	12	9	12	14	
	INJURY	12	15	4	1	4	6	3	8	6	3	9	1	6	4	4	7	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	50	46	20	17	14	28	15	19	17	10	29	12	18	13	16	21	0
DECEMBER	PDO	10	12	15	15	23	20	16	16	10	13	20	11	7	8	10	7	
	INJURY	7	7	6	5	5	6	6	6	7	4	3	4	7	1	1	3	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	TOTAL	17	19	21	20	28	26	22	22	17	17	23	15	14	9	11	11	0
TOTAL PDO:		306	234	240	175	145	165	148	155	135	119	121	123	144	149	135	133	92
TOTAL INJURY:		129	101	74	48	45	53	67	52	49	44	58	36	61	42	42	65	40
TOTAL FATALITIES:		0	0	1	2	0	0	3	0	1	0	1	0	1	0	1	1	2
TOTAL COLLISIONS:		435	335	315	225	190	218	218	207	185	163	180	159	206	191	178	199	134

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

Regular Citations

Overtime Citations

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

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

ANNUAL TOTALS: 3687 3222 2644 2866 2122 1549 2895 2953 1420

871 1543 1334 1060 50 914 986 603 1324

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
JANUARY	PDO	40	28	17	14	18	26	21	32	34	19	22	16	24	11	11	11	9
	INJURY	27	10	8	5	9	12	6	6	10	9	6	9	13	9	10	3	3
	FATAL	1	1	0	0	0	1	0	0	0	0	0	1	1	0	0	0	1
	TOTAL	68	39	25	19	27	39	27	38	44	28	28	26	38	20	21	14	13
FEBRUARY	PDO	36	19	43	14	17	35	41	45	25	28	31	16	20	15	23	8	32
	INJURY	6	9	9	5	4	9	16	17	4	10	9	15	4	7	10	5	14
	FATAL	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	TOTAL	42	29	52	19	21	44	58	62	29	38	40	31	24	22	33	13	46
MARCH	PDO	21	25	26	22	29	23	11	38	35	18	17	13	26	26	30	16	20
	INJURY	11	12	6	5	11	9	7	16	14	2	6	13	7	14	20	6	13
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
	TOTAL	32	37	32	27	40	32	18	54	49	20	23	26	33	40	51	22	33
APRIL	PDO	39	27	13	24	22	59	16	45	41	22	20	18	28	18	15	13	19
	INJURY	14	8	9	5	7	16	4	11	11	7	10	12	6	4	9	10	8
	FATAL	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	54	35	22	29	29	75	20	56	52	29	30	30	34	22	24	23	27
MAY	PDO	43	13	25	19	13	24	15	39	16	24	10	12	26	18	11	11	16
	INJURY	25	9	15	13	7	11	5	13	8	9	5	16	8	7	6	8	9
	FATAL	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
	TOTAL	69	23	40	33	20	35	20	52	25	33	15	28	34	25	17	19	25
JUNE	PDO	23	12	15	14	11	23	6	24	13	15	10	13	11	9	14	11	11
	INJURY	11	5	3	2	6	4	2	3	6	1	6	6	4	9	10	9	6
	FATAL	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0
	TOTAL	35	17	18	17	17	28	8	27	19	16	16	19	15	18	24	21	17
JULY	PDO	19	8	15	14	20	18	14	9	16	18	14	10	11	19	24	9	12
	INJURY	5	7	7	8	5	4	5	5	4	4	6	6	9	5	9	10	9
	FATAL	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0
	TOTAL	24	16	22	22	25	23	19	15	20	23	20	16	20	24	33	19	21
AUGUST	PDO	14	11	22	10	5	17	20	6	16	11	15	8	11	11	9	8	
	INJURY	10	2	7	7	4	7	7	4	5	4	4	1	5	2	4	4	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	24	13	29	17	9	24	27	10	21	15	19	9	16	13	13	12	0
SEPTEMBER	PDO	24	16	20	16	12	12	13	4	13	9	5	8	11	7	14	14	
	INJURY	13	4	8	4	8	1	6	6	4	3	9	7	7	7	4	5	
	FATAL	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	38	20	28	20	21	13	19	10	17	12	14	15	18	14	18	19	0
OCTOBER	PDO	17	15	13	20	16	17	44	27	13	21	13	9	12	25	15	17	
	INJURY	4	11	8	2	5	9	6	12	3	9	3	5	13	8	10	4	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	21	26	21	22	21	26	50	39	16	30	16	14	25	33	25	21	0
NOVEMBER	PDO	31	29	16	26	23	28	21	47	36	11	19	13	27	16	29	20	
	INJURY	10	10	8	13	10	9	8	13	12	8	5	7	11	6	8	3	
	FATAL	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
	TOTAL	41	39	24	39	34	38	29	60	48	19	24	20	38	22	37	23	0
DECEMBER	PDO	5	13	9	28	48	60	43	43	21	34	21	16	45	7	30	13	
	INJURY	13	4	4	11	15	22	10	17	3	19	5	10	16	6	8	2	
	FATAL	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	
	TOTAL	18	17	13	39	63	82	53	62	24	53	26	27	61	13	38	15	0

TOTAL PDO:	312	216	234	221	234	342	265	359	279	230	197	152	252	182	225	151	119
TOTAL INJURY:	149	91	92	80	91	113	82	123	84	85	74	107	103	84	108	69	62
TOTAL FATALITIES:	5	4	0	2	2	4	1	3	1	1	0	2	1	0	1	1	1
TOTAL COLLISIONS:	466	311	326	303	327	459	348	485	364	316	271	261	356	266	334	221	182

Santa Cruz Area CHP SR-17 Citation Summary

		Regular Citations								
		2006	2007	2008	2009	2010	2011	2012	2013	2014
JANUARY	PCF	557	275	129	261	287	396	401	368	413
	Other	192	148	106	92	68	84	68	69	43
	Mechanical	18	9	3	21	16	30	21	17	73
	TOTAL	767	432	238	374	371	510	490	454	529
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
	TOTAL	772	493	247	337	378	509	565	395	385
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
	TOTAL	778	610	350	354	387	422	519	485	342
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
	TOTAL	721	375	271	386	446	503	386	410	404
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
	TOTAL	463	549	358	561	544	601	557	516	419
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
	TOTAL	611	555	398	565	633	462	362	433	360
JULY	PCF	303	302	266	396	446	378	288	331	
	Other	199	110	74	82	38	67	69	35	
	Mechanical	13	44	59	7	82	4	8	74	
	TOTAL	515	456	399	485	566	449	365	440	0
AUGUST	PCF	244	346	266	470	498	585	317	477	
	Other	206	167	47	89	84	35	78	32	
	Mechanical	11	75	27	17	24	18	25	34	
	TOTAL	461	588	340	576	606	638	420	543	0
SEPTEMBER	PCF	359	402	265	424	389	472	334	338	
	Other	148	182	24	105	95	37	58	31	
	Mechanical	12	5	43	18	32	18	19	31	
	TOTAL	519	589	332	547	516	527	411	400	0
OCTOBER	PCF	328	194	337	322	307	540	457	381	
	Other	155	93	30	79	47	47	57	24	
	Mechanical	8	34	43	9	10	14	15	41	
	TOTAL	491	321	410	410	364	601	529	446	0
NOVEMBER	PCF	274	209	590	270	267	449	327	319	
	Other	143	65	48	53	80	25	53	31	
	Mechanical	13	47	75	10	15	18	17	47	
	TOTAL	430	321	713	333	362	492	397	397	0
DECEMBER	PCF	268	215	454	373	209	454	297	264	
	Other	167	100	45	64	65	43	75	24	
	Mechanical	10	39	84	15	11	16	14	42	
	TOTAL	445	354	583	452	285	513	386	330	0

ANNUAL TOTALS: 6973 5643 4639 5380 5458 6227 5387 5249 2439

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

656 515 613 199 267 518 674 930 387

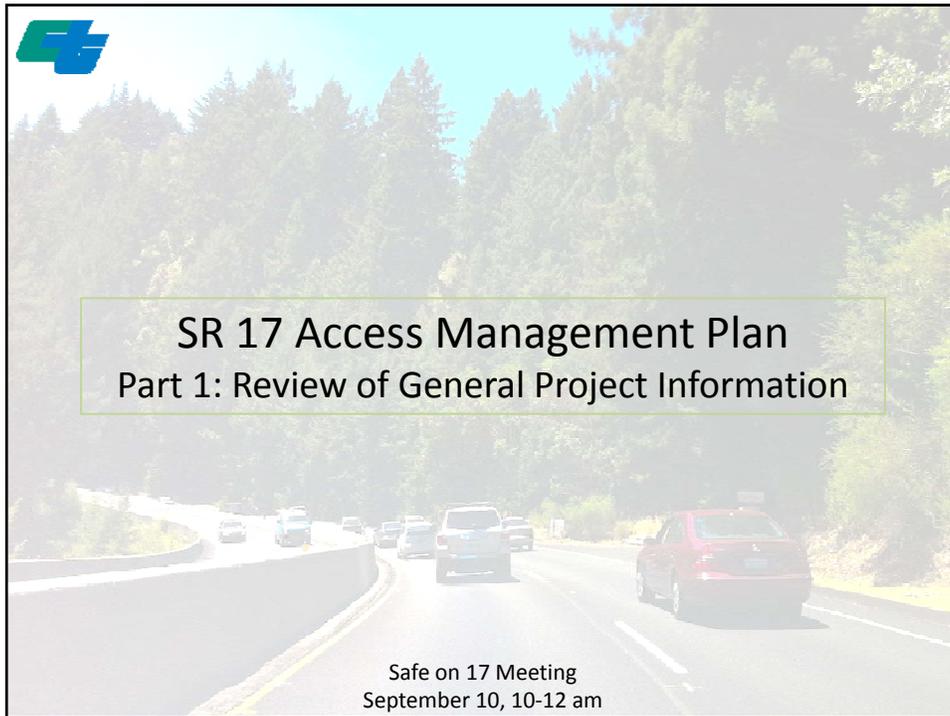
Extra California Highway Patrol Hours Worked on Highway 17

San Jose Area

	2007	2008	2009	2010	2011	2012	2013	2014
JANUARY	0	84	0	0	0	36	40	0
FEBRUARY	8	20	0	0	0	44	56	0
MARCH	44	44	0	0	152	36	44	88
APRIL	0	0	0	0	232	48	68	84
MAY	116	0	0	0	180	68	68	56
JUNE	121	0	0	22	48	132	64	380
JULY	52	56	0	0	28	0	0	
AUGUST	76	104	130.5	0	32	0	0	
SEPTEMBER	40	8	204	0	52	56	0	
OCTOBER	4	0	36	0	32	60	0	
NOVEMBER	248	8	220	0	40	48	0	
DECEMBER	200	382	0	0	32	48	0	
TOTAL	909	706	590.5	22	828	576	340	608

Santa Cruz Area

	2007	2008	2009	2010	2011	2012	2013	2014
JANUARY	6	0	30.5	32	0	48	9	48
FEBRUARY	90	28	0	24	0	70.5	36	72
MARCH	70.5	38.5	0	28	18	66	61	60
APRIL	42	20	36	28	88	58.5	117.5	64
MAY	42.5	3	66	42.5	86.5	60	104	44
JUNE	46	50	28	44	64	66	75.5	39
JULY	56	34	52.25	32.5	81	0	86.5	
AUGUST	36	37.5	20	51	107	6	108.8	
SEPTEMBER	28.5	33.5	34	25.5	84.5	79	97	
OCTOBER	26	55	53.5	0	57	70	42	
NOVEMBER	49.5	198	28	0	60	76	75	
DECEMBER	72	239	50.5	0	54	81	0	
TOTAL	565	736.5	398.75	307.5	700	681	812.3	327



Access Management Background

- Definition
 - Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections (TRB Manual)

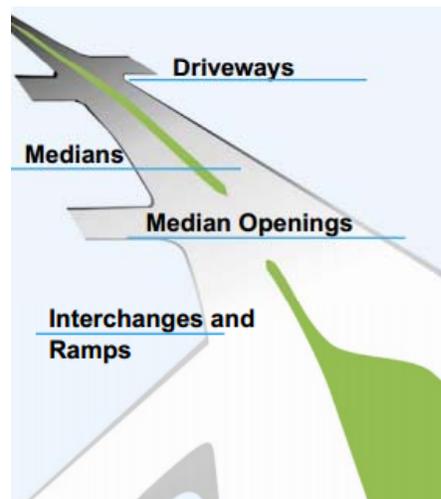
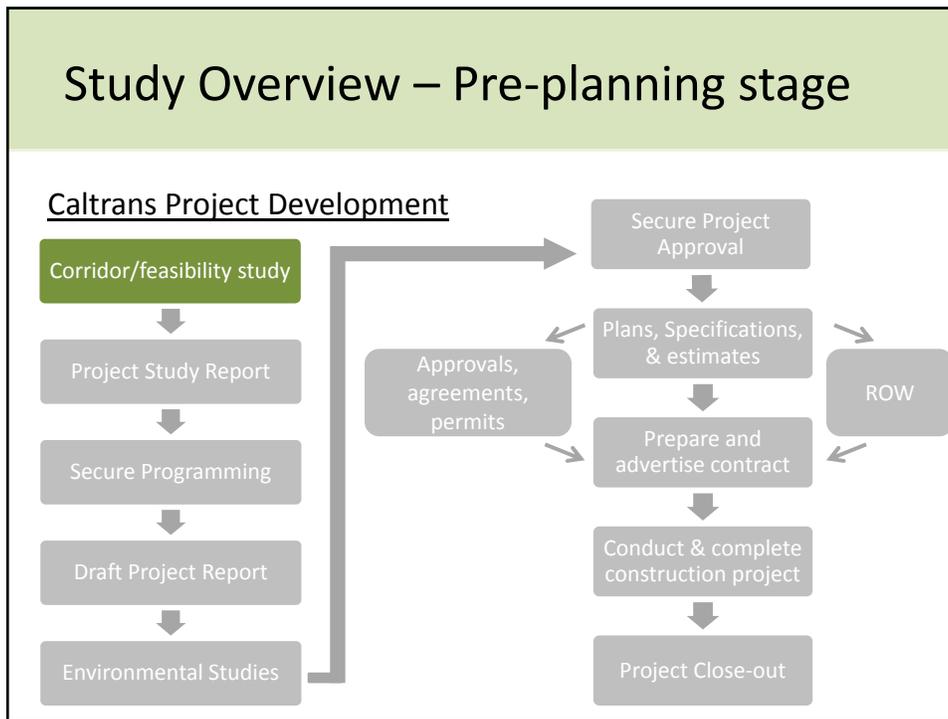


Image: Florida DOT Median Handbook

Study Overview – Pre-planning stage



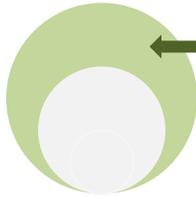
Study Overview – Purpose & Study Area

- Purpose:
 - Identify issues relating to access and mobility
 - Develop and analyze potential improvement concepts
 - Investigate feasibility for project initiation

- Study area



Study Team Organization

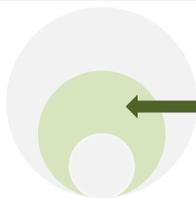


Executive Steering Committee

- Study Charter
 - Codify joint cooperation
 - Establish shared commitment
 - Identify roles & responsibilities
 - Intention to adopt or implement finalized plan
 - Ensure long-term efficiency of local and state highway networks

Did you know..
69% of corridor management studies have used some kind of cooperative agreement.
-TRB

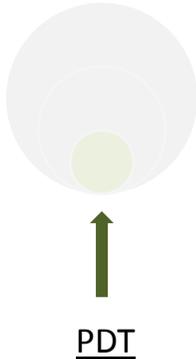
Study Team Organization



Technical Advisory Committee

- External technical team
 - Identified by respective Steering Committee member
 - Point of contact on day-to-day issues or sharing information
 - Assist with public outreach
 - Local experts

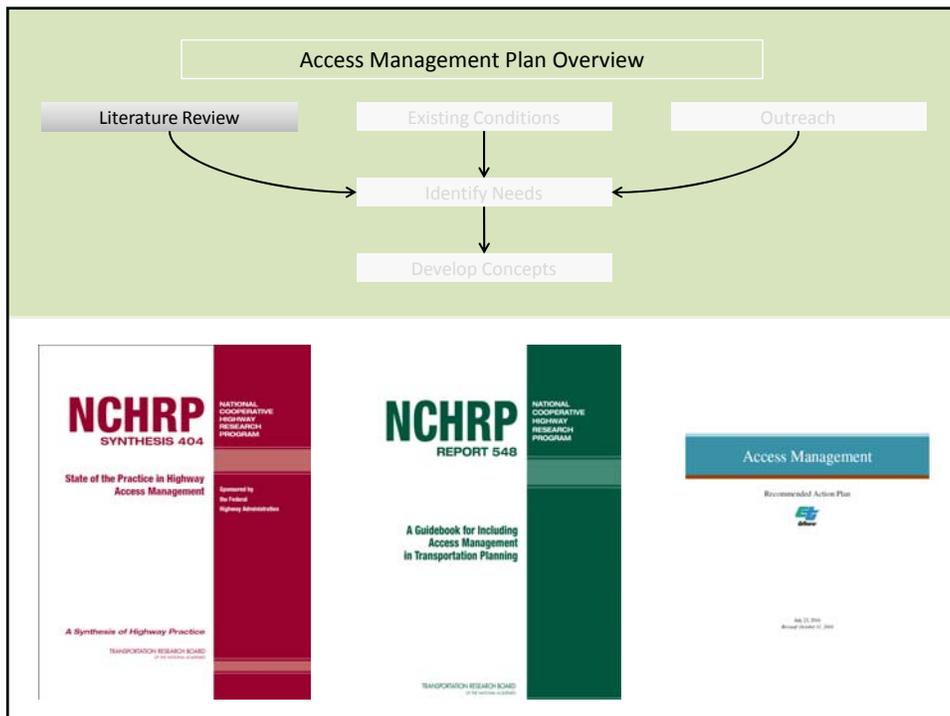
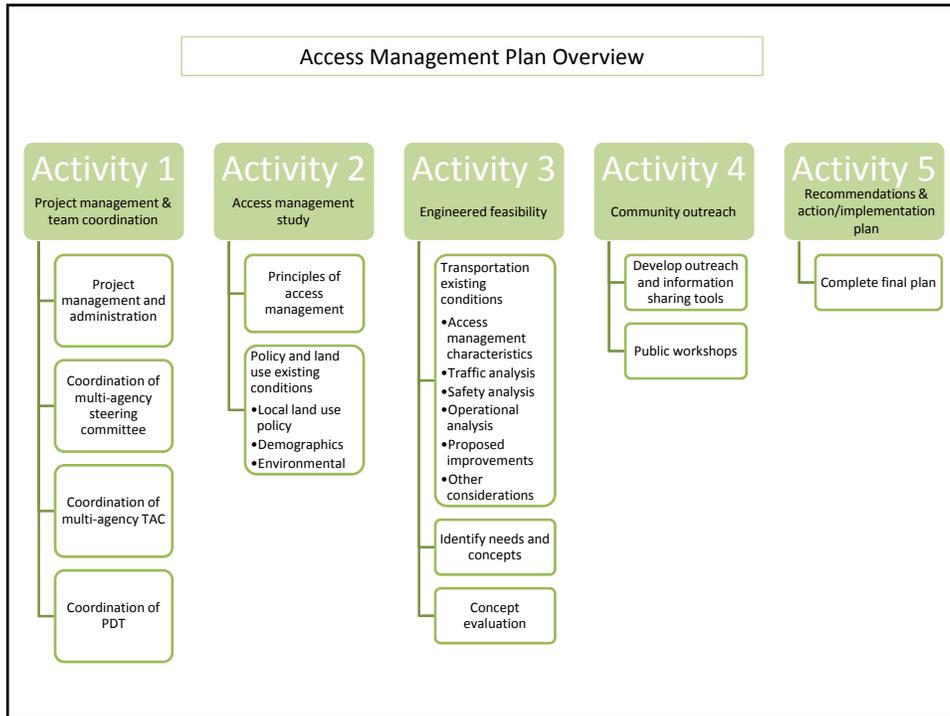
Study Team Organization

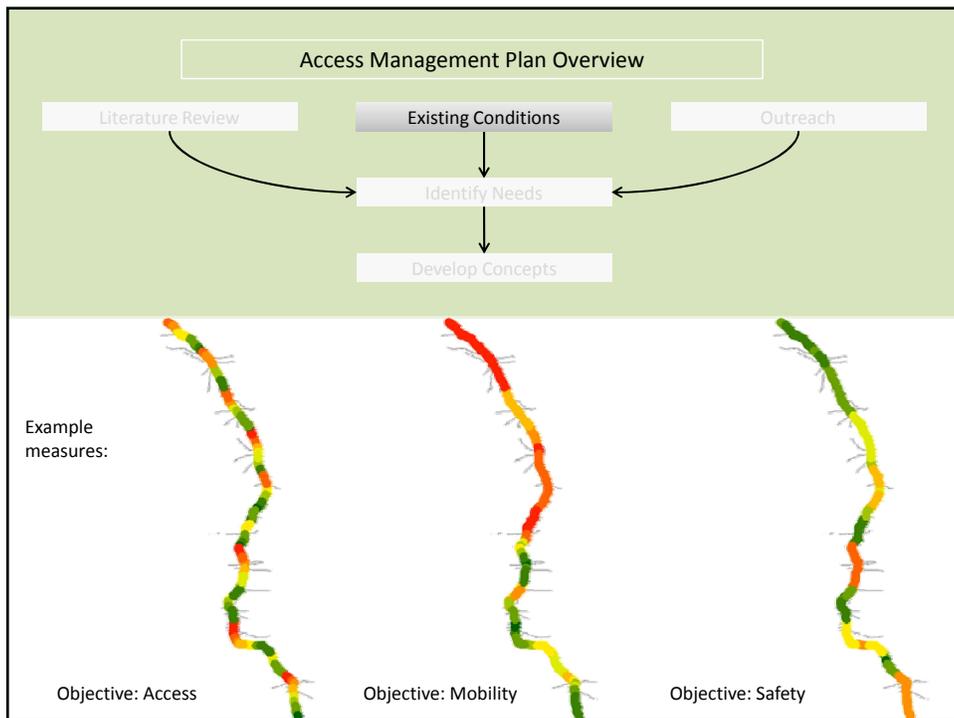
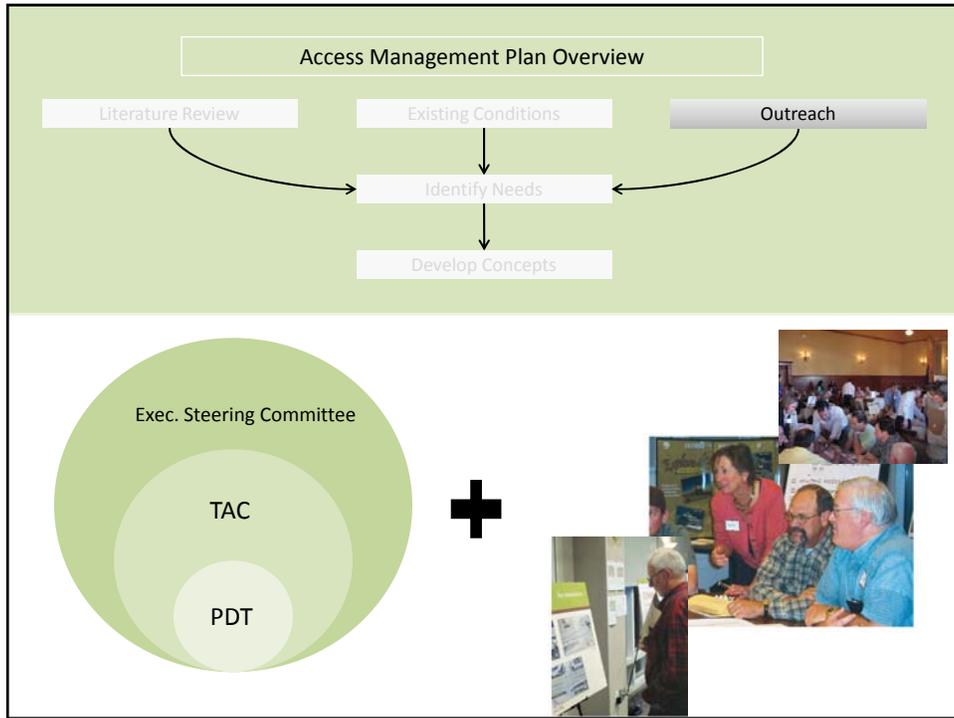


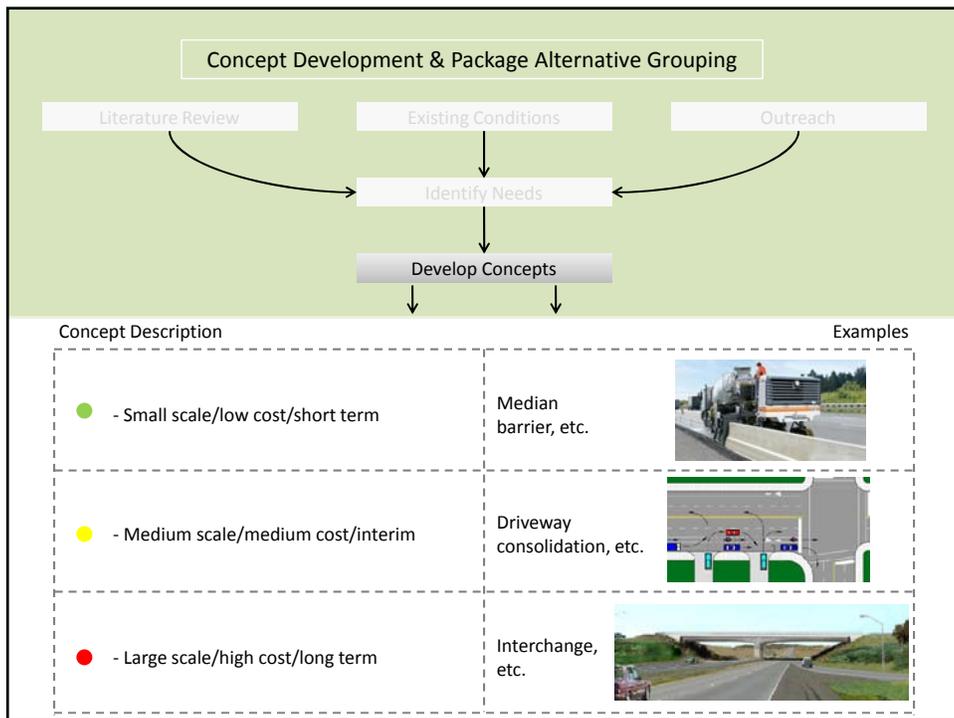
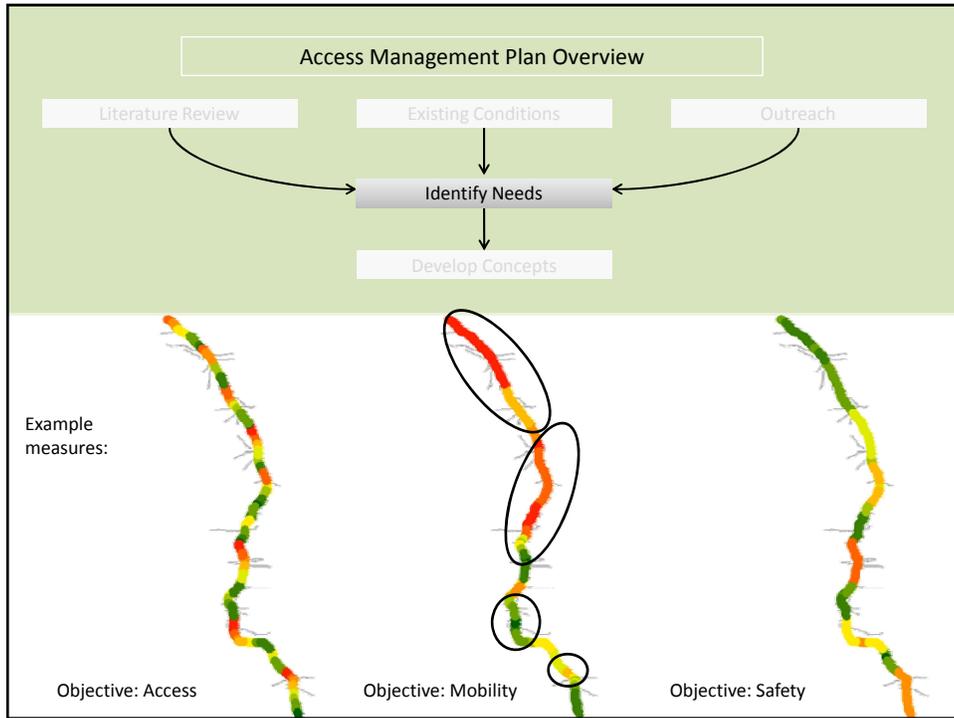
PDT

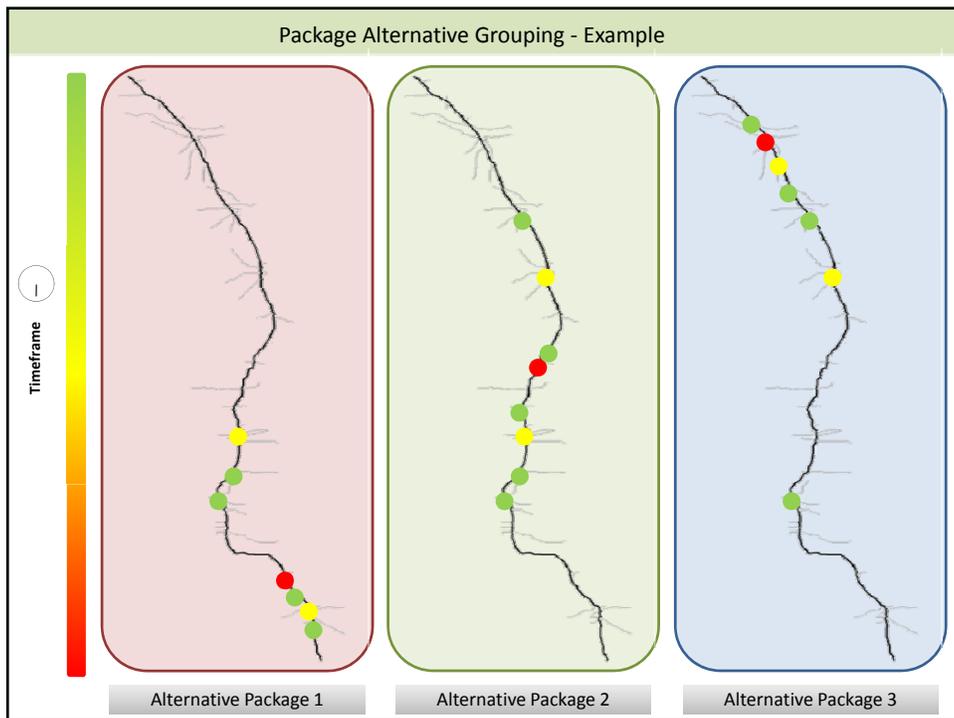
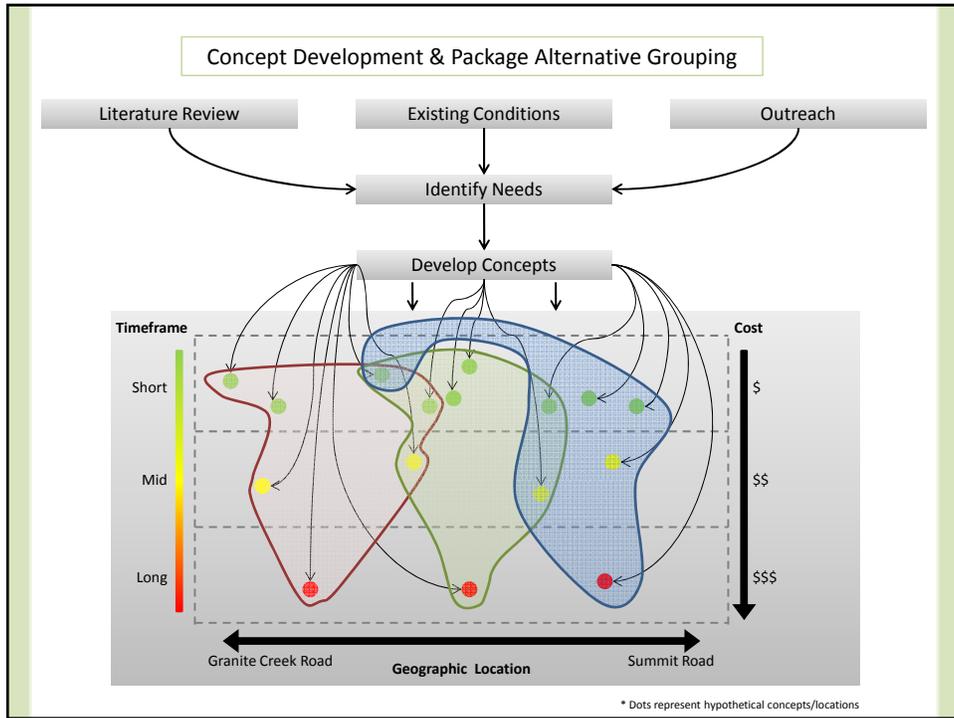
- Internal Functional Units and Planning Staff
 - Project coordination
 - Background research
 - Data analysis
 - Public outreach
 - Assemble study document











Contact information for questions or additional information:

Brandy Rider
(805) 549-3970
Brandy.Rider@dot.ca.gov

SR 17 Access Management Plan Objectives, Strategies, and Evaluation Measures (0813 Draft)

Objective	Strategy	Evaluation Criteria	Evaluation Measures	Data Source
Access	Provide for the current and future access needs of the community	Population	Population within 1 mile of access point (driveway/intersection)	Census
			Population density within 1 mile of access point	Census
			Population served by access point	Census
		Land development	% current land uses that are compatible with freeway conversion within 1-mile buffer	County GP
			% future land uses that are compatible with freeway conversion within 1-mile buffer	County GP
			Existing right of way width/availability	ROW
			Compatibility with land use/zoning ordinances or SCS	County
U-turn access/Out-of-direction travel	Average interchange spacing. Estimated # of trips out-of-direction.	TASAS		
Mobility	Preserve the interregional function and efficiency of the highway	Traffic volume	Current AADT	Traffic
			Future AADT	AMBAG Regional Model (or local model if available)
		Level of service	Current LOS	Traffic/HCS
			Future LOS	AMBAG Regional Model/HCS
		Capacity	Current V/C	Traffic/HCS
			Future V/C	AMBAG Regional Model/HCS
		Speed	Average speed	AMBAG Regional Model
		Travel time reliability	Average travel time	AMBAG Regional Model/TASAS
Average speed/free flow speed ratio	AMBAG Regional Model/TASAS			
Maintenance and response	Shoulder width	Maintenance		
Safety	Reduce conflict points	Conflict points	# conflict points	Planning/SC County GIS
			# crossing conflict points	Planning/SC County GIS
		Median openings	# median openings at access point	Planning/SC County GIS
			Median opening length at access point	Planning/SC County GIS
		# of intersections	# intersections/driveways at access point	Planning/SC County GIS
			Intersection/driveway density	Planning/SC County GIS
			Average intersection/driveway spacing	Planning/SC County GIS
		Turning movements	Average # crossing movements at access point	Miovision
Wildlife connectivity	Crossing suitability	Wildlife connectivity study output		
Community input	Community ranking of priorities	Outreach/Workshops		

State Route 17 Access Management Plan (SR 17 AMP) Scope of Work

Purpose:

The purpose of this plan is to develop access management strategy recommendations to address access, mobility, and safety needs in the SR 17 corridor.

This plan will be guided by the following objectives:

- Preserve the function and operation of the SR 17 corridor;
- Preserve the function and operation of the local road network;
- Reduce conflict points;
- Coordinate land use and transportation planning in the SR 17 corridor.

Caltrans will be the lead agency for the Access Management Plan, however the success of a corridorwide approach is dependent on partnerships between Caltrans, Santa Cruz County (County) and the Santa Cruz County Regional Transportation Commission (SCRTC). An Executive Steering Committee representing these three agencies will be instrumental in the development process of the plan. Each agency will participate in the process to determine investment needs and potential impacts. Through approving and implementing this plan, agencies also have the opportunity to adopt policies and resolutions to demonstrate local support for the plan and/or contribute resources toward the final study recommendations and improvements.

Outcomes:

The anticipated outcomes of this planning effort will include the following elements:

- Multi-agency prioritization of a list of improvements that would reduce conflict points within the corridor;
- A funding plan that looks at a variety of funding options implement strategies recommended in the plan;
- Recommended updates to existing planning policies and documents to ensure consistency with the goals and objectives developed in this study.

Activity 1 – Project Management and Team Coordination

Task 1.1 – Project Management and Administration

Description: manage and coordinate study through successful completion.

- Prepare project Scope of Work (SOW), schedule, and budget. Accommodate updates as needed.

Deliverables: final SOW, schedule, and budget.

Task 1.2 – Coordination of Multi-Agency Executive Steering Committee

Description: establish and coordinate committee.

- Convene Executive Steering Committee – identify representatives from key stakeholders (Caltrans, SCRTC, County) to serve on the committee. Coordinate project kickoff meeting with the committee. Coordinate periodic meetings throughout project.
- Study Charter – develop draft study Charter to establish shared commitment, guide study goals and objectives, and identify roles and responsibilities. Facilitate adoption of the Charter.
- Facilitate review – facilitate review, comment, and finalization of the project deliverables.

Deliverables: Committee agendas, minutes, and study Charter.

Task 1.3 Coordination of Multi-Agency Technical Advisory Committee (TAC)

Description: establish and coordinate committee.

- Convene TAC – under the direction of the Executive Steering Committee, identify representatives from key stakeholders. Coordinate project kickoff meeting with the committee. Coordinate periodic meetings throughout project.
- Facilitate review – facilitate review, comment, and finalization of the project deliverables.
- Coordinate tasks and activities – facilitate data collection and sharing of information.

Deliverables: Committee agendas and minutes.

Task 1.4 Coordination of Caltrans Project Development Team (PDT)

Description: establish and coordinate PDT.

- Convene PDT and coordinate kickoff meeting and periodic meetings throughout project.
- Facilitate review – facilitate review, comment, and finalization of the project deliverables.
- Coordinate tasks and activities – facilitate data collection and sharing of information.

Deliverables: Committee agendas and minutes.

Activity 2 – Access Management Study

Task 2.1 – Principles of Access Management

Description: review and summarize existing literature.

- Basic principles – develop a summary of access management principles from leading national sources such as the Federal Highway Administration (FHWA), Transportation Research Board (TRB), and the National Cooperative Highway Research Program (NCHRP). Summary will describe definition, purpose, benefits, and techniques of access management.
- Best practices – Develop a summary of best practices from these and other national sources such as state DOTs and/or research organization such as the Mineta Transportation Institute, Texas Transportation Institute, and Center for Urban Transportation Research.
- Corridor-based examples – develop a summary of best practices from corridor-based access management plans, with focus on plans for corridors with similar conditions to SR 17.
- Access management classification – develop a summary of best practices from state or county access management classification systems around the U.S.

Deliverable: literature review technical memo.

Task 2.2 –Existing Conditions Analysis: Policy and Land Use

Description: conduct technical analysis of existing and future conditions.

Subtask 2.2.1 – Local land use policy analysis

- Review existing state, regional, and local policies and programs relating to access management.
- Summarize the legal basis and authority for access management policies and programs. Document existing administrative rules, codes, ordinances, programs, regulations, and statutes that pertain to access management practices.
- Review County General Plan.
 - Circulation Element – identify adopted goals and objectives relating to access management. Identify existing and future function or classification for SR 17 within the county’s transportation system, as defined in the Circulation Element. Identify access standards for the corridor per the respective functional category defined by the Circulation Element.

- Land Use Element – Identify adopted goals and objectives relating to access management. Conduct GIS analysis of existing and future land use and land development patterns surrounding the corridor.
- Review Caltrans District System Management Plan, SR 17 Transportation Concept Report, AMBAG MTP-SCS, and RTC Regional Transportation Plan.
 - Document access management strategies identified within adopted plans.
 - Identify existing and desired level of access control for SR 17 defined in adopted plans.
- Identify locations within the study area where access to SR 17 is inconsistent with the defined role and function of the highway as described in adopted plans.
- In collaboration with County and RTC team members, make recommendations for potential updates to recurring plans and documents to ensure consistency with the goals and objectives established by the Executive Steering Committee.

Subtask 2.2.2 – Demographics analysis

- Population – review existing population and development patterns of study area using Census data. Review future population and growth using the sub-regional/regional model forecast. Estimate population densities and approximate population directly served by existing access points.
- Travel characteristics – report basic travel characteristics of study area population from American Community Survey data.

Subtask 2.2.3 – Environmental considerations

- Data collection – review environmental resources in the study area. Potential resources may include Santa Cruz County Climate Action Strategy, Santa Cruz Land Trust Biological Resources GIS data, Santa Cruz Land Trust Conservation Blueprint, Caltrans Preliminary Environmental Analysis Report, and Caltrans Regional Wildlife Corridor and Habitat Connectivity Plan.
- Physical constraints – analyze GIS data of terrain and elevation and identify constraints.
- Wildlife connectivity – Identify California Essential Habitat Connectivity (CEHC) areas. Collect Marxan Analysis results data for study area from District Connectivity study.
- Right of Way (ROW) – identify and map existing Caltrans ROW. Estimate ROW availability at existing access points.

Deliverable: policy and land use analysis technical memo.

Activity 3 – Engineered Feasibility

Task 3.1 – Existing Conditions Analysis: Transportation

Description: conduct technical analysis of existing and future conditions.

Subtask 3.1.1 – Access management characteristics

- Data collection – collect data on highway characteristics, potentially including but not limited to interchanges, intersections, driveways, medians, median barriers, conflict points, acceleration lanes, deceleration lanes, merge lanes, turn lanes, shoulders, and turnouts.
- Facility information
 - Document freeway agreements in study area
 - Describe existing corridor role and function, including functional classification of SR 17 and functional classification of local cross roads.

Subtask 3.1.2 – Traffic analysis

- Data collection – collect data on a series of metrics, potentially including but not limited to volume (AADT), capacity, v/c, VMT, VHT, speed, LOS, peak AADT, peak v/c, peak VMT, peak VHT, peak speed, peak directional split, peak LOS. Present data in tables, graphs, maps, etc. as necessary.
- Existing conditions – produce key findings on existing corridor performance.
- Regional/Sub-regional Model coordination – coordinate travel demand model analysis with study partners.
- Future conditions – using the travel demand model, produce output depicting forecasted traffic metrics for data items listed above (Data collection).

Subtask 3.1.3– Safety analysis

- Data collection – collect historical data from sources, potentially including but not limited to National Highway Traffic Safety Administration, California Office of Traffic Safety, CHP, Transportation Injury Mapping System (TIMS), and Statewide Integrated Traffic Records System (SWITRS). Present data in tables, graphs, maps, etc. as necessary.
- Safety effectiveness of access management techniques and strategies – document conclusions from previous national research regarding general impacts of access management. Examples may include collision experience by median type, collision experience by access density

Subtask 3.1.4 – Operational analysis

- Data collection – utilize Miovision counter data (or other data sources such as license detection or mobile device data from Streetlight, Inrix, etc., if applicable). Identify access-related volumes, including average and peak hour turning movements. Present data in tables, graphs, maps, etc. as necessary.
- Operational effectiveness of access management techniques and strategies – document conclusions from previous national research regarding general impacts of access management. Examples may include delay experience by median type, delay experience by access density,
- Operation conditions – inventory existing operational conditions at intersections, driveways, and mainline segments. Study operational adequacy of existing infrastructure based on Miovision and other traffic data (i.e. bottlenecks, channelization, horizontal and vertical alignment, queue length, sight distance, etc.).

Subtask 3.1.5 – Proposed improvements

- Programmed projects – identify projects on SR 17 currently programmed for funding in all applicable programs (Caltrans SHOPP, Caltrans STIP, SCCRTC RTP, etc.). Identify programmed projects on the local road network adjacent to SR 17.
- Planned projects – identify planned projects not currently programmed for funding in all applicable programs (Caltrans SHOPP, Caltrans STIP, SCCRTC RTP, etc.). Identify programmed projects on the local road network adjacent to SR 17.

Subtask 3.1.6 – Other considerations

- Maintenance – collect input from District Maintenance Office and report maintenance considerations.
- Intelligent Transportation Systems (ITS) – document existing ITS infrastructure and discuss potential for study of additional ITS solutions.

- Transit – document existing transit service and amenities in the study area.

Deliverable: existing conditions analysis technical memo.

Task 3.2 – Identify Needs and Concepts

Description: develop measurable criteria to identify needs and develop concepts to address needs.

- Synthesize findings – organize pertinent data collected from the policy analysis, transportation analysis, and public input.
- Develop evaluation framework – based on the Goals established by the Executive Steering Committee, identify draft evaluation measures within the PDT.
 - The evaluation measures will use the collected data to identify locations for improvement opportunities within the study area.
 - Develop evaluation matrix – create evaluation process for each measure. Organize individual evaluation measures into groups corresponding to study Goals. Document how evaluation is calculated.
 - Provide the draft evaluation measures to the multi-agency advisory committee for review and comment. Provide to Executive Steering Committee for final review and approval. Document additional data needs for potential expansion and/or refinement of the measures for future efforts, if necessary.
- Develop concepts – produce sketch-level project concepts to address needs in locations identified by the evaluation.
 - Concept identification may include projects that will proactively incorporate access management techniques or projects to retrofit existing infrastructure. Examples may include interchange projects, over- and under-crossing projects, intersection modification projects, consolidation of access points, and locations of access acquisition. Present draft concepts at workshop (Task 4.2).

Deliverables: evaluation matrix, evaluation process methodology, project descriptions, conceptual designs, diagrams, maps, etc.

Task 3.3 –Concept Evaluation

Description: evaluate concepts and create implementation strategy.

- Qualitative evaluation – applying findings from the literature review, provide brief qualitative evaluation of concepts.
- Quantitative evaluation.
 - Analyze concepts – assess feasibility of concepts based on estimated costs and estimated transportation benefits.
- Organize concepts – organize concepts into logical packages to maximize efficiency by created a long-term, coordinated strategy. Packages will be grouped according to evaluation result, implementation timeframe, and geographic distribution.
- TAC and Steering Committee Review – report preliminary evaluation outcome at the PDT, TAC, and Steering Committee levels. Discuss outcome and findings and receive input and suggestions. Make additional adjustments to concept groupings based on professional judgment, local knowledge, and information and/or data not directly applied within the initial evaluation.
- Prioritized list – create list of prioritized concepts recommended to advance to the Project Initiation phase, the next stage in long-range planning. Present final implementation strategy at workshop (Task 4.3).

Deliverables: draft and final prioritized list of concepts.

Activity 4 – Community Outreach

Task 4.1 – Develop Outreach and Information Sharing Tools

Description: prepare materials for meetings and workshops.

- Website – create and maintain webpage with project information.
- Displays – develop posters, flyers, powerpoint presentation, etc. for meetings and workshops.
- Community input tools – develop tools to facilitate input. Tools may include activities, survey instrument, comments template, etc. depending on need.

Deliverables: website contents, meeting and workshop materials.

Task 4.2 – Public Workshops and Other Activities

Description: conduct public workshops.

- Coordinate with County and RTC – support local partners, who will be the lead for recommending schedule and location of outreach activities. Support local partners in sending notice of the workshops to general public. Support local partners in moderating and staffing workshops.
- Workshop milestones – organize workshops concurrent with specific project milestones.
 - Kickoff – notify public of plan initiation. Present high-level summary on existing conditions of the corridor. Provide overview and solicit feedback on proposed study purpose, goals and objectives, and methodology. Gather input and anecdotal comments on perceived issues and needs.
 - Concept identification – present full range (draft) of proposed concepts prior to detailed evaluation. Solicited feedback and comments.
 - Evaluation results and final recommendations – present concept findings, long range recommendations, and next steps toward implementation.

Deliverable: memo summarizing public involvement activities and findings.

Activity 5 – Recommendations & Action/Implementation Plan

Task 5.1 – Complete Final Plan

Description: complete final plan based on activities and tasks

- Executive Summary – produce Executive Summary depicting the highlights from the completed technical memos. This section will also present a general overview of the corridor, gathered from the Transportation Concept Report (scheduled for update during the study timeframe).
- Policy analysis recommendations – Provide sample ordinance relating to access management (if necessary). Provide sample access management classification system as a resource for future updates to the Circulation Element (if necessary).
- Develop an implementation plan for feasible concepts. Identify anticipated Project Initiation Document resources available to District 5. Establish a schedule outlining near-term PID development for most viable concepts.

Deliverable: final plan.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR SEPTEMBER 4, 2014 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
1.	Hwy. 1 Guardrail Upgrade, Concrete Barrier, and improvements (05-0R9104)	Highway 1 from S of South Aptos Underpass to .1 Mi N. of Rt 9 (PM 9.0-17.6)	Upgrade Metal Beam Guard Rail, other improvements	Winter 2013/Winter 2014	\$ 2.3 M	SHOPP	Caltrans	Doug Hessing (KB)	RGW Construction Inc., Livermore	Project consists primarily of overnight work, but intermittent day work as well.
2.	Hwy. 17 Laurel Curve NB Shoulder Widening (1C1804)	In Santa Cruz County near Scotts Valley from 0.3 Miles North of Glenwood Cutoff to 0.5 Miles South of Glenwood Drive	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	Work consists of overnight closures and one-way reversing traffic control.
3.	Hwy. 17 Summit Slide Repair (1A7104)	In Santa Cruz County near Scotts Valley at 0.2 mile north of Glenwood Dr. (PM 11.0)	Construct retaining wall with concrete slab & barrier, HMA pave	Spring 2013- Winter 2014	\$2 Million	SHOPP	Caltrans	Steve DiGrazia (BR)	Condon-Johnson & Associates Inc., Oakland	Project completed and accepted February 28, 2014. One year of plant establishment will end in December 2014.

CONSTRUCTION PROJECTS IN DEVELOPMENT

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
4.	Hwy. 9 Pollution Source Control (0Q590_)	In Santa Cruz County at and near Boulder Creek at various locations from 0.9 mile south of Glangarry 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	TBD	The highway will be fully closed for up to 5 months 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 will be provided. Bids open August 27.

Start Time for Sigalerts and CMS Relative to Incident Start Time for Various Incidents

Date	Hwy	Incident Description	Incident ID	Initial Call Time	CHP arrive on Scene	Sigalert sent out by CHP	Incident cleared	Time from initial to sigalert	CMS sign	CMS start time	CMS end time	Time from initial to CMS sign on	Time from incident cleared to CMS end
9/3/2014	NB 17	the #1 and #2 lanes are blocked but in different locations due to 3 traffic collisions	L29m	5:12	5:18	5:52	7:35	40 min	17N-Granite Creek	5:04	6:45	-8 min	-40 min
"	"	"	"	"	"	"	"		1N-41st	no msg			
7/27/2014	NB 17	all lanes blocked due to solo motorcycle minor injury accident	L137m	9:13:00	9:24:00	9:35TMC	10:38	22 min	1N-41st	9:36	10:52	23 min	14 min
"	"	"	"	"	"	"	"		17N-Granite Creek	9:33	10:52	20 min	14 min
6/16/2014	NB/SB 17	Northbound SR-17 all lanes are blocked due to a fallen tree and power lines. Southbound SR-17 lanes #2 and #3 are blocked, #1 lane is open.	L346m	17:55/18:02	18:02	18:36	19:58	34 min	1N-41st	18:27	19:19	25 min	-39 min
"	"	"	"	"	"	"	"		17S - Summit	18:29	19:53	27 min	-5 min
6/12/2014	E-152	Overtured vehicle blocking both east bound lanes	Log 440	21:24	21:50	21:43TMC	22:47	19 min		-	-	-	-
6/8/2014	NB 1	At Rio Del Mar, Lane #2 closed due to major injury roll-over incident	L162m	11:23	11:33	11:38	14:02	15 min		-	-	-	-