



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

Wednesday, September 12, 2012  
10:00-12:30

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

Teleconference: (712) 432-1438  
Access Code: 542569#

1. Introductions
2. Additions or Deletions to the Agenda
3. Approve Draft Minutes of the March 7, 2012 Joint TOS Oversight Committee and Safe on 17 Meeting **(Page 3)**
4. Information Items
  - a. Governors Highway Safety Award (Officer Jackson) **(Page 7)**
  - b. 2011 Safe on 17 Annual Report (Ginger Dykaar)
  - c. FSP Program Update (Ginger Dykaar) **(Page 10)**
  - d. Monterey Bay Area 511 Planning Study Update (Ginger Dykaar) **(Page 12)**
  - e. Articles/Public Feedback (Ginger Dykaar) **(Page 14)**
5. California Highway Patrol – Safe on 17 Program Information
  - a. Review Collision and Enforcement Statistics (San Jose) for the 1st and 2nd Quarters of 2012 and July 2012 (Lieutenant Bishop) **(Page 29)**
  - b. Review Collision and Enforcement Statistics (Santa Cruz) for the 1st and 2nd Quarters of 2012 and July 2012 (Officer Jackson) **(Page 31)**
  - c. 2012 Highway 17 Extra CHP Enforcement Hours Public Information Activities (Officer Jackson and Lieutenant Bishop)
  - d. Extra Enforcement Hours for the 1st and 2nd Quarters of 2012 (Ginger Dykaar) **(Page 33)**
6. Caltrans District 5 Highway 17 Project Update
  - a. Laurel Curve Update (Dario Senior)
    - i. Projects completed since March, 2012
    - ii. Proposed Projects and Schedules
    - iii. Hwy 17 Access Management Plan (Brandy Rider)
  - b. Guardrail/Drainage Projects (Siobhan Saunders) **(Page 34)**
  - c. Other Projects



- d. Maintenance Projects/Updates
  
- 7. Caltrans District 4 Highway 17 Project Update
  - a. Wet Weather Project Update (Shawn Enjily)
  - b. Other Projects
  - c. Maintenance Projects/Updates
  
- 8. Review Operations of TOS
  - a. Transportation Management Center Update (Ramin Bolourchian)
  - b. Communications Update (Nicole Stewart)
  - c. Review of CMS Activations Report and Sigalerts (Ginger Dykaar) **(Page 36)**
  - d. Maintenance Updates (Caltrans)
  
- 9. Traffic Operations Systems
  - a. Hwy 1 and 17 TOS Equipment Update (Jacques Van Zeventer) **(Page 49)**
    - i. CCTVs
    - ii. Traffic Detection Equipment
    - iii. Other
  - b. Caltrans QuickMap – Process for displaying Construction and CMS information on map (Jacques Van Zeventer)
  
- 10. Major Incident Review (CHP)
  
- 11. Additional Items
  
- 12. Next Meeting Date: Joint Safe on 17 Task Force & TOS Oversight Committee Meeting – Wednesday, March 13, 2012 10:00 to 12:30 at Santa Cruz County Regional Transportation Commission, 1523 Pacific Ave., Santa Cruz, CA 95060



JOINT MEETING OF  
SANTA CRUZ COUNTY TRAFFIC OPERATIONS SYSTEMS (TOS) OVERSIGHT COMMITTEE  
AND  
SAFE ON 17 TASK FORCE  
**DRAFT MINUTES**  
Wednesday, March 7, 2012  
10:00-12:30

**San Jose California Highway Patrol  
2020 Junction Ave.  
San Jose, CA 95131**

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

Brenda Brenner, AMR Santa Cruz  
Ramin Bolourchian, Caltrans District 4 TMC  
Matt Olson, Santa Cruz CHP  
Susana Cruz, Caltrans District 5 Public Affairs (teleconference)  
Russell Ellingworth, Caltrans District 5 Maintenance  
Shawn Enjily, Caltrans District 4 Design  
Sarah Jackson, Santa Cruz CHP  
Gary Richards, Mercury News  
Nicole Stewart, CHP Monterey Dispatch  
Megan Doyle, Representing Santa Clara County Supervisor Ken Yeager  
Marshall Ballard, Valley Transit Authority  
Siobhan Saunders, Caltrans District 5 Construction  
Tom Barnett, Caltrans District 5 Maintenance  
Lt. Bishop, San Jose CHP  
Joanna Fox, Metropolitan Transportation Commission  
Doug Hessing, Caltrans District 5  
Mark Ballentine, Caltrans District 5, Traffic Safety  
Dario Senor, Caltrans District 5, Traffic Safety  
Luis Mendez, Santa Cruz County Regional Transportation Commission  
Ginger Dykaar, Santa Cruz County Regional Transportation Commission

1. **Introductions** – Introductions were made
2. **Additions or Deletions to the Agenda** – none.
3. **Reviewed and Accepted Minutes of the September 14, 2011 Joint TOS Oversight Committee and Safe on 17 Meeting**
4. **Received Information Items**



Ginger Dykaar presented the following items.

Safe on 17 Extra Enforcement Agreement – Both the Santa Cruz County Regional Transportation Commission (RTC) Service Authority for Freeway Emergencies (SAFE) and the Metropolitan Transportation Commission (MTC) SAFE have approved the continuation of funds for the extra enforcement on Hwy 17 for the next three years (July 2012 – June 2015). MTC SAFE will fund CHP extra enforcement on the Santa Clara side of Hwy 17 at \$50,000/year and RTC SAFE will fund CHP extra enforcement on the Santa Cruz County side of Hwy 17 at \$50,000/year.

Nomination of Safe on 17 for CTF Transportation Award – RTC staff nominated the Safe on 17 Task Force for the CTF Transportation Award (aka Tranny Award). The deadline for the application was March 1, 2012. Thank you to all who reviewed or provided supporting materials for the application.

SAFE Legislation – RTC staff are looking for a sponsor to introduce a bill to authorize the RTC to increase the SAFE fee on all vehicles registered in Santa Cruz County from \$1 to \$2. There is insufficient funding to maintain the existing safety programs and to address increasing demand for motorist aid programs.

FSP Program Update – RTC needs to secure additional funds in order to continue FSP service on Highway 1 at the current level of service. Funds may be available through March 2013 from the Hwy 1 Auxiliary Lane project as FSP service is a traffic management measure for the project.

Monterey Bay Area 511 Planning Study Update – The Feasibility Study for a 511 Traveler Information System has been completed. The findings are that there is a need for 511 in our area and that a partnership model is the most suitable cost effective way to deliver 511 services for the Monterey Bay region.

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

Lt. Bishop stated that the collision statistics for the San Jose side of Hwy 17 for 2011 showed no fatalities. The dry winter helped keep the number of collisions down compared to typical years. There was an increase in property damage only (PDO) collisions during the summer.

Officer Jackson stated that the collision statistics for the Santa Cruz County side of Hwy 17 also showed no fatalities. There was also a decrease in injury and PDO. The dry winter helped. Citations were high this winter due to fewer incidents for Officers to respond to because of the better weather.



Santa Cruz CHP offers a Start Smart Driver Education class where over 500 people attended last year. They are also offering a class for seniors. Safety on Highway 17 is always discussed. San Jose CHP offers a Start Smart Class as well where safety on Highway 17 is always discussed.

## **6. Caltrans District 4 Highway 17 Project Update**

Wet Pavement Project - Shawn Enjily stated that the Wet Pavement Project is 80% complete. The remaining 20% of the project is to complete the paving. The work must be done at night and temperatures must be above 50° F. Shawn hopes that by the end of March, the temperatures will be warm enough to pave. It will take about 3-4 weeks to complete paving once it is started.

## **7. Caltrans District 5 Highway 17 Project Update**

Guardrail/Drainage Projects – Siobhan Saunders discussed the guardrail/drainage projects on Hwy 17. The Santa's Village Road and Vine Hill Road Projects are near completion. Paving still needs to be completed on both projects and contractors are waiting for night time temperatures above 50° F to complete the projects. The guardrail project from Scotts Valley to the Summit is being advertised again as the contractor that was working on the project went bankrupt. An emergency storm damage project near the summit, NB, will be advertised late summer. A retaining wall will be installed and traffic will be affected in late 2012 and early 2013.

Laurel Curve Update – Officer Sarah Jackson presented information of collisions near Laurel Curve. Collisions at Laurel Curve have increased and collisions elsewhere have decreased. She believes that the collisions are due to high speeds coming into Laurel curve. Captain Olson noted that when there is wet weather, the collisions at Laurel drastically increase. Dario Senor reported that the closure of the median barrier at Laurel Road was discussed previously. One of the main reasons at the time to keep the barrier open was quicker access to emergency services and challenges with shifting the left turn movements to different locations. Caltrans wants to try other options before considering closing the median. A dynamic curve warning sign will be in place on the SB side of Laurel Curve within the next couple of months. The beacon lights on the speed limit sign NB at Laurel Rd are being installed today. Mark Ballentine stated that the FHWA will be installing a high friction surface on the SB side of Laurel curve this summer when temperatures are warm. An epoxy layer is laid down with a layer of a bauxite material on top. Laurel is the 20<sup>th</sup> test location for this treatment throughout the nation by FHWA. This surface has been shown to reduce collisions by 60%. Treatment lasts 5-7 years. Concerns were raised on how the treatment works in wet weather since the open grade will be covered and filled in with the epoxy and bauxite material. Cost of this product is much greater than other treatments and works most effectively if used over a short distance. Members are looking forward to having the treatment in place to see how effective it is for the Laurel curve area.



Mark Ballentine stated that the project North of Laurel Rd to install a retaining wall and widen the shoulder was moved into a higher priority category (out of 015 and into 010) and should be in construction in summer of 2013.

**8. Received Traffic Operations Systems Review**

TMC Update - Ramin Bolourchian stated that installation of communication software at the Caltrans District 4 TMC is still ongoing. The TOS elements that are prioritized are the changeable message signs and the closed circuit TV's. The highway advisory radio (HAR) is not a priority.

Communications Update – Nicole Stewart discussed that the new CAD system for Monterey dispatch will be live this month. Golden Gate CAD will not have a new system until the end of July and thus there will be no automatic connectivity between Monterey and Golden Gate. Transactions will be performed by phone.

Ginger Dykaar mentioned that she received feedback from the local jurisdictions that the changeable message signs (CMS) were not reliable for reporting incidents on the roadway. Ginger will work with Nicole at Monterey dispatch to determine if there is a problem with the timing of the activations and determine a solution so that the CMSs are a reliable source of information to the motoring public.

**9. Received Updates on Traffic Operations Systems**

Jacques Van Zeverter from Caltrans District 5 was not able to attend the meeting to report on the traffic detection equipment being installed on Hwy 1 and CCTVs. Ginger Dykaar will follow up with him and provide an update at the meeting in September.

**10. Received Additional Items**

Captain Olson expressed his appreciation to the Safe on 17 Task Force for their continued efforts to improve safety on Hwy 17.

**11. Approved Next Meeting Date:** Joint Safe on 17 Task Force & TOS Oversight Committee Meeting – Wednesday, September 12, 2012 10:00 to 12:30 at Santa Cruz County Regional Transportation Commission, 1523 Pacific Ave, Santa Cruz, CA 95060

Respectively submitted by   
Ginger Dykaar

**Peter K. O'Rourke Special Achievement Award presented to**  
**CALIFORNIA HIGHWAY PATROL**  
**"SAFE ON 17" TASK FORCE**

California's Highway 17 between the cities of Los Gatos and Santa Cruz is notorious for its narrow lanes, lack of shoulders, sharp curves and speeding drivers. Major injury and fatality collisions were all too common: 279 injury collisions and five fatal collisions in 1998 alone. The "Safe on 17" Task Force – led by the California Highway Patrol (CHP) – was formed in 1999 to address high collision rates on this dangerous stretch of road.

In 2011, not a single life was lost on Highway 17, and the "Safe on 17" Task Force achieved the lowest number of fatal and injury collisions on record. Since its founding, the Task Force has seen an amazing 49 percent average reduction in major injury and fatality collisions. This translates to 123 fewer fatality and injury collisions.

The Task Force brings together key stakeholders who implement aggressive strategies in enforcement, engineering, education, and emergency services to prevent collisions and reduce their severity. Members consist of representatives from: the Santa Cruz and San Jose California CHP Areas; California Department of Transportation Districts 4 and 5; Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE); Santa Cruz County Regional Transportation Commission Service Authority for Freeways and Emergencies (RTC SAFE); and local legislators, media, and emergency services providers. It meets twice each year to leverage resources and share new ideas for continued safety improvements.

A key Task Force element is overtime funding for CHP enforcement, which has resulted in the increased safety, service, and security for motorists. Aggressive drivers are stopped before they cause a crash, disabled motorists are moved to a safer location, and collisions are cleared faster to expedite the flow of traffic and prevent secondary crashes. In addition, Freeway Service Patrol tow drivers assist stranded motorists, remove roadway hazards, and clear non-injury collisions. Engineering accomplishments in 2011 included guard rail improvements; shoulder widening with new guardrail and retaining wall; and median barrier installation, pavement resurfacing, and a drainage system upgrade at the county line.

For its first three years (1999 – 2002), the Task Force was funded by a California Office of Traffic Safety grant awarded to the CHP. Achievements were so significant that members decided to continue to meet, and now funding is provided by MTC SAFE and RTC SAFE.

This funding provides for approximately 1,200 hours of additional enforcement by the CHP per year, at a cost of \$100,000. In addition, CalTrans has spent more than \$31 million for safety program improvements and more than \$10 million for roadway preservation improvements.

While funding for the "Safe on 17" Task Force has remained static during the last ten years, the Task Force continues to be more successful each year as measured by a consistent, dramatic decrease in collisions. Today, Highway 17 is a safer place for all motorists. The "Safe on 17" Task Force is proud to be the driving force behind the safety improvements and increased enforcement preventing the loss of life on this popular roadway.

*To learn more, contact California Highway Patrol Lieutenant Brian Hawkins at 916-843-3003 or [brhawkins@chp.ca.gov](mailto:brhawkins@chp.ca.gov).*



**The Peter K. O'Rourke Special Achievement Awards recognize notable achievements in the field of highway safety by individuals, coalitions, organizations, nonprofit groups, businesses, government agencies, universities or programs.**

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## GHSA Highway Safety Awards

### 2012 Award Winners

[GHSA Highway Safety Awards](#)

The 2012 GHSA Highway Safety Awards were presented on Tuesday, Aug. 28, in conjunction with the [2012 GHSA Annual Meeting](#) in Baltimore, Maryland.



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[1.1 MB, 10 pgs.]

#### The 2012 James J. Howard Highway Safety Trailblazer Award Winner



**John Lacey**—In his more than 40 years of program implementation, project evaluation and policy advocacy, John Lacey has been a true highway safety trailblazer. While he is best known for his research and evaluation of programs to reduce alcohol-impaired driving, he has also conducted pioneering studies in other areas of highway safety. [Learn More](#)

#### The 2012 Kathryn J.R. Swanson Public Service Award Winner



**Norma Broussard**—Serving as Chief of Parish Courts for the Jefferson Parish District Attorney's Office in Jefferson Parish, Louisiana, Norma Broussard has been a critical ally to the Louisiana Highway Safety Commission (LHSC) and highway safety advocates across the state. [Learn More](#)

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**Northeast Alabama Traffic Safety Office "Yellow Dot" Program**—First responders with access to an injured person's critical medical information are better equipped to stabilize their patients sufficiently to get them to a hospital. The Northeast Alabama Traffic Safety Office's "Yellow Dot" program provides just such information. [Learn More](#)



**California Highway Patrol "Safe on 17" Task Force**—California's Highway 17 between the cities of Los Gatos and Santa Cruz is notorious for its narrow lanes, lack of shoulders, sharp curves and speeding drivers. Major injury and fatality collisions were all too common: 279 injury collisions and five fatal collisions in 1998 alone. The "Safe on 17" Task Force – led by the California Highway Patrol (CHP) – was formed in 1999 to address high collision rates on this dangerous stretch of road. [Learn More](#)



**Guam DWI Court**—The Guam DWI Court has led to outstanding improvements in the adjudication and treatment of DWI offenders in the U.S. Territory of Guam. By implementing a single docket of impaired driving cases assigned to one judge and bringing together various stakeholders, the project is improving highway safety by decreasing the number of drunk drivers on Guam's roadways. [Learn More](#)



**New Mexico Smart Roadside Inspection Program**—The New Mexico Department of Public Safety, Motor Transportation Police Division's (NM DPS MTPD's) Smart Roadside Inspection Program (Smart Roadside) is a datadriven strategy that uses technology to revolutionize the delivery of commercial vehicle enforcement (CVE). [Learn More](#)

**Ollie Otter Booster Seat & Seat Belt Safety Program**—First responders with access to an injured person's critical medical information are better equipped to stabilize their patients sufficiently to get them to a hospital. The Northeast Alabama Traffic Safety Office's "Yellow Dot" program provides just such information. A yellow dot sticker adhered to the back window of a vehicle alerts first responder to look for a yellow folder stored in the vehicle's glove box. This folder contains a photograph and medical information sheet for the driver and/or occupants. [Learn More](#)



## 2012 GHSA Awards Committee

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**TO:** Safe on 17 Task Force & Traffic Operation Systems Oversight Committee

**FROM:** Ginger Dykaar, Transportation Planner and Amy Naranjo,  
Transportation Planner

**RE:** Santa Cruz County Freeway Service Patrol Program Update

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## **RECOMMENDATIONS**

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 Granite Creek 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 using a combination of Santa Cruz County's regional share of State Transportation Improvement Program (STIP) funds and Service Authority for Freeway Emergency (SAFE) funds.

In FY09/10, American Recovery and Reinvestment Act (ARRA) funding and in FY10/11, Regional Surface Transportation Program (RSTP) funding were secured for the Santa Cruz County FSP program. The ARRA funds were fully spent in FY 10/11 and the RSTP funds were spent by the end of FY 11/12. The Caltrans funds are sufficient to continue FSP service only on Highway 17. Therefore, additional funds are needed to continue Highway 1 service. Because FSP service on Highway 1 is a traffic management measure for the Highway 1 Soquel to Morrissey Auxiliary Lanes construction project, funds for the project have been available to continue FSP

service on Highway 1 through the construction period (March 2013). To continue FSP service on Highway 1 beyond FY 12/13, it will be necessary to secure additional funds for the program.

### ***Highway 1 and 17 FSP Contract***

The procurement process to contract tow operators for FSP service on Highway 17 and on Highway 1 for the period beginning July 8, 2013 and ending July 7, 2017 will begin this fall. The procurement for FSP service on Highway 17 and Highway 1 will coincide in order to reduce staff time needed for the procurement of FSP services and to potentially increase the number of tow operators that will bid on the contract.

### **SUMMARY**

Additional funding is needed to continue FSP service on Highway 1. Funds from the Highway 1 Soquel to Morrissey Auxiliary Lane construction project have been used to fund FSP service on Highway 1 as a traffic management measure through the end of the construction period (March 2013). Beyond FY 12/13, it will be necessary to secure additional funds for FSP service on Highway 1.

*S:\TOS\TOS2012\September\Packet\4d\_FSPPProgramUpdate.doc*

**TO:** Safe on 17 Task Force & Traffic Operation Systems Oversight Committee

**FROM:** Tegan Speiser, Senior Transportation Planner  
Ginger Dykaar, Transportation Planner

**RE:** Monterey Bay Area 511 Traveler Information System Update

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## **RECOMMENDATION**

Receive an update on the 511 Monterey Bay Area Traveler Information System.

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## **BACKGROUND**

The Santa Cruz County Regional Transportation Commission (RTC) and the Transportation Agency for Monterey County (TAMC) received a Caltrans Partnership Planning grant to prepare a Feasibility Study and Implementation Plan for a Monterey Bay Area 511 Traveler Information System (The 511 Plan). The consulting firm, ICx Transportation Group, was contracted to assist with the preparation of the report.

A wide range of traveler information can be provided over a 511 system, including real-time traffic conditions on highways and roads; transit schedules and real-time transit arrival information; carpool matching services; bike/pedestrian resources; and transportation impacts from weather, special events and emergency situations. 511 can be accessed by phone, computer, and mobile devices.

Traveler information systems can benefit the transportation system and its users by optimizing the use of the existing transportation infrastructure enabling people to make more informed choices for how and when they travel, increasing customer satisfaction with the transportation system by providing easy access to a wide variety of traveler information in a single location, fostering sustainability and reducing greenhouse gases, and enhancing the economy by helping to move residents, visitors and goods more efficiently.

## **DISCUSSION**

The Feasibility Study found that there is a need for a 511 traveler information system and that it is feasible to implement such a service for the Monterey Bay Area. The analysis further determined that a deployment that takes advantage of existing resources and makes traveler information available in a centralized location would add significant value at a relatively low cost. Specifically, a partnership model was found to be the most suitable, cost-effective way to deliver 511 services to the Monterey Bay region.

Caltrans has recently launched QuickMap, a real-time traffic map page that includes traffic speeds, CHP incidents, lane closures, changeable message signs, and live traffic

cameras. RTC and TAMC are considering partnering with Caltrans and embedding the Caltrans Quickmap onto a 511 regional traveler information website along with additional multimodal information such as a transit trip planner, rideshare information, bicycling and pedestrian resources and emergency information.

## **SUMMARY**

The Feasibility Analysis for a 511 Traveler Information System for the Monterey Bay Area has shown that it is feasible to implement a 511 system in our region through a partnership with another agency. Caltrans has recently launched Quickmap, a traffic map web page with real time speed information, CHP incidents, lane closures, changeable message signs, and traffic cameras. Embedding Caltrans Quickmap onto a 511 regional traveler information website along with multimodal and emergency transportation information could be a cost effective way to provide traveler information to the residents and visitors to Santa Cruz County.

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# CHP honored for Hwy. 17 safety record

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Written by Santa Cruz Sentinel (MCT)

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**APTOS** — Incredible as it seems, last year was the first year on record in which there were no traffic fatalities on Highway 17, the California Highway Patrol reported.

In honor of safety improvements on the heavily traveled mountainous highway, the CHP's "Safe on 17" task force has received the Peter K. O'Rourke Special Achievement Award for outstanding highway safety achievement in 2011, CHP officer Sarah Jackson said.

The task force was formed in 1999 and has brought improvements in enforcement, engineering, education and emergency services, Jackson said. Members include CHP officers from Santa Cruz and Santa Clara counties, Caltrans, the Metropolitan Transportation Commission, the Santa Cruz County Regional Transportation Commission, local legislators and emergency service providers.

The collaboration has brought overtime funding for more CHP patrols, as well as engineering changes including guard rail improvements, shoulder widening, addition of retaining walls and barriers, pavement resurfacing and a drainage system upgrade, Jackson said.

Collisions on Highway 17 have dropped by 49 percent since the group began its work, the CHP said.

"This was no mistake," said CHP Capt. Matt Olson, commander of the Santa Cruz Area office. "Many lives have been saved and injuries have been prevented as a direct result of the enormous efforts, collaboration, and cooperation of the many agencies which comprise the 'Safe on 17' Task Force."

The task force was funded in its first three years by a California Office of Traffic Safety grant. Its work was so successful that the

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Metropolitan Transportation Commission and the Regional Transportation Commission agreed to continue funding, Jackson said.

That support provides for about 1,200 hours of additional enforcement annually, at a cost of \$100,000, she said.

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<p><b>Marina</b> 265-B Reservation Rd. Marina, CA 93933 (831) 884-9478</p>	<p><b>Watsonville</b> 451 Main Street Watsonville, CA 95076 (831) 724-4749</p>

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## Caltrans to add median barrier at Laurel Curve

Sentinel staff and wire report  
Posted: 03/20/2012 02:32:27 PM PDT

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In a news release Tuesday, the agency said they will install temporary medians and then evaluate the area to determine whether a permanent median should be added there.

On Monday Caltrans had announced it would speed up a safety study on Highway 17 after the latest plea from the California Highway Patrol to extend the median barrier at Laurel Curve.

"We'll consider all options," Caltrans spokesman Colin Jones said Monday. "Everything is on the table."

The sharp curve ranks as the most dangerous stretch of this mountain highway from Los Gatos to Santa Cruz. Despite a one-third reduction in crashes during the past decade on 17 after the spending of more than \$100 million for roadway upgrades, increased police patrols and a public-relations campaign, crashes have soared at Laurel.

"The injury collisions there are horrific, because they often are head-on," CHP spokeswoman Sarah Jackson said Monday.

From 2004 to 2010, one in every four accidents on the Santa Cruz County side of the highway occurred at Laurel Curve. And in the first nine months of 2010, about 150 crashes occurred there, compared with 70 the year before.

The latest took place Friday at 10:43 a.m., when Gerard Wener, 57, was headed south and lost control of his gray 2005 Nissan Altima in the rain, veered across the narrow gap and sideswiped a maroon Suburban driven by a Felton man in the northbound lanes.

Wener's car spun out of control, and the rear was hit by a Toyota 4 Runner with a Scotts Valley family of three inside. The 4 Runner then hit the side of a silver Acura driven by a San Jose man. Wener was killed instantly. Everyone else escaped with minor or no injuries.

The crash came just a couple of weeks after a nine-car pileup at Laurel that began when an elderly driver mistakenly hit his accelerator as he tried to brake entering the southbound curve.

The CHP has asked for years that a median barrier be installed here, and it renewed the call Monday. The same request was made March 7 at a safety meeting involving state and regional officials.

Caltrans announced at that meeting that it will repave a small section of the curve in a few weeks with an experimental sandpaper-type surface that helps prevent skidding and throws off a noisy vibration that often slows drivers down. In addition, an electronic sign will be installed showing the speed of vehicles as they approach the dangerous curve.

But Caltrans has been reluctant to close the gap in the median barrier that separates most of the highway's northbound and southbound lanes. Jones said the state worries that closing access to Laurel Road could lead drivers at Laurel Curve to make risky U-turns at other openings to head in the direction they wish to go.

For information on Santa Cruz County projects, call the toll-free hotline at (831) 423-0396 or visit [Visit Caltrans](#). For statewide traffic conditions, call (800) 427-7623.

The San Jose Mercury News contributed to this report.

[Press release: CalTrans to add barrier at Laurel Curve](#)

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**Phone:** (805) 549-3138 or (805) 549-3189  
**FOR IMMEDIATE RELEASE**

**CALTRANS PLANS TO INSTALL TEMPORARY MEDIAN BARRIER ON HIGHWAY 17**

SANTA CRUZ COUNTY – After further consideration and consultation with our agency partners, Caltrans District 5 officials have decided to install a temporary concrete median barrier along a section of Highway 17 at Laurel Curve north of Scotts Valley.

Maintenance crews will perform midday and overnight roadwork to install the median barrier beginning Thursday, March 22.

Caltrans traffic safety officials will then evaluate the effectiveness of the barrier in reducing all types of accidents as well as further study other safety improvements at this location.

In addition, Caltrans is moving forward with plans to install experimental high-friction pavement treatment and curve warning signs along Highway 17 at Laurel Curve.

As always, we ask for the cooperation of motorists to drive carefully along the Highway 17 corridor, especially during the remaining weeks of the wet weather season.

**Caltrans reminds motorists to move over and slow down when driving through highway construction zones.**

For more information on Santa Cruz County projects, call the toll-free hotline at (831) 423-0396 or visit [www.dot.ca.gov/dist05/projects](http://www.dot.ca.gov/dist05/projects). The public may also call the statewide CHIN at (800) 427-7623 for updates on current traffic conditions.





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## Temporary barrier installed at Laurel Curve aimed at safety

By Ramona Turner - Santa Cruz Sentinel  
Posted: 03/22/2012 10:18:33 AM PDT

SCOTTS VALLEY - At 7:30 a.m. Thursday, all left turns onto and from Highway 17 and Laurel Road came to an end.

That's when Caltrans began the process of installing about 250 feet of K-rail along the middle of the highway to act as a temporary barrier. The K-rail aims to eliminate head-on collisions that occur when southbound drivers lose control of their vehicle, cross the center double yellow line and collide with oncoming traffic.

The barrier installation, which required the closure of the No. 1 - or fast lanes - in both directions, was complete by 1 p.m. but crews remained on scene doing extraneous work, including removing the left pocket lane lines. They'll return 8 a.m. to 2 p.m. Friday to paint new markings in the



Caltrans employees work to install temporary barriers Thursday morning. (Ramona Turner/Sentinel)

week's rain storm, Caltrans had been considering sealing that intersection, citing statistics that showed crashes had increased there in the past five years.

"During the past 10 years, collisions on Highway 17 as a whole have been on the decrease," said officer Sarah Jackson, spokesperson for the CHP's Aptos office. "The decrease has happened everywhere else on Highway 17 except this location (Laurel Curve), which has seen five fatalities in the past five years. Caltrans looked at that before making its decision."

Jackson noted that two officers have been struck while working Laurel Curve in the past year and a half.

The CHP and Caltrans will monitor how well the barrier is working before deciding whether it should remain on a permanent basis. While they don't expect traffic collisions to end on Laurel Curve, they hope the barrier will help save lives by ending crossover head-on collisions, Jackson said.

"Accidents did seem to increase after the Laurel Curves project," said Susana Cruz, Caltrans spokesperson said

of the safety improvement project that wrapped up in 2007. "We have made several improvements and are always looking to improve the safety of an area wherever possible. But drive — didn't

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Caltrans workers secure concrete median barriers on Highway 17 at Laurel... (Dan Coyro/Sentinel)

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speed and drive the curve at the same speed when it rains as when it's dry."

While crashes have declined dramatically on the mountainous road linking Silicon Valley with Santa Cruz since an intensive safety campaign began 12 years ago, the risks at Laurel Curve have grown. From 2004 to September 2010, 1 of every 4 accidents on the Santa Cruz County side of Highway 17 occurred at this harrowing, twisty stretch south of Summit Road.

Earlier

this month, there was a nine-vehicle pileup there.

This spring, Caltrans will test a high-friction



A Caltrans worker puts up a one-way sign on the Laurel Curve barrier. (Ramona Turner/Sentinel)

surface that resembles sandpaper on a few hundred feet at the southbound downhill Laurel Curve.

In the past couple of years, Caltrans has made several improvements including resurfacing Highway 17 with pavement that better drains water off the road, adding shoulders and trimming trees to give drivers a better view.

None of that worked. CHP officers say some drivers break the 50 mph speed limit, thinking a safer-looking road can be driven faster.

Caltrans hopes the new thin, one-eighth-inch epoxy surface will be a noisy, rough ride that is expected to slow drivers.

But that's not it. Later this year, an electronic warning sign flashing a motorist's speed will be installed before the curve. In a couple of years the shoulders will be widened and a taller guardrail installed.

Thursday, sentiment about the closure among Laurel Road area residents was mixed as they lamented the need to use other routes to get to their destination.



Caltrans workers install a temporary barrier on Highway 17 at Laurel Road. (Ramona Turner/Sentinel)

"I can't stand it," said Eli Fernandez, a one-year resident of Laurel Road who grew up in Los Gatos and has successfully navigated Highway 17 for years without any collisions. "I don't want it at all but people are stupid and drive too fast and reckless."

To reach Santa Cruz, Fernandez plans to use Redwood Lodge Road to access Old Soquel-San Jose Road. But said that in itself is treacherous, as the one-lane road is partially washed out due to storms. The county is working on repairing Redwood Lodge, as well as Nelson and Schulties roads, said Steve Weisner, county public works assistant director. About \$250,000 set aside for Schulties, bidding is to begin April 5 and work should begin in July, he said. Meanwhile, next week, the California Transportation Commission is to decide whether to fund repairs to Redwood Lodge and Nelson. If yes, the projects will occur in fiscal year 2014-15, Weisner said.

Besides using the back roads, residents can head northbound on Highway 17 and make a U-turn at the Summit to reach Santa Cruz. If they're heading home from Silicon Valley, they can stay on the highway make a U-turn at Sugar Loaf or points beyond before heading north to Laurel Road.

Opposite to Fernandez' opinion, a former sheriff's deputy who goes by "Uncle Phil" favors the K-rail barrier at the mouth of Laurel Road at Highway 17.

He's lived near the intersection for a decade and has been the first on scene and to dial 911 whenever a collision occurs there.

"I think that it's a great idea," said the man who calls Laurel Curve, "The Curve of Doom."

The Mercury News contributed to this report.

Ramona Turner writes the Street Smarts column and blog. The column appears Mondays, while new topics are posted on the blog weekdays at [Street Smarts](#)

## LAUREL CURVE

Risks on this Highway 17 spot have grown

From 2004 through September 2010, there were 2,092 crashes on the Santa Cruz County side of Highway 17.

Over the same period, there were 534 crashes at Laurel Curve - 26 percent of all crashes.

About 150 crashes occurred at Laurel Curve in the first nine months of 2010, compared with 70 the

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# Roadshow: Median barrier, speed warning sign coming on Highway 17

By Gary Richards grichards@mercurynews.com Posted: 03/21/2012 12:31:45 PM PDT

Roadshow: Median barrier, speed warning sign coming on Highway 17

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Q Success! A median barricade will extend through Laurel Curve on Highway 17!

Marissa Maciel

Santa Cruz

A Success indeed. Caltrans announced Tuesday that it would install a temporary median barrier at this dangerous curve, where a Brentwood man was killed Friday when his car crossed into oncoming lanes and crashed into two northbound vehicles. Work will begin Thursday and the barrier should be completed in a day or two. The state will evaluate accident data for an indefinite period and then determine whether a permanent barrier should be put in place.

And there's more about Highway 17 we need to discuss.

Q I think of you every time I'm driving Highway 17 from Santa Cruz to Los Gatos. It seems to be a cop's speed trap dream come true. I've never seen anyone going the official limit of 50 mph, but usually 60 or better. And at the corners with 45 or 40 mph signs -- nobody slows down. Best of all is the "40 mph" southbound limit from Los Gatos to near the summit! Nobody does that.

I never paid much attention to the hypocrisy until the CHP did a blitz on it and gave me two tickets. Ouch.

The CHP must know it is like shooting sitting fish in a barrel to give tickets on 17. Unfair! The upshot of my complaint is that it is hard to know what the posted speed limit is in many places; and

that the speed limits seem unrealistic or worse illegal. Any thoughts on a solution?

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John Osborne

A Yes -- slow down. The speed limit over most of 17 is 50 mph and listed on the black and white signs. The black and yellow signs are advisory warnings that you are wise to heed, especially when it rains. While I am sorry you were ticketed twice, I am happy you wrote in about the heavy CHP presence. Here's why:

Crashes have dropped by a third since the CHP began an intensive crackdown a decade ago. Except in 2010. That is the year the state eliminated overtime pay for extra patrols on 17. What happened? Crashes soared by a third and injuries jumped 25 percent. Overtime pay is now being spent, and crashes are again going down. On a recent trip over the hill I spotted three CHP cruisers and smiled. This is a route they patrol hard and will continue to do so, and I am so glad.

Said Sarah-the-CHP-spokeswoman:

"It's a proven fact that enforcement changes behavior. It's been proven time and time again not just on Highway 17, but across the entire state. Officers who work 17 feel a personal responsibility when tragedies happen. That is why we take the actions we do."

Q Would Caltrans consider placing a sign at the problem spots on Highway 17 at Laurel Curve and Glenwood Road that would indicate the number of accidents per year? It was really nasty when it was raining. I've lived here for 40-plus years and have seen no significant decrease in accidents at those spots. Used to be that the Valley Surprise was the big problem area but it seems that cutting trees there helped, as opposed as I was to that action. Seems to me that the real solution to all these areas is for people to slow down, get off the phone and stop texting. Just drive!

Gretchen J.

Redwood Estates



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A Amen to that. I've seen the kind of signs you mention in other states, but Caltrans has a better idea. An electronic speed warning sign will be posted in a few weeks before Laurel Curve just like the one that was installed a couple of years ago at Glenwood. Before that speed sign went in, crashes there were three times greater than the average for similar roads in the state. Since then, they have fallen to the average mark. I think some drivers have no clue how fast they are going through Laurel, and these signs should be effective in getting them to heed the 40-mph warning sign.

Q Any further information on Devils Slide progress at Highway 1? The last word I remember was some kind of soil issue was delaying work, but there is no information regarding this on the Caltrans website.

Tim Suth

Sunnyvale

A The tunnel bypass could be done late this year, in November or December. The remaining tasks aren't difficult, but they are time-consuming. They include hooking up all the lights, jet fans, traffic monitoring equipment and water lines.

**Have a gripe, minor annoyance or major problem with transportation? Look for Gary Richards at [www.facebook.com/mr.roadshow](http://www.facebook.com/mr.roadshow) or contact him at [mrroadshow@mercurynews.com](mailto:mrroadshow@mercurynews.com) or 408-920-5335.**

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**Tom Geary** · Top Commenter

Haha, just try going the speed limit on highway 17... instant tailgate party! the few times I travel the 17 I stick in the slow lane behind the buses and trucks and take my time, enjoying the view. And I still sometimes get tailgated... morons.

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**David Legnosky** · Top Commenter

People who speed need to have their licenses removed! There is no excuse for speeding, NONE! If your lifestyle demands that you must always be in a hurry and put other people at risk, YOU need to CHANGE!

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**From:** [Karena Pushnik](#)  
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**Date:** Thursday, April 12, 2012 5:30:09 PM

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## Mr. Roadshow

*[By Gary Richards](#)*

Posted: 04/12/2012

**Q** The new Highway 17 median barrier at Laurel Curve works!

Tuesday in the rain about 6:45 a.m., I passed through Laurel Curve and saw a car crushed against the median, right where they installed the temporary barrier. A man was standing outside his car. If that barrier hadn't been there, I'm sure he would have crashed into oncoming traffic. I hope that's enough proof to decide to keep the median. - Alice Ringer, Scotts Valley

**A** Proof enough for me. I'm certain that crash data will show a drop in serious crashes, injuries and fatalities at this dangerous location. Caltrans and the Highway Patrol will monitor the impact of the new barrier, installed last month, and make a final recommendation later. Once the rain ends, Caltrans will also install a flashing electronic speed sign and new anti-skid pavement at the curve.

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# Getting information during Monday's truck wreck difficult for some commuters

By Ramona Turner

Posted: 06/29/2012 04:26:52 PM PDT

Updated: 06/29/2012 04:35:23 PM PDT

SANTA CRUZ - After Monday's cement truck crash on northbound Highway 1 near Morrissey tied up traffic for hours, the Sentinel heard from readers questioning why the electronic message board on Highway 1 just north of 41st Avenue was not used to alert motorists of traffic conditions up ahead.

But information was getting out. The Sentinel was tweeting and posting updates online and California Highway Patrol officer Sarah Jackson reported texting and giving phone interviews with various media outlets all day.

"I replied to 19 texts and answered 17 calls on my cell from local media regarding this one event," she said.

From the moment word of the crash came in, the CHP notified affected allied agencies of the anticipated traffic impact to their areas, she said. Many vehicles that normally would have been on the highway flooded surface streets. Some people said it took them 45 minutes to travel five miles.

"When I was on my way to the scene, as a passenger, I sent a text alert to all media outlets to advise them of the lane closure and kept those text alerts up throughout the event," said Jackson. "I was available on scene and by cell for any questions media members had. At least three camera crews were on scene for interviews that I saw. Each time I spoke with a member of the media, I urged them to advise their readers, viewers, and listeners to take alternate routes."

## GETTING MESSAGE OUT

Despite Jackson's efforts, some people in cars said they felt left in the dark.

Lisa Hadley called in questioning why the changeable message sign on Highway 1 at 41st, which she's witnessed as being used for Amber Alerts, was not being used to report Monday's wreck.

It appears Hadley passed by the sign before it was activated.

All the county's electronic message signs are operated by Caltrans District 4 Transportation Management Center in Oakland, said Tegan Speiser, of the Santa Cruz Regional Transportation Commission's Commute Solutions program.

When a traffic incident is significant, such as Monday's, the CHP contacts Caltrans District 4, which then activates the sign with the appropriate message, she said.

"The RTC works closely with both CHP and Caltrans, the agencies who actually run the day-to-day operations and make decisions about incident management and reporting," said Speiser.

The sign was activated 25 minutes after the first call reporting the wreck came in at 9:13 a.m. and remained in use until 3:10 p.m., she said.

Here is the sequence of events:

- 9:13 a.m.: The initial call reporting an incident was received by 911 dispatchers in Monterey.
- 9:18 a.m.: California Highway patrol arrived on scene and activated a SigAlert.
- 9:28 a.m.: The Caltrans District 4 Transportation Management Center was advised to turn on the changeable message sign.
- 9:38 a.m.: The sign was turned on.
- 9:38-10:54 a.m.: The sign's message read, "ACCIDENT AHEAD AT MORRISSEY BL LEFT LANE BLKED."

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Electronic message board on northbound Highway 1 between 41st Avenue and... (DAN COYRO/SENTINEL)



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However, Jackson reported one of the highway's lanes was kept open the entire time, allowing traffic to crawl past the wreck.

"Most drivers were courteous and safe as they passed through," she said. "Occasionally, we did see the person slowing excessively or pausing unnecessarily. Those drivers were waved through as quickly as possible to expedite the flow of traffic behind them."

### THE 511 SYSTEM

Crashes such as Monday's are among the reasons why Santa Cruz County is joining forces with Monterey County to create a 511 Traveler Information System. The system is in use in other parts of the state, including the San Francisco Bay Area. It is designed to "provide real-time information about current conditions on the highway and major streets thereby allowing people to choose to take a different route, travel at a different time, use a different mode, or avoid the trip altogether by participating in a meeting by phone or telecommuting from home," Speiser said.

A recent study determined that the Monterey Bay region's best option for implementing the proposed 511 system would be to join forces with an existing program, such as the one over the hill, she said.

Right now, the commission is studying the 511 project's technical and system requirements, coming up with a plan to implement the project in stages based on priorities and funding, and preparing a plan that estimates the revenue and costs required to start and run such a system. The 511 Implementation Plan is expected to be available by the end of the year. To learn about the system, go to <http://www.511montereybay.org>.

Until the 511 system is running, commuters will have to rely on a hodgepodge of cell phone applications, web addresses, local media outlets and social media for traffic information.

Ramona Turner writes the Street Smarts column, which appears Mondays and Thursdays, and daily blog. Contact her at [streetsmarts@santacruzsentinel.com](mailto:streetsmarts@santacruzsentinel.com).

### At a glance

Resources commuters can turn to for traffic alerts:

- Cell phone apps
- Google Traffic
- Sigalert.com
- Beat the Traffic
- CHP Traffic, available on iPhone only

Meanwhile, the CHP has it's own traffic app - "m.chp.ca.gov," click on Monterey to get Santa Cruz County traffic information.

### On the Web

Go to <http://commutesolutions.org/get-around/drive/traffic/> to view traffic cameras overlooking:

- Highway 1 West of 41st Avenue
- Highway 1 West of Emeline, Santa Cruz
- Highway 1 East of Morrissey, Santa Cruz
- Highway 17 at the Fishhook
- Highway 17 at Ocean Street

The site also features links to road conditions information from Caltrans and the CHP, as well as information about alternative transportation options.

**Source:** Santa Cruz County Regional Transportation Commission

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70 people recommend this.

 **Sheriff Smith says Sierra LaMar is dead, Morgan Hill man is the killer**  
9 people recommend this.

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# Traffic camera to help commuters keep an eye on Laurel Curve

By Ramona Turner - Santa Cruz Sentinel  
Posted: 06/28/2012 06:57:06 PM PDT  
Updated: 06/28/2012 06:59:13 PM PDT

SCOTTS VALLEY - Commuters may soon be able to check out traffic conditions on Highway 17 at Laurel Curve from the comfort of their computer or similar high-tech device.

Caltrans is preparing to flip the switch on a traffic camera installed about three years ago during the Laurel Curve improvement project.

"The benefit for the public is that they can see in real time, before they leave for their destination or their passenger can check on their mobile device what traffic conditions are like," said Jim Shivers, spokesman for Caltrans District 5. "You can plan a trip based on what you see."

The camera may be up and running in as little as two weeks, he said. When it does come online, links will be available on Caltrans' website as well as that for the Santa Cruz County Regional Transportation Commission.

Blame funding issues and poor reception for delaying this project. What's more, issues with the camera itself may further delay activation.

The camera was installed on a vehicle detection sensor pole as part of a project to widen Laurel Curve, which gave drivers more visibility around the curve and improved drainage.

But the cell connection in the area is poor and with no more money to work with, the camera sat idle until the project was able to piggy-back - to the tune of \$12,000 - on the recent installation of a curve speed warning sign. That electronic sign, along with a temporary median barrier were installed in March in an attempt to prevent deadly traffic collisions there.

The safety improvements were made after a man died in a traffic collision that resulted from him losing control of his vehicle on southbound Highway 17, crossing over the center divide and striking an oncoming motorist head-on.

So far, statistics from the California Highway Patrol show the safety improvements are working.

"Since then, we have investigated 11 collisions at Laurel," said CHP officer Sarah Jackson. "During the same period last year, we investigated 39. We have received no reports of U-turn collisions anywhere on Highway 17. We are very pleased with this improvement."

Now, a traffic camera is about to come online, furthering traffic safety there.

"On June 14, we were able to purchase and install a high-gain cell antenna," said Shivers. "Now, finally, we have a good cell connection and a good video image that we can add to the public web page."

Great connection but the camera itself may need to be replaced. While crews are currently testing the system for reliability before activating it and adding it to Caltrans public web page, they've discovered a new problem, he said.

"Right now, we seem to have an intermittent problem with the camera itself that may require replacing it with our spare camera," he said.

Follow Sentinel Street Smarts columnist Ramona Turner on Twitter @streetsmartssc

Follow Street Smarts columnist Ramona Turner on Twitter @streetsmartssc

## Traffic Cameras in Santa Cruz County

A new traffic cam will come online this summer on Highway 17 at Laurel Curve. It joins five others already in use. Those current cameras keep watch over:

Highway 1 West of 41st

Highway 1 West of Emeline, Santa Cruz



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  5. Man found shot to death in Antioch early Saturday morning
  6. NBA: Los Angeles Lakers have interest in Warriors' Brandon Rush

Highway 17 at Fishhook

Highway 17 at Ocean Street

View those cams online on the Caltrans website at <http://video.dot.ca.gov/>, the Santa Cruz County Regional Transportation Commission's site at [www.cccrtc.org](http://www.cccrtc.org) or [www.santacruzsentinel.com/traffic](http://www.santacruzsentinel.com/traffic).

SOURCE: Sentinel reporting

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(Sent 7/2/12)

Hi Ramona,

We appreciate Mr. Delaney's feedback and recognize the value of "pushing out" information to people in a timely way so that they can make more informed travel decisions. As you know, a key reason that the RTC is exploring setting up a 511 traveler information system for the region is to have one centralized place that travelers could rely upon to get real time information about traffic conditions on our roadways. The traffic snarl from the cement truck incident last week points out again how helpful a 511 system would be for our region.

At a time when there are limited transportation resources, the RTC is weighing the benefits and costs of providing this information to travelers. It is extremely valuable to hear from the public and the value they place on traveler information. Among the 511 system components under consideration in our study, is an alert system that would notify subscribers when a major incident occurs somewhere along their usual route.

RTC staff meets regularly with our Traffic Operations and Safety partners including Caltrans and CHP to evaluate how existing notification systems are performing during incidents and where improvements might be made. The discussion at the next meeting will include the cement truck incident and suggestions for improvements. Mr. Delaney's feedback will be considered. (Incidentally, the response time to activate the Changeable Message Sign during the cement incident last week was 25 minutes after the first report was made, not 45 minutes.)

In the meantime, there are a number of resources that are currently operated by different agencies and located in various places. Here are a few:

#### **"PUSH" ALERT MESSAGING SYSTEMS**

**Nixle Alerts** – Law enforcement agencies in Santa Cruz County use the Nixle system to send out real-time alerts and advisories. Completing the registration process allows a subscriber to fully customize how messages are delivered -- by mobile phone, email, or over the web at [www.nixle.com](http://www.nixle.com). Capitola's Police Department used the Nixle system twice during last week's cement truck incident to push out traffic-related messages to local subscribers.

#### **SELF-SERVE TRAVELER RESOURCES**

All of the following resources can be accessed via links from <http://www.commuterolutions.org/traffic>. Remember to view traffic conditions before you go. Or, while en route, have a passenger access the web or pull over and stop to assess traffic conditions on your mobile device.

**Caltrans Quickmap** – To Google's base traffic map, Caltrans has added the location of and information about traffic incidents, construction zones, still images from the traffic video cameras and the message on the Changeable Message Signs when they are in use. Click on the various map icons for details.

**Caltrans Traffic Cameras** – Streaming video of traffic conditions in five highway locations.

**Caltrans Highway Conditions** – Type in the highway number to see if there are any alerts or incidents.

**CHP Incident Log** - Details on the location, type of incident, number of vehicles and disposition

I hope this is helpful.

Tegan

---

Good morning!

Here's a follow up question to the overturned truck/message board story. Thank you for all your hard work. I'm sure

you've been having meetings/discussions on how things can be done different. Any thoughts for this reader?

Ramona Turner

---

-----Original Message-----

From: Bill [<mailto:william.delaney@gmail.com>]

Sent: Fri 6/29/2012 11:38 PM

To: SCS Street Smarts

Subject: Cement Truck

Three communication outlets were not discussed in your article either of which would have saved me an hour wasted in trying to travel from Capitola to the west side of Santa Cruz just after noon on Monday. I work online at home and a message distributed by RTC to its email lists would have alerted me as would a message distributed by the County Parks & Recreation people. Once I was in my car I relied on local radio and heard nothing even during news broadcasts. I made three U-turns to get out of gridlocked lines in my attempt to travel west. Each time I thought the obstruction was just at the head of the queue I was stuck in so I tried an alternative route not suspecting ALL routes were gridlocked. At one point I wondered about a natural disaster so I turned on the car radio without success. Finally, I realized I had to abandon my trip to the west side in order to have lunch before a 2PM doctor's appointment. It was only when I slowly reached my lunch destination at Capitola & Soquel was I able to speak to someone who explained the situation. The good news is that my daughter's cat was not too ornery having to wait an extra four hours for her daily feeding!

Something struck me about this column that I realize seems common to responses to your queries from sources. Experts get awfully defensive and focus on their own turf rather than look at the big picture.

BTW why did it take 45 minutes before message boards were used? Did it take that long for an executive decision that this event was MAJOR as far as traffic flow was concerned?

Bill Delaney  
Capitola

PS Thanks to the Sentinel for researching and printing this story.

**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
JANUARY	PDO	53	25	24	13	9	12	18	11	19	11	8	5	9	17	6
	INJURY	17	15	8	2	2	5	8	3	2	6	5	4	4	3	3
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0	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>
FEBRUARY	PDO	31	23	32	7	11	8	11	10	7	14	14	12	6	11	8
	INJURY	6	14	10	2	5	2	7	5	4	6	6	6	5	2	3
	FATAL	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>
MARCH	PDO	29	18	20	20	5	17	10	19	13	11	5	14	11	17	12
	INJURY	18	9	7	5	5	5	9	3	3	3	3	2	5	4	1
	FATAL	0	0	1	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>
APRIL	PDO	24	15	23	12	16	16	9	11	15	5	8	10	9	10	16
	INJURY	11	7	3	3	4	7	5	4	7	7	3	5	6	3	5
	FATAL	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1
	<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>
MAY	PDO	40	16	27	16	9	5	13	13	10	5	5	16	11	10	11
	INJURY	14	3	10	5	3	2	6	6	7	0	7	5	4	4	2
	FATAL	0	0	0	0	0	0	1	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>
JUNE	PDO	19	16	17	12	17	10	6	9	13	9	3	13	15	16	20
	INJURY	13	7	4	3	4	3	4	3	2	3	4	2	3	4	4
	FATAL	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>
JULY	PDO	10	16	18	12	15	13	17	15	10	9	8	7	16	14	5
	INJURY	10	7	5	4	4	4	6	1	5	3	6	2	7	5	8
	FATAL	0	0	0	1	0	0	0	0	0	0	0	0	1	0	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>
AUGUST	PDO	19	23	14	13	15	12	9	13	9	13	10	9	8	14	10
	INJURY	4	7	5	7	3	6	4	2	1	2	7	2	8	6	4
	FATAL	0	0	0	1	0	0	1	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>
SEPTEMBER	PDO	21	12	20	21	3	11	10	6	5	8	10	7	10	9	
	INJURY	6	6	10	4	4	5	4	3	0	1	2	0	4	1	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<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>	
OCTOBER	PDO	12	27	14	18	12	19	17	21	13	14	10	8	30	14	
	INJURY	11	4	2	7	2	2	5	8	5	6	3	3	2	5	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<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>	
NOVEMBER	PDO	38	31	16	16	10	22	12	11	11	7	20	11	12	9	
	INJURY	12	15	4	1	4	6	3	8	6	3	9	1	6	4	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<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>	
DECEMBER	PDO	10	12	15	15	23	20	16	16	10	13	20	11	7	8	
	INJURY	7	7	6	5	5	6	6	6	7	4	3	4	7	1	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<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>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>88</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>30</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>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>119</b>

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

	Regular Citations										Overtime Citations									
	2004	2005	2006	2007	2008	2009	2010	2011	2012		2004	2005	2006	2007	2008	2009	2010	2011	2012	
January	PCF	173	178	258	174	172	102	126	96	150	PCF	129	0	0	0	129	0	0	0	33
	Other	49	67	36	45	37	26	20	32	40	Other	27	0	0	0	29	0	0	0	7
	Mechanical	9	7	15	6	8	5	2	3	13	Mechanical	0	0	0	0	11	0	0	0	21
	<b>TOTAL</b>	<b>231</b>	<b>252</b>	<b>309</b>	<b>225</b>	<b>217</b>	<b>133</b>	<b>148</b>	<b>131</b>	<b>203</b>	<b>TOTAL</b>	<b>156</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>169</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>
February	PCF	182	224	258	131	95	78	109	94	211	PCF	51	0	0	0	0	0	0	0	43
	Other	30	89	38	31	26	34	23	7	14	Other	11	0	0	0	0	0	0	0	16
	Mechanical	23	1	6	7	6	1	4	2	26	Mechanical	1	0	0	0	0	0	0	0	20
	<b>TOTAL</b>	<b>235</b>	<b>314</b>	<b>302</b>	<b>169</b>	<b>127</b>	<b>113</b>	<b>136</b>	<b>103</b>	<b>251</b>	<b>TOTAL</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>
March	PCF	399	274	197	302	158	115	114	101	154	PCF	33	5	0	75	80	0	0	85	38
	Other	167	71	75	20	29	32	6	15	19	Other	3	6	0	3	3	0	0	20	7
	Mechanical	4	2	18	1	12	6	1	10	38	Mechanical	4	1	0	5	14	0	0	14	13
	<b>TOTAL</b>	<b>570</b>	<b>347</b>	<b>290</b>	<b>323</b>	<b>199</b>	<b>153</b>	<b>121</b>	<b>126</b>	<b>211</b>	<b>TOTAL</b>	<b>40</b>	<b>12</b>	<b>0</b>	<b>83</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>58</b>
April	PCF	259	303	216	108	154	121	110	199	114	PCF	98	46	0	0	0	0	0	185	59
	Other	84	104	69	15	31	40	28	9	20	Other	26	14	0	0	0	0	0	31	7
	Mechanical	7	2	4	4	1	4	2	42	49	Mechanical	0	0	0	0	0	0	0	11	25
	<b>TOTAL</b>	<b>350</b>	<b>409</b>	<b>289</b>	<b>127</b>	<b>186</b>	<b>165</b>	<b>140</b>	<b>250</b>	<b>183</b>	<b>TOTAL</b>	<b>124</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>91</b>
May	PCF	289	206	306	325	176	252	242	154	165	PCF	69	41	0	185	0	0	0	119	89
	Other	174	77	72	17	36	88	30	36	32	Other	1	16	0	15	0	0	0	1	17
	Mechanical	5	7	2	2	3	13	6	33	32	Mechanical	1	1	0	14	0	0	0	21	14
	<b>TOTAL</b>	<b>468</b>	<b>290</b>	<b>380</b>	<b>344</b>	<b>215</b>	<b>353</b>	<b>278</b>	<b>223</b>	<b>229</b>	<b>TOTAL</b>	<b>71</b>	<b>58</b>	<b>0</b>	<b>214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>141</b>	<b>120</b>
June	PCF	343	304	307	346	90	153	267	91	267	PCF	0	47	91	192	0	0	50	33	177
	Other	100	120	62	33	32	29	42	12	40	Other	0	3	6	5	0	0	0	0	19
	Mechanical	7	7	7	1	1	10	6	11	57	Mechanical	0	1	5	3	0	0	0	5	47
	<b>TOTAL</b>	<b>450</b>	<b>431</b>	<b>376</b>	<b>380</b>	<b>123</b>	<b>192</b>	<b>315</b>	<b>114</b>	<b>364</b>	<b>TOTAL</b>	<b>0</b>	<b>51</b>	<b>102</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>243</b>
July	PCF	222	161	233	223	201	169	174	87	135	PCF	36	78	0	70	129	153	0	39	0
	Other	149	108	63	25	24	32	46	18	14	Other	11	18	0	3	1	2	0	3	0
	Mechanical	11	5	3	2	3	2	6	7	16	Mechanical	2	0	0	7	1	5	0	12	0
	<b>TOTAL</b>	<b>382</b>	<b>274</b>	<b>299</b>	<b>250</b>	<b>228</b>	<b>203</b>	<b>226</b>	<b>112</b>	<b>165</b>	<b>TOTAL</b>	<b>49</b>	<b>96</b>	<b>0</b>	<b>80</b>	<b>131</b>	<b>160</b>	<b>0</b>	<b>54</b>	<b>0</b>
August	PCF	187	388	180	178	249	248	124	76		PCF	26	90	0	116	204	0	0	42	
	Other	113	125	45	12	35	36	32	21		Other	0	12	0	6	1	0	0	4	
	Mechanical	6	6	3	1	6	2	8	18		Mechanical	2	0	0	8	8	0	0	8	
	<b>TOTAL</b>	<b>306</b>	<b>519</b>	<b>228</b>	<b>191</b>	<b>290</b>	<b>286</b>	<b>164</b>	<b>115</b>		<b>TOTAL</b>	<b>28</b>	<b>102</b>	<b>0</b>	<b>130</b>	<b>213</b>	<b>0</b>	<b>0</b>	<b>54</b>	
September	PCF	258	292	252	188	80	300	125	37		PCF	69	176	12	40	0	285	0	68	
	Other	113	86	52	19	28	58	42	13		Other	27	36	0	5	0	8	0	12	
	Mechanical	3	1	8	0	2	12	7	21		Mechanical	1	1	1	15	0	69	0	19	
	<b>TOTAL</b>	<b>374</b>	<b>379</b>	<b>312</b>	<b>207</b>	<b>110</b>	<b>370</b>	<b>174</b>	<b>71</b>		<b>TOTAL</b>	<b>97</b>	<b>213</b>	<b>13</b>	<b>60</b>	<b>0</b>	<b>362</b>	<b>0</b>	<b>99</b>	
October	PCF	220	214	230	232	105	223	115	101		PCF	64	90	246	0	0	52	0	49	
	Other	59	30	98	21	26	45	27	17		Other	11	31	13	0	0	2	0	2	
	Mechanical	5	2	3	3	2	10	7	11		Mechanical	0	1	30	0	0	30	0	15	
	<b>TOTAL</b>	<b>284</b>	<b>246</b>	<b>331</b>	<b>256</b>	<b>133</b>	<b>278</b>	<b>149</b>	<b>129</b>		<b>TOTAL</b>	<b>75</b>	<b>122</b>	<b>289</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>66</b>	
November	PCF	170	282	322	372	63	371	79	56		PCF	85	103	199	352	18	347	0	45	
	Other	101	28	81	31	40	69	17	2		Other	13	40	11	19	0	9	0	11	
	Mechanical	9	6	14	1	2	13	1	5		Mechanical	0	11	19	34	0	98	0	16	
	<b>TOTAL</b>	<b>280</b>	<b>316</b>	<b>417</b>	<b>404</b>	<b>105</b>	<b>453</b>	<b>97</b>	<b>63</b>		<b>TOTAL</b>	<b>98</b>	<b>154</b>	<b>229</b>	<b>405</b>	<b>18</b>	<b>454</b>	<b>0</b>	<b>72</b>	
December	PCF	107	169	116	292	626	150	121	90		PCF	46	93	222	330	621	0	0	7	
	Other	47	37	36	38	62	13	49	10		Other	3	16	5	5	19	0	0	10	
	Mechanical	3	3	2	16	23	4	4	12		Mechanical	0	1	11	36	66	0	0	27	
	<b>TOTAL</b>	<b>157</b>	<b>209</b>	<b>154</b>	<b>346</b>	<b>711</b>	<b>167</b>	<b>174</b>	<b>112</b>		<b>TOTAL</b>	<b>49</b>	<b>110</b>	<b>238</b>	<b>371</b>	<b>706</b>	<b>0</b>	<b>0</b>	<b>44</b>	

### Santa Cruz CHP Collision Summary for SR-17

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
JANUARY	PDO	40	28	17	14	18	26	21	32	34	19	22	16	24	11	11
	INJURY	27	10	8	5	9	12	6	6	10	9	6	9	13	9	10
	FATAL	1	1				1						1	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>
FEBRUARY	PDO	36	19	43	14	17	35	41	45	25	28	31	16	20	15	23
	INJURY	6	9	9	5	4	9	16	17	4	10	9	15	4	7	10
	FATAL		1					1								
	<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>
MARCH	PDO	21	25	26	22	29	23	11	38	35	18	17	13	26	26	30
	INJURY	11	12	6	5	11	9	7	16	14	2	6	13	7	14	20
	FATAL															1
	<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>
APRIL	PDO	39	27	13	24	22	59	16	45	41	22	20	18	28	18	15
	INJURY	14	8	9	5	7	16	4	11	11	7	10	12	6	4	9
	FATAL	1														
	<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>
MAY	PDO	43	13	25	19	13	24	15	39	16	24	10	12	26	18	11
	INJURY	25	9	15	13	7	11	5	13	8	9	5	16	8	7	6
	FATAL	1	1		1					1						
	<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>
JUNE	PDO	23	12	15	14	11	23	6	24	13	15	10	13	11	9	14
	INJURY	11	5	3	2	6	4	2	3	6	1	6	6	4	9	10
	FATAL	1			1		1									
	<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>
JULY	PDO	19	8	15	14	20	18	14	9	16	18	14	10	11	19	9
	INJURY	5	7	7	8	5	4	5	5	4	4	6	6	9	5	7
	FATAL		1				1		1		1					
	<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>16</b>
AUGUST	PDO	14	11	22	10	5	17	20	6	16	11	15	8	11	11	
	INJURY	10	2	7	7	4	7	7	4	5	4	4	1	5	2	
	FATAL															
	<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>	
SEPTEMBER	PDO	24	16	20	16	12	12	13	4	13	9	5	8	11	7	
	INJURY	13	4	8	4	8	1	6	6	4	3	9	7	7	7	
	FATAL	1				1										
	<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>	
OCTOBER	PDO	17	15	13	20	16	17	44	27	13	21	13	9	12	25	
	INJURY	4	11	8	2	5	9	6	12	3	9	3	5	13	8	
	FATAL															
	<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>	
NOVEMBER	PDO	31	29	16	26	23	28	21	47	36	11	19	13	27	16	
	INJURY	10	10	8	13	10	9	8	13	12	8	5	7	11	6	
	FATAL					1	1									
	<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>	
DECEMBER	PDO	5	13	9	28	48	60	43	43	21	34	21	16	45	7	
	INJURY	13	4	4	11	15	22	10	17	3	19	5	10	16	6	
	FATAL								2				1			
	<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>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>113</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>72</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>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>186</b>

Santa Cruz Area CHP SR-17 Citation Summary

	Regular Citations										Overtime Citations									
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2004	2005	2006	2007	2008	2009	2010	2011	2012		
January	PCF	637	537	557	275	129	261	287	396	401	PCF	20	18	45	2	0	0	32	0	49
	Other	235	120	192	148	106	92	68	84	68	Other	12	8	18	3	0	0	5	0	6
	Mechanical	29	58	18	9	3	21	16	30	21	Mechanical	0	1	1	0	0	0	0	0	0
	<b>TOTAL</b>	<b>901</b>	<b>715</b>	<b>767</b>	<b>432</b>	<b>238</b>	<b>374</b>	<b>371</b>	<b>510</b>	<b>490</b>	<b>TOTAL</b>	<b>32</b>	<b>27</b>	<b>64</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>55</b>
February	PCF	526	392	550	359	166	271	303	420	478	PCF	41	22	30	63	40	0	24	0	43
	Other	183	137	213	102	52	59	65	70	68	Other	29	8	5	17	2	1	5	0	7
	Mechanical	7	69	9	32	29	7	10	19	19	Mechanical	0	5	0	13	1	0	0	0	1
	<b>TOTAL</b>	<b>716</b>	<b>598</b>	<b>717</b>	<b>493</b>	<b>247</b>	<b>337</b>	<b>378</b>	<b>509</b>	<b>565</b>	<b>TOTAL</b>	<b>70</b>	<b>35</b>	<b>35</b>	<b>93</b>	<b>43</b>	<b>1</b>	<b>29</b>	<b>0</b>	<b>51</b>
March	PCF	671	595	501	451	252	262	322	351	422	PCF	27	25	67	64	33	0	16	14	46
	Other	252	173	202	117	66	73	44	42	86	Other	6	8	15	9	7	0	3	0	4
	Mechanical	20	58	75	42	32	19	21	29	11	Mechanical	1	3	0	4	5	0	1	0	5
	<b>TOTAL</b>	<b>943</b>	<b>826</b>	<b>778</b>	<b>610</b>	<b>350</b>	<b>354</b>	<b>387</b>	<b>422</b>	<b>519</b>	<b>Total</b>	<b>34</b>	<b>36</b>	<b>82</b>	<b>77</b>	<b>45</b>	<b>0</b>	<b>20</b>	<b>14</b>	<b>55</b>
April	PCF	510	479	428	285	191	312	324	431	283	PCF	28	28	47	32	31	39	38	56	40
	Other	228	154	229	76	56	63	86	49	88	Other	14	7	33	8	8	7	3	6	7
	Mechanical	13	46	64	14	24	11	36	23	15	Mechanical	1	9	2	1	7	2	0	0	0
	<b>Total</b>	<b>751</b>	<b>679</b>	<b>721</b>	<b>375</b>	<b>271</b>	<b>386</b>	<b>446</b>	<b>503</b>	<b>386</b>	<b>Total</b>	<b>43</b>	<b>44</b>	<b>82</b>	<b>41</b>	<b>46</b>	<b>48</b>	<b>41</b>	<b>62</b>	<b>47</b>
May	PCF	568	448	345	369	233	454	429	505	455	PCF	44	28	13	48	35	31	24	64	84
	Other	242	168	63	154	78	85	46	82	77	Other	20	9	7	8	10	3	12	4	9
	Mechanical	10	53	55	26	47	22	69	14	25	Mechanical	0	4	0	3	4	1	2	0	5
	<b>Total</b>	<b>820</b>	<b>669</b>	<b>463</b>	<b>549</b>	<b>358</b>	<b>561</b>	<b>544</b>	<b>601</b>	<b>557</b>	<b>Total</b>	<b>64</b>	<b>41</b>	<b>20</b>	<b>59</b>	<b>49</b>	<b>35</b>	<b>38</b>	<b>68</b>	<b>98</b>
June	PCF	398	640	470	365	271	483	523	391	291	PCF	13	78	71	42	38	25	31	36	47
	Other	215	225	131	152	88	73	42	68	58	Other	19	20	33	13	3	2	6	8	5
	Mechanical	8	62	10	38	39	9	68	3	13	Mechanical	1	9	0	2	6	0	2	0	1
	<b>Total</b>	<b>621</b>	<b>927</b>	<b>611</b>	<b>555</b>	<b>398</b>	<b>565</b>	<b>633</b>	<b>462</b>	<b>362</b>	<b>Total</b>	<b>33</b>	<b>107</b>	<b>104</b>	<b>57</b>	<b>47</b>	<b>27</b>	<b>39</b>	<b>44</b>	<b>53</b>
July	PCF	468	359	303	302	266	396	446	378	288	PCF	18	43	46	43	7	26	27	49	0
	Other	255	177	199	110	74	82	38	67	69	Other	13	17	32	16	1	1	2	8	0
	Mechanical	6	61	13	44	59	7	82	4	8	Mechanical	0	13	2	6	2	0	1	0	0
	<b>Total</b>	<b>729</b>	<b>597</b>	<b>515</b>	<b>456</b>	<b>399</b>	<b>485</b>	<b>566</b>	<b>449</b>	<b>365</b>	<b>Total</b>	<b>31</b>	<b>73</b>	<b>110</b>	<b>65</b>	<b>10</b>	<b>27</b>	<b>30</b>	<b>57</b>	<b>0</b>
August	PCF	447	427	244	346	266	470	498	585		PCF	27	62	22	25	18	4	15	51	
	Other	240	198	206	167	47	89	84	35		Other	9	21	13	10	2	0	3	5	
	Mechanical	16	68	11	75	27	17	24	18		Mechanical	0	10	1	5	3	0	0	2	
	<b>Total</b>	<b>703</b>	<b>693</b>	<b>461</b>	<b>588</b>	<b>340</b>	<b>576</b>	<b>606</b>	<b>638</b>		<b>Total</b>	<b>36</b>	<b>93</b>	<b>36</b>	<b>40</b>	<b>23</b>	<b>4</b>	<b>18</b>	<b>58</b>	
September	PCF	487	494	359	402	265	424	389	472		PCF	22	35	47	31	22	5	14	46	
	Other	219	142	148	182	24	105	95	37		Other	11	5	16	8	2	3	1	5	
	Mechanical	10	57	12	5	43	18	32	18		Mechanical	0	2	0	0	1	0		1	
	<b>Total</b>	<b>716</b>	<b>693</b>	<b>519</b>	<b>589</b>	<b>332</b>	<b>547</b>	<b>516</b>	<b>527</b>		<b>Total</b>	<b>33</b>	<b>42</b>	<b>63</b>	<b>39</b>	<b>25</b>	<b>8</b>	<b>15</b>	<b>52</b>	
October	PCF	378	314	328	194	337	322	307	540		PCF	13	16	20	4	30	19	0	44	
	Other	233	152	155	93	30	79	47	47		Other	19	3	10	0	2	3	0	11	
	Mechanical	20	47	8	34	43	9	10	14		Mechanical	1	0	0	0	3	0	0	2	
	<b>Total</b>	<b>631</b>	<b>513</b>	<b>518</b>	<b>321</b>	<b>410</b>	<b>410</b>	<b>364</b>	<b>601</b>		<b>Total</b>	<b>33</b>	<b>19</b>	<b>30</b>	<b>4</b>	<b>35</b>	<b>22</b>	<b>0</b>	<b>57</b>	
November	PCF	512	557	274	209	590	270	267	449		PCF	34	29	6	11	134	11	0	49	
	Other	217	165	143	65	48	53	80	25		Other	27	9	6	4	7	3	0	4	
	Mechanical	18	59	13	47	75	10	15	18		Mechanical	2	6	0	0	15	1	0	5	
	<b>Total</b>	<b>747</b>	<b>781</b>	<b>430</b>	<b>321</b>	<b>713</b>	<b>333</b>	<b>362</b>	<b>492</b>		<b>Total</b>	<b>63</b>	<b>44</b>	<b>12</b>	<b>15</b>	<b>156</b>	<b>15</b>	<b>0</b>	<b>58</b>	
December	PCF	383	524	268	215	454	373	209	454		PCF	58	78	34	13	119	11	0	43	
	Other	140	153	167	100	45	64	65	43		Other	39	16	13	7	4	1	0	1	
	Mechanical	23	38	10	39	84	15	11	16		Mechanical	2	4	1	0	11	0	0	4	
	<b>Total</b>	<b>546</b>	<b>715</b>	<b>445</b>	<b>354</b>	<b>583</b>	<b>452</b>	<b>285</b>	<b>513</b>		<b>Total</b>	<b>99</b>	<b>98</b>	<b>48</b>	<b>20</b>	<b>134</b>	<b>12</b>	<b>0</b>	<b>48</b>	
	<b>8824</b>	<b>8406</b>	<b>6945</b>	<b>5643</b>	<b>4639</b>	<b>5380</b>	<b>5458</b>	<b>6227</b>	<b>3244</b>	<b>571</b>	<b>659</b>	<b>686</b>	<b>515</b>	<b>613</b>	<b>199</b>	<b>267</b>	<b>518</b>	<b>359</b>		

## Extra California Highway Patrol Hours Worked on Highway 17

(thru 06/2012)

### San Jose Area

	2007	2008	2009	2010	2011	2012
JANUARY	0	84	0	0	0	36
FEBRUARY	8	20	0	0	0	44
MARCH	44	44	0	0	152	36
APRIL	0	0	0	0	232	48
MAY	116	0	0	0	180	68
JUNE	121	0	0	22	48	132
JULY	52	56	0	0	28	
AUGUST	76	104	130.5	0	32	
SEPTEMBER	40	8	204	0	52	
OCTOBER	4	0	36	0	32	
NOVEMBER	248	8	220	0	40	
DECEMBER	200	382	0	0	32	
<b>TOTAL</b>	<b>909</b>	<b>706</b>	<b>590.5</b>	<b>22</b>	<b>828</b>	<b>364</b>

### Santa Cruz Area

	2007	2008	2009	2010	2011	2012
	6	0	30.5	32	0	48
	90	28	0	24	0	70.5
	70.5	38.5	0	28	18	66
	42	20	36	28	88	58.5
	42.5	3	66	42.5	86.5	60
	46	50	28	44	64	66
	56	34	52.25	32.5	81	
	36	37.5	20	51	107	
	28.5	33.5	34	25.5	84.5	
	26	55	53.5	0	57	
	49.5	198	28	0	60	
	72	239	50.5	0	54	
<b>TOTAL</b>	<b>565</b>	<b>736.5</b>	<b>398.75</b>	<b>307.5</b>	<b>700</b>	<b>369</b>



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR MAY 3, 2012 SANTA CRUZ REGIONAL TRANSPORTATION COMMISSION MEETING

## CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implement-Agency	Project Manager (Resident Engineer)	Contractor	Comments
1.	<b>Hwy. 1 Salinas Road Interchange (315924)</b>	Highway 1, Mon. County, North of Moss Landing at Salinas Road (PM 99.9-101.5)	Construct new interchange	April 2010-Fall 2012	\$12 Million	STIP/CMIA	Caltrans	Richard Rosales (JW)	Desilva Gates Construction LP, Dublin	Salinas Rd Detour still in place—Bridge railing pouring will be completed early April followed by traffic moved from detour to final alignment over the bridge mid-late April.
2.	<b>Hwy. 1 Watsonville (CAPM) Rehab. (0M7504)</b>	Hwy 1 (PM 0.0-10.2) In Santa Cruz County in Watsonville and Aptos from Pajaro River Bridge to North Aptos Underpass	Pavement Rehabilitation (hot mix asphalt on existing pavement)	April 15, 2012-Fall 2012	\$12M	SHOPP	D5	Luis Duazo (BR)	Pavex Construction Division, Watsonville	Night work with alternating lane and ramp closures
3.	<b>Santa Cruz Highway 1 Median Barrier (0S3104)</b>	Highway 1 in Santa Cruz (17,5-18,2)	Construct colored and textured Median Barrier	April 23, 2012-Fall 2012	\$1.6 M	SHOPP	D5	Doug Hessing (PD)	Toms Septic Construction, Salinas	Work begins April 23. Alternating lane closures, primarily overnight
4.	<b>Hwy. 9 Grind and Replace (0S0804)</b>	In Santa Cruz from so. of the Rte 01/09 junction to just no. of Vernon St. (PM 0.0-PM 0.6)	Cold plane and hot mix asphalt and repaving	Spring 2012--Late-Spring of 2012	\$350,000	Highway Maint.	Caltrans	Kelly McClain (PD)	Pavex Construction Div., San Jose	SCr City working on water line. Nighttime One-way traffic control with flagging.
5.	<b>Hwy. 17 Santa's Village Road Guardrail (0G4004)</b>	Near Scott's Valley from just north of Santa's Village to Crescent Drive (PM 6.1-6.6)	Construct concrete guardrail	January 2011-Spring 2012	\$3 Million	SHOPP	Caltrans	Doug Hessing (PD)	Gordon N. Ball Inc., Alamo	Daytime alternating closures. Work scheduled to complete late Spring.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR MAY 3, 2012 SANTA CRUZ REGIONAL TRANSPORTATION COMMISSION MEETING

## PROJECTS IN DEVELOPMENT

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager	Phase	Comments
6.	Hwy. 17 Vinehill Wet Weather Improvements (0P8104)	Near Scotts Valley from south of West Vinehill Rd. to south of Vinehill Rd.(PM 7.0-7.3)	Construct soldier pile wall	June 2009-end of April 2012, weather permitting	\$1.5 Million	SHOPP	Caltrans	Doug Hessing (PD)	TBD	90% complete, contractor default, Bonding company sub-contracted Pavex to complete remaining work by end of April, weather permitting.
7.	Hwy. 1 Guardrail Upgrade, Concrete Barrier, Retaining Wall (05-0R9101)	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 - Summer 2013	\$ 2.3 M	SHOPP	Caltrans	Luis Duazo	PS&E/RW	Scheduled to be advertised early 2013
8.	Hwy. 1 Guardrail/Crash Cushions (0M970_)	Highway 1, various locations from San Lorenzo R. Bridge to Waddell Creek (PM 17.4-26.0)	Upgrade guard rail, end treatments	Summer 2012 – Summer 2013	Total \$2.8M	SHOPP	Caltrans	Doug Hessing	PS&E	Schedule to be advertised July 2012 and Award Sept. 2012.
9.	Hwy. 9 Holiday Lane Improvements (0K2301)	Highway 9 between Ben Lomond and the Highland Co. Park; S. of Holiday Lane (PM 8.4-8.6)	Construct Viaduct, Upgrade guard rail	Summer 2012 – Winter 2013/14	\$1.3 M	SHOPP	Caltrans	Steve DiGrazia	End of PS&E	HQ Advertising May 2012 and Award July 2012

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

Date	Hwy	Incident Description	Incident Info	Initial Call Time	CHP arrive on Scene	Sigalert - start	Time from initial to sigalert start	Sigalert - end	CMS sign	CMS start time	Time from initial to CMS start	CMS end time
5/21/2012	NB/SB 1	All Lanes Closed - 13 Miles North (Davenport)	MY00454 - 14:00:00	14:00	14:54	none	none	none	41st	15:00	1:00	15:23
6/20/2012	NB 1	Ped collision between Park Ave and Bay/Porter	MY00214 - 07:54:01	7:54	8:04	8:16	0:21	10:04	NA	NA	NA	NA
06/25/12	NB 1	Cement Truck collision near Morrissey	9:13	9:13	9:18	11:06	1:53	15:08	41st	9:38	0:25	15:10
03/16/12	NB/SB 17	Laurel Rd - all lanes blocked	MY00117 - 10:43:38	10:43	10:43	10:47	0:03	13:26	Granite Crk	10:47	0:03	13:31
03/16/12	SB 17	Both lanes blocked south of Sugarloaf Rd	MY00407 - 22:37:38	22:37	22:52	22:44	0:06	23:59	SB Summit	23:17	0:39	1:17
04/24/12	NB/SB 17	South of Summit	MY00081 - 02:56:04	2:56	3:11	3:20	0:23	4:04	Granite Crk	3:15	0:18	4:07
05/11/12	NB 17	Laurel Rd - downed lines	MY00431 - 13:40:52	13:40	13:59	13:50	0:09	15:48	Granite Crk	13:51	0:10	15:49
07/24/12	SB 17	Laurel Rd - police activity	MY00762 - 19:14:03	19:14	19:44	20:38	1:23	22:24	SB Summit	20:54	1:39	22:23
08/09/12	NB 17	Lexington Reservoir - big rig?	GG00800 - 09:43:13	9:43	10:15	11:07	1:23	2:15	NB Summit, Granite Crk	10:31	0:47	2:09

**SIGALERTS**  
**03/12 - 09/12**  
**Highway 17**

DATE	TIME	SIGALERT	CMS Activated	Time CMS de/activated
03/01/12	12:25 hrs	Santa Clara County, N-17 at Lark Ave, all lanes are blocked due to an overturned pickup truck accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
03/01/12	12:46	Santa Clara County, N-17 at Lark Ave, all lanes are now open. The duration of this incident was 34 minutes.		
03/01/12	21:27	Santa Clara County, N 17 just north of Santas Village Rd., both lanes blocked due to a car fire and smoke. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
03/01/12	22:01	Santa Clara County, N 17 just north of Santas Village Rd., all lanes are now open. The duration of this incident was 45 minutes.		
03/02/12	2:52	Santa Clara County, N 17 just north of Summit Rd., all lanes blocked due to an accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
03/02/12	3:04	Santa Clara County, N 17 just north of Summit Rd., all lanes are now open. The duration of this incident was 17 minutes.		
03/05/12	14:40 hrs	Santa Cruz County, Southbound 17 at Laurel ave, right lane is blocked due to accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
03/05/12	14:50 Hrs	Santa Cruz County, Southbound 17 at Laurel, left lane is blocked due to accident. CMS is on Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
03/05/12	16:30 hrs	Santa Cruz County, Southbound 17 at Laurel ave all lanes are now open. The duration of this incident was 83 minutes.		
03/15/12	0444	Santa Clara County, N/S-17 at the Summit, Tree fallen across all lanes affecting traffic both directions Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		

**SIGALERTS**  
**03/12 - 09/12**  
**Highway 17**

DATE	TIME	SIGALERT	CMS Activated	Time CMS de/activated
03/15/12	0517	Santa Clara County, N/S-17 at the Summit, Fallen tree affecting lanes, all northbound lanes open, 1 southbound lane open. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
03/15/12	0623	Santa Clara County, N/S-17 at the Summit all lanes are now open. The duration of this incident was 66 minutes.		
03/15/12	11:51	Santa Clara County, S-17 just north of Redwood Estates, the right lane is blocked due to a solo roll over collision. 1 CMS on. Motorists are advised to expect delays. There is no estimated time of opening.		
03/15/12	11:58	Santa Clara County, S-17 just north of Redwood Estates, all lanes are now open. The duration of this incident was 15 minutes.		
03/15/12	13:08	Santa Clara/Santa Cruz Counties, S-17 at Laurel Rd., all lanes are blocked due to a 2 vehicle collision involving a big rig truck. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
03/15/12	13:43	Santa Clara/Santa Cruz Counties, S-17 at Laurel Rd., the left lane is now opened. The right lane remains closed. Motorists are advised to expect delays. There is no estimated time of opening.		
03/15/12	13:48	Santa Clara/Santa Cruz Counties, S-17 at Laurel Rd., all lanes are now open. The duration of this incident was 44 minutes.		
03/16/12	10:47	Santa Cruz County, N-17 at Laurel Rd., all lanes are blocked due to a head on injury collision. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	10:47	
03/16/12	11:57	Santa Cruz County, SR-17 at Laurel Rd., both N-17 lanes will remain closed and one S-17 lane will remain closed until approximately 1400 hours.		
03/16/12	13:15	Santa Cruz County, N-17 at Laurel Rd., northbound lanes are now open at Granite Creek Rd., 1 southbound lane remains closed at Laurel Rd. Motorists are advised to expect delays in both directions.	13:08	13:31
03/16/12	13:26	Santa Cruz County, SR-17 at Laurel Rd., all lanes are now open in both directions. The duration of this incident was 2 hours and 41 minutes.		

**SIGALERTS**  
**03/12 - 09/12**  
**Highway 17**

DATE	TIME	SIGALERT	CMS Activated	Time CMS de/activated
03/16/12	22:44	Santa Cruz County, S 17 both lanes blocked just south of Sugarloaf Rd., due to tree down across lanes and on top of a vehicle. Vehicles are getting through using the center divide. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
03/17/12	23:59	Santa Cruz County, S 17 both lanes blocked just south of Sugarloaf Rd all lanes are now open. The duration of this incident was 1 hour and 15 minutes.		
03/18/12	0:37	Santa Clara County, Sb 17 just south of Los Gatos Saratoga Rd., lane 2 is blocked due to an accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
03/18/12	1:27	Santa Clara County, S 17 just south of Los Gatos Saratoga Rd.,all lanes are now open. The duration of this incident was 54 minutes.		
03/25/12	17:37	Santa Clara County, S 17 just north of E. Hamilton Ave., the 2 left lanes are blocked due to an injury traffic collision. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
03/25/12	18:08	Santa Clara County, S 17 just north of E. Hamilton Ave., all lanes are now open. The duration of this incident was 34 minutes.		
04/08/12	7:58	Santa Clara County, N 17 just south of Lark Ave., lane 2 blocked due to an accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
04/08/12	22:58	Santa Clara County, N 17 just south of Lark Ave., lane 2 blocked due to an accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
04/08/12	23:42	Santa Clara County , N 17 just south of Lark Ave.,all lanes are now open. The duration of this incident was 1 hour 38 minutes.		
04/24/12	03:20	Santa Clara County,S-17 Just South of Summit, Accident blocking both North and South directions of traffic. CHP is doing one way traffic control at this time. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	3:15	
04/24/12	03:42	Santa Clara County,S-17 Just South of Summit, Accident blocking both North and South directions of traffic. CHP is doing one way traffic control at this time. Golden Gate Log 137 has been filed, The Monterey log 81 will be the lead and continue. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		

**SIGALERTS**  
**03/12 - 09/12**  
**Highway 17**

DATE	TIME	SIGALERT	CMS Activated	Time CMS de/activated
04/24/12	04:04	Santa Clara County, S-17 Just South of Summit all lanes are now open. The duration of this incident was 45 minutes.		4:07
04/30/12	10:54	Santa Clara County, N-17 at the Cats, the right lane is blocked due to an injury collision. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	11:20	
04/30/12	11:13	Santa Clara County, N-17 at the Cats, the N-17 right lane is blocked and the S-17 left lane is blocked.		
04/30/12	11:20	Santa Clara County, N-17 at the Cats, the N-17 right lane is blocked and the S-17 left lane is now open.		
04/30/12	12:42	Santa Clara County, N-17 at the Cats, all lanes are now open. The duration of this incident was 1 hours and 54 minutes.		
05/04/12	22:32	Santa Clara County, Sb 17 just south of Lexington Reservoir, lane 2 blocked due to disable vehicle. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
05/04/12	23:28	Santa Clara County, S 17 just south of Lexington Reservoir, all lanes are now open. The duration of this incident was 1 hour 15 minutes.		
05/05/12	22:26	Santa Cruz County, N 17 at Summit Rd., both lanes blocked due to an overturn vehicle accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
05/05/12	23:31	Santa Cruz County, N 17 at Summit Rd. all lanes are now open. The duration of this incident was 65 minutes.		
05/11/12	13:50	Santa Cruz County, N-17 at Laurel Rd., the right lane is blocked due to downed lines. Motorists are advised to expect. There is no estimated time of opening.	13:51	
05/11/12	15:48	Santa Cruz County, N-17 at Laurel Rd., all lanes are now open. The duration of this incident was 1 hour and 58 minutes.		15:49
05/20/12	3:33	Santa Clara County, N 17 connector to SR 9 ( Los Gatos Saratoga Rd) is blocked due to a vehicle accident hitting a tree. Motorists are advised to expect delays and to use alternate routes. No estimated time of opening.		

**SIGALERTS**  
**03/12 - 09/12**  
**Highway 17**

DATE	TIME	SIGALERT	CMS Activated	Time CMS de/activated
05/20/12	3:44	Santa Clara County , N 17 connector to SR 9 ( Los Gatos Saratoga Rd ),all lanes are now open. The duration of this incident was 36 minutes.		
05/21/12	14:20	Santa Cruz County, S-17 just north of Glenwood Dr., all lanes are blocked due to a multi vehicle injury collision. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
05/21/12	14:38	Santa Cruz County, S-17 just north of Glenwood Dr., the right lane is now open and the left lane remains closed. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
05/21/12	14:51	Santa Cruz County, S-17 just north of Glenwood Dr., all lanes are now open. The duration of this incident was 49 minutes.		
05/24/12	16:38	Santa Clara County , N 17 connector ramp to N 280 all lanes are blocked, due to an overturned trailer. Motorists are advised to expect delays and to use alternate routes. No estimated time of opening.		
05/24/12	17:11	Santa Clara County , N 17 connector ramp to N 280 all lanes are now open. The duration of this incident was 32 minutes.		
06/02/12	1:43	Santa Clara County , S 17 just north of Redwood Estates Rd. lane 2 is blocked due to a disabled big rig in the lane. Motorists are advised to expect delays and to use alternate routes. No estimated time of opening.		
06/02/12	1:57	Santa Clara County , S 17 just north of Redwood Estates Rd.all lanes is blocked due to a disabled big rig in the lane and construction in the area. Motorists are advised to expect delays and to use alternate routes. No estimated time of opening.		
06/02/12	2:18	Santa Clara County , S 17 just north of Redwood Estates Rd, lanes 2 is blocked due to a disabled big rig in the coned construction area. Lane 1 has been open the entire time. Motorists are advised to expect delays and to use alternate routes. No estimated time of opening.		
06/02/12	3:14	Santa Clara County , S 17 just north of Redwood Estates Rd., all lanes are now open. The duration of this incident was 2 hours and 27 minutes.		
06/03/12	1:20	Santa Cruz County, S 17 just north of Laurel Rd., lane #2 is blocked due to an overturn vehicle. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
06/03/12	2:00	Santa Cruz County, S 17 just north of Laurel Rd.,all lanes are now open. The duration of this incident was 40 minutes.		
06/03/12	3:13	Santa Clara County , N 17 just north of Camden Ave., lanes 3 and 4 are blocked due to car fire. Motorists are advised to expect delays and to use alternate routes. No estimated time of opening.		

**SIGALERTS**  
**03/12 - 09/12**  
**Highway 17**

DATE	TIME	SIGALERT	CMS Activated	Time CMS de/activated
06/03/12	3:59	Santa Clara County , N 17 just north of Camden Ave.,all lanes are now open. The duration of this incident was 46 minutes.		
06/09/12	3:21	Santa Clara County , N 17 just south of Lark Ave., lane #2 is blocked due to a down tree. Motorists are advised to expect delays and to use alternate routes. No estimated time of opening.		
06/09/12	6:21	Santa Clara County , N 17 just south of Lark Ave., all lanes are now open. The duration of this incident was 3 hours.		
06/23/12	5:15	Santa Clara County, N-17 connector ramp to N-280/N-880, the connector ramp is closed for emergency attenuator (sand barrel) repair. The estimate time of opening is 0900 hours. Motorists are advised to expect delays and to use alternate routes.		
06/23/12	7:35	Santa Clara County, N-17 connector ramp to N-280/N-880, the connector ramp is now open. The duration of this emergency closure was 2 hours and 20 minutes.		
07/05/12	10:05 hrs	Santa Clara County, N-17 just North of Redwood Estates, both lanes are blocked (#1, #2) due to a collision involving multiple vehicles. 2 CMS have been activated. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
07/05/12	11:22 hrs	Santa Clara County, N-17 just North of Redwood Estates, all lanes are now open. The duration of this incident was 1 hours and 15 minutes.		
07/13/12	14:19	Santa Clara County, S-17 just south of Bear Creek Rd., the left lane is blocked due to a 2 vehicle injury collision. 1 CMS on. Motorists are advised to expect delays and to use alternate routes. No estimated time of opening.		
07/13/12	14:43	Santa Clara County, S-17 just south of Bear Creek Rd., all lanes are now open. The duration of this incident was 45 minutes.		
07/17/12	15:50	Santa Clara County, S-17 at Redwood Estates, the right lane is blocked due to a disabled vehicle. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
07/24/12	15:54	update - Santa Clara County, S-17 at Redwood Estates, all lanes are now open. The duration of this incident was 8 minutes.		

**SIGALERTS**  
**03/12 - 09/12**  
**Highway 17**

DATE	TIME	SIGALERT	CMS Activated	Time CMS de/activated
07/24/12	20:38	Santa Cruz County, S 17 at Laurel Rd., all lanes are blocked due to police activity. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
07/24/12	21:48	update - Santa Cruz County, S 17 at Laurel Rd. The #1 lane is now open, #2 remains closed at this time.		
07/24/12	22:24	update - S 17 at Laurel Rd. all lanes are now open. The duration of this incident was 1 hour and 50 minutes.		
07/27/12	6:35	Santa Clara County , North 17 at Hamilton Ave, the two left lanes are blocked due to an overturned vehicle. Motorists are advised to expect delays and to use alternate routes. No estimated time of opening.		
07/27/12	6:44	Update - Santa Clara County , North 17 at Hamilton Ave, Roadway Clear. Duration of Incident 9 minutes.		
07/28/12	1:31	Santa Clara County, S 17 just north of Los Gatos Saratoga Rd., lane 2 blocked due to police investigation. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
07/28/12	1:53	update - Santa Clara County, S 17 just north of Los Gatos Saratoga Rd., all lanes blocked due to police investigation. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.		
07/28/12	3:46	update - Santa Clara County, S 17 just north of Los Gatos Saratoga Rd.,all lanes are now open. The duration of this incident was 1 hour and 49 minutes.		
08/09/12	11:07 hrs	Santa Clara County, SR-17 at Lexington Reservoir, S-17 lanes are open.	11:29	
08/09/12	11:28 hrs	Santa Clara County, SR-17 at Lexington Reservoir, S-17 lanes are open. N-17 the #1 is open, but the #2 remains blocked.		
08/09/12	14:26	Santa Clara County, N-17 at Lexington Reservoir, the right lane remains closed. The new estimated time of opening the left is Friday at 0200. Motorists are advised to expect delays and to use alternate routes out of Santa Cruz County.		
08/10/12	2:15	Santa Clara County, N-17 at Lexington Reservoir, all lanes are now open. The duration of this incident was 15 hours and 50 minutes.		2:09

**SIGALERTS**  
**03/12- 09/12**  
**Hwy 1**

DATE	TIME	SIGALERT	CMS Activated	Time CMS de/activat ed
06/25/12	11:06	Santa Cruz County, N-1 just North of Morrissey Blvd, all lanes are blocked due to an earlier big rig accident. CHP will be diverting traffic off to Morrissey Blvd for approximately 40 minutes until the big rig is uprighted. Motorists have been advised to expect delays and use alternate routes. One CMS has been activated.	9:38	
06/25/12	12:29	Santa Cruz County, N-1 just North of Morrissey Blvd, the #1, #2 lanes are blocked and the #3 lane is open.		
6/25/12	15:08	Santa Cruz County, N-1 just North of Morrissey Blvd, all lanes are now open. The duration of this incident was 5 hours and 40 minutes.		15:10

## SIGALERTS

03/12 - 09/12

Hwy 9

DATE	TIME	SIGALERT
03/14/12	18:43 hrs	Santa Cruz County, SR-9 at McGaffigan Mill Road, both lanes closed due to downed tree with phone lines/wiring on it since 4 pm. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
03/14/12	19:39	Santa Cruz County, SR-9 at McGaffigan Mill Road, all lanes are now open. The duration of this incident was 3 hours and 39 minutes.
03/17/12	06:54 hrs	Santa Cruz County, SR-9 at Old Big Trees Road, all lanes are blocked in both directions due to a traffic collision. Motorists are advised to expect delays and to use alternate routes. The estimated time of opening is 0833 hours.
03/17/12	07:59	Santa Cruz County, SR-9 at Old Big Trees Road, all lanes are blocked in both directions due to downed tree and power lines. The new estimated time of opening is 1300 hours.
03/17/12	13:02	Santa Cruz County, SR-9 at Old Big Trees Road, all lanes are now open. The duration of this incident was 6 hours and 39 minutes.
05/11/12	18:39	Santa Clara County , SR-9 at Redwood Gulch, over-turned vehicle accident has lane blocked. Motorists are advised to expect delays and to use alternate routes. No estimated time of opening.
05/11/12	18:50	Santa Clara County , SR-9 at Redwood Gulch, all lanes are now open. The duration of this incident was 20 minutes.
07/12/12	07:10	Santa Clara County , SR9 at SR35, one way traffic control in place for tree removal. Coastal TMC/JAR
07/15/12	4:17	Santa Clara County, SR 9 at SR 35, northbound lane blocked, due to an overturn vehicle accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
07/15/12	06:42 hrs	Santa Clara County, SR-9 at SR-35, all lanes are now open. The duration of this incident was 2 hours and 21 minutes.
08/01/12	06:03	Santa Cruz County, SR-9 Just North of Tiehl, head on collision blocking all lanes. There is one lane in each direction. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.

**SIGALERTS**  
**03/12 - 09/12**  
**Hwy 9**

08/01/12	06:31	Santa Cruz County, SR-9 Just North of Tiehl, CHP has reopened one lane and now has one way traffic control. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
08/01/12	07:54 hrs	Santa Cruz County, SR-9 Just North of Teihl, all lanes are now open. The duration of this incident was 1 hour and 49 minutes.
08/12/12	10:59	Santa Clara County, SR 9 at Redwood Gulch Rd., all lanes are blocked due to an injury traffic collision. Motorists are advised to expect delays and to use alternate routes. No estimated time of opening.
08/12/12	11:09	Santa Clara County, SR 9 at Redwood Gulch Rd. one way traffic control is in effect.
08/12/12	14:06 hrs	Santa Clara County, SR 9 at Redwood Gulch Rd. all lanes are now open. The duration of this incident was 3 hours and 6 minutes.

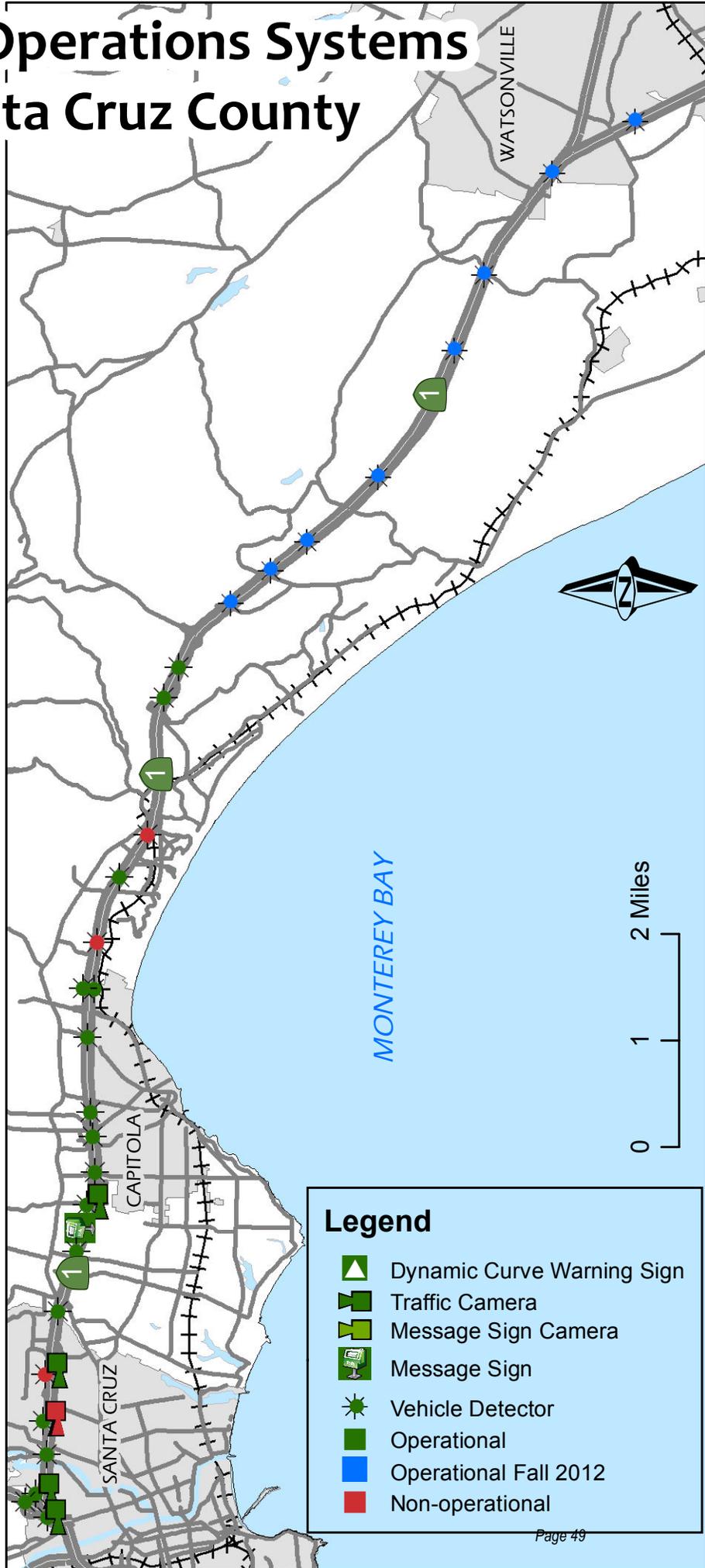
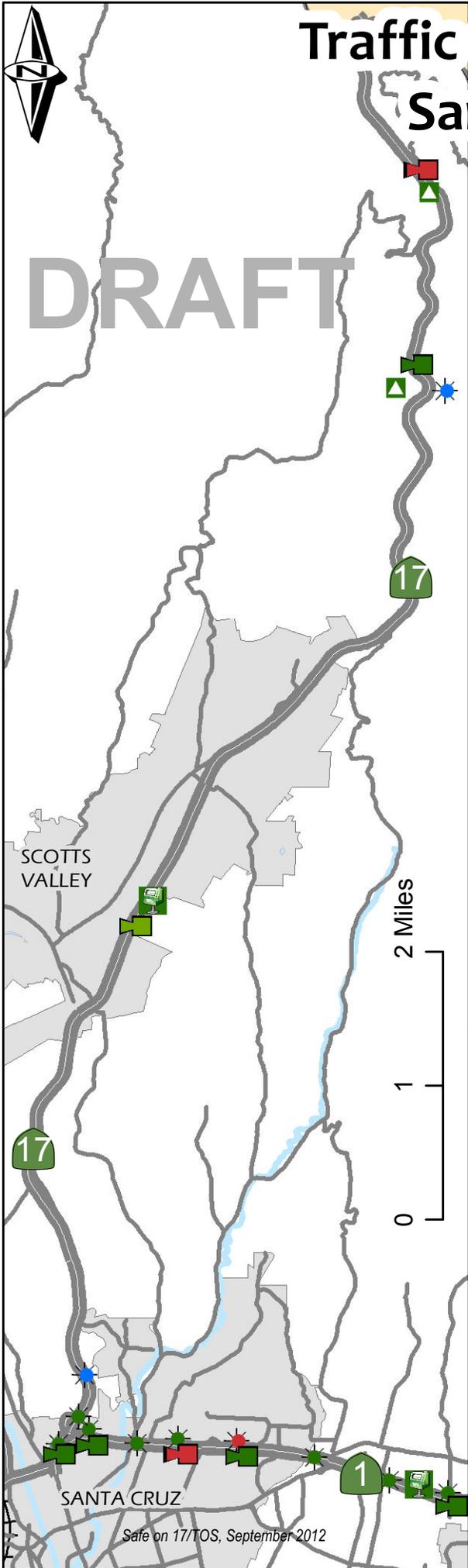
**SIGALERTS**  
**03/12- 09/12**  
**Hwy 152**

<b>DATE</b>	<b>TIME</b>	<b>SIGALERT</b>
03/16/12	12:35	Santa Clara County, W-152 just west of Sprig Lake, all lanes are now open. The duration of this incident was 65 minutes.
03/16/12	12:36	Santa Clara County, SR-152 just west of Sprig Lake, one-way traffic control in effect due to a downed tree blocking the west bound lanes. Motorists are advised to expect delays. There is no estimated time of opening.
03/16/12	13:38	Santa Clara County, SR-152 closed in both directions .25 miles east of Pole Line Rd. due to a fallen tree. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
03/16/12	13:52	Santa Clara County, SR-152 just east of Pole Line Rd., one way traffic control is now in effect.
03/16/12	14:05	Santa Clara County, SR-152 just east of Pole Line Rd., all lanes are now open. The duration of this incident was 28 minutes.
03/18/12	12:28	Santa Clara County, East 152 east of Madonna Inn, east bound lanes are closed due to an injury accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
03/18/12	12:35	Santa Clara County, East 152 east of Madonna Inn, all lanes are now open, the duration for this incident was 31 minutes.
08/04/12	23:32	Santa Clara County, E 152 at Ferguson, lane is blocked in curve due to overturned big rig, traffic is able to get around the blocked lane. Motorists are advised to expect delays and to use alternate routes. No estimated time of opening.
08/05/12	2:50	Santa Clara County, E 152 at Ferguson, both directions are shut down to upright the overturn big rig. Motorists are advised to expect delays and to use alternate routes. No estimated time of opening.
08/05/12	5:30	Santa Clara County, E 152 at Ferguson, all lanes are now open. The duration of this incident was 6 hours.

**SIGALERTS**  
**03/12- 09/12**  
**Hwy 152**

<b>DATE</b>	<b>TIME</b>	<b>SIGALERT</b>
08/12/12	15:54 hrs	Santa Clara County, W-152 at Dinosaur Point Road, both WB lanes are blocked due to a motorhome on fire incident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
08/12/12	17:16 hrs	Santa Clara County, SR -152 at Dinosaur Point Road, left lane WB and EB now blocked due to motorhome fire incident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
08/12/12	18:24 hrs	Santa Clara County, W -152 at Dinosaur Point Road, right lane still blocked due to the motorhome fire incident. All other lanes are open. Motorists are advised to expect delays and to use alternate routes. Estimated time of opening is 30 minutes.
08/12/12	18:52 hrs	Santa Clara County, W -152 at Dinosaur Point Road, all lanes are now open. The duration of this incident was 3 hours and 11 minutes.

# Traffic Operations Systems Santa Cruz County



**DISTRICT 5 ITS SITES ON**

VDS: Vehicle Detection Station

**SANTA CRUZ HWY 1 AND HWY 17 AS OF 8-21-2012**

MVDS: Microwave Vehicle Detection System

VDS DEVICE ID	VDS TYPE AND STATUS	CCTV'S AND CMS'S	LOCATION	MVDS MONITORING DIRECTIONS	COUNTY POST MILE	STATE-WIDE POST MILE	COUNTY
401	MVDS - to be activated in Fall 2012		NB HWY 1 AT HWY 129 EXIT SIGN	NB & SB	0.458	351.595	SCr
402	MVDS - to be activated in Fall 2012		SB HWY 1 AT HWY 129 EXIT SIGN	NB & SB	0.979	352.115	SCr
403	MVDS - to be activated in Fall 2012		NB HWY 1 AT HARKINS SLOUGH RD EXIT SIGN	NB & SB	2.029	353.165	SCr
404	MVDS - to be activated in Fall 2012		SB HWY 1 AT HWY 152 EXIT SIGN	NB & SB	2.976	354.112	SCr
405	MVDS - to be activated in Fall 2012		SB HWY 1 AT BUENA VISTA DR (on the Airport Blvd Freedom EXIT 1/2 MILE sign)	NB & SB	4.107	355.243	SCr
406	MVDS - to be activated in Fall 2012		SB HWY 1 AT BUENA VISTA DR NEXT EXIT SIGN	NB & SB	4.905	356.041	SCr
407	MVDS - to be activated in Fall 2012		NB HWY 1 AT MAR MONTE AVE EXIT SIGN	NB & SB	6.308	357.444	SCr
408	MVDS - to be activated in Fall 2012		NB HWY 1 AT LARKIN VALLEY RD NEXT EXIT SIGN	NB & SB	7.193	358.329	SCr
409	MVDS - to be activated in Fall 2012		NB HWY 1 AT LARKIN VALLEY RD EXIT SIGN	NB & SB	7.615	358.751	SCr
410	MVDS - now active and will be added to PeMS in September 2012		NB HWY 1 AT FREEDOM BLVD EXIT SIGN	NB & SB	8.103	359.444	SCr
411	MVDS - active in PeMS		SB HWY 1 AT FREEDOM BLVD EXIT SIGN	NB & SB	8.69	360.031	SCr
412	MVDS - active in PeMS		NB HWY 1 AT RIO DEL MAR BLVD EXIT SIGN	NB & SB	9	360.341	SCr

VDS DEVICE ID	VDS TYPE AND STATUS	CCTV'S AND CMS'S	LOCATION	MVDS MONITORING DIRECTIONS	COUNTY POST MILE	STATE-WIDE POST MILE	COUNTY
413	MVDS - active in PeMS		SB HWY 1 AT RIO DEL MAR BLVD EXIT SIGN	NB & SB	11.875	363.216	SCr
414	MVDS - not active - defective solar power supply		NB HWY 1 AT STATE PARK DR EXIT SIGN	NB & SB	10.308	361.649	SCr
415	MVDS - active in PeMS		SB HWY 1 AT STATE PARK DR EXIT SIGN	NB & SB	10.792	362.103	SCr
416	MVDS - not active - vandalized cabinet		NB HWY 1 AT PARK AVE NEXT EXIT SIGN	NB & SB	11.442	362.783	SCr
417	MVDS - active in PeMS		NB HWY 1 AT PARK AVE EXIT SIGN	NB & SB	11.875	363.216	SCr
418	MVDS - active in PeMS		SB HWY 1 AT PARK AVE EXIT SIGN	NB & SB	12.332	363.673	SCr
419	MVDS - active in PeMS		NB HWY 1 AT BAY AVE / PORTER ST EXIT SIGN	NB & SB	13.028	364.369	SCr
420	MVDS - active in PeMS		SB HWY 1 AT BAY AVE / PORTER ST EXIT SIGN	NB & SB	13.279	364.62	SCr
421	MVDS - active in PeMS		SB HWY 1 AT THE 41ST AVE OVERCROSSING	NB & SB	13.604	364.945	SCr
422	MVDS - active in PeMS	CCTV - active on public webpage	SB HWY 1 AT 41ST AVE EXIT SIGN	NB & SB	13.916	365.257	SCr
		CMS - faces NB Hwy 1 traffic	NB HWY 1 AT MATTISON LANE	NB & SB	14.169	365.51	SCr
423	MVDS - active in PeMS		NB HWY 1 AT SOQUEL DR NEXT EXIT SIGN	NB & SB	14.398	365.739	SCr
424	MVDS - active in PeMS		SB HWY 1 AT SOQUEL AVE EXIT SIGN	NB & SB	14.976	366.317	SCr
425	MVDS - active in PeMS (temporarily down due to aux lane project damage)	CCTV - active on public webpage	NB HWY 1 AT MORRISSEY BLVD EXIT SIGN	NB & SB	15.571	366.912	SCr

VDS DEVICE ID	VDS TYPE AND STATUS	CCTV'S AND CMS'S	LOCATION	MVDS MONITORING DIRECTIONS	COUNTY POST MILE	STATE-WIDE POST MILE	COUNTY
426	MVDS - active in PeMS	CCTV - defective camera, not on public webpage	NB HWY 1 WEST OF MORRISSEY BLVD	NB & SB	16.004	367.345	SCr
427	MVDS - active in PeMS		NB HWY 1 AT EMELINE DR EXIT SIGN	NB & SB	16.318	367.659	SCr
428	MVDS - active in PeMS	CCTV - active on public webpage	NB HWY 1 AND NB HWY 17 SEPARATION (EMELINE CCTV POLE)	NB & SB	16.707	368.048	SCr
429	MVDS - active in PeMS		NB HWY 17 AND SB HWY 1 SEPARATION (OVERHEAD SIGN)	SB 1 & NB 17	17.109	368.45	SCr
430	PAVEMENT LOOPS	CCTV - active on public webpage	NEXT TO NB HWY 1 OCEAN ST EXIT SIGN	NB 1 & NB 17	17.124	368.465	SCr
431	MVDS - active in PeMS		NB HWY 17 NORTH OF FISHHOOK BRIDGE	NB & SB	0.068	0.068	SCr
		CCTV - active on public webpage	FISHHOOK - ON NB HWY 17 PASATIEMPO 1/4 MILE SIGN		0.199	0.199	SCr
432	MVDS - now active and will be added to PeMS in September 2012		NB HWY 17 AT PASATIEMPO DR EXIT SIGN	NB & SB	0.478	0.478	SCr
		CCTV - this is a District 4 camera and is not on the public webpage	SB HWY 17 NEAR DISC DR (in Scotts Valley)		4.271	4.271	SCr
		CMS - faces NB Hwy 17 traffic	NB HWY 17 NEAR CARBONERO WAY (in Scotts Valley)		4.463	4.463	SCr
433 thru 439			Reserved for future MVDS's on Hwy 17 north of Santa Cruz	NB & SB	TBD	TBD	SCr

VDS DEVICE ID	VDS TYPE AND STATUS	CCTV'S AND CMS'S	LOCATION	MVDS MONITORING DIRECTIONS	COUNTY POST MILE	STATE-WIDE POST MILE	COUNTY
440	MVDS - now active and will be added to PeMS in September 2012	CCTV - active on public webpage, Curve Warning Sign facing SB Hwy 17 traffic	SB HWY 17 NORTH OF LAUREL RD	NB & SB	9.611	9.611	SCr
		Curve Warning Sign facing SB Hwy 17 traffic	SB HWY 17 AT ALTA VISTA LANE		11.265	11.265	SCr
		CCTV - not active due to defective solar power supply	NB HWY 17 NEAR SANTA CRUZ RIDGE		11.465	11.465	SCr
441 thru 445			Reserved for future MVDS's on Hwy 17 north of Santa Cruz	NB & SB	TBD	TBD	SCr