



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

Wednesday, September 25, 2013  
10:00am-12:00pm

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

**Teleconference #: 1 (605) 475-6333**

**Access Code: 576-5208**

1. Introductions
2. Additions or Deletions to the Agenda
3. Approve Draft Minutes of the March 13, 2013 Joint TOS Oversight Committee and Safe on 17 Meeting **(page 3)**
4. Information Items
  - a. 2012 Safe on 17 Annual Report (Amy Naranjo) **(page 8)**
  - b. FSP Program Update (Amy Naranjo) **(page 37)**
  - c. Monterey Bay Area 511 Planning Study Update (Ginger Dykaar) **(page 39)**
  - d. Articles/Public Feedback (Amy Naranjo) **(page 46)**
5. California Highway Patrol – Safe on 17 Program Information
  - a. Review Collision and Enforcement Statistics (San Jose) for the 1st and 2nd Quarters of 2013 (Officer Seely) **(page 55)**
  - b. Review Collision and Enforcement Statistics (Santa Cruz) for the 1st and 2nd Quarters of 2013 (Officer Sadek) **(page 56)**
  - c. 2013 Highway 17 Extra CHP Enforcement Hours Public Information Activities (Officer Sadek and Lieutenant Bishop)
  - d. Extra Enforcement Hours for the 1st and 2nd Quarters of 2013 (Amy Naranjo)
6. Major Incident Review (CHP) **(page 58)**
7. Caltrans District 5 Highway 17 Project Update **(page 67)**
  - a. Laurel Curve Update (Paul McClintic)
  - b. Guardrail/Drainage Projects (Jennifer Wilson)
  - c. Hwy 17 Access Management Plan (Brandy Rider)
  - d. Other Projects
  - e. Maintenance Projects/Updates



8. Caltrans District 4 Highway 17 Project Update
  - a. Wet Weather Project Update (John Thomas)
  - b. Other Projects
  - c. Maintenance Projects/Updates
  
9. Traffic Operations Systems
  - a. Transportation Management Center Update (Ramin Bolourchian)
  - b. Communications Update (Nicole Stewart)
  - c. Maintenance Updates (Caltrans)
  - d. Hwy 1 and 17 TOS Equipment Update (Jacques Van Zeventer)
    - i. CCTVs
    - ii. Traffic Detection Equipment
    - iii. Other
  - e. Caltrans QuickMap Update –(Jacques Van Zeventer)
  
10. Additional Items
  
11. Next Meeting Date: Joint Safe on 17 Task Force & TOS Oversight Committee Meeting – Wednesday, March 12, 2014 10:00am to 12:00pm at San Jose California Highway Patrol, 2020 Junction Ave, San Jose, CA 95131



JOINT MEETING OF  
 SANTA CRUZ COUNTY TRAFFIC OPERATIONS SYSTEMS (TOS) OVERSIGHT COMMITTEE  
 AND  
 SAFE ON 17 TASK FORCE  
**DRAFT MINUTES**  
 Wednesday, March 13, 2013  
 10:00-12:00

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

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

- Captain Joe Lundy, San Jose CHP
- Ramin Bolourchian, Caltrans District 4 TMC
- Lt Scott Wood, Santa Cruz CHP
- Officer Cliff Inman, Santa Cruz CHP
- Susana Cruz, Caltrans District 5 Public Affairs
- Russell Ellingworth, Caltrans District 5 Maintenance
- Sarah Jackson, Santa Cruz CHP
- Marshall Ballard, Valley Transit Authority
- Siobhan Saunders, Caltrans District 5 Construction
- Tom Barnett, Caltrans District 5 Maintenance
- Lt. Les Bishop, San Jose CHP
- Officer John Darling, San Jose CHP
- Joanna Fox, Metropolitan Transportation Commission
- Anika Jesi, Metropolitan Transportation Commission
- Deb Larson, Caltrans District 5, Traffic Safety
- Mark Ballentine, Caltrans District 5, Traffic Safety
- Jacques Van Zeventer, Caltrans District 5
- Ramona Turner, Santa Cruz Sentinel
- Jarret Winter, Santa Clara County Fire Department
- Frances Herbert, representing Senator Beall, 15<sup>th</sup> District
- Susan Lowery, County of Santa Clara Public Health, Traffic Safe Communities Network
- Cliff Barber, American Civil Constructors West Coast
- Tegan Speiser, 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 12, 2012 Joint TOS Oversight Committee and Safe on 17 Meeting**



Ginger Dykaar reported an email sent from Jim Richardson (Caltrans D4 TMC) regarding an item in the minutes that a sigalert should not be issued for a 30 minute delay as written in the minutes but should be sent out if a lane is anticipated to be blocked for more than 30 minutes. He stressed the importance of CHP field units getting the information out to TMC when a sigalert is needed as soon as possible so the motoring public is informed.

Lt Wood has encouraged Officers in Santa Cruz to issue sigalerts even if incident may not end up having lane blocked for 30 minutes or more. Lt Wood voiced concern over not being able to provide sigalerts for feeder roads into the highways. One example is Old San Jose Rd. Lt Wood would like to revisit this decision with TMC.

#### **4. Received Information Items**

Ginger Dykaar presented the following items.

Freeway Service Patrol (FSP) Program Update – Funding has been secured for FSP for Hwy 1 and 17 for FY 12/13. A new procurement process has begun to contract tow operators for FSP service on Highway 17 and on Highway 1 for the next contract period. Potential bidders can bid on providing FSP service for either Highway 1 or Highway 17 or both. Staff will release a request for proposals (RFP) for FSP service on Highway 1 and 17 this month. An Evaluation Committee will be reviewing the proposals and recommending a bidder to our board at the June 2013 RTC meeting.

Monterey Bay Area 511 Planning Study Update – An Implementation Plan for 511 Traveler Information will use the Caltrans QuickMap for the traffic map page in addition to multimodal traveler information such as rideshare, transit trip planning, bike/ped resources and emergency information. A 511 system can be a central location to get information out to the public about the travel resources that are available in Santa Cruz County including static, real time and emergency information. The SCPD memorial procession was a timely example of how our agencies can partner together to provide traveler information to the public.

Articles/Public Feedback – There were not many articles this past 6 months. There were a couple of letters from the public that have been addressed by Caltrans.

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

Lt. Bishop stated that overall for the year, total collisions were down but there was one fatality. June was the busiest month for collisions and citations; therefore, June will be the focus of enforcement efforts. San Jose CHP continues to provide safety information on Hwy 17 at public affair events.



Officer Jackson discussed the collision and citation statistics for the Santa Cruz County side of Hwy 17. There was one fatality on the Santa Cruz side in March, 2012. Collisions were higher in comparison to 2011 during summer and rainy months. There was a 77% reduction in collisions in the Laurel Curve area after the improvements were put in place (median barrier, HFST and dynamic curve warning sign) from March thru December 2012 as compared to prior years. There have been no reported collisions from u-turns anywhere on Hwy 17 on the Santa Cruz County side.

Ginger Dykaar reviewed how much funding is left for extra enforcement for Hwy 17 for both Santa Cruz CHP and San Jose CHP. There was \$32k for San Jose and \$66k for Santa Cruz at the end of 2012. By now it is likely that San Jose is down to about \$20k and Santa Cruz down to \$53k for remaining quarter, if a similar enforcement schedule to the previous part of the year has been maintained. Santa Cruz can carry over funds into the next fiscal year but San Jose cannot. Officer Darling stated that San Jose is on target to spend the \$50,000 for extra enforcement by the end of the fiscal year.

## **6. Received Major Incident Review**

Sarah Jackson discussed how CHP was in charge of arranging the memorial procession for the 2 Santa Cruz Police Department Officers that were killed in the line of duty. CHP provided information to the community through twitter feeds of the procession. CHP coordinated with RTC to help get information out to the public about the traffic impacts and where to go to get additional information about the procession.

Tegan Speiser discussed how RTC supported the CHP in providing information to the public in preparation for and during the memorial procession through website and Facebook posts, and eNews. RTC can work with partner agencies to provide best information to public such as traffic impacts, alternative modes, alternative routes, and where to get real time information (Caltrans Quickmap, MTC 511, Nixle Alerts, Twitter, Facebook etc...). Methods RTC currently has available in getting information out to the public are Email news, posts on RTC website and Commute Solutions website, RTC Facebook and Twitter.

Lt Wood wondered what we can learn from this event. He suggested that it would be best to get information out 4 to 5 days ahead of time for events when possible. Lt Bishop stated that if information goes out 2 days prior, people are more likely to remember the information. Tegan spoke of the need for a protocol for such events and the need to better understand the role that RTC can play to support partner agencies.

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

Siobhan reviewed Caltrans projects on Hwy 17. The Guardrail Improvement Project will be re-advertised this summer as the first contractor went bankrupt. The Hwy 17 Summit Slide Repair project will start up again this month as it was suspended over the winter.



Laurel Curve Update – Deb Larson and Mark Ballentine stated that the number of collisions on the SB side of the highway on Laurel Curve has reduced substantially since Spring 2012 when the median barrier, high friction surface treatment (HFST), and dynamic curve warning sign were added. The southbound collisions in the vicinity of Laurel Curve have reduced from approximately 90 plus collisions in prior 3 years to 1 collision this past winter. They showed a video of the HFST installation on Hwy 17 near Laurel Rd. The video showed the application process as well as the methods for measuring the amount of friction on this surface that will be evaluated over time. FHWA tested the HFST at 20 locations nationwide and will be putting out a report that shows the results of their testing. It is unknown when the report will be available.

Guardrail/Drainage Projects – Siobhan Saunders discussed the safety projects on Hwy 17. The Santa's Village Road project has been completed. Vine Hill Wet Weather project has been completed except for fixing lane markings and other minor issues. Hwy 17 Summit Rd slide repair work will start this fall to put in a retaining wall but should not require lane closures. The Guardrail Improvement Project will be re-advertised this fall as the previous contractor went bankrupt.

Hwy 17 Access Management Plan – Brandy Rider was unable to attend the meeting to provide update.

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

Wet Pavement Project – Ginger Dykaar representing Shawn Enjily stated that all the roadway work for the Wet Pavement Project has been completed. The only remaining work is to line the culverts that are under the roadway for water quality purposes. The work will be performed in June of 2013. There may be minimal lane closures to set up equipment for the lining of the pipes.

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

TMC Update - Ramin Bolourchian asked if anyone sees any changeable message signs that are malfunctioning to please let him know. He stated that the communication software installation at the TMC has been finalized for the changeable message signs. It has not yet been finalized for all equipment but that this will not affect the transportation system operations in Santa Cruz County.

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

QuickMap Update - Jacques Van Zeventer from Caltrans District 5 discussed "QuickMap", the Caltrans traffic map page that contains real-time traffic speed data, lane closures, CHP incidents, CCTV images and CMS sign messages. He reported that there are many traffic detectors (primarily on Hwy 1 due to reliable DSL connections) that are reporting to PeMS and



a less expensive provider. QuickMap will be using google maps data and will not incorporate data from Caltrans detectors during this time.

TOS Equipment Update - There are 6 cameras on the Caltrans public web page for viewing traffic in Santa Cruz County including a camera at Laurel Curve. CCTVs cannot be viewed other than real time as data is not being stored. CMSs are operated by D4 since they are there 24/7.

Bear Creek Ramp Meter Update – Marshall Ballard presented results of a study on the Bear Creek on Ramp to Hwy 17 in order to get feedback from the group on operational improvements that could be made to ramp meters. Existing conditions show that the travel time doubles between Scotts Valley and Los Gatos on Hwy 17 from 6 am at 18 minutes to 7:30 am at 35 minutes. Highway capacity for Hwy 17 is likely about 1700 - 1800 passenger cars/hour. Capacity is exceeded during peak period up to a maximum of over 4000 passenger cars/hour. Northbound 17 tourist traffic on Saturday and Sunday evenings can also reach volumes similar to peak period.

**10. Received Additional Items**

Russ Ellingworth stated that he would like the CMSs during wet weather to state “Wipers On, Headlights On, It’s the Law”. Ramin stated that guidelines define what can be used. CMS use is not intended to remind people of laws that they should already know. CHP says it is a safety issue so other people can see you. Jacques will bring up to Caltrans HQ to see if CMSs can include this message along with others that remind people to drive safely during wet weather conditions. Possibly this message can be part of a new Caltrans campaign.

Jarret Winter expressed his concern to Caltrans about the trees that are growing back after being cleared on the Santa Clara County side of the summit in the Valley Surprise area. Motorists are used to driving faster due to a larger sight distance and now that the trees are growing back and the sight distance is shorter, he is concerned there will be more collisions.

**11. Approved Next Meeting Date:** Joint Safe on 17 Task Force & TOS Oversight Committee Meeting – Wednesday, September 11, 2013 10:00 to 12:30 at Santa Cruz County Regional Transportation Commission, 1523 Pacific Ave., Santa Cruz, CA 95060

Respectively submitted by   
Ginger Dykaar

# SAFE ON 17 Highway 17 Safety Corridor

## 2012 Annual Report

January 1, 2012 to December 31, 2012



*Safety & Service*



**MTC  
SAFE**



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## **Introduction**

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

The present goal of the Safe on 17 Program is to maintain the reduced collision rate achieved during the period funded by an Office of Traffic Safety grant (1999-2002) using a combination of the original recommendations made by the task force. Engineering improvements, enhanced CHP enforcement tactics, public outreach about motorist safety on Highway 17, and a traffic operations system contributed to surpassing this goal in 2012. The task force also continued to collect data to measure consistency with program goals, benchmark progress and monitor where additional improvements may be needed. Typically, safety corridor designations expire after a few years. However, the segment of Highway 17 between Highway 1 in Santa Cruz County and Highway 9 in Santa Clara County has maintained its safety corridor designation for more than a decade ([Attachment 1](#)).

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

Caltrans continued to make capital improvements to Highway 17 in 2012. The Vine Hill Road Drainage Project, Santa's Village Road New Guardrail Project and Wet Pavement Project in Santa Clara County were all in construction in 2012; all with the intent to reduce the number of collisions on Highway 17. There were a number of projects that were implemented in the vicinity of Laurel Curve to improve safety. These are a high friction treatment surface in the southbound lane approaching Laurel Rd, a median barrier to close the gap at the Laurel Rd intersection, and curve warning signs in both the northbound and southbound directions.

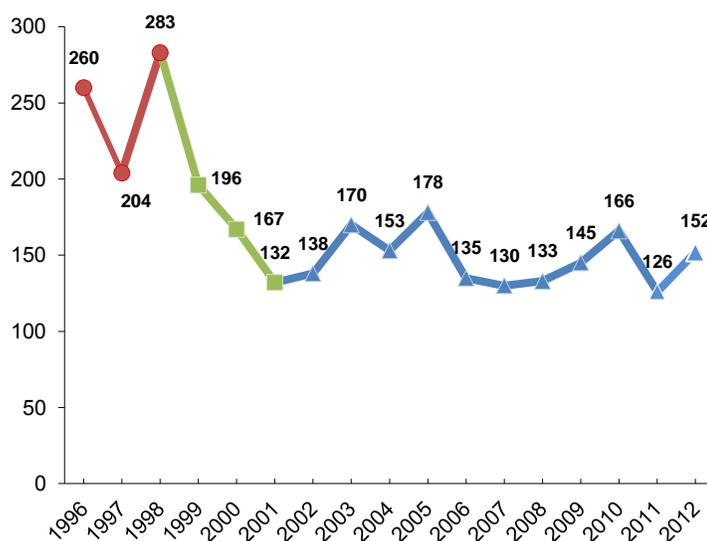
## 2012 Highway 17 Summary of Facts

- ▶ There were 2 fatal collisions and 150 injury collisions on the safety corridor in 2012.
- ▶ The 2012 injury and fatal collisions surpassed the goal of maintaining the reduction in collisions achieved during the OTS grant period of 165 injury and fatal collisions.
- ▶ CHP wrote an average of 27 citations per day (during extra and regular enforcement hours)

## Collisions

One hundred and fifty injury collisions and two fatal collisions were reported in 2012. The fatal and injury collisions for 2012 were 39% lower than the preprogram average of 249. This reduction translates into 97 less fatal and injury collisions and 176 less property damage only collisions on the Highway 17 Safety Corridor for 2012 compared to the preprogram average.

Figure 1: Annual Total Fatal & Injury Collisions on Highway 17, 1996-2012



The Task Force strategies have reduced the number of fatal and injury collisions by an average of 39% over the last 14 years from the preprogram average of 249. The 2012 injury and fatal collisions at 152 surpassed the goal of the Task Force of maintaining the reduction in collisions achieved during the OTS grant period of 165 injury and fatal collisions. Figure 1 shows the annual injury and fatal collision data between 1996 and 2012. A breakdown of collisions by type is provided in [Attachment 2](#).

A detailed comparison between 2012 monthly collisions and historical averages (1999-2011) is provided for both Santa Cruz and Santa Clara Counties in [Attachment 3](#). On both the Santa Cruz County and the Santa Clara County sides of Highway 17, the highest number of total collisions (injury, property damage only and fatal) occurred in March 2012.

A combination of speeding, tailgating and unsafe lane changes (also called primary collision factors) are considered to be the most frequent factors leading to collisions on Highway 17 but distracted driving is also a growing threat to road safety.

Since the Safe on 17 program began in the late 1990's a number of developments have increased driver distraction. These include:

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

Due to the proven negative impacts of these additional driver distractions, laws have been passed and campaigns have been waged to curtail their effect on collisions, yet many people drive under the influence of these distractions. Despite these additional factors that can cause an upward trend in the number of collisions, the Safe on 17 program has maintained the reduced collision rate that was achieved during the period funded by a grant from the Office of Traffic Safety (1999-2002.)

External factors may also influence the total number of collisions. Wet weather is considered to increase traffic collisions due to wet pavement and a decreased visibility. Monthly rainfall data is plotted with the injury and fatal collision data for 2012 in [Attachment 4](#). Injury and collision data were highest in March which was also the month with the second highest amount of rainfall.

Traffic conditions are considered to be a factor in the number of collisions. Traffic conditions can be assessed in a number of ways including the Average Annual Daily Traffic (AADT). On Highway 17, the AADT has varied little since the initiation of the Safe on 17 Program and thus cannot be a factor contributing to the large reduction in the number of collisions on Highway 17 since the initiation of the Safe on 17 Program.

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

## **Extra CHP Enforcement**

Extra CHP enforcement is an essential element of the Safe on 17 Program. The extra CHP enforcement is dispatched along all of the Highway 17 Safety Corridor, which is located between the Highway 1/17 interchange in Santa Cruz County and the Highway 9/17 interchange in Santa Clara County. Increased CHP enforcement on Highway 17 prevents collision causing behavior in two ways. First, high CHP visibility on Highway 17 serves to encourage safer driving and deter traffic

violations. Second, increasing the number of citations is a mechanism for encouraging motorists to adhere to the rules of the road.

The Santa Cruz and San Jose CHP offer a list of overtime opportunities to their officers, which makes-up the extra enforcement on Highway 17. The number of enforcement hours per month is dependent upon CHP staffing levels, competing overtime opportunities, and training requirements. In 2012, a total of \$99,117 was spent on extra CHP enforcement and 1,257 hours of extra CHP enforcement were worked (Table 1). Attachment 5 summarizes the extra enforcement by month for 2012. Extra enforcement hours were stopped for July and most of August due to a delay in renewing the contract between the RTC and CHP. Otherwise, the extra enforcement was distributed fairly evenly throughout the year.

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

Year	<i>San Jose CHP</i>		<i>Santa Cruz CHP</i>	
	Extra Enforcement Hours Worked	Safe on 17 Funds Used	Extra Enforcement Hours Worked	Safe on 17 Funds Used
<b>2003</b>	490	\$31,197	850	\$47,913
<b>2004</b>	610	\$38,129	709	\$45,728
<b>2005</b>	601	\$39,495	730	\$49,631
<b>2006</b>	680	\$51,590*	636	\$47,858
<b>2007</b>	909	\$76,953*	565	\$49,738
<b>2008</b>	706	\$61,652*	737	\$68,023*
<b>2009</b>	591	\$47,651	399	\$36,709
<b>2010</b>	22	\$1,842	308	\$27,224
<b>2011</b>	828	\$65,970**	705	\$55,047*
<b>2012</b>	576	\$45,072	681	\$54,045*

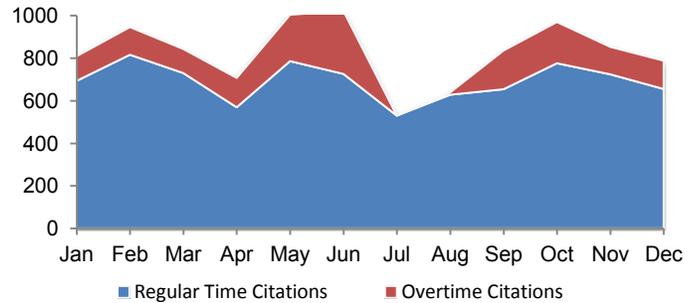
\* Between 2006 and 2009, CHP was permitted to carryover funds not spent during the prior years to the current year, thus resulting in more than \$50,000 expended in services in some years. A new contract was initiated in 2009 with CHP and no unspent funds were carried over into the new contract, thus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

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

## Citations

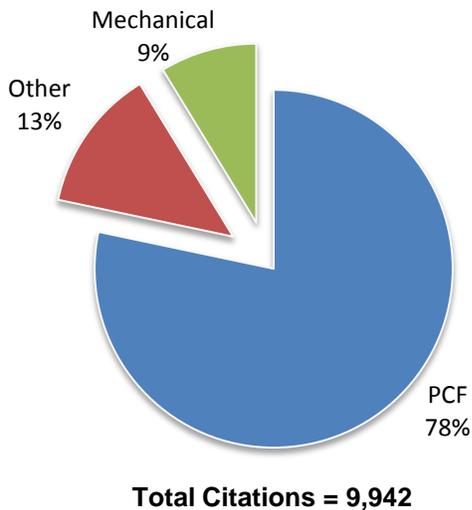
A total of 9,942 citations were issued on Highway 17 during 2012. Of these, 1,660 were given during Safe on 17 extra enforcement hours. Citations issued during overtime in 2012 made up 17% of citations. Total citations increased slightly from last year but were fewer than were issued in the earlier years of the program (2003 - 2007).

**Figure 2: 2012 Highway 17 CHP Citations by Regular & Overtime Hours**



The most overtime citations per month for 2012 were given in the beginning of the summer tourist season and in the fall as the rain began. Figure 2 illustrates the number of citations given during regular hours and overtime hours. [Attachment 6](#) provides a summary of annual total overtime and regular time citations and

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



[Attachment 7](#) charts the annual citations from San Jose and Santa Cruz compared to historical averages. During extra CHP enforcement hours on Highway 17, officers focus on preventing behavior that is known to be a primary collision factor (PCF) such as speeding, tailgating or making unsafe lane changes. These focused efforts help achieve the Safe on 17 Program goal of limiting the number of injury and fatal collisions. Accordingly, in 2012, 73% of citations recorded during extra enforcement hours were for PCF violations as well as 78% of all the citations given on Highway 17 (Figure 3).

## CHP Data Reporting

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

## **Safe on 17 Task Force Meetings**

The Safe on 17 Task Force is comprised of representatives from the San Jose and Santa Cruz area CHP, Caltrans Districts 4 and 5, MTC SAFE, RTC SAFE, local legislators' offices, local media, trucking industry, local police and fire departments ([Attachment 9](#)). In 2012, members continued to regularly attend the two scheduled meetings (March 7 and September 12) and committed to staying involved and working towards improving safety on Highway 17.

In 2012, the Task Force discussed the outcomes of the CHP's extra enforcement efforts, provided input on current Caltrans' Highway 17 projects and maintenance activities, and provided input on potential Highway 17 improvements. In addition, the Task Force routinely discusses issues related to the handling of incidents on this unique multi-jurisdictional corridor, opportunities for agency coordination, public education related to motorist safety, and Freeway Service Patrol Program activities.

Like in previous years, in 2012 both of the Safe on 17 meetings were combined with the RTC Traffic Operation Systems Oversight Committee Meetings. There is a significant overlap in membership in these committees and subject matter. Traffic operation systems elements such as closed circuit television cameras and changeable message signs can be tools for enhancing safety on the Highway 17 corridor and require coordination between the separate CHP and Caltrans jurisdictions covering the Highway 17 safety corridor.

## **Public Information**

In 2012, RTC SAFE, MTC SAFE, CHP and Caltrans continued to provide information to the public about the extra enforcement and safety on Highway 17. In 2012, CHP included information about safe driving on Highway 17 at CHP sponsored events, including new driver education programs held at high schools and motorcycle and community events. CHP also reminded the public about safe driving on Highway 17 during regular interviews and when reporting to the media about Highway 17.

In addition, in 2012, press releases were published by CHP which highlight extra enforcement efforts and educate motorists about safe driving ([Attachment 10](#)). The public was also reminded to drive safely using the changeable message signs located on Highway 17. Similar to previous years, the "Click it or Ticket", "Slippery Roadway Reduce Speed", "Share the Road Look Twice for Motorcyclists" and "Hands Free It's the Law" were frequently posted messages.

## Highway Safety Improvements

### Guardrail Improvement Projects

The Highway 17 guardrail project to upgrade guardrails at twenty-eight different locations between Scotts Valley and the Summit in Santa Cruz County (PM 6.1-12.5) was under construction in 2011. Guardrail improvements include upgrading end treatments to current standards, replace/reconstruct metal beam guardrail, and replace some metal beam guardrail with concrete rail or K-rail. Guardrails can prevent vehicles from veering off the roadway or into oncoming traffic, or crashing against solid objects. Approximately 20% of the project was completed when the contractor went bankrupt. The remaining part of this project will be re-advertised in 2013.

### Vine Hill Road Drainage Project

In 2012, the Vine Hill Road Drainage Project (Figure 4) was completed. This project included super-elevation correction, minor widening, and a new guardrail on Highway 17 near its intersection with Vine Hill Road (PM 7.14/7.25).

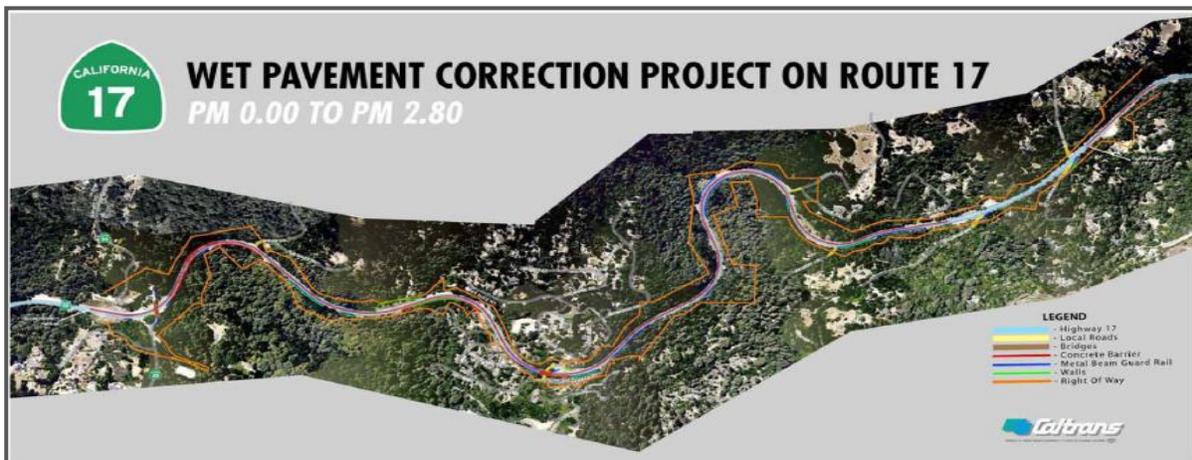
Figure 4: Vine Hill Drainage Project Improvements



### Wet Pavement Correction Project

The goal of the wet weather project is to reduce wet weather related collisions. In 2012, construction on the drainage systems upgrades, median barrier installation and pavement resurfacing along Highway 17 just north of the summit in Santa Clara County was 95% complete (PM 0.0/2.8, Figure 5). The remaining 5% of the project is to line the culverts that are under the roadway for water quality purposes and will be completed in spring of 2013.

Figure 5: Santa Clara County Wet Pavement Correction Project



### Santa's Village Road New Guardrail

The Santa's Village Road New Guardrail Project to provide a wider southbound (outside) shoulder and construct a concrete guardrail in an area where no guardrail previously existed has been completed (PM 6.1/6.5 SB).

### Laurel Curve Improvements

In March 2012, Caltrans installed a median barrier along Hwy 17 separating northbound and southbound traffic at the Laurel Rd intersection, a head on curve warning sign in the northbound direction north of the Laurel Rd intersection, and a radar speed feedback sign facing the southbound direction approaching Laurel Rd (Figure 6). A high friction surface treatment was installed on Laurel Curve in the southbound direction in July 2012 to test this treatment for its ability to reduce speed-related collisions. A project to install a retaining wall and widen the shoulder in the NB direction north of Laurel Road will begin construction in summer 2014.

**Figure 6: Median Barrier and Curve Warning Signs on Highway 17 near Laurel Rd**



### Hwy 17 Summit Slide Repair

A project to construct a retaining wall with concrete slab and barrier along Hwy 17 near Scotts Valley (0.2 miles north of Glenwood Dr.) will begin construction in spring 2013.

### Highway 17 Access Management Plan

Caltrans District 4 and 5 is working with Santa Cruz County, Santa Clara County, California Highway Patrol and the Santa Cruz County Regional Transportation Commission to develop a plan to address access along the entire length of Highway 17. Public Outreach is a key component of the plan. This long term plan is needed to compete for funding to address access issues along this corridor.

## **Conclusion**

Although there were two fatalities and 150 injuries on the Hwy 17 corridor during 2012, the Safe on 17 Program surpassed the goal of maintaining the reduced injury

and fatal collisions (165) experienced during the initial Office of Traffic Safety grant period. Many factors contributed toward maintaining a reduced number and severity of collisions on Highway 17 in 2012. There have been significant engineering improvements to Highway 17 since its designation as a safety corridor. During 2012, Caltrans continued to implement safety improvements aimed at reducing wet weather and run-off-road collisions through better drainage systems, pavement resurfacing, median barriers, wider shoulders and guardrails. There were numerous safety improvements along Hwy 17 near the intersection of Laurel Rd. including a high friction surface treatment, two curve warning signs and a median barrier between the northbound and southbound lanes closing the gap at the intersection. Through public education, primarily CHP Start Smart events, and Caltrans signs (both static and changeable message signs), motorists are getting the message to "Take it Slow" on Highway 17. Extra CHP enforcement also provides a powerful disincentive to motorists to stop behaviors that cause collisions such as speeding, tailgating and unsafe lane changes. Despite the reduction in the number of collisions since the designation of Highway 17 as a safety corridor, the total number of collisions still warrants continued attention to improving safety on Highway 17. The Safe on 17 Task Force members continue to work collaboratively to identify and address factors that will have the greatest influence on reducing the number of collisions.

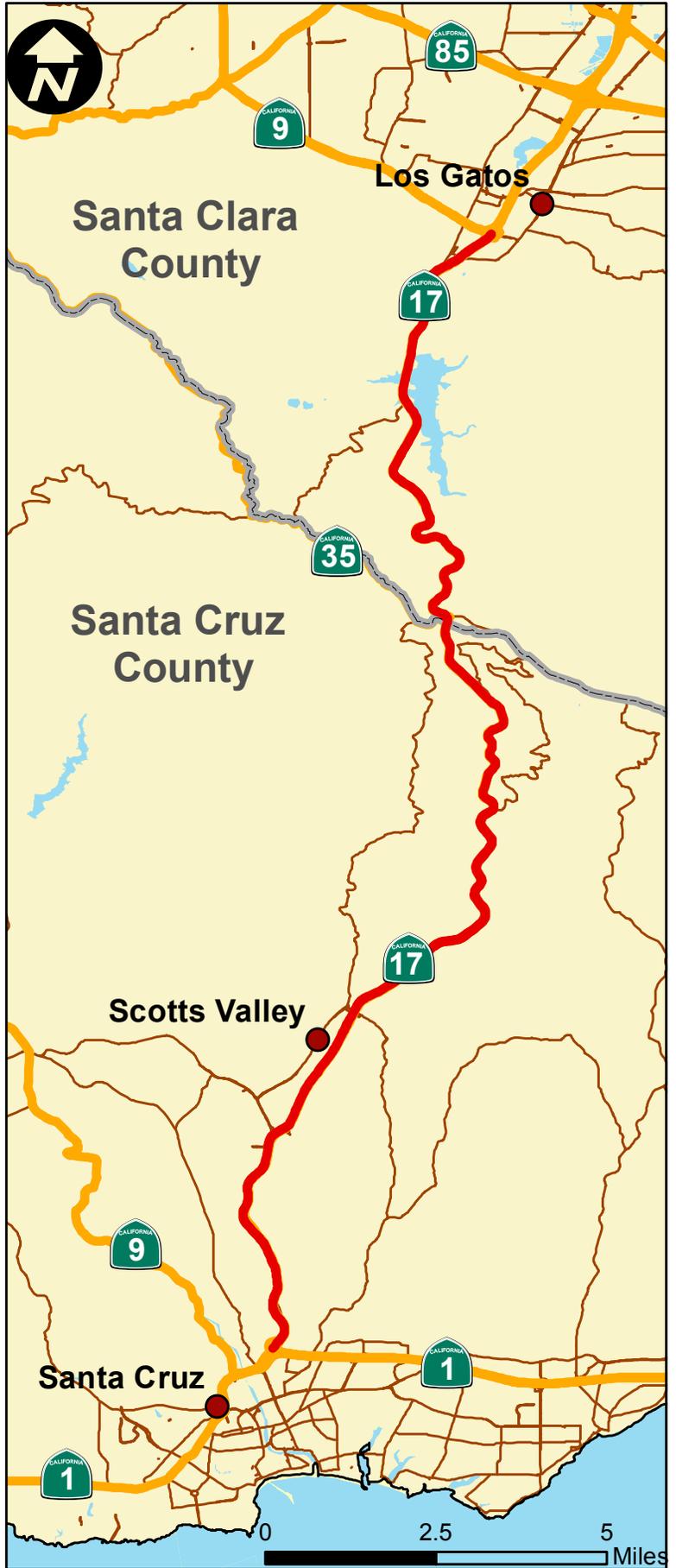
## Attachments

- Attachment 1: Highway 17 Safety Corridor Map
- Attachment 2: Summary of Annual Highway 17 Collision Data
- Attachment 3: 2012 Highway 17 Monthly Collision Data
- Attachment 4: 2012 Monthly Collision and Rainfall Trends
- Attachment 5: Summary of Extra CHP Enforcement Hours
- Attachment 6: Summary of Annual Highway 17 Citation Data
- Attachment 7: 2012 Highway 17 Monthly Citation Data
- Attachment 8: CHP Collision and Citation Data Tables for Highway 17
- Attachment 9: Safe on 17 Task Force Members
- Attachment 10: CHP Press Releases Regarding Highway Safety

## Sources:

- CA Vehicle Code 22350, Basic Speed Law, Retrieved from <http://dmv.ca.gov/pubs/vctop/d11/vc22350.htm> on May 23, 2013.
- California Highway Patrol. 2012. *SWITRS*. Provided by San Jose and Santa Cruz CHP.
- Caltrans. 2012. *Traffic Counts*. Retrieved from <http://traffic-counts.dot.ca.gov/> on May 17, 2013.
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# Highway 17 Safety Corridor



## Attachment 2

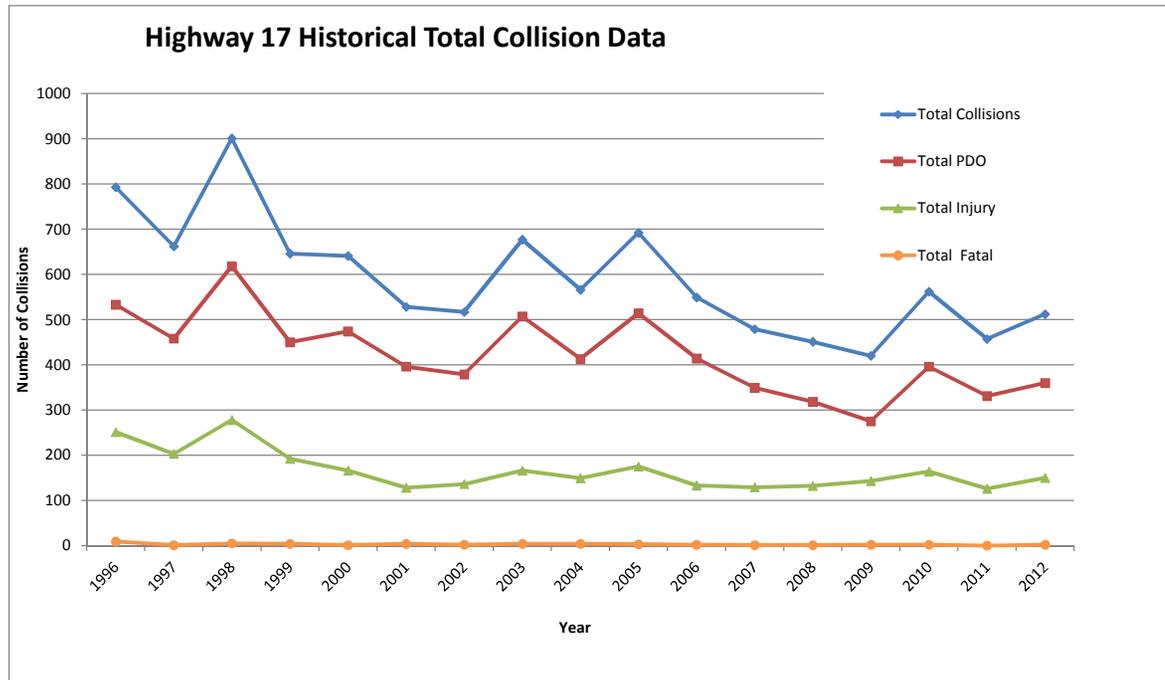
### Highway 17 Annual Collision Data

**HIGHWAY 17 COLLISION DATA 1996-2012**

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

\*PDO=Property Damage Only

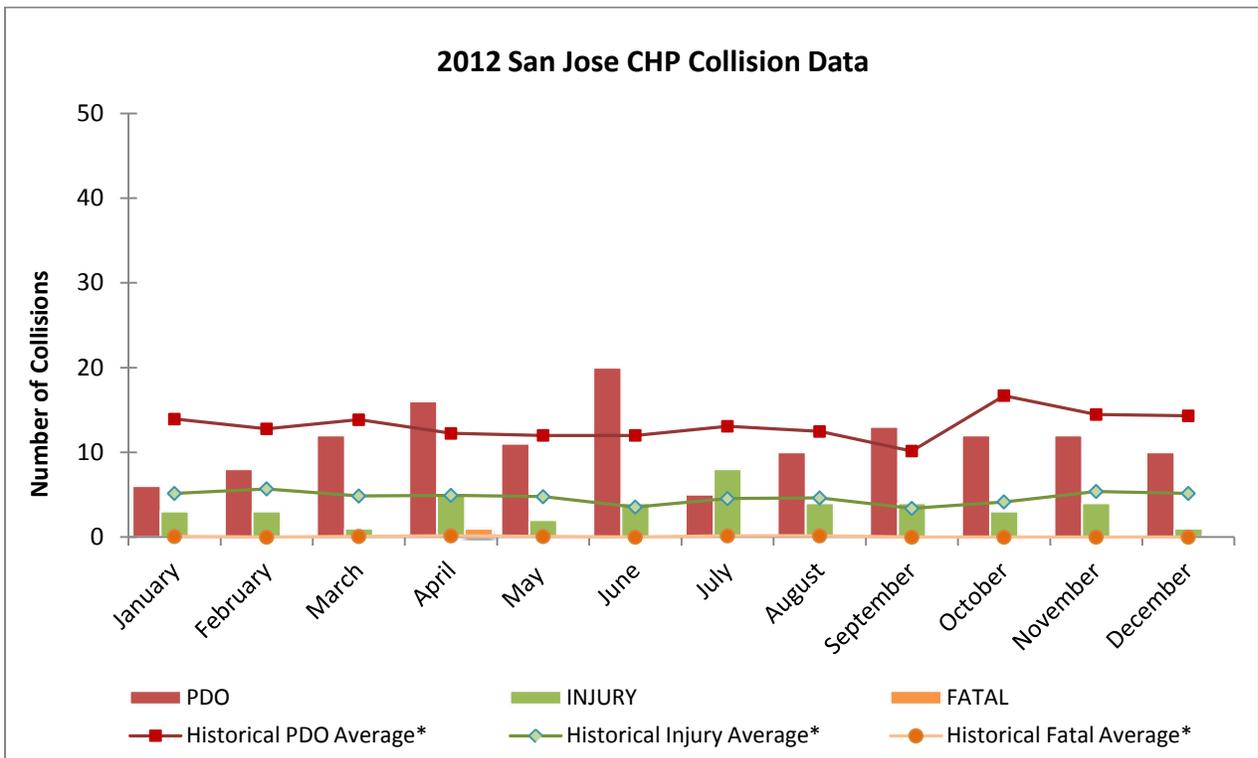
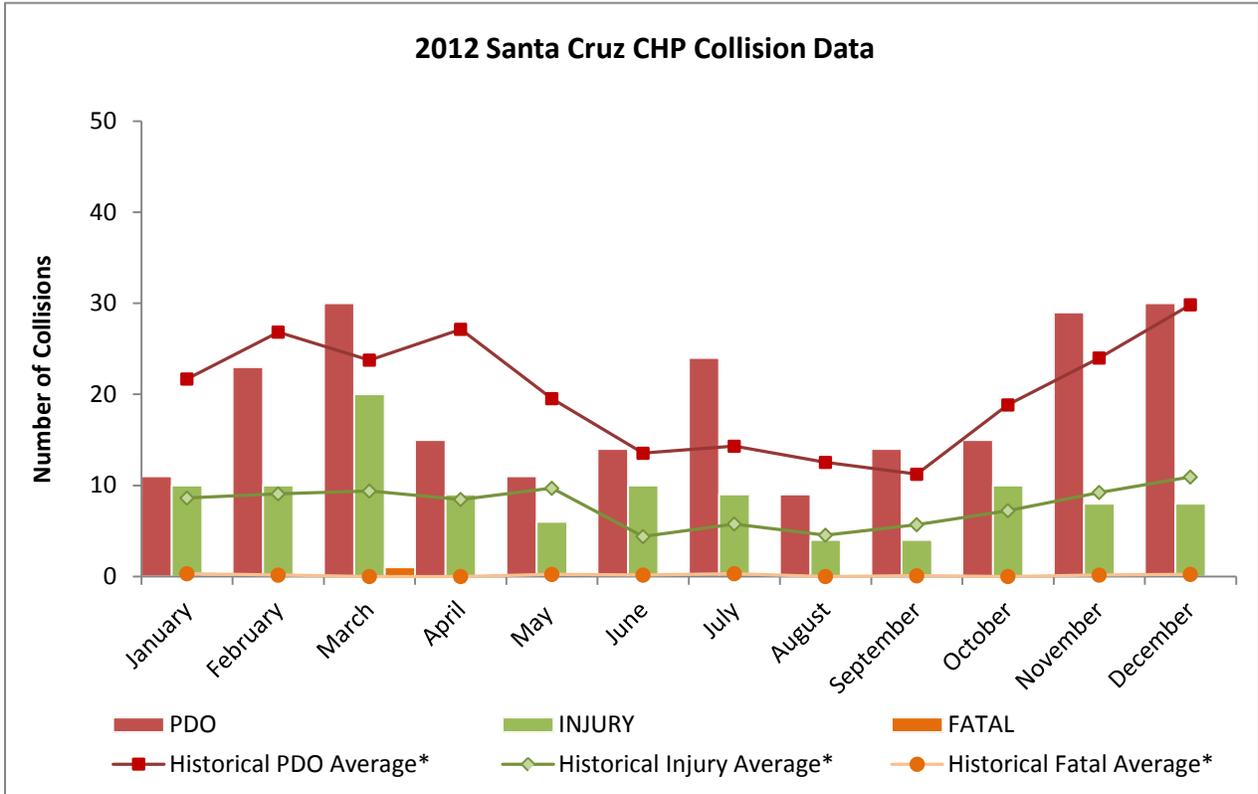
NOTE: Annual Average Injury and Fatal Collision Prior to SAFE on 17 Program = 249



[I:\SAFEProjects\Safe\\_on\\_17\Reports\2012\Attachment2-stats.xls#Collision Data](I:\SAFEProjects\Safe_on_17\Reports\2012\Attachment2-stats.xls#Collision Data)

### Attachment 3

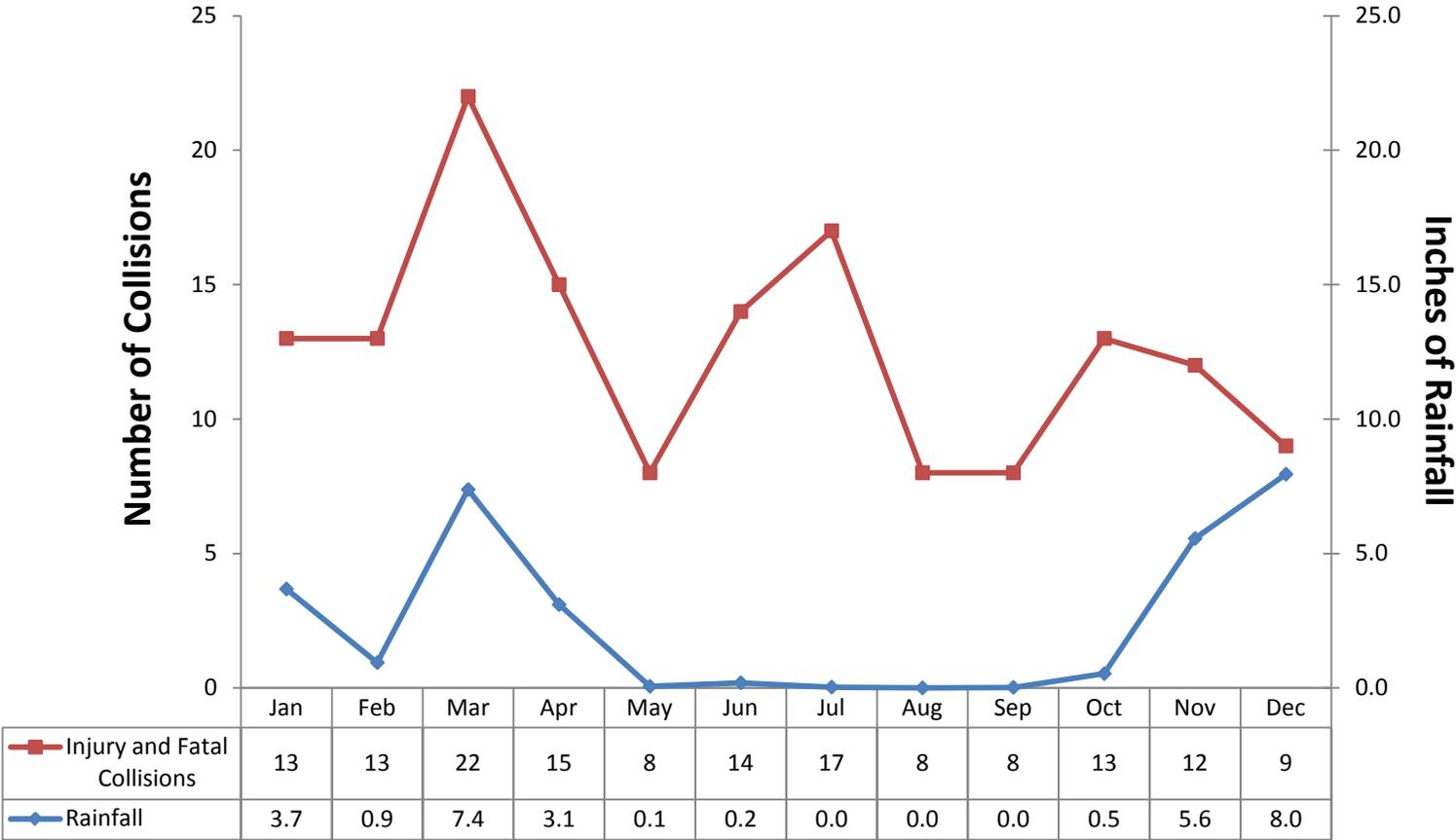
## 2012 HIGHWAY 17 MONTHLY COLLISION DATA



\*Historical monthly averages derived from 1999, when Safe on 17 was implemented, thru 2011.

# Attachment 4

## 2012 Monthly Collision and Rainfall Trends

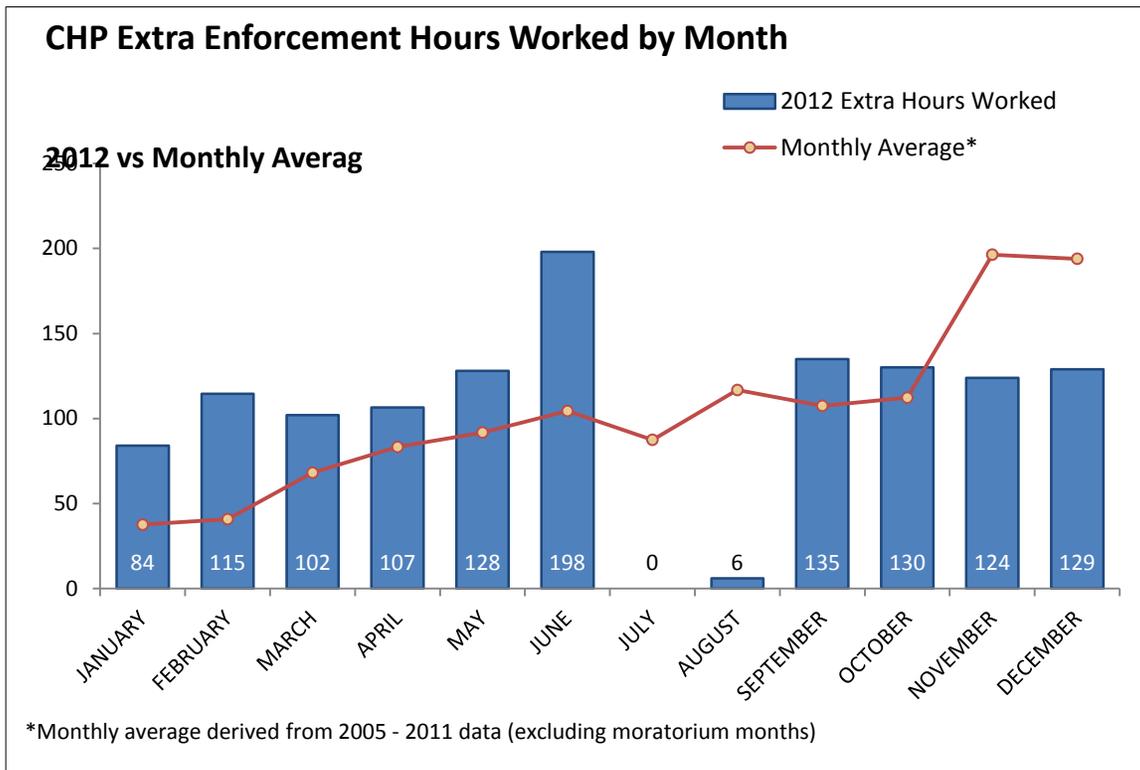


## Attachment 5

### TOTAL CALIFORNIA HIGHWAY PATROL EXTRA ENFORCEMENT HOURS WORKED

	2005	2006	2007	2008	2009	2010	2011	2012
<b>JANUARY</b>	30	43	6	84	30.5	32	0	84
<b>FEBRUARY</b>	28	47	98	48	0	24	0	114.5
<b>MARCH</b>	48	34	114.5	82.5	0	28	170	102
<b>APRIL</b>	82	55	42	20	36	28	320	106.5
<b>MAY</b>	82	24	158.5	3	66	42.5	266.5	128
<b>JUNE</b>	101	207	167	50	28	66	112	198
<b>JULY</b>	124	96.75	108	90	52.25	32.5	109	0
<b>AUGUST</b>	164	59.5	112	141.5	150.5	51	139	6
<b>SEPTEMBER</b>	174.5	68	68.5	41.5	238	25.5	136.5	135
<b>OCTOBER</b>	107.5	415	30	55	89.5	0	89	130
<b>NOVEMBER</b>	140	187	297.5	206	248	0	100	124
<b>DECEMBER</b>	249.5	79	272	621	50.5	0	86	129
<b>TOTAL</b>	<b>1,331</b>	<b>1,315</b>	<b>1,474</b>	<b>1,443</b>	<b>989</b>	<b>330</b>	<b>1,528</b>	<b>1,257</b>

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



**Attachment 6**

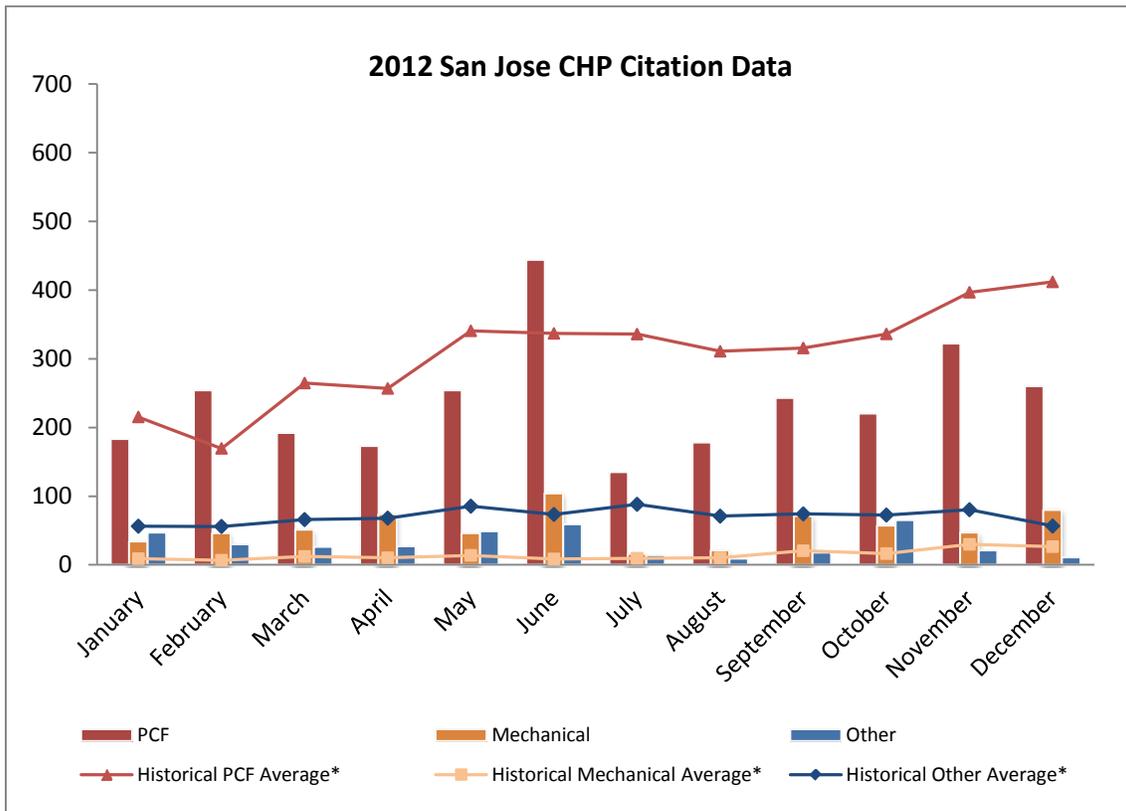
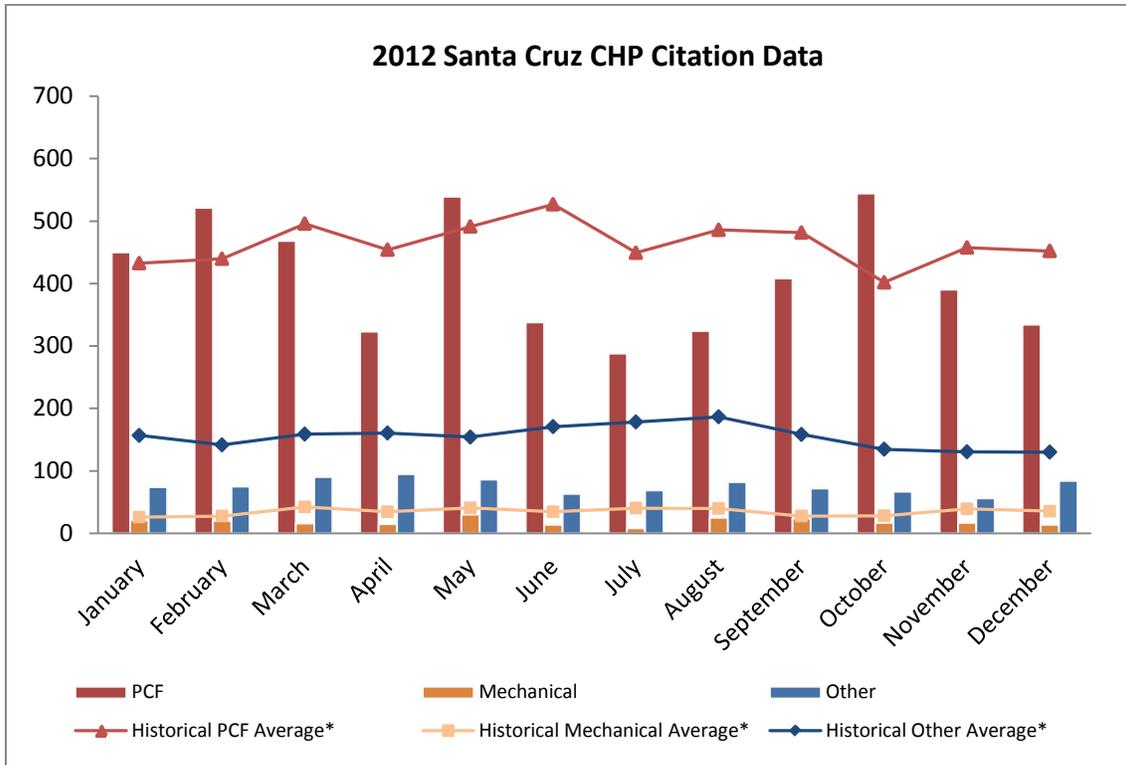
**SAFE ON 17 ANNUAL HIGHWAY 17 CITATION DATA**

<b>Year</b>	<b>2003</b>		<b>2004</b>		<b>2005</b>		<b>2006</b>		<b>2007</b>		<b>2008</b>		<b>2009</b>		<b>2010</b>		<b>2011</b>		<b>2012</b>	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC												
Regular Time <i>PCF</i>	2,766	3,666	2,809	5,994	2,995	5,766	2,884	4,627	2,871	3,772	2,169	3,420	2,282	4,298	1,706	4,304	1,182	5,372	2,218	4,350
Regular Time Other	1,415	2,525	1,186	2,659	942	1,964	727	2,048	307	1,466	406	798	502	917	362	760	192	649	240	835
Regular Time Mechanical	56	286	92	180	49	676	85	298	44	405	69	421	82	165	54	394	175	206	437	202
Regular Time Total	4,237	6,477	4,087	8,833	3,986	8,406	3,696	6,973	3,222	5,643	2,644	4,639	2,866	5,380	2,122	5,458	1,549	6,227	2,895	5,387
<i>OT PCF</i>	1,517	345	706	359	769	448	770	448	1,360	378	1,181	507	837	171	50	221	672	452	640	577
OT Other	149	220	133	376	192	128	35	201	61	103	53	48	21	24	0	40	94	52	136	78
OT Mechanical	20	8	11	31	17	61	66	7	122	34	100	58	202	4	0	6	148	14	210	19
<b>OT Total</b>	1,686	573	850	766	978	637	871	656	1,543	515	1,334	613	1,060	199	50	267	914	518	986	674
<i>PCF Regular Time Total</i>	6,432		8,803		8,761		7,511		6,643		5,589		6,580		6,010		6,554		6,568	
<b><i>PCF OT Total</i></b>	<b>1,862</b>		<b>1,065</b>		<b>1,217</b>		<b>1,218</b>		<b>1,738</b>		<b>1,688</b>		<b>1,008</b>		<b>271</b>		<b>1,124</b>		<b>1,217</b>	
<i>PCF Total</i>	8,294		9,868		9,978		8,729		8,381		7,277		7,588		6,281		7,678		7,785	
Citation Regular Time Total	10,714		12,920		12,392		10,669		8,865		7,283		8,246		7,580		7,776		8,282	
Citation OT Total	2,259		1,616		1,615		1,527		2,058		1,947		1,259		317		1,432		1,660	
Citation Total	12,973		14,536		14,007		12,196		10,923		9,230		9,505		7,897		9,208		9,942	

PCF = Primary Collision Factor

OT = Overtime

**Attachment 7**  
**2012 Highway 17 Monthly Citation Data**



\*Historical averages are calculated from 2003 (Safe on 17 program implementation) thru 2011

## Attachment 8-1

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

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
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	24
	INJURY	5	7	7	8	5	4	5	5	4	4	6	6	9	5	9
	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>33</b>
AUGUST	PDO	14	11	22	10	5	17	20	6	16	11	15	8	11	11	9
	INJURY	10	2	7	7	4	7	7	4	5	4	4	1	5	2	4
	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>	<b>13</b>
SEPTEMBER	PDO	24	16	20	16	12	12	13	4	13	9	5	8	11	7	14
	INJURY	13	4	8	4	8	1	6	6	4	3	9	7	7	7	4
	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>	<b>18</b>
OCTOBER	PDO	17	15	13	20	16	17	44	27	13	21	13	9	12	25	15
	INJURY	4	11	8	2	5	9	6	12	3	9	3	5	13	8	10
	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>	<b>25</b>
NOVEMBER	PDO	31	29	16	26	23	28	21	47	36	11	19	13	27	16	29
	INJURY	10	10	8	13	10	9	8	13	12	8	5	7	11	6	8
	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>	<b>37</b>
DECEMBER	PDO	5	13	9	28	48	60	43	43	21	34	21	16	45	7	30
	INJURY	13	4	4	11	15	22	10	17	3	19	5	10	16	6	8
	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>38</b>

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

**Attachment 8-2**  
**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	317	PCF	27	62	22	25	18	4	15	51	7
	Other	240	198	206	167	47	89	84	35	78	Other	9	21	13	10	2	0	3	5	4
	Mechanical	16	68	11	75	27	17	24	18	25	Mechanical	0	10	1	5	3	0	0	2	0
	<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>420</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>	<b>11</b>
September	PCF	487	494	359	402	265	424	389	472	334	PCF	22	35	47	31	22	5	14	46	74
	Other	219	142	148	182	24	105	95	37	58	Other	11	5	16	8	2	3	1	5	14
	Mechanical	10	57	12	5	43	18	32	18	19	Mechanical	0	2	0	0	1	0		1	5
	<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>411</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>	<b>93</b>
October	PCF	378	314	328	194	337	322	307	540	457	PCF	13	16	20	4	30	19	0	44	87
	Other	233	152	155	93	30	79	47	47	57	Other	19	3	10	0	2	3	0	11	10
	Mechanical	20	47	8	34	43	9	10	14	15	Mechanical	1	0	0	0	3	0	0	2	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>529</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>	<b>99</b>
November	PCF	512	557	274	209	590	270	267	449	327	PCF	34	29	6	11	134	11	0	49	63
	Other	217	165	143	65	48	53	80	25	53	Other	27	9	6	4	7	3	0	4	3
	Mechanical	18	59	13	47	75	10	15	18	17	Mechanical	2	6	0	0	15	1	0	5	0
	<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>397</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>	<b>66</b>
December	PCF	383	524	268	215	454	373	209	454	297	PCF	58	78	34	13	119	11	0	43	37
	Other	140	153	167	100	45	64	65	43	75	Other	39	16	13	7	4	1	0	1	9
	Mechanical	23	38	10	39	84	15	11	16	14	Mechanical	2	4	1	0	11	0	0	4	0
	<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>386</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>46</b>

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

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	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	13
	INJURY	6	6	10	4	4	5	4	3	0	1	2	0	4	1	4
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>27</b>	<b>18</b>	<b>30</b>	<b>25</b>	<b>7</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>12</b>	<b>7</b>	<b>14</b>	<b>10</b>	<b>17</b>
OCTOBER	PDO	12	27	14	18	12	19	17	21	13	14	10	8	30	14	12
	INJURY	11	4	2	7	2	2	5	8	5	6	3	3	2	5	3
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>23</b>	<b>31</b>	<b>16</b>	<b>25</b>	<b>14</b>	<b>21</b>	<b>22</b>	<b>29</b>	<b>18</b>	<b>20</b>	<b>13</b>	<b>11</b>	<b>32</b>	<b>19</b>	<b>15</b>
NOVEMBER	PDO	38	31	16	16	10	22	12	11	11	7	20	11	12	9	12
	INJURY	12	15	4	1	4	6	3	8	6	3	9	1	6	4	4
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>50</b>	<b>46</b>	<b>20</b>	<b>17</b>	<b>14</b>	<b>28</b>	<b>15</b>	<b>19</b>	<b>17</b>	<b>10</b>	<b>29</b>	<b>12</b>	<b>18</b>	<b>13</b>	<b>16</b>
DECEMBER	PDO	10	12	15	15	23	20	16	16	10	13	20	11	7	8	10
	INJURY	7	7	6	5	5	6	6	6	7	4	3	4	7	1	1
	FATAL	0	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>11</b>
<b>TOTAL PDO:</b>		<b>306</b>	<b>234</b>	<b>240</b>	<b>175</b>	<b>145</b>	<b>165</b>	<b>148</b>	<b>155</b>	<b>135</b>	<b>119</b>	<b>121</b>	<b>123</b>	<b>144</b>	<b>149</b>	<b>135</b>
<b>TOTAL INJURY:</b>		<b>129</b>	<b>101</b>	<b>74</b>	<b>48</b>	<b>45</b>	<b>53</b>	<b>67</b>	<b>52</b>	<b>49</b>	<b>44</b>	<b>58</b>	<b>36</b>	<b>61</b>	<b>42</b>	<b>42</b>
<b>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>178</b>

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

	Regular Citations										Overtime Citations									
	2004	2005	2006	2007	2008	2009	2010	2011	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	178	PCF	26	90	0	116	204	0	0	42	0
	Other	113	125	45	12	35	36	32	21	9	Other	0	12	0	6	1	0	0	4	0
	Mechanical	6	6	3	1	6	2	8	18	21	Mechanical	2	0	0	8	8	0	0	8	0
	<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>208</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>	<b>0</b>
September	PCF	258	292	252	188	80	300	125	37	194	PCF	69	176	12	40	0	285	0	68	49
	Other	113	86	52	19	28	58	42	13	14	Other	27	36	0	5	0	8	0	12	4
	Mechanical	3	1	8	0	2	12	7	21	35	Mechanical	1	1	1	15	0	69	0	19	36
	<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>243</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>	<b>89</b>
October	PCF	220	214	230	232	105	223	115	101	175	PCF	64	90	246	0	0	52	0	49	45
	Other	59	30	98	21	26	45	27	17	17	Other	11	31	13	0	0	2	0	2	48
	Mechanical	5	2	3	3	2	10	7	11	55	Mechanical	0	1	30	0	0	30	0	15	2
	<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>247</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>	<b>95</b>
November	PCF	170	282	322	372	63	371	79	56	277	PCF	85	103	199	352	18	347	0	45	45
	Other	101	28	81	31	40	69	17	2	16	Other	13	40	11	19	0	9	0	11	5
	Mechanical	9	6	14	1	2	13	1	5	34	Mechanical	0	11	19	34	0	98	0	16	13
	<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>327</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>	<b>63</b>
December	PCF	107	169	116	292	626	150	121	90	198	PCF	46	93	222	330	621	0	0	7	62
	Other	47	37	36	38	62	13	49	10	5	Other	3	16	5	5	19	0	0	10	6
	Mechanical	3	3	2	16	23	4	4	12	61	Mechanical	0	1	11	36	66	0	0	27	19
	<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>269</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>	<b>87</b>

**Attachment 9**

2012 Safe on 17 Task Force Members

<b>Name</b>	<b>Organization</b>
Bernard Walik	Caltrans District 5 Public Affairs
Bill Monning	California State Assembly
Bill Kootsikas	National Highway Traffic Safety
Brandy Rider*	Caltrans, District 5
Brenda Brenner*	American Medical Response Santa Cruz
Captain Amanda Snowden	California Highway Patrol-San Jose
Captain Matt Olson*	California Highway Patrol-Santa Cruz
Chris Schneider	City of Santa Cruz - Public Works
Colin Jones	Caltrans, District 5-Public Information Officer
Dario Senor*	Caltrans, District 5
Dave Nelson	Caltrans, District 4-Maintenance
Deb Larson*	Caltrans, District 5-Traffic Safety
Donna Ziel*	Santa Cruz County-Commission Alternate
Doug Hessing*	Caltrans, District 5-Project Manager
Earl Sherman	Caltrans, District 4-Maintenance
Erich Friedrich	SCMTD
Ernesto Ramirez	Caltrans, District 4-Maintenance
Frank Bauer	Santa Cruz Metropolitan Transit District
Gary Richards*	San Jose Mercury News
George Dondero*	Santa Cruz County Regional Transportation Commission
Ginger Dykaar*	Santa Cruz County Regional Transportation Commission
Grace Blakeslee	Santa Cruz County Regional Transportation Commission
Hans Larsen	City of San Jose
Jacques Van Zeventer	Caltrans, District 5
Jack McPhillips	City of Santa Cruz-Police Department
Jaime Maldonado	Metropolitan Transportation Commission-SAFE
Janean Reynolds*	California Highway Patrol
Jarrett Winter	County of Santa Clara-Fire Department
Joanna Fox*	Metropolitan Transportation Commission-SAFE
John Hohmann	City of Scotts Valley-Police Department
John Leopold	County of Santa Cruz - Supervisor
John P Weiss	City of Scotts Valley-Police Department
John Presleigh	County of Santa Cruz
John Thomas	Caltrans, District 4-Project Manager
Julie Gonzalez	Caltrans, District 5
Joseph S Simitian	California State Senate
Jose Velasquez*	Caltrans, District 4 - Maintenance
Karena Pushnik	Santa Cruz County Regional Transportation Commission
Kathy Leuterio	California Office of Traffic Safety
Ken Anderson	City of Scotts Valley
Ken Yeager/Megan Doyle	Santa Clara County Supervisor
Kory Seely	California Highway Patrol
Lazaro Villareal	Caltrans, District 4-Electrical
Les Bishop*	California Highway Patrol-Santa Cruz Area
Luis Duazo	Caltrans, District 5-Project Management
Luis Mendez*	Santa Cruz County Regional Transportation Commission
Lynda Kiersted	Caltrans, District 4-Maintenance
Margot Grant	Office of Assemblymember Rich Gordon
Mark Powers	Caltrans, District 4-TMC
Mark Stone	County of Santa Cruz-Supervisor
Mark Ballentine*	Caltrans, District 5-Traffic Safety

2012 Safe on 17 Task Force Members (cont'd)

<b>Name</b>	<b>Organization</b>
Marshall Ballard*	Valley Transportation Authority-Administration
Martin Wittmers	Caltrans, District 5-Electrical
Masoud Akbarzadeh	County of Santa Clara-Airports & Roads
Megan Doyle	Santa Clara County Supervisor Ken Yeager
Mike Mc Murry	City of Scotts Valley-Fire Chief
Neil Wiley	Mountain Network News
Nicole Stewart*	California Highway Patrol - Monterey Dispatch
Paul DeOcampo	City of Santa Cruz-Police Department
Patrick Dussell	Caltrans, District 5-Construction
Pranav Shah	Caltrans, District 4-Traffic Systems
Ramin Bolourchian*	Caltrans, District 4-Transportation Management Center
Ramona Turner*	Santa Cruz Sentinel
Richard Blacksten*	Caltrans, District 4-Maintenance
Roger Wildey	County of Santa Cruz
Russell Ellingworth*	Caltrans, District 5-Maintenance
Sarah Jackson*	California Highway Patrol
Scott Morris	Caltrans District 5
Scott Wood	California Highway Patrol-Santa Cruz
Sean Nozzari	Caltrans, District 4-Traffic Operations
Shawn Enjily*	Caltrans, District 4-Design
Shayne Sandeman	Caltrans, District 5
Siobhan Saunders*	Caltrans, District 5-Construction
Susana Cruz*	Caltrans, District 5-Public Affairs
Tom Barnett*	Caltrans, District 5-Maintenance

\*Attended Safe on 17 Meeting in 2012



# NEWS



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Sacramento, CA 95811

**FOR IMMEDIATE RELEASE**

March 12, 2012

12-05

## **CALIFORNIA MOTORISTS URGED TO SHARE THE ROAD**

SACRAMENTO, Calif. – Motorcyclists in California are fortunate to enjoy near-perfect riding conditions year round. The beautiful weather is just one of several reasons why more than 1.2 million people in this state are licensed to ride. It's important to remember these motorcyclists are sharing California's road with millions of other motorists.

“Regardless of your mode of travel, it is imperative that motorists are aware of their surroundings, abide by the state's traffic laws, and safely share the road with others,” said California Highway Patrol (CHP) Commissioner Joe Farrow.

During the next several months, the CHP will use a federal grant to assist in reducing the number of people killed and injured in motorcycle-involved collision. The Department continues to improve safety for everyone by placing an emphasis on the concept of sharing the road. Enforcement and education efforts through the *California Motorcycle Safety Enforcement and Education* grant will continue through September 30, 2012.

Motorcycle-involved collisions have decreased significantly in California. Statistical data retrieved from the Statewide Integrated Traffic Records System list the number of people killed in motorcycle-involved collisions dropped 28 percent, and the number of people injured decreased by nearly 11 percent. The most current final figures available are from 2009.

“It's encouraging to see so many lives have been saved, but there is more work to be done,” added Commissioner Farrow. “Without a continued focus on motorcycle safety education and enforcement, these numbers could rise as more Californians choose to use motorcycles as their vehicle of choice.”

To help get the word out and continue to reduce the number of people killed and injured annually in motorcycle-involved collisions, CHP personnel are appearing at public outreach events throughout the state, distributing informational brochures, and providing traffic safety tips. In addition, motorcycle safety and road-sharing presentations are being conducted statewide. The CHP will also launch a media campaign to highlight the motorcycle safety message.

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

###

*An Internationally Accredited Agency*



# NEWS



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**FOR IMMEDIATE RELEASE**

October 12, 2012

12-29

## **OPERATION SAFE DRIVER TARGETS UNSAFE, AGGRESSIVE DRIVERS**

SACRAMENTO, Calif. – Although there has been a 25 percent decline in large truck-involved fatal collisions from (2007-2010) nationally, the California Highway Patrol (CHP) is working daily to save even more lives through enforcement and education. To further enhance that progress, the CHP will join forces with other law enforcement agencies throughout the US, Canada, and Mexico for the Commercial Vehicle Safety Alliance's *Operation Safe Driver*, October 14 – 20. This operation targets unsafe and aggressive driving by both passenger and commercial vehicle drivers by conducting high visibility enforcement operations and public outreach.

The CHP, in a partnership with the California Trucking Association, will conduct high-visibility enforcement operations and public outreach during the Commercial Vehicle Safety Alliance (CVSA) *Operation Safe Driver* week. CHP will conduct enforcement activities statewide on highways and local roads.

In California, there has been a 40 percent decrease in the number of collisions involving a commercial vehicle that resulted in the death of a motorist between 2006 and 2010.

“By participating in education and enforcement efforts such as *Operation Safe Driver*, the CHP is striving to continue to reduce the number of people killed and injured on California’s roadways,” said CHP Commissioner Joe Farrow.

The CHP joins with the CVSA by encouraging motorists to keep in mind the following safety tips when driving near a big truck:

- **Stay out of the No-Zone.** A No-Zone is an actual blind spot where the car “disappears” from the view of the truck driver.
- **Stay visible!** Large trucks need a much longer braking distance than a car. Do not cut into a truck’s space; if this happens, it reduces a truck’s much-needed braking distance and restricts evasive action.

-MORE-

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- **Do not tailgate a truck.** The further you are away from a truck the less likely you will be involved in a collision.
- **Do not speed.** Obey all speed limits.
- **Allow plenty of room.** Large trucks are almost as wide as your lane of travel. Following too close behind one prevents you from reacting to changing traffic conditions and patterns.
- **Buckle-up.** Wearing your safety belt is the single most important thing you can do to save your life in a crash.

“Protect yourself and your passengers by learning how to share the road safely with large vehicles,” added Commissioner Farrow.

The CVSA, in partnership with the Federal Motor Carrier Safety Administration and state and local law enforcement launched the *Operation Safe Driver* campaign in 2007 to combat the number of deaths resulting from crashes involving large trucks, buses, and passenger vehicles.

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# NEWS



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**FOR IMMEDIATE RELEASE**

December 20, 2012

12-42

## **CHP: SECURE YOURSELF EVERY TRIP, EVERY TIME**

SACRAMENTO, Calif. – Even though California’s seat belt requirement was put into law more than a quarter-of-a-century ago, there are some drivers and passengers who still resist the few seconds it takes to safely buckle up, or they may not properly secure a child in a car seat. The simple act of not buckling up can have life-changing consequences, such as injuries or death.

“An overwhelming majority of Californians are buckling up, yet there is still work to be done,” said California Highway Patrol (CHP) Commissioner Joe Farrow. “Our goal is to save lives, and one way to help achieve that is to have every single person traveling in a motor vehicle wear a seat belt or safely secured in an appropriate child passenger safety seat.”

To accomplish this mission, the CHP received a federal grant to help fund a campaign that educates drivers on the importance of passenger restraints. Efforts from the statewide *Vehicle Occupant Restraint Education and Instruction II (VOREI II)* campaign are already underway and will continue through September 30, 2013.

The objective of the *VOREI II* grant is to reduce the number of unrestrained vehicle occupants killed or injured in traffic collisions through educational classes and child safety seat inspection events. In addition, grant-funded child safety seats will be distributed to motorists and CHP officers will conduct additional seat belt enforcement out on the roadways.

According to the CHP’s Statewide Integrated Traffic Records System, in 2010, the most-recent year statistics are available, 439 people were killed and more than 9,000 others were injured in collisions where those involved were not buckled up.

“Wearing a seat belt, or using a child safety seat, will dramatically improve a person’s chances of survival if they are involved in a crash,” added Commissioner Farrow. “Buckle up every trip, every time. It might save your life.”

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

###

*An Internationally Accredited Agency*



# NEWS



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**FOR IMMEDIATE RELEASE**

November 8, 2012

12-35

## **DROWSY DRIVING PUTS EVERYONE AT RISK**

SACRAMENTO, Calif. – A tired driver is a dangerous and potentially deadly driver. The California Highway Patrol (CHP) joins the National Sleep Foundation in a weeklong campaign to educate motorists during “*Drowsy Driving Prevention Week*,” November 12-18, 2012.

“Fatigued drivers are a safety risk on our roadways,” said CHP Commissioner Joe Farrow. “If you are tired, reaction time and judgment can become impaired. Tired drivers behave similarly to those who are intoxicated.”

According to statistics from the CHP’s Statewide Integrated Traffic Records System, in 2010, the most recent year in which finalized figures are available, there were more than 3,600 collisions in California involving drowsy drivers. As a result of those collisions 32 people died and more than 2,000 others were injured.

Drowsiness can reduce reaction time, impair judgment and vision, and impact a driver’s attention.

The CHP and the National Sleep Foundation offer the following tips to drivers to reduce their risk of falling asleep behind the wheel:

- Get enough sleep, at least 7-9 hours, to help maintain alertness.
- On long road trips, schedule breaks every couple of hours or every 100 miles.
- When possible, travel with a companion who can take a turn behind the wheel or help keep the driver awake.
- Avoid driving at times when you would normally be asleep.
- Avoid alcohol or medications that cause drowsiness.
- Consume caffeine as it increases alertness.
- When tiredness sets in, exit the highway and find a safe location to park and rest.

“With a few simple precautions drivers can help prevent future tragedies from occurring,” added Commissioner Farrow.

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*An Internationally Accredited Agency*

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

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**RECOMMENDATION**

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

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**BACKGROUND**

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

**DISCUSSION**

***FSP Funding***

Caltrans allocates funds to each FSP program based on a formula that includes population, freeway lane miles and congestion (daily vehicle-hours of delay). Caltrans requires a match of 25% from the administering agencies to support the FSP program. Historically, the FSP matching funds from Santa Cruz County have been about 50% and have been funded from a variety of sources including Santa Cruz County's regional share of State Transportation Improvement Program (STIP) funds, Service Authority for Freeway Emergency (SAFE) funds, American Recovery and Reinvestment Act (ARRA) funds and Regional Surface Transportation Program (RSTP) funds. **Matching funds for FSP for FY 13/14 have been secured from RSTP funds.**

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

A request for proposals was released in March 2013 to contract tow operators for FSP service on Highway 17 and Highway 1 from September 2013 through July 2017. Staff received proposals from two tow companies for FSP on Highway 1- current FSP contractor Ladd's Towing (based out of Felton) and Bob's Towing (based out of Campbell). Ladd's Towing was the only tow company that submitted a proposal for FSP on Highway 17. The RTC awarded both FSP contracts on Highway 1 and Highway 17 to Ladd's Towing with service beginning September 9, 2013.

## **SUMMARY**

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

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

**FROM:** Tegan Speiser, Sr. Transportation Planner  
Ginger Dykaar, Transportation Planner

**RE:** Draft Implementation Plan for Monterey Bay Area 511  
Traveler Information Services

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## **RECOMMENDATION**

Receive an update on the Draft Implementation Plan for Monterey Bay Area 511 Traveler Information Services.

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## **BACKGROUND**

With the support of a Caltrans Partnership Planning Grant, the Santa Cruz County Regional Transportation Commission (RTC) and the Transportation Agency for Monterey County (TAMC) have completed a feasibility study and draft implementation plan for establishing a 511 traveler information service in the Monterey Bay Area. Part 1 of the project, the 511 Feasibility Study, was completed and presented to the Santa Cruz County Regional Transportation Commission in 2012. RTC Commissioners will receive a presentation on Part 2, the draft 511 Implementation Plan on October 3, 2013.

Accessed primarily through mobile devices, computers and phones, 511 traveler information services typically include information about real-time traffic conditions on highways and roads, transit schedules and trip planning information, carpool matching services, bike/pedestrian resources, and transportation impacts from weather, special events and emergency situations. Most regions in California and two-thirds of the United States are already served by 511 systems. Unlike other parts of the country where 511 systems are developed and operated by state Departments of Transportation, in California, 511 systems are regional. Monterey Bay Area 511 services could supply the missing link in traveler information services on the Central Coast.

The 511 Feasibility Study assessed the need for traveler information in the region, determined the primary objectives, measured various models against a set of evaluation criteria and concluded that there is a need for 511 services in the Monterey Bay Area. The study found that it is feasible to implement a 511 system in our region by partnering with an established 511 service (either Sacramento or the Bay Area's being the most likely) and using one of these systems' existing 511 infrastructure. While the services available through both of these systems are well established and comprehensive, the investment required by our agencies to join either of these systems was found to be substantial and a potential barrier to implementation.

## **DISCUSSION**

### **A Go-To Place**

One of the biggest reasons to consider establishing 511 services is to have a centralized "go to" place to get travel information. Currently, transportation information is scattered in many locations making it challenging for people to know what is available and their options for getting around. In addition, having such an established place to go during emergencies is critical. Not only will 511 help travelers make better decisions in an emergency, but it can also take the load off 911 operators allowing them to be available for those who need a live operator. Providing accurate, real-time traveler information in an emergency can greatly reduce the number of people traveling into impacted areas thereby making it easier for first responders to get to locations where their assistance is most needed.

### **New Partnership Options**

A new, more cost-effective and viable partnership option has emerged since the completion of the 511 Feasibility Study last year. To comply with federal traveler information requirements of 23-CFR 511, in July 2012, the California State Department of Transportation (Caltrans) launched QuickMap which provides real-time traffic information on the internet via a traffic map page. Information provided by QuickMap includes traffic speeds on highways and local roads, incidents, lane closures, traffic camera images and changeable message sign information. These are all features that most 511 systems have spent millions of dollars to develop and maintain. A partnership with Caltrans for use of QuickMap as the traffic conditions page will provide great benefit at no cost and can be embedded directly onto a website.

A partnership with Google for planning transit, walking, biking and driving trips would allow the RTCV to embed the Google multi-modal trip planning tool on the RTC website. Online transit trip planning is possible because both of the transit agencies in our region -- Santa Cruz Metro in Santa Cruz County and Monterey-Salinas Transit in Monterey County -- provide Google with local transit route, schedule and bus stop data in Google's required transit data format. Adjacent counties such as Santa Clara and San Benito also provide Google with their transit data making it easy to plan transit trips within counties and between our region and the Bay Area.

### **The Vision**

In evaluating various ways in which 511 could be implemented in our region, it became clear that the regional transportation planning agencies in the Monterey Bay Area have a unique opportunity to assemble the wealth of resources and services that are already developed and available into a very user-friendly traveler information website. The RTC is in an enviable position compared to other California 511 services in that the RTC can use both QuickMap and Google's trip planner as cornerstones for 511 services in our region. Along these same lines, both the RTC and TAMC already provide a wealth of transportation information resources to the public through our respective websites. By building upon our agencies' previous website investments and incorporating 511 into our respective online presences, the RTC and TAMC are able to

leverage existing resources to the greatest extent possible. Further, a large amount of multi-modal content is already developed for the Commute Solutions website. Expanding this content to include services offered by other transportation providers in the community is envisioned to provide even greater value to the community. 511 traveler information web-based services would be offered separately for Santa Cruz County and Monterey County.

Phone calls to 511 originating from our region will be routed to the state's California Highway Information Network (CHIN) that provides roadway condition information due to construction and weather. Caltrans will coordinate this effort with telecommunication companies at no expense to the local transportation agencies.

### **Rideshare and 511 Services**

The RTC has a long track record of providing transportation assistance services to the Santa Cruz County community including personalized trip planning for all modes and helping people find carpool and vanpool partners with whom they can share rides. For 34 years, RTC has helped people learn about their travel options and how to successfully navigate the transportation system. Personalized help under the Commute Solutions brand has been provided via phone, email and at outreach events. While this has allowed the agency to deliver highly customized services, this method is quite labor intensive. Starting with the shift that moved carpool matching services to the web, the trend has continued to shift tools and services provided by rideshare agencies to an online environment. The RTC followed this trend when it converted its paper True Cost of Driving worksheet on a printed brochure to an interactive online calculator which is now frequently cited and used by people all over the country.

Online tools allow travelers greater self-serve access to transportation resources and tools and are available around the clock. The strategy for implementing 511 in Santa Cruz County is to further this trend by formally integrating traveler information with rideshare agency services creating a significantly stronger and more effective online resource for travelers. This strategy is expected to reduce Commute Solutions costs as staff resources can be applied to developing quality online services which have the potential to serve multiple people at the same time. Commute Solutions is committed to continued availability of personalized assistance for people who can't access online resources.

### **Cost effectiveness**

Not only is the 511 service outlined in the Implementation Plan of high value to the traveling public, it is also extremely cost effective. The cost to implement the proposed 511 service is estimated to be \$92,030 to launch and \$48,030/year to operate. This extremely low deployment and operations costs are due to the economies of scale that can be realized by managing 511 services using the same staff that already coordinate the RTC's online presence and deliver services through Commute Solutions. There are sufficient funds available from SAFE funds to motorist aid programs and in the Rideshare program budgets to fund this project. By comparison, the earlier projections analyzed in the Feasibility Study estimated the costs for deploying a 511 service in the Monterey Bay Area to range from \$493,000 by

partnering with the SACOG to \$825,825 for an MTC partnership. Annual operating costs ranged from \$184,000 to \$420,800 respectively.

The complete Draft Monterey Bay Area 511 Implementation Plan can be found online (<http://sccrtc.org/projects/multi-modal/>) beginning Thursday, September 26, 2013. The Executive Summary is included as Attachment 1 and proposed features of the 511 service are included in Attachment 2. RTC staff will return to the December RTC meeting with a Final 511 Implementation Plan and recommendations for implementing 511.

## **SUMMARY**

The Feasibility Analysis for 511 Traveler Information Services for the Monterey Bay Area showed that it is feasible to implement 511 in our region by partnering with an existing service. The Implementation Plan, lays out the steps to establish a partnership with Caltrans and Google, and to develop and deploy web-based 511 systems for the Monterey Bay region along with the estimated costs and schedules.

## Attachments

1. Executive Summary of the Implementation Plan for a Monterey Bay Area 511 Traveler Information Service
2. Program Features of 511

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# ATTACHMENT 1

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## *Executive Summary*

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Santa Cruz County Regional Transportation Commission (RTC) and Transportation Agency for Monterey County (TAMC) have been afforded a tremendous opportunity to offer web based 511 traveler information services for Santa Cruz County and Monterey County cost effectively. Currently, in either county, there is not one "go to" place where people can get travel information. Information is scattered in many locations making it challenging for people to know what resources are available and their many options for how to get around. This implementation plan describes how 511 multimodal transportation services can be provided on the web. This can be accomplished by integrating Caltrans QuickMap traffic conditions webpage and other 511 resources into each agency's web presence and rideshare program. Given the considerable amount of congestion in the Monterey Bay Area and environmental concerns from greenhouse gas emissions, 511 traveler information will provide a way to better inform travelers in our region of their alternatives.

QuickMap provides a traffic conditions web page with numerous additional real time features (e.g. traffic camera images, CHP incident, lane closure information) comparable to other 511 systems that have taken significant resources and effort to develop. Multimodal resource information is also an important component of 511 services to inform users of their many travel options. Google's multimodal trip planner, transit schedules, specialized transportation, bicycling and pedestrian resources are a sampling of the types of information that will be available on the 511 web sites. By partnering with Caltrans and using their Quickmap, quality 511 multimodal traveler information services can now be provided via the internet that takes advantage of current technology with minimal effort and resources from Santa Cruz and Monterey Counties.

By establishing a web presence for traveler information in our region, people will become familiar with 511 as the place to go for information. This is even more important during an emergency that people know where to go to get the latest real time information. A 511 web presence will reduce the number of 911 calls, both daily and during an emergency, leaving those emergency phone lines available for people in need of a live operator. Examples of emergency events in the last few years where people would have benefitted from a "go to" place for real time transportation information include the tsunami warning and Big Sur Highway 1 landslide in March of 2011 and the Trabing fire near Highway 1 in June 2008.

Phone calls to 511 originating from our region will be routed to the state's California Highway Information Network (CHIN) that provides roadway condition information due to construction and weather. Caltrans will coordinate this effort with telecommunication companies at no expense to the local transportation agencies.

Due to the already limited amount of resources needed to implement 511 for Santa Cruz and Monterey Counties and the additional economy of scale of integrating 511 with each agency web presence (and rideshare for Santa Cruz County), funding needs for 511 are

very low. The total start-up costs for RTC are approximately \$92,030 with annual operations and maintenance of approximately \$48,030. Start up costs for TAMC are higher at approximately \$124,000 as they will be creating a new website both for their agency and to house 511. Annual operations and maintenance for TAMC will be approximately \$48,030.

There are currently funds in the RTC Commute Solutions program to fund \$54,000 of the startup costs for 511 Santa Cruz County. Additional start up costs (\$38,030) and operations and maintenance costs (\$48,030/year) are available from RTC SAFE funds. Funds for 511 Monterey County for implementation (\$124,030) and annual operations and maintenance (\$48,030) are available from TAMC SAFE.

By being the agencies to implement 511 traveler information via the web, RTC and TAMC would be proactive in providing traffic condition information as well as multimodal information so people are informed of the variety of travel options in our region.

# ATTACHMENT 2

## 511 PROGRAM FEATURES

511 Program Features	Phase 1	Future Consideration	511 Program Features	Phase 1	Future Consideration
QuickMap Traffic Information	X		Parking	X	
QuickMap Real-Time Push Notifications		X	Emergency Information	X	
Google Multimodal Trip Planner	X		Carshare	X	
Transit Information	X		Electric Vehicles	X	
Real-Time Transit Application		X	Taxis/Airport Shuttles	X	
Rideshare Information	X		Truck/Freight Information	X	
Bicycling and Pedestrian Information	X		Rail Information	X	
Alternative Transportation mobile applications		X	Customer Comments	X	
Specialized Transportation	X		California Highway Information Network (CHIN)	X	
Park & Ride Lots	X		Interactive Voice Response Phone System		X

## One year anniversary of barrier at Laurel Curve Improvements prevent crossover collisions, saves lives

By Ramona Turner Santa Cruz Sentinel Santa Cruz Sentinel

SantaCruzSentinel.com

Posted: 3/19/2013

SUMMIT -- Thursday marks the one-year anniversary Caltrans installed a temporary median barrier and dynamic curve warning sign along Highway 17 at Laurel Road.

The move was meant to save lives at the dangerous Laurel Curve, known for deadly crossover collisions.

While pleased that the new safety measures seem to be working, area residents say the change has made them fear for their safety and livelihoods.

"We are still evaluating the concrete barriers' effectiveness," said Susana Cruz, Caltrans spokesperson. "At this point, there are continuing accidents as evidenced by the black marks on the barrier, so it is unlikely we will remove the barrier until we can determine that there is no potential for a cross-median accident."

In 2012, there were 10 times the number of collisions at Laurel than at nearby crossings along the highway, she said.

In fact, days before the barrier was installed, a 57-year-old man from Brentwood lost control of his Nissan Altima on southbound Highway 17, drifted through the gap in the median divide, crossed over the double yellow line into oncoming northbound traffic, and struck an SUV head on. The car's driver died. The people in the other SUV survived.

Since the barrier went in, there have been zero cross-median collisions.

"The barrier has proven to be very effective in reducing these cross-median accidents by our observations of skid/tire marks on the barrier," she said.

What's more, the California Highway Patrol reported that there have been zero collisions involving area residents making U-turns to access and egress Laurel Road.

Meanwhile, Caltrans continues to watch the effectiveness of the high friction surface treatment applied to the road last July. The special asphalt gives tires more grip on the road.

Cruz noted that Caltrans has received letters from motorists "who say the Laurel Curve barrier saved them from a serious cross-median collision."

There also are letters from area residents like Bob Kundus, owner and operator of the Laurel Mill Lodge. He said the barrier makes residents and his business feel isolated, particularly if there was a disaster but also in day-to-day operations.

"We sell destination weddings," he said. "When people figure out that it's a hassle to get here, they are going to go to the Avila Hotel!"

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While Caltrans and the county continues to monitor Laurel Curve and possible alternatives, Kundus plans to keep his eyes and ears open for out-of-the-box ways to market his business.

Ramona writes Street Smarts. Follow her on Twitter at [Twitter.com/streetsmartssc](https://twitter.com/streetsmartssc).

## ROADSHOW: CAN HIGHWAY 17 HELL BE REDUCED BY DEPARTURE TIME?

By Gary Richards

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

POSTED: 05/17/2013 07:37:37 AM PDT

Q: Here's my story: Fortunately for my family, they live in lovely Santa Cruz. Unfortunately, I do not. Getting from North San Jose to Highway 1 via Highway 17 during summer weekends is HORRENDOUS. After trial and error the past couple years, I now leave by 9 a.m. and get over the hill in 40 minutes. I would rather sleep in, of course, but there's no traffic backed up to Hamilton Avenue!

My question to you and your readers: What time should I leave Santa Cruz to get home? On Mother's Day, I left at 4 p.m. and it took me two hours! I just crawled over the hill.

Any suggestions? I've tried 3 p.m., 4 p.m. and 5 p.m.

*Debbie Davis*

San Jose



**Highway 17 above Lexington Reservoir  
(Mercury News archives)**

A: How about 7 a.m. -- the next morning? I'm only partially kidding. When Mrs. Roadshow and I go to Santa Cruz on a summer weekend for her to walk Zoe-the-Roadshow-Retriever, we head down early in the morning and return shortly after lunch to beat traffic. I'm sure that won't work for you since you'll be visiting relatives.

Folks, what advice do you have for Debbie and anyone else trying to return to the Bay Area from Santa Cruz on a Sunday?

[http://www.mercurynews.com/mr-roadshow/ci\\_23259041/roadshow-highway-17-sunday-afternoon-is-no-treat](http://www.mercurynews.com/mr-roadshow/ci_23259041/roadshow-highway-17-sunday-afternoon-is-no-treat)



up some yummy berry pies or let the kids pick some fresh berries!). Once over Mt. Madonna, Old Monterey Road intersects Monterey Highway and 101/85.

*Adrienne Strena*

A Berry pie -- yum-yum.

Q In general, there is no best time to come back. It depends mostly on the weather. If it is a beautiful, hot weekend, there is going to be a lot of traffic on northbound 17. The key things are what time the sun goes down and what time the fog rolls in. When either of those things happen, people are going to leave the beaches and traffic backs up. So keep an eye on the weather.

*Christopher Vaughan*

Menlo Park

A And ...

Q Take Old Santa Cruz Highway from Summit Road and come down into Soquel. ALWAYS less horrible than 17!

*Arian Sarris*

San Pablo

Q I personally hate Highway 17 and avoid it as much as possible. From the time I attended San Jose State in the '50s to this day, I have taken the longer way to Santa Cruz and back again -- 101 south to either Morgan Hill or Gilroy and Hecker Pass to Watsonville and then on to Santa Cruz. You might even catch sight of albino deer at the top of the pass.

*Penny Dalton*

Palo Alto

A The drive to the beach has been torture for a long, long time.

Q Before I moved to Capitola, I'd leave late afternoon and, yes, it would be a parking lot for two hours on the way back. That was over 35 years ago! If you look at the pictures from a history book on Highway 17, written by an Aptos author about 1930s beach traffic, the Model T's were lined up just like now. Sometimes things never change.

*Jane Parks-McKay*

Capitola

A So true.

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

[http://www.mercurynews.com/ci\\_23293891/roadshow-tricks-avoiding-beach-traffic-highway-17](http://www.mercurynews.com/ci_23293891/roadshow-tricks-avoiding-beach-traffic-highway-17)

## Roadshow: Expect higher gas tax because of more electric cars and hybrids

By Gary Richards [grichards@mercurynews.com](mailto:grichards@mercurynews.com) San Jose Mercury News

MercuryNews.com

Posted: 7/5/2013

Q If we assume that everyone gets an electric car and no one buys gas, how will we pay for the roads they drive on?

Tom Wong

Menlo Park

A That is the BIG question traffic planners across the country are asking. Tom's comments floated in after the story last week on the 3.5-cent-a-gallon tax hike in California, which means we now have the highest gas tax of the 50 states at nearly 72 cents a gallon. And it's bound to go higher. The state Board of Equalization can raise the state excise tax if it expects gas tax revenues to decline. That's almost a sure bet as cars get better mileage and more hybrids and electric cars are on the road.

More than a dozen states are considering charging all drivers by their mileage to make up the lost revenue. Santa Clara County a few years ago raised the vehicle registration fee by \$10 for the same reason, and the state is considering a bill to allow fees to be imposed on electric-vehicle charging stations.

Sales of electric and hybrid cars have soared over the past decade. Last year, Toyota sold 236,659 Prius hybrids, a 73 percent increase from 2011. And General Motors doubled its sale of hybrids last year.

Q I have read motorcyclist complaints about cars three times this week and I am getting sick of these shortsighted accusations. Why must motorcyclists always conclude that those driving cars are inconsiderate and rude?

I am a very vigilant driver who looks both ways at all intersections on the off chance that someone might run a stop sign or a light. I do a thorough check before changing lanes. Yet, 9 out of 10 times, even I simply cannot see a motorcycle coming until it's already beside me!

Things get complicated even more by all of the buses, trucks, vans and SUVs that make it even more difficult to see motorcyclists, not to mention the soundproofing of car interiors these days. The earliest I hear or see a motorcycle coming is at about my back door -- and not for lack of looking! I truly have no idea you're coming until you're already present. And again, I am vigilant.

It seems motorcyclists are failing to give drivers enough time to see them coming! It is your job to make sure that people know you're there while you are well behind them. If you cannot do that, then please do not ride a motorcycle.

Lisa Stein

San Francisco  
Safe on 17/TOS Agenda Packet

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A Folks, let's give this a rest, OK? Drivers need to be vigilant, as Lisa says she is, and motorcyclists need to slow down and split lanes only at moderate speeds.

Q A letter to Caltrans:

Leslee Dudley

Santa Cruz

A Uh-oh. That usually means it's not a thank-you note.

Q Many people commute over the hill on Highway 17 from Santa Cruz into San Jose for the night shift, even on weekends. This is my commute. I live in Santa Cruz and work as a nurse at a hospital in San Jose and was scheduled to work in the ICU last Sunday night.

I left early due to beach traffic. I checked my phone first to see how traffic was looking. Looked clear. I got to Scotts Valley at 10 p.m. and traffic was STOPPED clear up to the Glenwood cutoff due to Caltrans work. This cost me money at work.

Why would Caltrans start a project during beach traffic which happens every weekend in the summer evenings? Can Caltrans start one hour later so as to not hold up night-shift commuters coming over the hill? People were honking and yelling, and road rage was bad. You guys need to think about other people. Use some common sense. This was not necessary.

Leslee Dudley

A Caltrans is not allowed to start road work on northbound 17 until 10 p.m. on Sundays during the summer. That's an hour later than the usual 9 p.m. non-summer hours start, but work can't be delayed until 11 p.m. or later or crews may not be off the road before the start of the Monday morning commute.

This is going to be a pain for quite a spell. The state is building retaining walls, upgrading guardrails and adding a crash cushion on a 6-mile section of 17 from Santa's Village Road to the Santa Clara County line. This work could be going on night and day with alternating lane closures in both directions and will last until the fall of 2014.

Leslee, you did what you could to monitor traffic before heading out the door. You can also check <http://quickmap.dot.ca.gov> or [www.dot.ca.gov/dist05/road\\_information.htm](http://www.dot.ca.gov/dist05/road_information.htm) to stay more informed.

Q They did some repaving on Hedding Street in San Jose, and it looked very confusing. Now that all striping is complete, I can see why: They took out a lane! They did this last year on 10th and 11th streets, and now they make Hedding one each way from the courthouse to Highway 101. San Jose is getting bigger and they keep taking away lanes. Now it will be harder to get anywhere around San Jose.

Ikie Moore

San Jose

A Removing a lane of traffic and adding bike lanes has become a common strategy in many Bay Area Safe on 17/TOS Agenda Packet Page 52

cities to slow down drivers and make life easier for bicyclists. There was a noticeable uproar a year ago when this was done along 10th and 11th streets, but that criticism appears to have eased. Does that mean traffic concerns were overstated?

Q The curve on Highway 4 past G street in the Antioch area has nothing to with any ongoing construction. This curve is about a tenth of a mile past G Street and the highway is finished. It would take one partial evening of work to take the curve out and surprise commuters with better traffic flow in the morning. For some reason Caltrans created this curve just because it can. It just screws up the traffic flow. I guess you have to go out and see it and drive it to appreciate how it creates backups for no reason.

Michael Trapani

A The backups may soon ease. In about two weeks, crews will open the new auxiliary lane westbound between Contra Loma Boulevard and Somersville Road. And then the existing two westbound through lanes on Highway 4 will be shifted slightly to the south toward the median. Once this change has occurred, the westbound lanes on Highway 4 will be straightened.

Q Do you know if there will be an onramp at Highway 4 westbound to Route 160?

Vicki C.

Brentwood

A Yep. A project now being designed will provide a new connector ramp from westbound Highway 4 to northbound 160 and a new ramp from southbound 160 to eastbound Highway 4. This work could be underway by early next year. Go to <http://4eastcounty.org> for more information.

Go to Roadshow's expanded online presence at [www.mercurynews.com/mr-roadshow](http://www.mercurynews.com/mr-roadshow) and look for rules of the road, construction updates and favorite stories. Follow Gary Richards at [Twitter.com/mrroadshow](https://twitter.com/mrroadshow), look for him at [Facebook.com/mr.roadshow](https://facebook.com/mr.roadshow) or contact him at [mrroadshow@mercurynews.com](mailto:mrroadshow@mercurynews.com) or 408-920-5335.

## PRAISEWORTHY, AUG. 12, 2013: FREEWAY SERVICE PATROL

By Contributors

Santa Cruz Sentinel

POSTED: 08/11/2013 06:28:15 PM PDT

### **Freeway Service Patrol a gem**

A while ago, we were driving back from Santa Clara County about 4 in the afternoon. We had just passed the Summit businesses when we heard a thumping coming from our right front wheel area.

It was, of course a, flat tire, which couldn't have come at a worse time. My husband gamely hunted for the spare tire while I began to look for our AAA card.

Just then, a tow/repair truck stopped behind us and this cheerful guy got out and said "A flat tire, huh?" I braced myself for the inevitable sales pitch. Then he added, "I can fix it for you. It's a free service from the county and state. All I need you to do is fill out a comment card!" He explained that the program is called Freeway Service Patrol, and gave me a brochure and the comment card. Five minutes later he was on his way.

This Freeway Service Patrol, according to the brochure has two "Beats": One route goes from Scotts Valley to the Summit and back, the other, from Highway 9 to State Park Drive. The service is weekdays during peak commute hours with limited service on Saturday and Sunday.

They can't take tips and you can't call them; they just show up! They will change a flat tire, jump-start your car, tape hoses and refill your refrigerator, and even give you a gallon of gas. Neighboring counties, the brochure says, have similar programs. And yes, this guy did remember the Road Ranger, who -- sadly -- passed away a few years ago.

Isn't it nice to know that your government is working for you?

*Penny Cheney, Aptos*

[http://www.santacruzsentinel.com/ci\\_23841511/praiseworthy-aug-12-2013-freeway-service-patrol?source=most\\_email](http://www.santacruzsentinel.com/ci_23841511/praiseworthy-aug-12-2013-freeway-service-patrol?source=most_email)

SCCRTC Correction: The article incorrectly states FSP drivers will "refill your refrigerator" – however, drivers will refill *radiators*. The letter also states that FSP is a free service from the "county and state" - referring to the partnership between Santa Cruz County Regional Transportation Commission, California Department of Transportation (Caltrans), and the California Highway Patrol (CHP).

**SAN JOSE CHP COLLISION AND  
CITATION STATISTICS WILL BE HANDED  
OUT AT THE MEETING.**

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

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
JANUARY	PDO	40	28	17	14	18	26	21	32	34	19	22	16	24	11	11	11
	INJURY	27	10	8	5	9	12	6	6	10	9	6	9	13	9	10	3
	FATAL	1	1	0	0	0	1	0	0	0	0	0	1	1	0	0	0
	<b>TOTAL</b>	<b>68</b>	<b>39</b>	<b>25</b>	<b>19</b>	<b>27</b>	<b>39</b>	<b>27</b>	<b>38</b>	<b>44</b>	<b>28</b>	<b>28</b>	<b>26</b>	<b>38</b>	<b>20</b>	<b>21</b>	<b>14</b>
FEBRUARY	PDO	36	19	43	14	17	35	41	45	25	28	31	16	20	15	23	8
	INJURY	6	9	9	5	4	9	16	17	4	10	9	15	4	7	10	5
	FATAL	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>42</b>	<b>29</b>	<b>52</b>	<b>19</b>	<b>21</b>	<b>44</b>	<b>58</b>	<b>62</b>	<b>29</b>	<b>38</b>	<b>40</b>	<b>31</b>	<b>24</b>	<b>22</b>	<b>33</b>	<b>13</b>
MARCH	PDO	21	25	26	22	29	23	11	38	35	18	17	13	26	26	30	16
	INJURY	11	12	6	5	11	9	7	16	14	2	6	13	7	14	20	6
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	<b>TOTAL</b>	<b>32</b>	<b>37</b>	<b>32</b>	<b>27</b>	<b>40</b>	<b>32</b>	<b>18</b>	<b>54</b>	<b>49</b>	<b>20</b>	<b>23</b>	<b>26</b>	<b>33</b>	<b>40</b>	<b>51</b>	<b>22</b>
APRIL	PDO	39	27	13	24	22	59	16	45	41	22	20	18	28	18	15	13
	INJURY	14	8	9	5	7	16	4	11	11	7	10	12	6	4	9	10
	FATAL	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>54</b>	<b>35</b>	<b>22</b>	<b>29</b>	<b>29</b>	<b>75</b>	<b>20</b>	<b>56</b>	<b>52</b>	<b>29</b>	<b>30</b>	<b>30</b>	<b>34</b>	<b>22</b>	<b>24</b>	<b>23</b>
MAY	PDO	43	13	25	19	13	24	15	39	16	24	10	12	26	18	11	11
	INJURY	25	9	15	13	7	11	5	13	8	9	5	16	8	7	6	8
	FATAL	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>69</b>	<b>23</b>	<b>40</b>	<b>33</b>	<b>20</b>	<b>35</b>	<b>20</b>	<b>52</b>	<b>25</b>	<b>33</b>	<b>15</b>	<b>28</b>	<b>34</b>	<b>25</b>	<b>17</b>	<b>19</b>
JUNE	PDO	23	12	15	14	11	23	6	24	13	15	10	13	11	9	14	11
	INJURY	11	5	3	2	6	4	2	3	6	1	6	6	4	9	10	9
	FATAL	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	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>	<b>21</b>
JULY	PDO	19	8	15	14	20	18	14	9	16	18	14	10	11	19	24	9
	INJURY	5	7	7	8	5	4	5	5	4	4	6	6	9	5	9	10
	FATAL	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0
	<b>TOTAL</b>	<b>24</b>	<b>16</b>	<b>22</b>	<b>22</b>	<b>25</b>	<b>23</b>	<b>19</b>	<b>15</b>	<b>20</b>	<b>23</b>	<b>20</b>	<b>16</b>	<b>20</b>	<b>24</b>	<b>33</b>	<b>19</b>
AUGUST	PDO	14	11	22	10	5	17	20	6	16	11	15	8	11	11	9	
	INJURY	10	2	7	7	4	7	7	4	5	4	4	1	5	2	4	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>TOTAL</b>	<b>24</b>	<b>13</b>	<b>29</b>	<b>17</b>	<b>9</b>	<b>24</b>	<b>27</b>	<b>10</b>	<b>21</b>	<b>15</b>	<b>19</b>	<b>9</b>	<b>16</b>	<b>13</b>	<b>13</b>	<b>0</b>
SEPTEMBER	PDO	24	16	20	16	12	12	13	4	13	9	5	8	11	7	14	
	INJURY	13	4	8	4	8	1	6	6	4	3	9	7	7	7	4	
	FATAL	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
	<b>TOTAL</b>	<b>38</b>	<b>20</b>	<b>28</b>	<b>20</b>	<b>21</b>	<b>13</b>	<b>19</b>	<b>10</b>	<b>17</b>	<b>12</b>	<b>14</b>	<b>15</b>	<b>18</b>	<b>14</b>	<b>18</b>	<b>0</b>
OCTOBER	PDO	17	15	13	20	16	17	44	27	13	21	13	9	12	25	15	
	INJURY	4	11	8	2	5	9	6	12	3	9	3	5	13	8	10	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>TOTAL</b>	<b>21</b>	<b>26</b>	<b>21</b>	<b>22</b>	<b>21</b>	<b>26</b>	<b>50</b>	<b>39</b>	<b>16</b>	<b>30</b>	<b>16</b>	<b>14</b>	<b>25</b>	<b>33</b>	<b>25</b>	<b>0</b>
NOVEMBER	PDO	31	29	16	26	23	28	21	47	36	11	19	13	27	16	29	
	INJURY	10	10	8	13	10	9	8	13	12	8	5	7	11	6	8	
	FATAL	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	
	<b>TOTAL</b>	<b>41</b>	<b>39</b>	<b>24</b>	<b>39</b>	<b>34</b>	<b>38</b>	<b>29</b>	<b>60</b>	<b>48</b>	<b>19</b>	<b>24</b>	<b>20</b>	<b>38</b>	<b>22</b>	<b>37</b>	<b>0</b>
DECEMBER	PDO	5	13	9	28	48	60	43	43	21	34	21	16	45	7	30	
	INJURY	13	4	4	11	15	22	10	17	3	19	5	10	16	6	8	
	FATAL	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	
	<b>TOTAL</b>	<b>18</b>	<b>17</b>	<b>13</b>	<b>39</b>	<b>63</b>	<b>82</b>	<b>53</b>	<b>62</b>	<b>24</b>	<b>53</b>	<b>26</b>	<b>27</b>	<b>61</b>	<b>13</b>	<b>38</b>	<b>0</b>
<b>TOTAL PDO:</b>		<b>312</b>	<b>216</b>	<b>234</b>	<b>221</b>	<b>234</b>	<b>342</b>	<b>265</b>	<b>359</b>	<b>279</b>	<b>230</b>	<b>197</b>	<b>152</b>	<b>252</b>	<b>182</b>	<b>225</b>	<b>79</b>
<b>TOTAL INJURY:</b>		<b>149</b>	<b>91</b>	<b>92</b>	<b>80</b>	<b>91</b>	<b>113</b>	<b>82</b>	<b>123</b>	<b>84</b>	<b>85</b>	<b>74</b>	<b>107</b>	<b>103</b>	<b>84</b>	<b>108</b>	<b>51</b>
<b>TOTAL FATALITIES:</b>		<b>5</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>TOTAL COLLISIONS:</b>		<b>466</b>	<b>311</b>	<b>326</b>	<b>303</b>	<b>327</b>	<b>459</b>	<b>348</b>	<b>485</b>	<b>364</b>	<b>316</b>	<b>271</b>	<b>261</b>	<b>356</b>	<b>266</b>	<b>334</b>	<b>131</b>

Santa Cruz Area CHP SR-17 Citation Summary

Regular Citations

Overtime Citations

		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
JANUARY	PCF	637	537	557	275	129	261	287	396	401	368
	Other	235	120	192	148	106	92	68	84	68	69
	Mechanical	29	58	18	9	3	21	16	30	21	17
	<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>454</b>
FEBRUARY	PCF	526	392	550	359	166	271	303	420	478	309
	Other	183	137	213	102	52	59	65	70	68	63
	Mechanical	7	69	9	32	29	7	10	19	19	23
	<b>TOTAL</b>	<b>716</b>	<b>598</b>	<b>772</b>	<b>493</b>	<b>247</b>	<b>337</b>	<b>378</b>	<b>509</b>	<b>565</b>	<b>395</b>
MARCH	PCF	671	595	501	451	252	262	322	351	422	354
	Other	252	173	202	117	66	73	44	42	86	111
	Mechanical	20	58	75	42	32	19	21	29	11	20
	<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>485</b>
APRIL	PCF	510	479	428	285	191	312	324	431	283	365
	Other	228	154	229	76	56	63	86	49	88	29
	Mechanical	13	46	64	14	24	11	36	23	15	16
	<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>410</b>
MAY	PCF	568	448	345	369	233	454	429	505	455	444
	Other	242	168	63	154	78	85	46	82	77	27
	Mechanical	10	53	55	26	47	22	69	14	25	45
	<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>516</b>
JUNE	PCF	398	640	470	365	271	483	523	391	291	339
	Other	215	225	131	152	88	73	42	68	58	29
	Mechanical	8	62	10	38	39	9	68	3	13	65
	<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>433</b>
JULY	PCF	468	359	303	302	266	396	446	378	288	
	Other	255	177	199	110	74	82	38	67	69	
	Mechanical	6	61	13	44	59	7	82	4	8	
	<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>0</b>
AUGUST	PCF	447	427	244	346	266	470	498	585	317	
	Other	240	198	206	167	47	89	84	35	78	
	Mechanical	16	68	11	75	27	17	24	18	25	
	<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>420</b>	<b>0</b>
SEPTEMBER	PCF	487	494	359	402	265	424	389	472	334	
	Other	219	142	148	182	24	105	95	37	58	
	Mechanical	10	57	12	5	43	18	32	18	19	
	<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>411</b>	<b>0</b>
OCTOBER	PCF	378	314	328	194	337	322	307	540	457	
	Other	233	152	155	93	30	79	47	47	57	
	Mechanical	20	47	8	34	43	9	10	14	15	
	<b>Total</b>	<b>631</b>	<b>513</b>	<b>491</b>	<b>321</b>	<b>410</b>	<b>410</b>	<b>364</b>	<b>601</b>	<b>529</b>	<b>0</b>
NOVEMBER	PCF	512	557	274	209	590	270	267	449	327	
	Other	217	165	143	65	48	53	80	25	53	
	Mechanical	18	59	13	47	75	10	15	18	17	
	<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>397</b>	<b>0</b>
DECEMBER	PCF	383	524	268	215	454	373	209	454	297	
	Other	140	153	167	100	45	64	65	43	75	
	Mechanical	23	38	10	39	84	15	11	16	14	
	<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>386</b>	<b>0</b>

ANNUAL TOTALS: 8824 8406 6973 5643 4639 5380 5458 6227 5387 2693

		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
JANUARY	PCF	20	18	45	2	0	0	32	0	49	6
	Other	12	8	18	3	0	0	5	0	6	0
	Mechanical	0	1	1	0	0	0	0	0	0	0
	<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>	<b>6</b>
FEBRUARY	PCF	41	22	30	63	40	0	24	0	43	52
	Other	29	8	5	17	2	1	5	0	7	2
	Mechanical	0	5	0	13	1	0	0	0	1	5
	<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>	<b>59</b>
MARCH	PCF	27	25	67	64	33	0	16	14	46	57
	Other	6	8	15	9	7	0	3	0	4	4
	Mechanical	1	3	0	4	5	0	1	0	5	11
	<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>	<b>72</b>
APRIL	PCF	28	28	47	32	31	39	38	56	40	112
	Other	14	7	33	8	8	7	3	6	7	1
	Mechanical	1	9	2	1	7	2	0	0	0	2
	<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>	<b>115</b>
MAY	PCF	44	28	13	48	35	31	24	64	84	112
	Other	20	9	7	8	10	3	12	4	9	8
	Mechanical	0	4	0	3	4	1	2	0	5	16
	<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>	<b>136</b>
JUNE	PCF	13	78	71	42	38	25	31	36	47	85
	Other	19	20	33	13	3	2	6	8	5	6
	Mechanical	1	9	0	2	6	0	2	0	1	14
	<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>	<b>105</b>
JULY	PCF	18	43	46	43	7	26	27	49	0	
	Other	13	17	32	16	1	1	2	8	0	
	Mechanical	0	13	2	6	2	0	1	0	0	
	<b>Total</b>	<b>31</b>	<b>73</b>	<b>80</b>	<b>65</b>	<b>10</b>	<b>27</b>	<b>30</b>	<b>57</b>	<b>0</b>	<b>0</b>
AUGUST	PCF	27	62	22	25	18	4	15	51	7	
	Other	9	21	13	10	2	0	3	5	4	
	Mechanical	0	10	1	5	3	0	0	2		
	<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>	<b>11</b>	<b>0</b>
SEPTEMBER	PCF	22	35	47	31	22	5	14	46	74	
	Other	11	5	16	8	2	3	1	5	14	
	Mechanical	0	2	0	0	1	0	0	1	5	
	<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>	<b>93</b>	<b>0</b>
OCTOBER	PCF	13	16	20	4	30	19	0	44	87	
	Other	19	3	10	0	2	3	0	11	10	
	Mechanical	1	0	0	0	3	0	0	2	2	
	<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>	<b>99</b>	<b>0</b>
NOVEMBER	PCF	34	29	6	11	134	11	0	49	63	
	Other	27	9	6	4	7	3	0	4	3	
	Mechanical	2	6	0	0	15	1	0	5	0	
	<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>	<b>66</b>	<b>0</b>
DECEMBER	PCF	58	78	34	13	119	11	0	43	37	
	Other	39	16	13	7	4	1	0	1	9	
	Mechanical	2	4	1	0	11	0	0	4	0	
	<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>46</b>	<b>0</b>

571 659 656 515 613 199 267 518 674 493

## Cops and Courts: March 25, 2013: CHP: Two hurt in crash after 'biker run' Saturday

Sentinel Staff Report [newsroom@santacruzsentinel.com](mailto:newsroom@santacruzsentinel.com)

Posted: 03/24/2013 10:22:40 PM PDT

SantaCruzSentinel.com

### Cops and Courts: March 25, 2013: CHP: Two hurt in crash after 'biker run' Saturday

CHP: Two hurt in crash after 'biker run' Saturday

Two people were seriously hurt Saturday night on northbound Highway 17 when the Harley Davidson motorcycle they were on crashed near Laurel Curve and they were thrown from the bike and into a metal guardrail, the California Highway Patrol said.

CHP dispatchers got complaints about several motorcycles driving aggressively and erratically, authorities said. Officer John Bourriague said he was near Laurel Curve on the southbound side of Highway 17 outside Scotts Valley about 8:45 p.m. when he heard the sound of a collision and went to check.

The man and his female passenger -- who appeared to be in their 40s -- were both badly hurt but refused medical care, Bourriague said. The man suffered major injuries and the woman suffered moderate injuries, he said.

They were moved to the side of the highway and later picked up by friends, he said.

The CHP is investigating and plans to recommend to the Santa Cruz County District Attorneys' Office that charges be filed as drugs and other evidence were found there, he said.

A large group of Hells Angels affiliates were on an annual "defense fund" run that went through the county Saturday, and their stops included a restaurant and bar in Moss Landing and a shop on Soquel Avenue in Santa Cruz, authorities said.

#### SCOTTS VALLEY

Teens

It appears that two teens hospitalized Saturday at Skypark suffered minor injuries, Capt. John Crivello of Scotts Valley Fire said Sunday.

The two were playing basketball when one of them was going up for a dunk and fell and then another fell, Crivello said.

They were conscious and taken to Dominican Hospital to get checked out, he said.

He said he didn't get the whole story of how the teens were hurt, as he was focused on making sure they got the medical care they needed.

#### WATSONVILLE

Man arrested on suspicion of burglary

A 6-foot, 4-inch, 220-pound man named Titan Xavier Zehcroteau was arrested on suspicion of burglary, Santa Cruz County Sheriff's Office said.

resisting arrest and drug possession Saturday on Beach Street in Watsonville, according to Santa Cruz County Jail records.

Zehcroteau, 32, was arrested on a warrant out of Santa Clara County.

He was booked at County Jail about 5 p.m., after his apprehension in an apartment near Beach and Lincoln streets.

## CRASH ON HIGHWAY 35 IN SANTA CRUZ MOUNTAINS LEAVES MAN DEAD

Posted: Apr 10, 2013 9:15 AM PDT

SANTA CRUZ COUNTY, Calif. - A 38-year-old Boulder Creek man was killed in a car crash in the Santa Cruz Mountains early Wednesday morning.

The accident was reported just before 1 a.m. on Highway 35 north of Summit Road.

The California Highway Patrol says the man was driving a Volvo S60 northbound on the highway when for unknown reasons he allowed the car to travel across the southbound lane and off the paved roadway. The Volvo collided with a dirt embankment.

Officers say the driver was not wearing his seat belt and was killed after being ejected from the car. His name has not been released.

The CHP says it is not known whether alcohol or drugs played a role in the crash.

### Comments:

**@erinwalkerlove**

8:12 PM Apr 30

Any updates yet?

**@erinwalkerlove**

8:12 PM Apr 30

Any updates yet?

**Vikki**

7:34 AM Apr 12

when will there be an update on this terrible tragedy? the state needs to put guardrails on that dangerous road. that part of 35 gets very foggy late at night, has extremely tight curves and very narrow. if a person is unfamiliar with 35 it is not a surprise they would have trouble. this is so awful

<http://www.kionrightnow.com/story/21932270/crash-on-highway-35-in-santa-cruz-mountains-leaves-man-dead>

## Accident ties up northbound Highway 17

By Shanna McCord - Santa Cruz Sentinel Santa Cruz Sentinel

SantaCruzSentinel.com

Posted: 5/11/2013

SCOTTS VALLEY - A car accident on northbound Highway 17 just north of Granite Creek Road forced the California Highway Patrol to close one lane for at least an hour.

The crash, which involved a single car flipping on its roof, happened about 4:25 p.m. Saturday, CHP officials said.

The wreck caused a major back-up for northbound traffic.

## DRIVER SERIOUSLY INJURED IN HIGHWAY 1 CONSTRUCTION ZONE CRASH

By Donna Jones

**Santa Cruz Sentinel**

POSTED: 05/24/2013 02:59:34 PM PDT



Work crews Friday continue constructing the new La Fonda Bridge where a motorist (Dan Coyro)

SANTA CRUZ -- A 28-year-old Santa Cruz man was flown to a San Jose trauma center after crashing his 2008 Subaru Impreza at the La Fonda Bridge construction site on Highway 1 early Friday morning. California Highway Patrol officer Grant Boles said the man was alone in the car and driving southbound when, just after midnight, he allowed it to drift into the median area, where it collided with several barriers and overturned. The car ended up on the driver's side against a bridge support, trapping the man inside.

Crews from the Central Fire Protection District and Santa Cruz Fire Department responded to the scene, and firefighters cut through the car to extricate the injured man, whose leg was partially pinned under the car.

Boles said the man was flown to Valley Medical Center with major, but not life-threatening, injuries.

"He was wearing a safety belt," Boles said. "That undoubtedly saved his life."

The cause of the wreck is under investigation. But Boles said the man was speeding, and reminded drivers to "slow for the cone" in construction zones.

The bridge construction is part of the \$21 million Highway 1/Morrissey auxiliary lanes project. Crews started installing temporary support beams and plywood decking a week ago in advance of concrete pours, which are scheduled to start next week.

An engineer has inspected the bridge, and it was not damaged by the collision, said Karena Pushnik, spokeswoman for the Santa Cruz County Regional Transportation Commission, the agency heading up the construction project.

"Work is proceeding today with the construction project," she said.

Follow Sentinel reporter Donna Jones on Twitter at [Twitter.com/DonnaJonesSCS](https://twitter.com/DonnaJonesSCS)

[http://www.santacruzsentinel.com/ci\\_23318338/driver-seriously-injured-highway-1-construction-zone-crash](http://www.santacruzsentinel.com/ci_23318338/driver-seriously-injured-highway-1-construction-zone-crash)

## CRASH, ROADWORK CLOG HIGHWAY 17 NEAR SCOTTS VALLEY

By Stephen Baxter

**Santa Cruz Sentinel**

POSTED: 05/30/2013 04:52:48 PM PDT

SCOTTS VALLEY -- Two people were injured after their SUV slid down a roughly 100 foot embankment on Highway 17 Thursday morning, the California Highway Patrol reported.

The pair were in a Toyota 4Runner headed south near Vine Hill Road about 11:20 a.m. when the driver apparently had a medical problem and crashed, CHP officer Bradley Sadek said.

The two, who were wearing seatbelts, suffered at least moderate injuries, Sadek said. They were taken by helicopter to a trauma center.

Caltrans also conducted road maintenance on southbound Highway 17 on Thursday near Glenwood Cutoff Road, which slowed traffic most of the day, according to the CHP.

Follow Sentinel reporter Stephen Baxter at [Twitter.com/sbaxter\\_sc](https://twitter.com/sbaxter_sc)

[http://www.santacruzsentinel.com/ci\\_23356809/crash-roadwork-clog-highway-17-near-scotts-valley](http://www.santacruzsentinel.com/ci_23356809/crash-roadwork-clog-highway-17-near-scotts-valley)

## **PICKUP TUMBLES OFF HIGHWAY 9 IN SANTA CRUZ MTNS., DRIVER KILLED**

June 24, 2013 4:08 PM

SANTA CLARA COUNTY (CBS SF) — Firefighters are rappelling down an embankment along state Highway 9 in the Santa Cruz Mountains Monday afternoon to recover a body from a pickup truck that tumbled off the roadway, a CHP spokesman said.

Cal Fire and Santa Clara County fire personnel are trying to reach the truck, which fell about 125 feet down an embankment, CHP Officer Chris Falkowski said.

The identity or sex of the victim is not yet known, nor is the approximate time of the accident, which happened in the area of Heather Heights Road near the border of Santa Clara and Santa Cruz counties, Falkowski said.

Cal Fire employees were driving on the highway on their way to an unrelated non-injury accident when they saw fresh skid marks leading off the roadway, Falkowski said.

The firefighters went down the hillside and found the pickup truck, which had overturned onto its roof, and found the deceased person inside, Falkowski said.

The CHP was notified of the crash at 9:18 a.m.

Falkowski said the truck is lodged in a steep, heavily wooded area just east of where Highway 9 converges with state Highway 35.

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<http://sanfrancisco.cbslocal.com/2013/06/24/pickup-tumbles-off-highway-9-in-santa-cruz-mtns-driver-killed/>

Posted: 06/25/2013

## **2 fatal crashes in Santa Cruz during Monday's wet weather**

SANTA CRUZ, Calif. —A 21-year-old man died Monday morning when he lost control of his green Honda Civic and crashed into a tree on Highway 17 in Santa Cruz.

Highway 17 was slick from overnight rain showers, and California Highway Patrol officer Bradley Sadek said wet weather was a factor in causing the wreck.

The driver, who lived in Concord, Calif., died on impact near the Pasatiempo exit, Sadek said. Passing motorists noticed the wreckage at 5:50 a.m. and called 911.

Another deadly traffic accident happened at 3:25 p.m. A 78-year-old woman was found dead inside her Toyota Corolla on the 2500 block of Felt Street in Santa Cruz.

The Santa Cruz woman had been driving eastbound on Felt Street when she crashed.

"It appears the driver suddenly suffered a medical emergency. The vehicle continued eastbound on Felt, left the roadway and traveled down an embankment. The driver was pronounced deceased on the scene," Sadek said.

CHP officers did not release the names of the two drivers who died.

Several other wrecks happened across Santa Cruz County on Monday, including a Volvo station wagon that crashed into a cement barrier on Highway 1 at the Park Avenue exit, a blue Jetta that careened off Old San Jose Road at Hoover Road, and a vehicle that spun out on Highway 17 at Glenwood Drive.

## Highway 17 cleared after accident snarls traffic near Scotts Valley

### Drive

By Staff Santa Cruz Sentinel Santa Cruz Sentinel

SantaCruzSentinel.com

Posted: 9/13/2013

SCOTTS VALLEY -- A accident slowed traffic in both directions of Highway 17 south of the Scotts Valley Drive on Friday night, the CHP said.

The accident was cleared about 9:45 p.m. and normal traffic resumed by 10 p.m.

The CHP reported that one vehicle ended up an embankment on the northbound side of the highway and another vehicle was on its side in one of the southbound lanes.

The accident damaged a concrete barrier that divides the highway. Splintered pieces of the divider littered lanes in both directions, the CHP reported.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR OCTOBER 3, 2013 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

## CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
1.	<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	Spring 2010-May 2013 with 1 year plant establishment	\$12 Million	STIP/CMIA	Caltrans	Richard Rosales (BR)	Desilva Gates Construction LP, Dublin	Work completed May 2013. In one year plant establishment.
2.	<b>Hwy. 1 Guardrail/Crash Cushions (OM9704)</b>	Highway 1, various locations from San Lorenzo R. Bridge to Waddell Creek (PM 17.4-26.0)	Upgrade guard rail, end treatments	Summer 2013/Fall 2013	Total \$2.8M	SHOPP	Caltrans	Doug Hessing (KB)	Coral Construction Company, Wilsonville, Oregon	The project began July 9, 2013 and is scheduled to complete end of October.
3.	<b>Hwy. 1 Laguna Road Guardrail Upgrade (OM9804)</b>	Hwy. 1. at various locations from 0.9 mile N. of Laguna Rd. to Wadell Creek Br.(PM 26.8-36.3)	Install MBGR and upgrade drainage systems	May 9 -- Fall 2013	\$1.6M	SHOPP	Caltrans	Steve DiGrazia (KB)	Dreambuilder Placentia CA	The project began May 9, 2013 and is scheduled to complete end of October.
4.	<b>Hwy. 9 Holiday Lane Improvements (OK2304)</b>	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 – June 14 2013 with 1 year plant establishment	\$1.3 M	SHOPP	Caltrans	Steve DiGrazia (AN)	Pavex Construction Div., Watsonville	Project completed June 14, 2013. One-year plant establishment will complete June 11, 2014.
5.	<b>Hwy. 17 Summit Slide Repair (1A7104)</b>	In Santa Cruz County near Scotts Valley at 0.2 mile north of Glenwood Dr. (PM 11.0)	Construct retaining wall with concrete slab & barrier, HMA pave	Spring 2013-Spring 2015	\$2 Million	SHOPP	Caltrans	Steve DiGrazia (BR)	Condon-Johnson & Associates Inc., Oakland	Project began April and scheduled for completion 4/1/2015



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR OCTOBER 3, 2013 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

## CONSTRUCTION PROJECTS (CONTINUED)

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
6.	Hwy. 17 Guardrail Upgrade (0L7014)	In Santa Cruz County near Scots Valley at various locations from Santa's Village Road to the Santa Clara County Line (PM 6.0-12.6)	Upgrade guardrail	Summer 2013-Fall 2014	\$10 Million	SHOPP	Caltrans	Steve DiGrazia (BR)	Pavex Construction	Work began on June 14, 2013. Scheduled to complete Fall 2014.

## PROJECTS IN DEVELOPMENT

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager	Phase	Comments
7.	Hwy. 1 Guardrail Upgrade, Concrete Barrier, Retaining Wall (05-0R9104)	Highway 1 from S of South Aptos Underpass to .1 Mi N. of Rt 9 (PM 9.0-17.6)	Upgrade Metal Beam Guard Rail, other improvements	Fall/ Winter 2013	\$ 2.3 M	SHOPP	Caltrans	Doug Hessing	PS&E/RW	Bids opened on 8/13/2013. Construction will start in the Fall.