



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

Wednesday, March 7, 2012  
10:00-12:30

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

1. Introductions
2. Additions or Deletions to the Agenda
3. Approve Draft Minutes of the September 14, 2011 Joint TOS Oversight Committee and Safe on 17 Meeting **(Page 1)**
4. Information Items (Ginger Dykaar)
  - a. Safe on 17 Extra Enforcement Agreement **(Page 6)**
  - b. Nomination of Safe on 17 for CTF Transportation Award **(Page 8)**
  - c. SAFE Legislation **(Page 22)**
  - d. FSP Program Update **(Page 24)**
  - e. Monterey Bay Area 511 Planning Study Update **(Page 26)**
  - f. Articles/Public Feedback **(Page 29)**
5. California Highway Patrol – Safe on 17 Program Information
  - a. Review Collision and Enforcement Statistics (San Jose) for the 3<sup>rd</sup> and 4<sup>th</sup> Quarters of 2011 and January 2012 (Lieutenant Bishop) **(Page 37)**
  - b. Review Collision and Enforcement Statistics (Santa Cruz) for the 3<sup>rd</sup> and 4<sup>th</sup> Quarters of 2011 and January 2012 (Officer Jackson) **(Page 39)**
  - c. 2011 Highway 17 Extra CHP Enforcement Hours Public Information Activities (Officer Jackson and Lieutenant Bishop) **(Page 41)**
  - d. Extra Enforcement Hours for the 3<sup>rd</sup> and 4<sup>th</sup> Quarters of 2010 (Ginger Dykaar) **(Page 42)**
6. Caltrans District 4 Highway 17 Project Update
  - a. Wet Weather Project Update (Shawn Enjily) **(Page 43)**
  - b. Other Projects
  - c. Maintenance Projects/Updates



7. Caltrans District 5 Highway 17 Project Update **(Page 44)**
  - a. Guardrail/Drainage Projects (Siobhan Saunders)
  - b. Laurel Curve Update
    - i. Laurel Curve Collisions Update (Sarah Jackson)
    - ii. Proposed Projects and Schedules (Deb Larson)
    - iii. Traffic Count Data for Laurel Rd (Deb Larson)
  - c. Response to Letter of Appreciation/Support to Caltrans (Ginger Dykaar) **(Page 46)**
  - d. Other Projects
  - e. Maintenance Projects/Updates
8. Review Operations of TOS
  - a. Transportation Management Center Update including Highway Advisory Radio (Ramin Bolourchian)
  - b. Communications Update (Nicole Stewart)
  - c. Review of CMS Activations Report and Sigalerts (James Richardson/Ginger Dykaar) **(Page 47)**
  - d. Maintenance Updates (Caltrans)
9. Traffic Operations Systems Updates
  - a. Hwy 1 and 17 TOS Equipment Update (Jacques Van Zeventer)
    - i. CCTVs
    - ii. Traffic Detection Equipment
    - iii. Other
10. Additional Items
11. Next Meeting Date: Joint Safe on 17 Task Force & TOS Oversight Committee Meeting – Wednesday, September 12, 2012 10:00 to 12:30 at Santa Cruz County Regional Transportation Commission, 1523 Pacific Ave., Santa Cruz, CA 95060



JOINT MEETING OF  
SANTA CRUZ COUNTY TRAFFIC OPERATIONS SYSTEMS (TOS) OVERSIGHT COMMITTEE  
AND  
SAFE ON 17 TASK FORCE  
**DRAFT MINUTES**  
Wednesday, September 14, 2011  
10:00-12:30

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

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

Amanda Snowden, San Jose CHP  
Ramin Bolourchian, Caltrans District 4 TMC  
Matt Olson, Santa Cruz CHP  
Susana Cruz, Caltrans District 5 Public Affairs (teleconference)  
Russell Ellingworth, Caltrans District 5 Maintenance  
Shawn Enjily, Caltrans District 4 Design  
Sarah Jackson, Santa Cruz CHP  
Dan Herron, Caltrans District 5 (teleconference)  
Julie Gonzalez, Caltrans District 5 (teleconference)  
Ernesto Raminez, Caltrans District 4  
Jose Velasquez, Caltrans District 4  
Bernard Walik, Caltrans District 4  
Pranav Shah, Caltrans District 4 Traffic Systems  
Earl Sherman, Caltrans District 4 Maintenance  
Tom Barnett, Caltrans District 5  
Colin Jones, Caltrans District 5  
Scott Morris, Caltrans District 5  
Lt. Bishop, San Jose CHP  
Joanna Fox, Metropolitan Transportation Commission  
Richard Blacksten, Caltrans District 4  
Frank Bauer, Santa Cruz Metro  
Donna Ziel, Representing Santa Cruz County Supervisor Mark Stone  
Janean Reynolds, San Jose CHP  
Mark Ballentine, Caltrans District 5  
Luis Mendez, Santa Cruz County Regional Transportation Commission  
Ginger Dykaar, Santa Cruz County Regional Transportation Commission

1. **Introductions** – Introductions were made
2. **Additions or Deletions to the Agenda** – Item 6 was removed from the agenda.
3. **Reviewed and Accepted Minutes of the March 23, 2011 Joint TOS Oversight Committee and Safe on 17 Meeting**



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

Ginger Dykaar presented the following items.

The 2010 Safe on 17 Annual Report was completed and distributed with the meeting packet. The report reviews the work done by the CHP, Caltrans, RTC, MTC and other stakeholders on the Highway 17 safety corridor. The number of injury and fatal collisions for 2010 was 164 injury and 2 fatal which is just over our goal by one collision. Extra CHP enforcement was drastically reduced during 2010 due to the Governor's directive to cease use of funds for overtime.

The FSP program is running smoothly. Our state funding allocation for this year has not been determined yet but we were assured that it will be comparable to previous years. The RTC extended the current contract with Ladd's towing for Hwy 17 for an additional 2 years which will allow us to procure contracts for both Hwy 1 and 17 at the same time reducing the staff work required.

The RTC and TAMC have been working closely with ICx Consulting on a 511 feasibility study for the Monterey Bay Area. The recommendations will be presented to both boards this fall.

The June episode of the RTC's Community TV show (*The Transportation Café*) focused on Highway Safety. Deb Larson from Caltrans and Ginger Dykaar from RTC were interviewed by Randy Johnson – an RTC commissioner. Much of the discussion was about the Safe on 17 Task Force and the work that has been accomplished over the last decade by the various partners. Officer Shore from CHP also provided a public service announcement about safe driving practices.

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

Lt. Bishop stated that the collision statistics for the San Jose side of Hwy 17 this year were slightly higher due to a moratorium on overtime from the Governor's office particularly during wet weather months. Once the moratorium was removed, overtime citations were greatly increased and effective in reducing collisions. Regular citations were lower than typical in May and June likely due to training of new officers.

Captain Olson stated that even though the funds for extra enforcement are local, the Governor's office will not exempt these programs from the moratorium.

Officer Jackson discussed the collision statistics for the Santa Cruz County side of Hwy 17. She noted that the moratorium on overtime occurred during the winter rainy season when extra enforcement typically is increased due to increased collision rates during rainy weather. Officers responded to an increase in collisions on the highway by increasing their enforcement during their regular time in order to make up for loss of overtime enforcement.



Santa Cruz CHP offers a Start Smart Driver Education class at least once per month. Safety on Highway 17 is always discussed. Safe Driving Practice Brochures will be handed out at the Santa Cruz County fair this week. San Jose CHP takes every option to promote safe driving practices particularly on Hwy 17 at public events.

## **6. Item 6 FSP Service Schedule removed from agenda**

## **7. Received Update on Caltrans Process for Proposing Safety Projects**

Scott Morris, Caltrans District 5 Traffic Safety, discussed the Caltrans Highway Safety Improvement Program. This program ensures that funds will be spent on locations that will get the most benefit to highway users and is designed to reduce the severity and number of collisions on the highway. Caltrans keeps a database of collisions. Reports generated from this data include the Wet Collisions Report, Run off the Road Report, Wrong Way Collisions Report, and Cross Centerline Report. Investigations are triggered for locations where collisions go over a threshold and recommendations follow. If a project is recommended, funding could come from SHOPP or HSIP. Safety improvements are the top priority of SHOPP. After a project is initiated, project initiation and environmental documents are created. If a project is approved, the project moves onto design and construction. The typical timeline is 1 year for completion of the project initiation document, 1 year for the environmental document, 1 year for design, and 1 year for construction for a typical size project.

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

Shawn Enjily stated that the wet weather project is progressing well. Almost the entire northern half of the project has been completed. The median barrier, cross culverts, and drainage near barrier work is done. The contractor is working to complete paving before the weather gets below 50° F. Construction on the southern half of the project has not begun. Public feedback is positive. People feel that delay during construction is worth the improvements. The project could be completed as early as February, 2012.

## **9. Received Update on Caltrans District 5 Highway 17 Projects**

Susana Cruz, PIO from Caltrans District 5, stated that the contractor for the guardrail upgrades project from Scotts Valley to the summit has gone bankrupt and the project has gone out for rebid. The project should be completed in spring 2012. The Vinehill Wet Weather Improvement Project is 90% complete but the contractor also went bankrupt and the remainder of the project has gone out for rebid. The Santa's Village Road Guardrail Project is going well and should be completed by the end of this calendar year.

Scott Morris, Caltrans District 5, discussed the new candidate project on Hwy 17 which includes improvements to three locations between mile post (MP) 8.2 and 10.1: a shoulder widening and installation of a retaining wall near Sugar Loaf in the NB direction (MP 8.5/8.6), installation of



concrete guardrails and paving the pullout just south of Glenwood Cutoff in the SB direction (MP 8.8/9.1), and shoulder widening to 10 feet and installation of a retaining wall in the NB direction north of Laurel Road (MP 9.5/9.7). The timeline for the project north of Laurel Road has been accelerated by 1 year and thus construction is planned to start July 2014. Construction for the other 2 locations is planned to start July 2015. A dynamic curve warning sign will be installed in the SB direction before Laurel Curve and a flashing beacon will be installed in the NB direction on the speed limit sign just north of Laurel Road. The sign and beacon are estimated to be installed by the end of 2012.

Shawn Enjily mentioned that road improvements such as widening the shoulders and increasing the line of sight can give people the sense that they can go faster. Luis Mendez and Lt Bishop stated that this highlights the importance of enforcement and education to help ensure safe driving behavior. Luis suggested that the discussion about closing the median barrier at Laurel Road could be addressed again but realizes the difficulties with this solution.

Captain Olson suggested increasing the length of the median barrier further towards the intersection of Laurel Road. Caltrans stated that would decrease the number of vehicles that could fit into the left turn lane and would decrease the line of sight for people coming out of Laurel taking a left to go southbound. Officer Jackson wondered what other solutions would be possible as this area is so dangerous. Traffic volumes for left turns onto Laurel and left turns from Laurel are small. Shawn said that an overpass for so few people is not feasible. Captain Olson stated that if the volume of traffic onto and off of Laurel Road is so small, why is there not a barrier given the number of collisions there. Discussion ensued on options for accessing the Laurel Road area, which was agreed are not much better.

Ginger Dykaar reviewed the collision and planned projects map for the Laurel Curve area. Captain Olson communicated that the locations of collisions are not exact because the Officer at the collision takes a GPS reading at a safe location in the vicinity of the collision.

Ginger Dykaar mentioned that in following up from the meeting in March, 2011 she drafted a letter to Caltrans from the Safe on 17 task force expressing appreciation for the improvements that have been made on Hwy 17 and support for the projects in the vicinity of Laurel Curve as the high collision rates in this area still warrant attention. The letter notes that the wider shoulder will also be beneficial to CHP and FSP operators so they can pull completely off the highway. Caltrans suggested adding Caltrans maintenance to agencies that would benefit from a wider shoulder. Officer Jackson stated that there were three officers (not two) that were hit by motorists in the vicinity of Laurel Curve. The task force approved sending the letter to Caltrans.



**10. Received Update on Operations of TOS**

Ramin Bolourchian stated that installation of communication software at the Caltrans District 4 TMC is progressing. The TOS elements that are prioritized are the changeable message signs and the closed circuit TV's. The highway advisory radio is not a priority but will be hooked up to the communications software eventually. Ginger will schedule a tour of the TMC for any interested members of the Safe on 17 Task Force.

There were no concerns by the members of the task force about the use of the changeable message signs or the sigalerts. Luis Mendez expressed appreciation for the replacement of bulbs in the signs. Caltrans maintenance noted that the graffiti on the CMS at the summit in the NB direction was removed. Captain Olson stated that the CMS's and the sigalerts made a big difference during the wrong way collision on Hwy 17 near Hwy 1.

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

Julie Gonzalez from Caltrans District 5 discussed the installation of the microwave vehicle detection systems (MVDS). There are currently 32 on Highway 1 and Highway 17 that have been installed and 13 are activated and reporting to the district. The next step will be publishing the data to PeMs. The Park Ave to Fishhook data should be published to PeMs within a week. The remaining MVDS's should be reporting to PeMs by the end of the year.

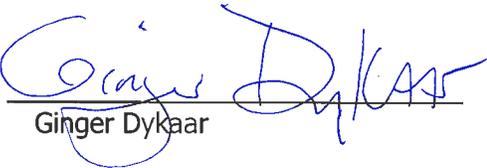
**12. Received Update on CHP Highway 129 Safety Corridor**

Captain Olson discussed that the injury collisions were up a bit on Hwy 129. There was no extra enforcement on Hwy 129 during the moratorium imposed by the Governor similar to Hwy 17. Captain Olson plans to speak to truck companies to discuss safety practices along Hwy 129. The CHP submitted a grant to the Office of Traffic Safety for additional funding for Hwy 129 Safety Corridor but it was denied.

**13. Received Additional Items**

Caltrans District 5 Maintenance requested San Jose CHP to work with them to discuss options for detouring traffic for maintenance on the Santa Clara side of Hwy 17. Captain Snowden, San Jose CHP, agreed.

**14. Approved Next Meeting Date: Joint Safe on 17 Task Force & TOS Oversight Committee Meeting – Wednesday, March 14, 2011 10:00 to 12:30 at San Jose California Highway Patrol, 2020 Junction Ave, San Jose, CA 95131**

Respectively submitted by   
Ginger Dykaar

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

**FROM:** Ginger Dykaar, Transportation Planner

**RE:** Safe on 17 Safety Corridor – California Highway Patrol Extra Enforcement

---

## **RECOMMENDATIONS**

Receive information on the authorization by RTC SAFE and MTC SAFE to continue funding CHP extra enforcement on the Highway 17 Safety Corridor through June, 2015.

---

## **BACKGROUND**

In 1998, the California Highway Patrol (CHP) initiated the Safe on 17 Program with the aid of a grant from the California Office of Traffic Safety (OTS). The OTS grant was available from March 1999 to March 2002. During that period, injury collisions were reduced by 34% on Highway 17 through a combination of enforcement, roadway improvements and a public information campaign.

In 2002, RTC SAFE entered into a three-year cooperative funding agreement with the Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE) and into a contract agreement with the CHP to continue providing extra CHP enforcement services on Highway 17. These agreements were initially extended for three-years through December 2008 and extended again for three and a half years through June 2012 at the same funding level. The goal of the funding agreement is to maintain the reduced collision rate achieved on Highway 17 during the OTS grant period. In the current agreements, MTC SAFE provides \$50,000 per year for extra CHP enforcement by the San Jose CHP office and RTC SAFE provides \$50,000 per year for extra CHP enforcement by the Santa Cruz Area CHP office. The RTC SAFE funds, generated from a \$1 fee on all vehicles registered in Santa Cruz County, are used to fund the extra CHP enforcement on Highway 17 in Santa Cruz County as well as other SAFE programs. The current RTC agreements with CHP and MTC SAFE expire in June 2012.

## **DISCUSSION**

The Safe on 17 Program is still active today due to the interest of multiple agencies to continue to improve safety on Highway 17. The extra CHP enforcement is a critical component of this program. Since 2003, the extra enforcement by the Santa Cruz Area and San Jose CHP on Highway 17 has been funded by \$50,000 from RTC

SAFE and \$50,000 from MTC SAFE. During this period the cost of each hour of extra CHP enforcement has increased approximately 60%. As a result, fewer hours of extra CHP enforcement are leveraged by each agency's \$50,000 investment in the program. Despite the increase in extra enforcement hourly rates, staff did not recommend an increase to the funding amount for the extra CHP enforcement on Highway 17 at this time due to SAFE revenues remaining flat over the last decade and funding considerations for other SAFE funded programs.

Based on the program's continued success, the following has been approved:

- RTC SAFE has authorized the continued funding at an amount of \$50,000 per year for the Safe on 17 extra CHP enforcement for Santa Cruz CHP for three year's (July 2012- June 2015) up to \$150,000, plus the prior year program fund balances; and,
- MTC SAFE has authorized the continued funding at an amount of \$50,000 per year for the Safe on 17 extra CHP enforcement for San Jose CHP for three year's (July 2012- June 2015) up to \$150,000;
- RTC SAFE and MTC SAFE have authorized the extension of the funding agreement between RTC and MTC and the RTC SAFE has authorized the extension of the extra enforcement contract between RTC and CHP to ensure Safe on 17 extra CHP enforcement for an additional three years (July 1, 2012 to June 31, 2015).
- The Safe on 17 Task Force will continue to meet two times a year to discuss strategies for maintaining the reduced collision rate achieved during the Office of Traffic Safety Grant Period (1999-2002).

## **SUMMARY**

The Safe on 17 funding and contract agreements for CHP extra enforcement on Highway 17 will expire in June 2012. RTC SAFE and MTC SAFE have approved to continue funding the Safe on 17 Program's extra CHP enforcement on Highway 17 through June, 2015.

S:\TOS\TOS2012\March\PacketInfo\4a-Safeon17CHPEXtraEnf-2012.docx



# 23<sup>rd</sup> Annual CTF Transportation Awards Nomination Form

Recognize • Remember • Educate

Download and Complete at [www.transportationfoundation.org](http://www.transportationfoundation.org)

Form and Attachments Due March 1 at 4:00pm

Nominator Name \_\_\_\_\_

Phone Number \_\_\_\_\_ Email \_\_\_\_\_

Nominator's Physical Address \_\_\_\_\_  
\_\_\_\_\_

Awards may be given in any or all categories at the discretion of CTF. In order to be considered you must complete the entire form. Each application must be for one category only. If you wish to nominate the same project for multiple categories, submit separate, distinct applications for each. Additionally, CTF reserves the right to recognize extraordinary achievement beyond the listed categories.

## Award Categories

Check one.

- Organization of the Year.** Nominate a company, government agency, non-profit organization, community group, etc. for statewide transportation achievement in 2011.

Name of Organization \_\_\_\_\_

Organization Contact Name \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

- Person of the Year.** Nominate a person who made an extraordinary contribution to California Transportation in 2010. Examples include citizen activists, program or project managers, agency executives, and private, public and nonprofit organization staff, anyone other than an elected official. For statewide transportation achievement in 2011.

Name of Nominated Person \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

- Elected Official of the Year.** Nominate a federal, state or local elected official in office, and for transportation achievement, in 2011.

Name of Nominated Elected Official \_\_\_\_\_

Title \_\_\_\_\_ Staff Contact \_\_\_\_\_

Staff Email \_\_\_\_\_ Staff Phone \_\_\_\_\_

To continue People and Organizations go to page 4. For Projects and Programs see pages 2 and 3.

## What the Jury is Looking For

The CTF Transportation Awards recognize excellence in transportation. We know that projects and programs are unique and can't be judged by identical standards. The Awards jury, however, will be looking for the following as they judge the nominations, so make sure the following aspects are covered **if** they apply to your nomination. If your project or program excels in some other way describe what made the project or program exceptional.

- Project Impact (i.e. no. of people who directly benefit) • Project Need • Partnership • Innovative Financing
- Sustainability • Technology Solution • Creativity/Innovation & Uniqueness

## Project Award Categories

Select one of the following categories.

- Freeway/Expressway** – Multi-lane divided facilities with full or partial access control.
- Interchange** – Provides grade-separated access between a local street and a freeway/expressway.
- Conventional State Highway** – State Highway that serves as a connector between communities while providing local access.
- Local Street** – A roadway with features such as traffic signals, street lights, and sidewalks.
- Structure** – Carries highway or rail traffic above or below a transportation facility or waterway.
- Transit/Rail** – Facilities which support bus transit, light, urban, commuter, intercity, or freight rail.
- Aviation** – Airport-related infrastructure, including terminals, runways, and landside access.
- Pedestrian/Bicycle** – Facilities which support bicycle, pedestrian, and equestrian modes of travel.
- Ports/Marine** – Wharves, buildings, terminals, port-related rail facilities, and landside access.
- Other** – Unique project not covered above.

**Project Name** \_\_\_\_\_

**Date Project was completed (cones off the road, all signage complete, etc.) and first open to the public** \_\_\_\_\_

## Program Award Categories

Select one of the following categories.

- Public Outreach** – Stakeholder involvement and/or public communications in support of transportation projects/programs.
- Sustainable Transportation/Environmental Enhancement** – Program that implements policies or improvements which enhance social, economic, and environmental sustainability or improvements.
- Operational Efficiency** – Project or program that improves transportation operations through technological or management solutions.
- Other** – Unique program not covered above.

**Program Name** \_\_\_\_\_

**Date Program became operational or was completed.** \_\_\_\_\_

Continued on page 3

**Program Or Project Team.** Tell us what jurisdiction(s), organization(s), consulting firm(s), community groups, etc. should be recognized as part of the winning team. Provide contact name, phone and email for each.

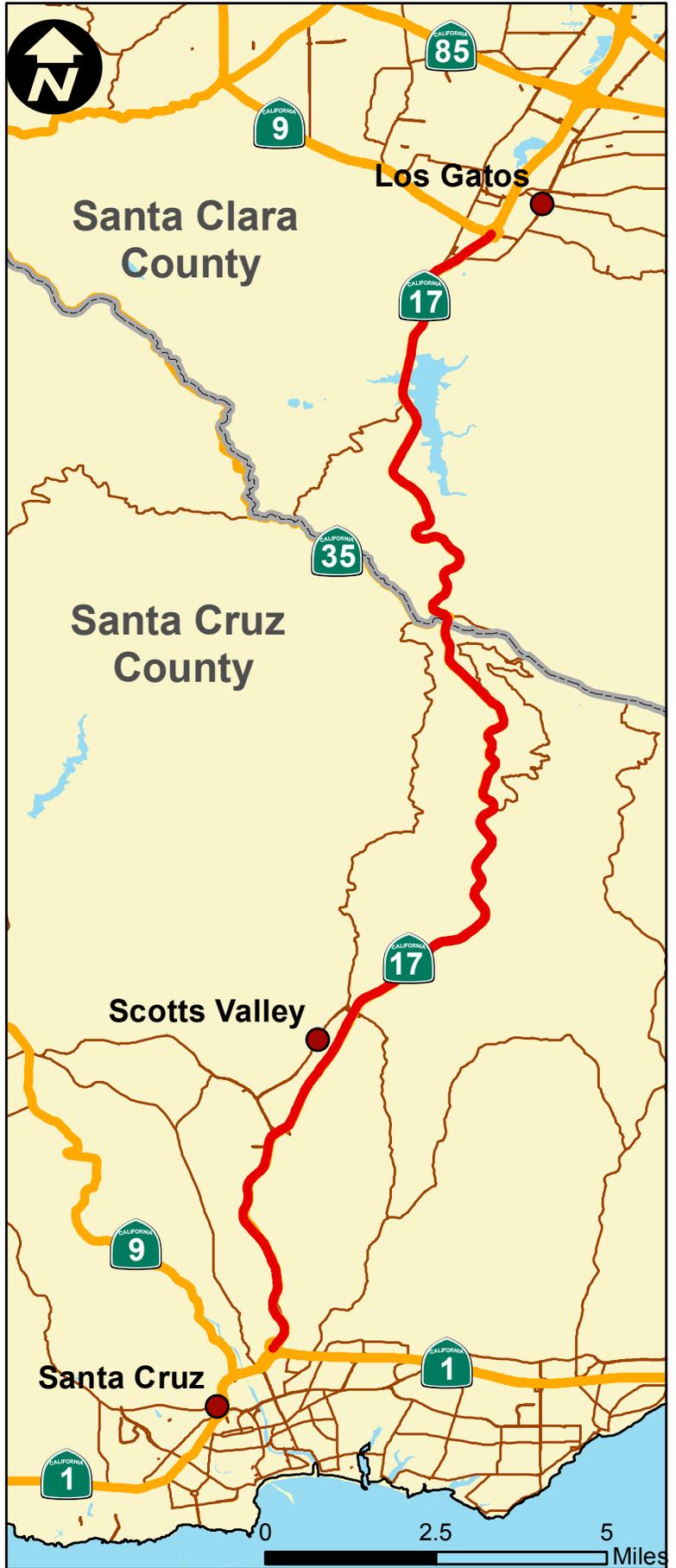
**125-Word Summary.** Provide a 125-word summary that will be used in the Awards Luncheon program should your nomination be an award winner or top three finalist.

Continued on page 4

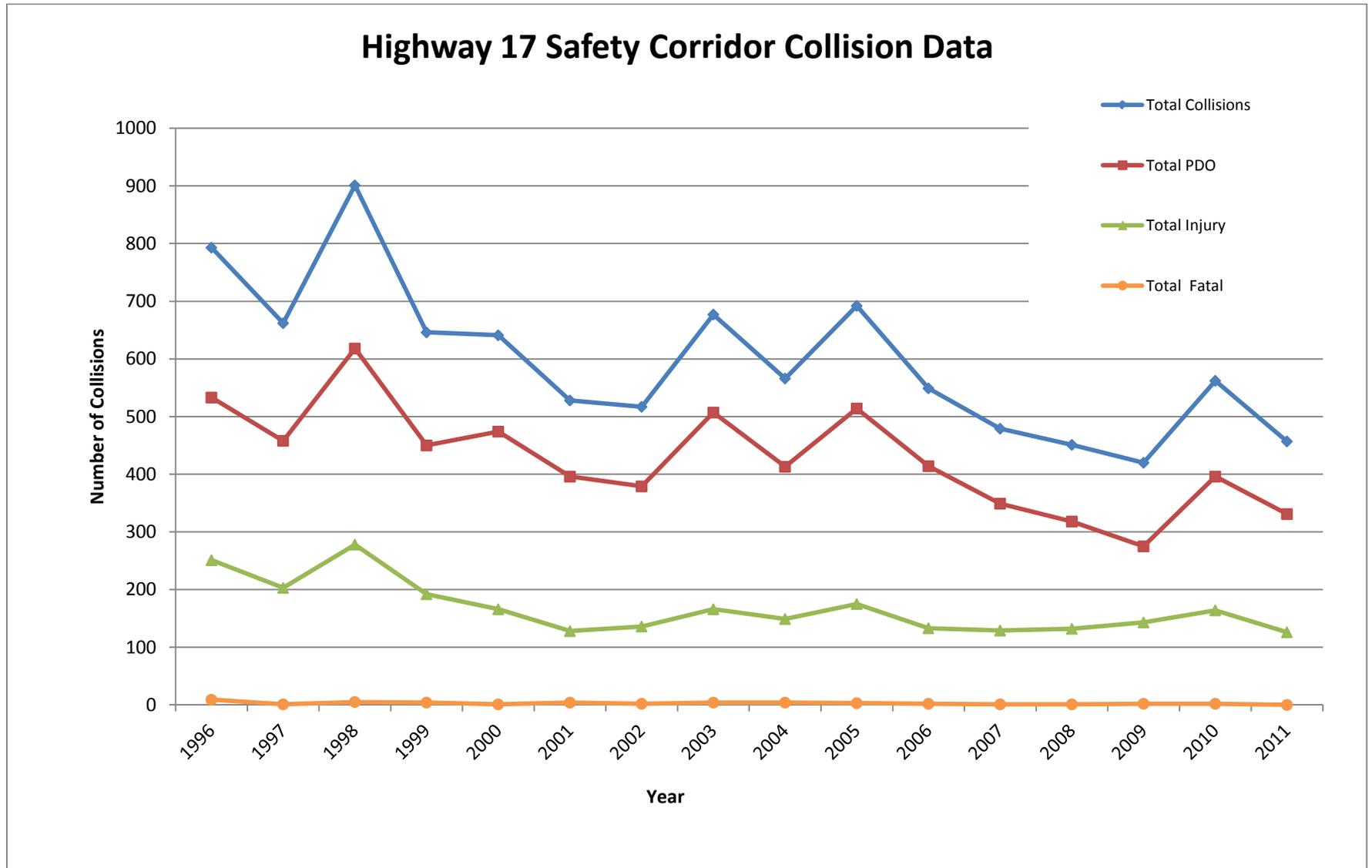
**Nomination Summary.** In the space provided describe your nomination, explaining why it should win. Tell us what extraordinary achievement the Organization/Person accomplished in 2011, or why the Program or Project is exceptional. Use attachments for additional information. For multi-year programs describe the milestone achieved in 2011. **Do not use font smaller than 11 point.**

**Attachments.** Attach one copy of this application and **supporting material, not more than ten pages**, to CTF at [sarah\\_west@transportationfoundation.org](mailto:sarah_west@transportationfoundation.org) or CTF 581 La Sierra Dr. Sacramento, CA 95864. Photos, which do not count toward the attachment limit, should be sent separately on CD or flash drive, also include one printed copy of each, none of which will be returned.

# Highway 17 Safety Corridor

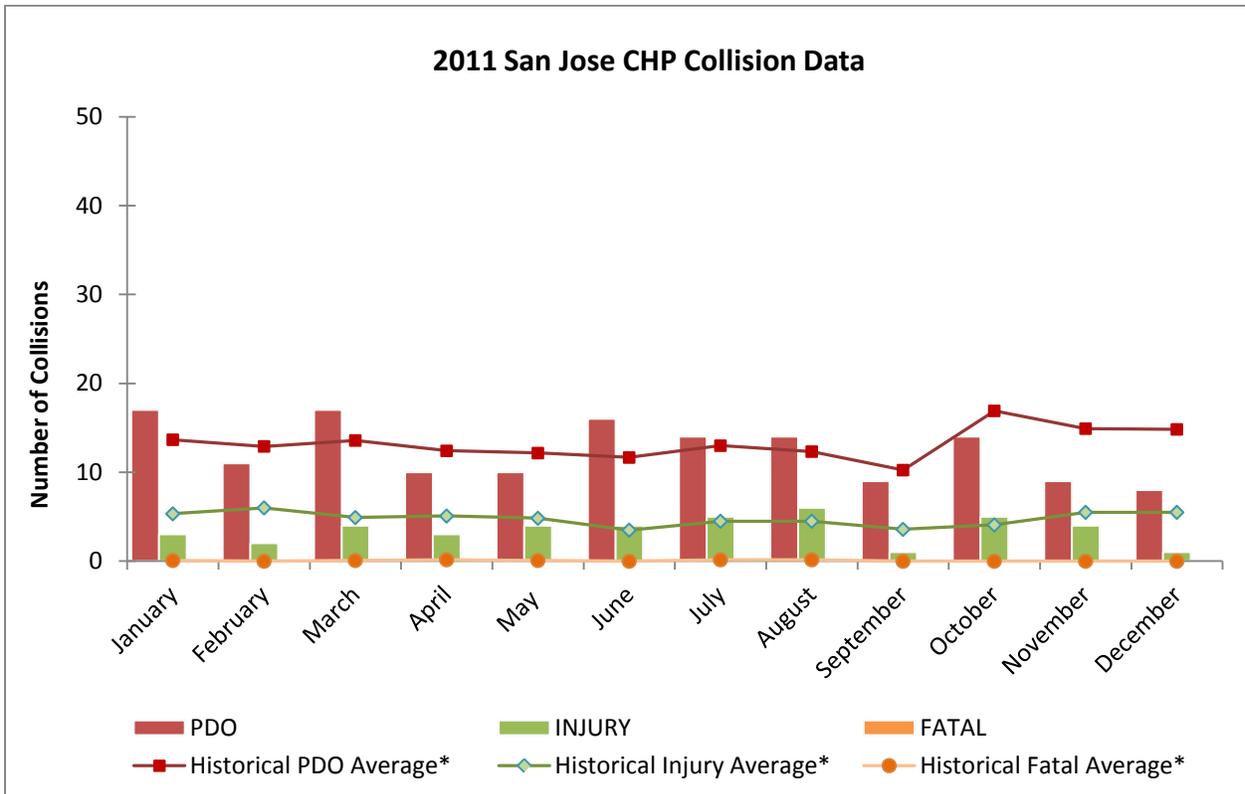
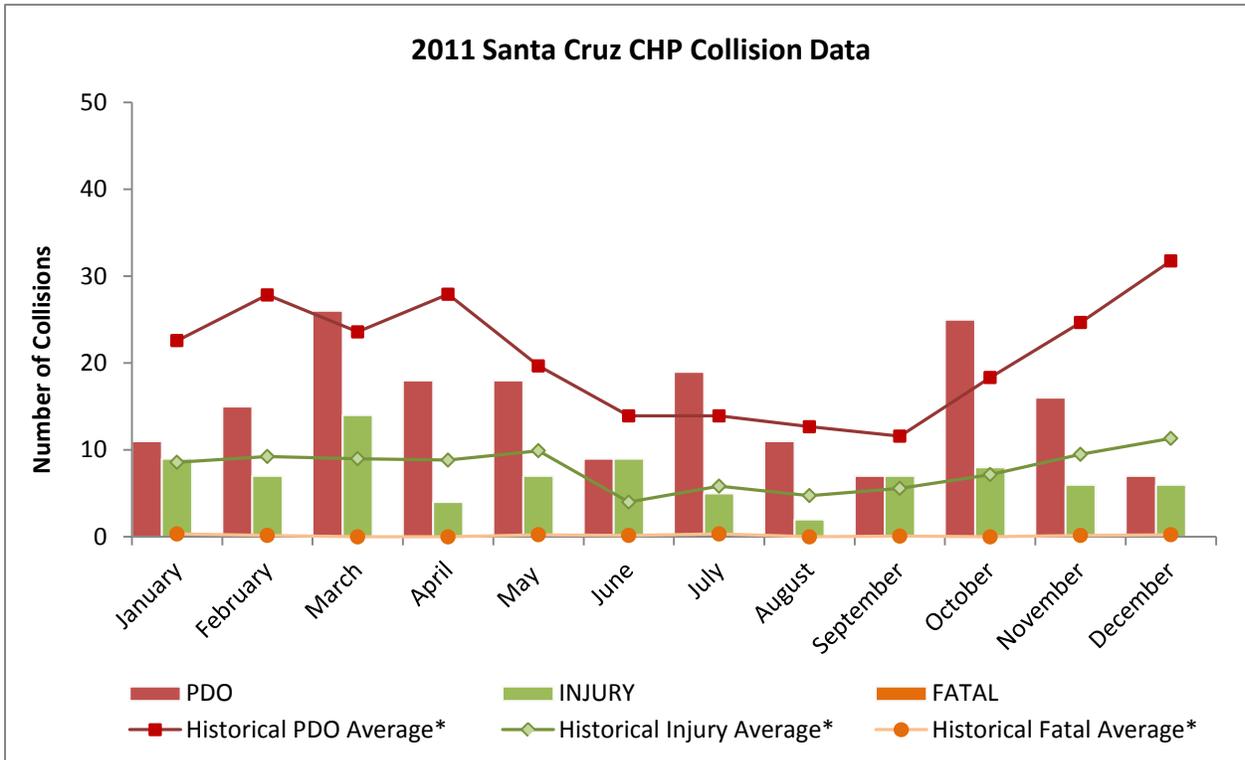


## Attachment 2



## Attachment 3

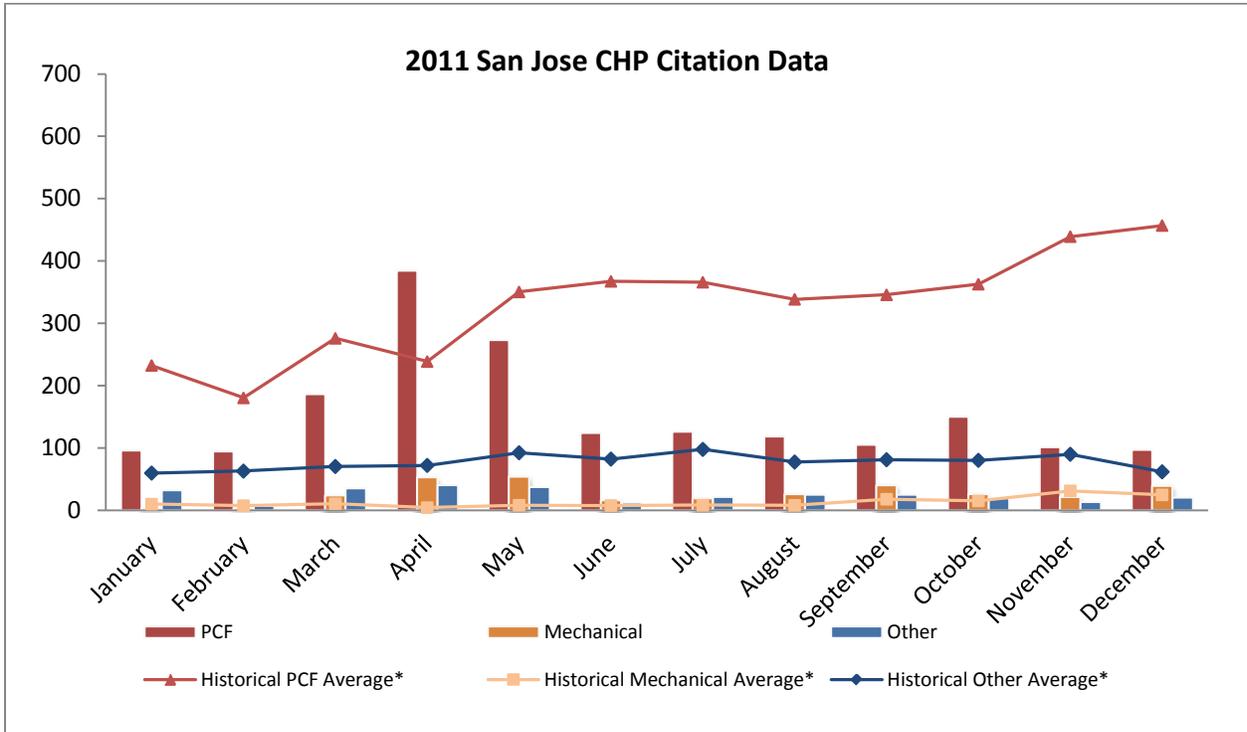
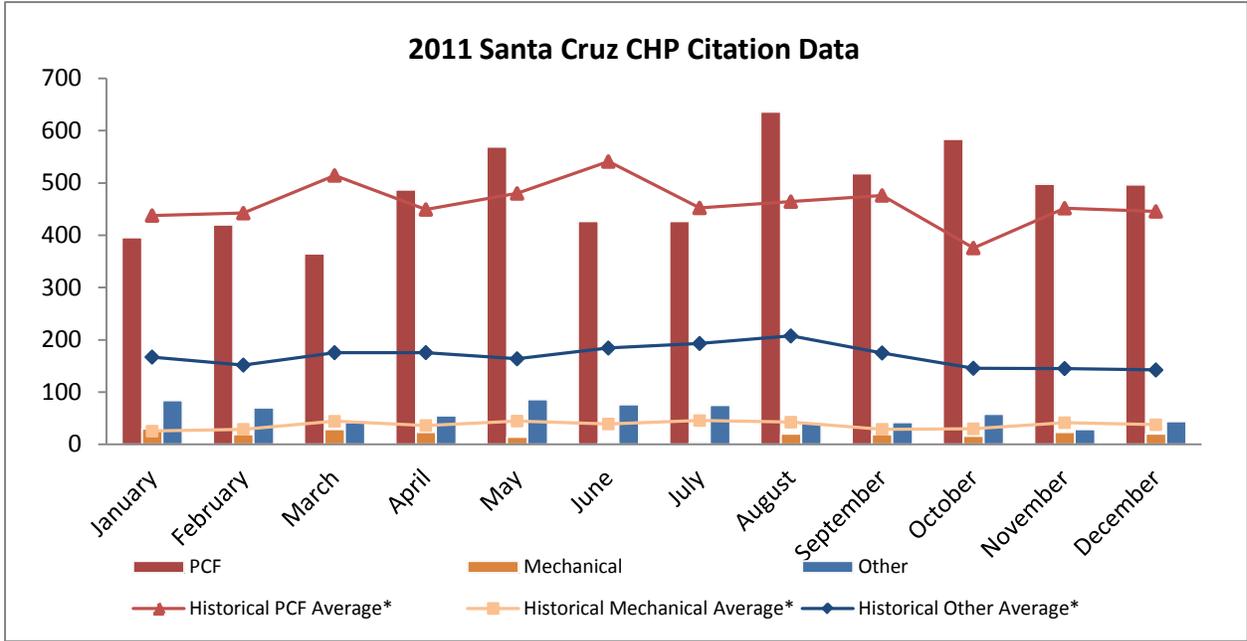
### 2011 HIGHWAY 17 MONTHLY COLLISION DATA



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

## Attachment 4

### 2011 Highway 17 Monthly Citation Data



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

# Attachment 5

## 2011 Highway 17 Safety Improvements

### Guardrail Improvement Projects

The Highway 17 guardrail project (Attachment 12) began construction in 2010 to upgrade guardrails at twenty-eight different locations between Scotts Valley and the Summit in Santa Cruz County (PM 6.1-12.5). 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. This project is scheduled to be completed by spring 2012.

### Vine Hill Road Drainage Project

In 2011, Caltrans continued construction on the Vine Hill Road Drainage Project (Figure 1). This project includes super-elevation correction, minor widening, and a new guardrail on Highway 17 near its intersection with Vine Hill Road (PM 7.14/7.25).

**Figure 1: Vine Hill Drainage Project Improvements**



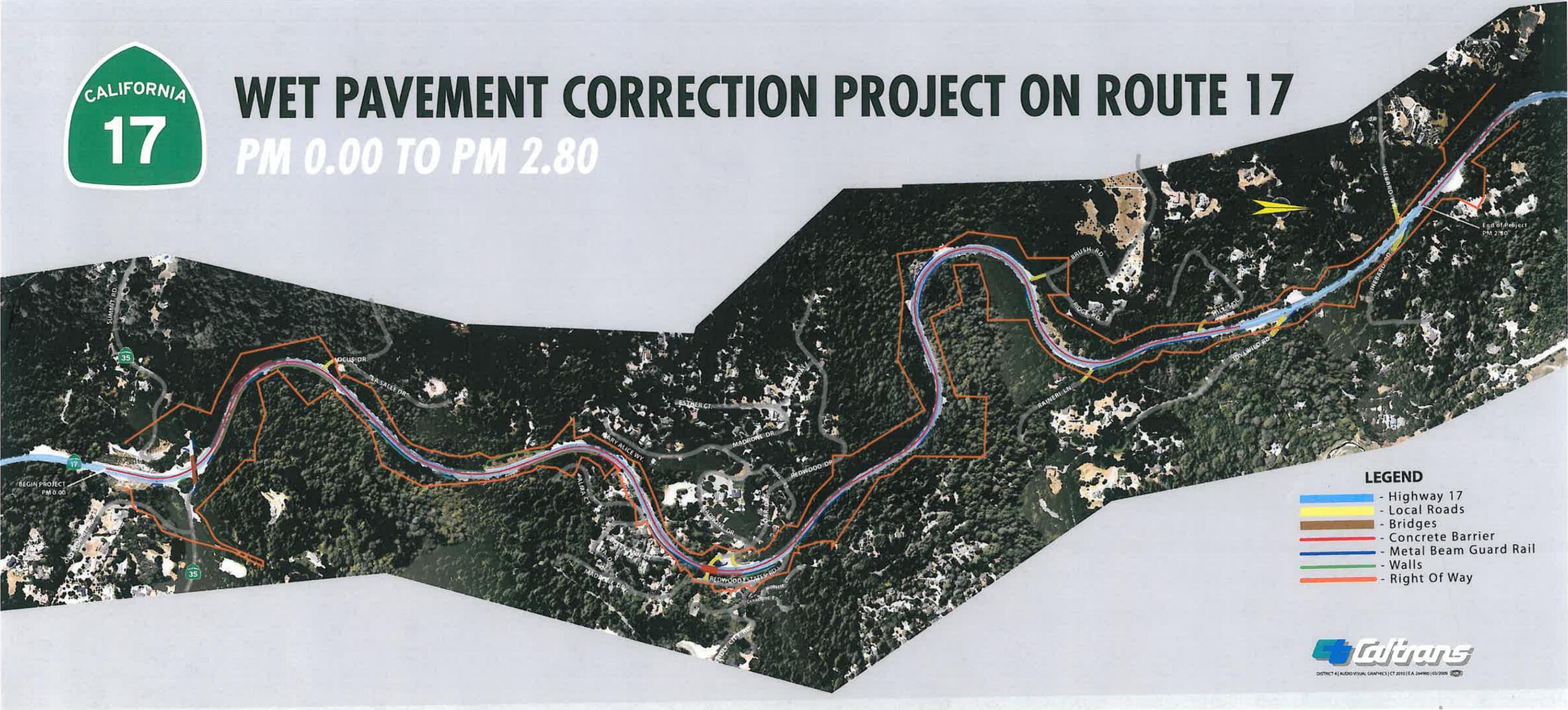
### Wet Pavement Correction Project

In 2010, planning continued for the drainage systems upgrades, median barrier installation and pavement resurfacing along Highway 17 just north of the summit in Santa Clara County (PM 0.0/2.8, Figure 2). Reducing wet weather collisions is one of the goals of these improvements. Construction on this project began in late spring 2011 and is scheduled to be completed in 2012.

### Santa's Village Road New Guardrail

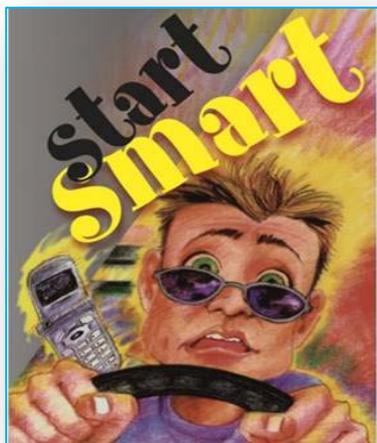
The Santa's Village Road New Guardrail Project will provide a wider southbound (outside) shoulder and construct a concrete guardrail in an area where no guardrail previously existed (PM 6.1/6.5 SB). The project requires the construction of a retaining wall to provide a new four foot shoulder. Caltrans began construction in 2011 and the project will be completed in 2012.

Figure 2. Santa Clara County Wet Pavement Correction Project



## Attachment 6

### CHP Start Smart Program



In 2011, over 550 Santa Cruz teens and parents attended Start Smart classes put on by the California Highway Patrol. The Start Smart program teaches teens safe driving practices including how to drive safe on Highway 17. Typically, one to two classes are scheduled in the evenings per month and one to two presentations are made at local driving schools.



CHP Officer Sarah Jackson teaching a Start Smart Class. Photo by John Williams, Santa Cruz Sentinel.

# Attachment 7

CHP Enforcement on Highway 17



Officer Dave Moyer issues a citation. Photo by Tarmo Hannula, Register-Pajaronian.



Officer Sarah Jackson issues a verbal warning. Photo by Tarmo Hannula, Register-Pajaronian.



A CHP Officer runs traffic breaks on Highway 17 to slow drivers down in the snow. This practice greatly reduces collisions during inclement weather on this mountainous highway. Photo by Tarmo Hannula, Register-Pajaronian.

## Attachment 8



Laurel Curve Safety Project - Construction



Laurel Curve Safety Project - Post construction

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

**FROM:** Ginger Dykaar, Transportation Planner

**RE:** SAFE Legislation

---

## **RECOMMENDATIONS**

Receive information on the efforts of RTC Staff to increase funding for motorist aid programs.

---

## **BACKGROUND**

In Santa Cruz County, the Santa Cruz County Regional Transportation Commission (RTC) acts as the Service Authority for Freeway Emergencies (RTC SAFE). As the SAFE, the RTC levies a \$1 annual fee on all vehicles registered in Santa Cruz County. These funds generate approximately \$235,000 annually to implement a motorist aid system. The existing \$1 SAFE fee has lost one-half of its value since it was established in 1986 due to inflation, while the demands on service authority programs have increased due to additional congestion and changing technologies. There is insufficient funding to maintain the existing successful safety programs, address increasing demand for motorist aid services, and take advantage of new technologies to reach travelers.

The RTC SAFE fees are currently used for the following programs:

- Call Boxes: RTC SAFE owns and operates a system of 122 call boxes along Highways 1, 9, 17, 129, and 152. Motorists use call boxes to request assistance or report incidents, especially in areas without cellular service.
- Extra CHP enforcement: Highway 17 is a mountainous roadway that provides a unique safety challenge to motorists. SAFE-funded CHP enforcement has helped reduce fatal and injury collisions on Highway 17 by 40% in the past decade. Additional funding is needed to maintain this enforcement, as well as expand this program to Highway 129, which also experiences high incident rates.
- Freeway Service Patrol: Tow trucks patrol Highway 1 and Highway 17 to reduce stop-and-go traffic and improve safety by assisting stranded motorists (changing flat tires, refilling radiators, providing a tow) and clearing collisions, debris, and incidents that causes 30-50% of all congestion.
- Other Motorist Aid Services: Increased funds would allow the RTC to expand these programs, as well as utilize new motorist aid technology and strategies that facilitate quicker detection and removal of incidents, and provide better

communication amongst motorists and service providers, such as a 511 program.

## **DISCUSSION**

RTC Staff is looking for a sponsor to propose a legislative bill that would authorize the Santa Cruz County Regional Transportation Commission Service Authority for Freeway Emergencies (RTC SAFE) or "service authority" to increase the SAFE fee by one dollar per vehicle on vehicles registered in Santa Cruz County (for a total SAFE fee of \$2). RTC Staff met with Assemblyman Alejo staff to discuss whether Assemblyman Alejo would introduce a bill to the legislature in February, 2012. Unfortunately, Assemblyman Alejo was not willing to introduce SAFE legislation that would raise fees during these challenging economic times. RTC Staff will continue to look for a sponsor over the next year that would propose a bill authorizing the RTC SAFE to increase SAFE fees. The next time in which legislation can be proposed is February, 2013.

## **SUMMARY**

RTC Staff are pursuing a sponsor to introduce legislation that would allow the RTC SAFE to increase the SAFE fee by one dollar per vehicle on vehicles registered in Santa Cruz County.

S:\TOS\TOS2012\March\PacketInfo\4c-SafeLegislation.docx

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

---

## **RECOMMENDATIONS**

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

---

## **BACKGROUND**

The Santa Cruz County Regional Transportation Commission (RTC) operates the Freeway Service Patrol (FSP) program in Santa Cruz County. This program consists of two tow trucks patrolling Highway 1 from Highway 9 to State Park Drive and Highway 17 from Granite Creek Road to the Santa Clara County Line. Both highway segments are patrolled during weekday commute periods. Traditionally, the Highway 17 segment is also patrolled on Sundays from 1:00 pm to 7:00 pm all year round and Saturdays from 1:00 pm to 7:00 pm during the summer. 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 35% and have been funded using a combination of Santa Cruz County's regional share of State Transportation Improvement Program (STIP) funds and Service Authority for Freeway Emergency (SAFE) funds.

In FY09/10, American Recovery and Reinvestment Act (ARRA) funding and in FY10/11, Regional Surface Transportation Program (RSTP) funding were secured for the Santa Cruz County FSP program. The ARRA funds were fully spent in FY 10/11 and the RSTP funds will be fully spent by the end of FY 11/12. The Caltrans funds are sufficient to continue FSP service only on Highway 17. Therefore, additional funds are needed to continue Highway 1 service. Because FSP service on Highway 1 is a traffic management measure for the Highway 1 Soquel to Morrissey Auxiliary Lanes construction project, funds for the project should be available to continue FSP service on Highway 1 through the construction period (March 2013).

To continue FSP service on Highway 1 beyond FY 12/13, it will be necessary to secure additional funds for the program. The RTC has been working on the possibility of increasing the \$1 Service Authority for Freeway Emergencies (SAFE) fee on registered vehicles in Santa Cruz County to \$2. This fee has been in place since 1988 and it has never been increased. State legislation is required to increase the fee. The RTC will continue to submit FSP for funding to federal funding sources. In addition, the RTC will conduct a poll on the possibility of imposing a new \$10 vehicle registration for transportation funding. While there will be significant demand on such funding, if it ever gets approved by voters, FSP may be able to compete for these funds.

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

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

### **SUMMARY**

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

*S:\TOS\TOS2012\March\PacketInfo\4b\_FSPPProgramUpdate.doc*

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

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

**RE:** Monterey Bay Area 511 Traveler Information System Feasibility Study

---

## **RECOMMENDATION**

Receive information on the results of the 511 Feasibility Study and the next stage of the Monterey Bay Area 511 System planning process – production of an implementation plan.

---

## **BACKGROUND**

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

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

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

As of today, 511 is available in 35 states. In California, regional 511 systems exist in the San Francisco Bay Area, Sacramento, Northern California, Los Angeles, the Inland Empire, San Luis Obispo, and San Diego, with San Joaquin County soon to join the Sacramento system. A Monterey Bay Area 511 system could close the gap in traveler information services on the Central Coast.

## **DISCUSSION**

### **Public Input**

Part I of The 511 Plan, the Feasibility Study, investigated the need for a traveler information system for the Monterey Bay Area by conducting approximately 60 stakeholder interviews and collecting around 200 public opinion surveys. Interviews were conducted with representatives of numerous stakeholder groups including elected officials, business organizations, agriculture, employers, law enforcement, tourism, and community groups. The majority of people who participated in interviews or who took the survey expressed an interest in a 511 traveler information system. From the outreach, the information most desired was real-time traffic conditions, but there also was interest in many other kinds of traveler information including collisions, construction, transit schedules, real-time transit and emergency information as well as multi-modal resources for biking and walking. Despite the recent proliferation of private websites and apps, the need for centralized, reliable multi-modal information that can be updated quickly in response to emergencies was identified. The stakeholders and the public expressed interest in receiving the information via a website, phone and mobile devices.

### **Evaluation of Models**

As part of the Feasibility Study, the project team identified a number of models that can be used to deliver traveler information to the public. The various models are: contracting for full deployment of a 511 system (phone and web), including acquiring new data where needed; building a 511 system in-house; sharing resources with another 511 system; creating a web-based traveler information hub bringing together existing information currently available in many different locations; building an advertiser and/or sponsor-supported system with no public costs; and doing nothing.

To help determine which model can best meet the needs of a 511 system for the Monterey Bay Area, each model was set against evaluation criteria measuring the cost to deploy and operate a system, the ranges of functionality available, and the expandability and scalability of a system. In addition, factors such as the level of risks involved and how well user needs would be met were used in the evaluation process.

### **Key Findings and Next Steps**

This study found that there is a need for a 511 traveler information system and that it is feasible to implement such a service for the Monterey Bay Area. The analysis further determined that a deployment that takes advantage of existing resources and makes traveler information available in a centralized location would add significant value at a relatively low cost.

Specifically, a partnership between the RTC and TAMC and either the Bay Area's Metropolitan Transportation Commission (MTC) or the Sacramento Area Council of Governments (SACOG) was found to be the most suitable, cost-effective way to deliver 511 services to the region. By using their existing 511 system's infrastructure, a partnership with either MTC or SACOG would provide the Monterey Bay Area with a 511 phone system, a website with a traffic map and multimodal transportation information, along with personalized route reports, and text and email notifications for

subscribers. The phone system would include CHP incident data, Caltrans construction locations, and emergency information (and in the case of MTC, travel times). The traffic map web page would include color-coded traffic speeds and congestion data, transit routes and stops, CHP incidents, Caltrans construction locations, closed caption TV videos, changeable message sign messages, and emergency information. The website would also include multimodal information such as a transit trip planner, rideshare information, and bicycling and pedestrian resources.

Part 2 of this project, developing a 511 Implementation Plan, will further refine the selected features as well as develop a phasing plan for implementation which could potentially affect the amount and timing of funds needed. Building and implementing a 511 system can qualify under a variety of transportation funding sources, but resources available for on-going operations costs are more limited. Staff will return to a future RTC meeting with information about potential funding options.

Another key finding is to proceed with Part 2 of this planning effort, the Implementation Plan, which will lay out the next steps required to pursue a partnership among RTC, TAMC and SACOG or MTC for launching a 511 system for the Monterey Bay Region. This will entail: refining costs and obligations for each participating entity; defining specific services to be rendered; pursuing funding sources; developing agreements with partners; refining the schedule for phased implementation; and developing marketing and outreach strategies. The Implementation Plan is expected to take approximately 6 months to complete. The RTC has approved moving to the next stage of the Monterey Bay Area 511 System planning process – production of an implementation plan.

The complete Monterey Bay Area 511 Feasibility Study can be found online at <http://sccrtc.org/wp-content/uploads/2012/01/draft-511-feasibility-study.pdf>.

## **SUMMARY**

The Feasibility Analysis for a 511 Traveler Information System for the Monterey Bay Area has shown that it is feasible to implement a 511 system in our region by partnering with either the Sacramento Area Council of Governments (SACOG) or the Bay Area's Metropolitan Transportation Commission (MTC) using these systems' existing 511 infrastructure. This partnership would provide the Monterey Bay Area with a 511 phone system, a website with a traffic map and multimodal transportation information, along with personalized route reports, text and email notifications for subscribers. The next phase of this planning effort, the implementation plan, will lay out the next steps required to pursue a partnership among RTC, TAMC and SACOG or MTC for deployment of a 511 system for the Monterey Bay region and further analyze costs and phasing. The RTC has approved proceeding to the production of an implementation plan.

S:\TOS\TOS2012\March\PacketInfo\4e-511feasupdateg.docx

# CHP officer struck by car on Highway 17 near Scotts Valley

By Shanna McCord - Santa Cruz Sentinel  
Posted: 02/11/2012 05:46:43 PM PST

SCOTTS VALLEY - A California Highway Patrol officer sitting in his vehicle was struck by a car that lost control on the rain-slick Highway 17.

The accident happened about 10:30 a.m. Saturday on southbound Highway 17 just south of Glenwood Drive.

The officer had pulled over to help a motorist who was involved in a single-car accident, CHP officer Grant Boles said.

The officer was sitting in his patrol car waiting for a tow truck to arrive when another vehicle spun out and hit the officer's car, Boles said.

The officer was treated for minor injuries at Dominican Hospital.

No one was arrested.

## CHP offers seniors driving tips

[By Stephen Baxter - Santa Cruz Sentinel](#)  
Posted: 02/20/2012 08:04:23 PM PST

SCOTTS VALLEY — A few years ago, California Highway Patrol officer Sarah Jackson was driving on Highway 17 near Pasatiempo Drive when she spotted an older woman doing about 30 mph in the slow lane. Hoping to save the woman from being rear-ended by a faster driver, Jackson flipped on her sirens and followed the woman until she pulled over.

When Jackson tried to talk to her, the older woman fumbled with the button on the door to roll the window down. At that point, it was clear that her driving skills were waning, Jackson said.

“I don't mind a slow driver, but 30 on the freeway is concerning,” said Jackson.

To help keep seniors' driving skills sharp, the California Highway Patrol will start a series of two-hour classes in March aimed at drivers ages 65 and older. The first class, called Age Well,

Drive Smart, was funded by a \$271,00 grant from the California Office of Traffic Safety and the National Highway Traffic Safety Administration.

A private group of retired Marines will hear the presentation at Bruno's Barbecue in Scotts Valley on March 3. The CHP is looking for other groups to sign up for the presentation.

“All of us will face changes in our physical, visual and/or mental abilities down the road. However, medical, physical and emotional conditions can affect safe driving abilities at any age,” Department of Motor Vehicles Director George Valverde wrote in a recent guide for senior drivers.

Jackson said it is not uncommon in the county for officers to pull over older drivers and write tickets for medical evaluations. Prescription drug use also can weaken driving skills and have been a cause of driving under the influence, Jackson said.

Once a physician determines the driver's health, the doctor then recommends changes to the DMV such as a restricted driver's license for only daytime driving or not driving on highways.

“The whole goal is to keep everybody safe,” said Jackson.

Because seniors typically resist giving up driving, CHP officers said family of older drivers can help by offering them rides or arranging alternative transportation, like a bus.

“Be available to give them a ride,” Jackson said.

Follow Sentinel reporter Stephen Baxter on Twitter @sbaxter\_sc

# Roadshow: Highway 101-Tully Road and Highway 17 work to end months ahead of schedule

[By Gary Richards](#)  
[grichards@mercurynews.com](mailto:grichards@mercurynews.com)

Posted: 02/08/2012 06:32:09 PM PST  
Updated: 02/10/2012 09:32:04 AM PST

Q When will construction end at Highway 101 and Tully Road? ... When will the new pavement start to go down on Highway 17? The current state of the road between Lexington Reservoir and the Summit has become very rough since construction started a few months ago. Driving a car with stiff suspension, like my own, is almost unbearable.

Bob Brasher, Nick George and many more

A I bring really good news. The new Tully interchange and work on 17 could be done in May, several months ahead of schedule for both projects, says Caltrans.

Tully will be seven lanes wide -- three lanes in each direction plus a merging lane. Six-foot bike lanes will be striped on the overpass and sidewalks will be widened from 5 to 10 feet. And there will be an extra lane on south 101 to Yerba Buena Road.

The 17 project will improve drainage and repave the section south of Summit Road with asphalt that will prevent water from pooling on the road. The underground drainage portion is done on 17. Caltrans needs to grind and pave in dry, warm weather; hence, the May time frame for both jobs.

# Roadshow: Drivers making illegal turn out of Cats restaurant on Highway 17

[By Gary Richards](#)  
[grichards@mercurynews.com](mailto:grichards@mercurynews.com)

Posted: 02/06/2012 06:03:21 AM PST  
Updated: 02/06/2012 06:29:09 AM PST

Q Traffic problems have started on Highway 17 with the reopening of the Cats restaurant in Los Gatos, and I'm expecting some nasty collisions. A few nights ago, a car was seemingly waiting to enter south 17 from the Cats and as I drove by, what does the driver do? He swings around the 17 south turn lane and dives across the highway to turn north on 17, which is illegal. Horns were honking.

The intersection has been designed to keep drivers leaving the Cats from getting back on 17 north, but if you bob and weave enough, and don't give a damn about speeding drivers in both directions, you just might make it.

I'm very pleased the Cats is back in business. But 17 is dangerous enough without drivers leaving the restaurant making this illegal move to save a couple of minutes to go north. The correct move is to turn right and go south to the overpass at Lexington and then head back to north 17.

That overpass is named for Gillian Cichowski, a beloved teacher who was killed turning from south 17 onto the road to Lexington school in 1992. I really don't relish the prospect of reading about more accidents at this location. Given what I saw in one drive, I am sure it is only a matter of time. Can you put these doofuses on notice?

Lynne Jolitz  
Los Gatos

A Yes, I will. You raise a very valid concern. There is a northbound left-turn lane on Route 17 for motorists to turn into the Cats driveway. But drivers coming out of the Cats are prohibited from making a left turn back onto north 17. There's a "No Left Turn" sign and Caltrans installed channelizers on the striping to block off the Cats driveway for motorists wanting to go north for safety reasons.

I've notified the CHP of this, and Caltrans will look and see what else can be done. My advice to drivers: Read the signs and don't try to save a minute or two by making that illegal left turn out of the Cats. The risks are too great.

## **Roadshow: Signs advising trucks not to pass on Highway 17 are not permitted**

[By Gary Richards](#)  
[grichards@mercurynews.com](mailto:grichards@mercurynews.com)

Posted: 01/02/2012 12:00:00 AM PST

Q I have commuted over Highway 17 into San Jose quite a lot the past 20 years. One thing I have noticed that hasn't been addressed is the behavior of certain truck drivers who, although not capable of going over 35 mph, try to pass another truck going 36 mph. During commute hours, this can back up traffic for a mile or more. There are signs that say "Trucks use Right Lane" on 17, but does this include passing? If not, why can't the signs be changed to "Trucks Use Right Lane Only, No Passing?" Seems to me this would end a dangerous practice.

Reid Bourdet  
Ben Lomond

A This is a no-go. Caltrans says only signs included in the California Manual on Uniform Traffic Control Devices may be considered for use on state highways. The "Trucks Use Right Lane" sign is included, but there are no signs in the manual to prohibit trucks from passing.

However, Sarah-the-CHP-Lady says that in the situation you described she would likely issue a citation to the passing driver for impeding traffic.

**Q** On a recent trip to Santa Cruz during the day, I noticed 40-mph speed limit signs after you get past the Bear Creek Road area and before you enter the construction zone. These signs are white and do not stand out like a reduced speed construction area should. Needless to say, if I obeyed the "posted" speed limit I would have literally been run over, even in the slow lane. The question: Is the 40-mph speed limit in the construction zone enforced day and night or only when construction is going on? If so, shouldn't the signs stand out a little more?

Russ Hills  
San Jose

**A** The 40 mph limit is in effect day and night, as lanes have been narrowed from 12 to 11 feet for the construction now going on, and because the curves make it tough to see ahead and in some places shoulder space is very tight or nonexistent.

Now brace yourself. When crews are out at night, and the road is reduced to one lane each way, the speed limit drops to 30 mph. It will be raised back to 50 mph when work ends next year.

12/5/11

**Q** I frequently travel to the Santa Clara Valley on Highway 17, where Caltrans has made many improvements in recent years. It is now a safer road than at any time I can remember. However, why does Caltrans find a reason to block one or more lanes almost every workday? I am referring to daytime hours (not the work being done at night). Is it because Caltrans needs to keep its work crews busy (job security)? Do crews like to work in this scenic environment? Does Caltrans need to justify all of its equipment stationed in this area? Does Caltrans like to see how large of a backup it can create before reopening the lanes? Or all of the above? - *Steve Gibbs, Santa Cruz*

**A** Such a cynic. The state is building retaining walls and a concrete barrier on southbound 17 near Santa's Village. The contractor is allowed to have one lane closed southbound from 8 p.m. to 3 p.m. and one lane northbound from 7 p.m. to 5 a.m. and 10 a.m. to 2 p.m. In the last couple of weeks, however, maintenance workers have been making some emergency pavement repairs. They are allowed to do that at any time.

Updated: 12/07/2011 12:08:23 PM PST

**Q** Why oh why are there no working metering lights on the onramps to Highway 17 at Highway 9 in Los Gatos? Traffic always backs up on 17 below Lexington Reservoir near the Los Gatos exit because of the poorly designed (ancient) ramps at Highway 9. Every onramp after this has lights, and the one at Bear Creek Road has meters, too. - *Steve Reid*

**A** When your email rolled in, I almost zapped this into my delete file. For years, I've been told nothing is planned and this really ancient interchange would seemingly never be improved. That has changed. Caltrans now says it wants to install meters and widen the ramp from Route 9 to northbound 17. It is now in preliminary design and could get funding in a year or so for construction.

Another safety issue, but for Hwy 17: It is so very difficult to see the lane you're in when oncoming car's headlights are blinding you. This is terribly worse when the roads are wet and lane markings are obscured. My solution? Those green fiberglass strips glued on top of the center divide that blocks the oncoming lights, could be run all the way up Hwy 17. Granted, it would be expensive, but what are lives worth? Especially on a road where 12 inches of mistaken drifting from your lane means dire consequences.

Chad Peevyhouse

San Jose

\*\*\*\*\*

**From:** Kevin Allen [<mailto:jkevallen@yahoo.com>]  
**Sent:** Wednesday, February 01, 2012 3:01 PM  
**To:** [info@scrtc.org](mailto:info@scrtc.org)  
**Subject:** Hwy 17 mess

Hello -

I've commuted over Hwy 17 for the past 15 years and I've never seen it in worse shape. I'm referring to the **north** side of the summit (Santa Clara Cty). When is the center divider work going to be done? The concrete (drainage?) cross channels/slabs you've put in, it's like driving over a curb in some spots - and that driving at or below the speed limit! Driving any kind of sports car (low clearance) over the hill feels like the bottom end is going to rip off with all the dips and jarring chunks of asphalt/concrete.

When is the work going to be complete?

Thanks  
Kevin Allen  
831-251-4711

\*\*\*\*\*

**From:** Karena Pushnik <[kpushnik@scrtc.org](mailto:kpushnik@scrtc.org)>  
**To:** [jkevallen@yahoo.com](mailto:jkevallen@yahoo.com)  
**Cc:** [bernard\\_walik@dot.ca.gov](mailto:bernard_walik@dot.ca.gov)  
**Sent:** Wednesday, February 1, 2012 4:55 PM  
**Subject:** FW: Hwy 17 mess

Kevin Allen -

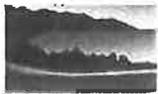
Your email regarding the Wet Weather Project on Highway 17 was received. By copy of this email, your comments have been forwarded to Bernard Walik at the lead agency for that project, Caltrans District 4, which covers the Bay Area including Highway 17 to the Summit/County Line.

The intent of this safety project is to reduce wet weather collisions by upgrading drainage systems, installing improved median barriers and resurfacing the pavement. Due to the mild winter conditions, the project is progressing well with most of the northern half of the project complete. Construction of the southern half of the project is underway and Caltrans estimates that the project could be complete in the next few months.

If you would like additional details about the project, please contact Caltrans District 5.  
Thank you.

.....

**Karena Pushnik**, Senior Planner/Public Information Coordinator



**Santa Cruz County Regional Transportation Commission**

Santa Cruz Office (main) 831.460.3210 | Watsonville 831.768.8012

1523 Pacific Avenue | Santa Cruz, CA 95060

***Follow our social networks for the latest RTC news***

Karena -

Thanks for your prompt reply. But the **north** side (of the summit) is the section in the worst shape. The south side is fine except for some residual center divider work to be completed.

So can you tell me when the **north** section, from Summit Road down to Lexington Reservoir, will be completed? Meaning center divide and roadway resurfacing? Caltrans has been at it for over a year now.

Thanks  
Kevin

\*\*\*\*\*

**From:** Bernard Walik [[mailto:bernard\\_walik@dot.ca.gov](mailto:bernard_walik@dot.ca.gov)]  
**Sent:** Thursday, February 02, 2012 11:43 AM  
**To:** Kevin Allen  
**Cc:** Karena Pushnik  
**Subject:** Re: Hwy 17 mess

Kevin,

The bumps you are referring to will be removed during the grind and pave process, which can only start during warmer evening weather. We need higher temperatures for the asphalt to cure properly.

The project (including the above component) will be completed in April 2012, weather and temperature permitting.

Regards,  
Bernard

Bernard Walik  
Public Information Officer  
Santa Clara County  
Work: 510-286-5705

**Kevin Allen**  
**<[jkevallen@yahoo.com](mailto:jkevallen@yahoo.com)>**

02/02/2012 11:25 AM

To Karena Pushnik <[kpushnik@sccrtc.org](mailto:kpushnik@sccrtc.org)>  
cc "[bernard\\_walik@dot.ca.gov](mailto:bernard_walik@dot.ca.gov)"  
<[bernard\\_walik@dot.ca.gov](mailto:bernard_walik@dot.ca.gov)>

Subject Re: Hwy 17 mess

Please respond to Kevin Allen < <a href="mailto:jkevallen@yahoo.com">jkevallen@yahoo.com</a> >
---

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

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
JANUARY	PDO	53	25	24	13	9	12	18	11	19	11	8	5	9	17
	INJURY	17	15	8	2	2	5	8	3	2	6	5	4	4	3
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	<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>
FEBRUARY	PDO	31	23	32	7	11	8	11	10	7	14	14	12	6	11
	INJURY	6	14	10	2	5	2	7	5	4	6	6	6	5	2
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<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>
MARCH	PDO	29	18	20	20	5	17	10	19	13	11	5	14	11	17
	INJURY	18	9	7	5	5	5	9	3	3	3	3	2	5	4
	FATAL	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	<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>
APRIL	PDO	24	15	23	12	16	16	9	11	15	5	8	10	9	10
	INJURY	11	7	3	3	4	7	5	4	7	7	3	5	6	3
	FATAL	0	0	0	0	0	0	0	0	1	0	1	0	0	0
	<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>
MAY	PDO	40	16	27	16	9	5	13	13	10	5	5	16	11	10
	INJURY	14	3	10	5	3	2	6	6	7	0	7	5	4	4
	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	<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>
JUNE	PDO	19	16	17	12	17	10	6	9	13	9	3	13	15	16
	INJURY	13	7	4	3	4	3	4	3	2	3	4	2	3	4
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<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>
JULY	PDO	10	16	18	12	15	13	17	15	10	9	8	7	16	14
	INJURY	10	7	5	4	4	4	6	1	5	3	6	2	7	5
	FATAL	0	0	0	1	0	0	0	0	0	0	0	0	1	0
	<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>
AUGUST	PDO	19	23	14	13	15	12	9	13	9	13	10	9	8	14
	INJURY	4	7	5	7	3	6	4	2	1	2	7	2	8	6
	FATAL	0	0	0	1	0	0	1	0	0	0	0	0	0	0
	<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>
SEPTEMBER	PDO	21	12	20	21	3	11	10	6	5	8	10	7	10	9
	INJURY	6	6	10	4	4	5	4	3	0	1	2	0	4	1
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>27</b>	<b>18</b>	<b>30</b>	<b>25</b>	<b>7</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>12</b>	<b>7</b>	<b>14</b>	<b>10</b>
OCTOBER	PDO	12	27	14	18	12	19	17	21	13	14	10	8	30	14
	INJURY	11	4	2	7	2	2	5	8	5	6	3	3	2	5
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>23</b>	<b>31</b>	<b>16</b>	<b>25</b>	<b>14</b>	<b>21</b>	<b>22</b>	<b>29</b>	<b>18</b>	<b>20</b>	<b>13</b>	<b>11</b>	<b>32</b>	<b>19</b>
NOVEMBER	PDO	38	31	16	16	10	22	12	11	11	7	20	11	12	9
	INJURY	12	15	4	1	4	6	3	8	6	3	9	1	6	4
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>50</b>	<b>46</b>	<b>20</b>	<b>17</b>	<b>14</b>	<b>28</b>	<b>15</b>	<b>19</b>	<b>17</b>	<b>10</b>	<b>29</b>	<b>12</b>	<b>18</b>	<b>13</b>
DECEMBER	PDO	10	12	15	15	23	20	16	16	10	13	20	11	7	8
	INJURY	7	7	6	5	5	6	6	6	7	4	3	4	7	1
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>17</b>	<b>19</b>	<b>21</b>	<b>20</b>	<b>28</b>	<b>26</b>	<b>22</b>	<b>22</b>	<b>17</b>	<b>17</b>	<b>23</b>	<b>15</b>	<b>14</b>	<b>9</b>

<b>TOTAL PDO:</b>	<b>306</b>	<b>234</b>	<b>240</b>	<b>175</b>	<b>145</b>	<b>165</b>	<b>148</b>	<b>155</b>	<b>135</b>	<b>119</b>	<b>121</b>	<b>123</b>	<b>144</b>	<b>149</b>
<b>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>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>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>

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

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

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

		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
JANUARY	PDO	40	28	17	14	18	26	21	32	34	19	22	16	24	11
	INJURY	27	10	8	5	9	12	6	6	10	9	6	9	13	9
	FATAL	1	1				1						1	1	0
	<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>
FEBRUARY	PDO	36	19	43	14	17	35	41	45	25	28	31	16	20	15
	INJURY	6	9	9	5	4	9	16	17	4	10	9	15	4	7
	FATAL		1					1						0	0
	<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>
MARCH	PDO	21	25	26	22	29	23	11	38	35	18	17	13	26	26
	INJURY	11	12	6	5	11	9	7	16	14	2	6	13	7	14
	FATAL														
	<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>
APRIL	PDO	39	27	13	24	22	59	16	45	41	22	20	18	28	18
	INJURY	14	8	9	5	7	16	4	11	11	7	10	12	6	4
	FATAL	1													
	<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>
MAY	PDO	43	13	25	19	13	24	15	39	16	24	10	12	26	18
	INJURY	25	9	15	13	7	11	5	13	8	9	5	16	8	7
	FATAL	1	1		1					1					
	<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>
JUNE	PDO	23	12	15	14	11	23	6	24	13	15	10	13	11	9
	INJURY	11	5	3	2	6	4	2	3	6	1	6	6	4	9
	FATAL	1			1		1								
	<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>
JULY	PDO	19	8	15	14	20	18	14	9	16	18	14	10	11	19
	INJURY	5	7	7	8	5	4	5	5	4	4	6	6	9	5
	FATAL		1				1		1		1			0	
	<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>
AUGUST	PDO	14	11	22	10	5	17	20	6	16	11	15	8	11	11
	INJURY	10	2	7	7	4	7	7	4	5	4	4	1	5	2
	FATAL													0	
	<b>TOTAL</b>	<b>24</b>	<b>13</b>	<b>29</b>	<b>17</b>	<b>9</b>	<b>24</b>	<b>27</b>	<b>10</b>	<b>21</b>	<b>15</b>	<b>19</b>	<b>9</b>	<b>16</b>	<b>13</b>
SEPTEMBER	PDO	24	16	20	16	12	12	13	4	13	9	5	8	11	7
	INJURY	13	4	8	4	8	1	6	6	4	3	9	7	7	7
	FATAL	1				1				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>
OCTOBER	PDO	17	15	13	20	16	17	44	27	13	21	13	9	12	25
	INJURY	4	11	8	2	5	9	6	12	3	9	3	5	13	8
	FATAL									0				0	
	<b>TOTAL</b>	<b>21</b>	<b>26</b>	<b>21</b>	<b>22</b>	<b>21</b>	<b>26</b>	<b>50</b>	<b>39</b>	<b>16</b>	<b>30</b>	<b>16</b>	<b>14</b>	<b>25</b>	<b>33</b>
NOVEMBER	PDO	31	29	16	26	23	28	21	47	36	11	19	13	27	16
	INJURY	10	10	8	13	10	9	8	13	12	8	5	7	11	6
	FATAL					1	1							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>
DECEMBER	PDO	5	13	9	28	48	60	43	43	21	34	21	16	45	7
	INJURY	13	4	4	11	15	22	10	17	3	19	5	10	16	6
	FATAL								2	0			1	0	
	<b>TOTAL</b>	<b>18</b>	<b>17</b>	<b>13</b>	<b>39</b>	<b>63</b>	<b>82</b>	<b>53</b>	<b>62</b>	<b>24</b>	<b>53</b>	<b>26</b>	<b>27</b>	<b>61</b>	<b>13</b>
<b>TOTAL PDO:</b>		<b>312</b>	<b>216</b>	<b>234</b>	<b>221</b>	<b>234</b>	<b>342</b>	<b>265</b>	<b>359</b>	<b>279</b>	<b>230</b>	<b>197</b>	<b>152</b>	<b>252</b>	<b>182</b>
<b>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>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>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>

Santa Cruz Area CHP SR-17 Citation Summary

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



JOHN WILLIAMS/SENTINEL

CHP officer Sarah Jackson talks to a class of teens and their parents, including Carl Churchfield, a CHP sergeant in Monterey, and Emily Churchfield, 16, Tuesday during the Start Smart program.

# CHP class teaches safety to young drivers

By **EVAN MORRIS**

*newsroom@santacruzsentinel.com*

SANTA CRUZ— Teens with driving permits and provisional licenses could be viewed as a hazard on the road, but that stereotype may soon change thanks to the California Highway Patrol.

The Start Smart Program, a teenage driving safety class, teaches teens the rules of the road: not only how to drive defensively, but how to think defensively.

The class, taught by officer Sarah Jackson, covers causes and common themes of collisions, the types of collisions that occur in a crash — car-to-car, human-to-car and internal collisions, ways for teens to practice safe driving techniques and ways for parents to aid in their teen’s education and driving experience.

“The class makes younger drivers more aware, something we need in modern times,” said parent Brian Curtis, who brought his daughter, Hayley, to the presentation.

The class stresses the relationship of short-term decisions and long-term consequences through educational videos, public service announcements and group discussions. Teenagers and their parents can come and educate



Page 4 JOHN WILLIAMS/SENTINEL

Beth McKinnon and her son, Quinn Gerard, 18, watch a video about safe driving during the Start Smart class Tuesday.

## Extra California Highway Patrol Hours Worked on Highway 17

### San Jose Area

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

### Santa Cruz Area

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

## Wet Pavement Correction Project



Wet Pavement Correction Project on Highway 17 (PM 0.0/2.8 Santa Clara County) – newly installed concrete barrier with movable barriers still in place.



Movable barrier technology is being used for the Wet Pavement Correction Project which allows for quick barrier adjustments to create protected work spaces for night time construction crews. During the daytime, the barrier is moved back off the roadway to allow traffic to use all of the travel lanes.

**Caltrans Status of Projects Central Region District 5, Highway 17 - February 2012**

CO	Route	Postmile	E/A	Phase	Location Description	Type of Work
SCR <i>Santa Cruz Rte 17 Rehab</i>	17	0.0 / 12.5	0G050_	Candidate	IN & NEAR SANTA CRUZ FROM JCT 1/17 SEP TO SANTA CRUZ/SANTA CLARA CO LINE (KP 0.0/20.2)	HIGHWAY REHAB
SCR <i>ROUTE 17 TOS</i>	17	0.0 / 12.5	0G170_	PID	ON ROUTE 17 BETWEEN RTE 17 & RTE 1 SEP AND SUMMIT DR ON RTE 17 IN SANTA CRUZ CO FROM RTE 1/17 SEP TO SANTA CLARA COUNTY LINE (KP 0.0/20.1)	OP IMPROVEMENTS/INSTALL TRAFFIC OPERATION SYSTEM ROUTE 17 TOS
SCR <i>Hwy 17 Sediment Source Control</i>	17	0.7 / 12.5	0Q600_	PID	ON ROUTE 17, IN SANTA CRUZ COUNTY, IN SANTA CRUZ BETWEEN 0.74 MI NORTH ROUTE 1/17 SEPARATION AND SIMS ROAD	STORM WATER MITIGATION
SCR <i>GRANITE CREEK INTERCHANGE</i>	17	5.5	49380_	PID	RTE 17 AT GRANITE CREEK ROAD OC BETWEEN GLENWOOD DRIVE -SB RAMPS AND GRANITE CREEK ROAD (KP 8.85)	RECONSTRUCT INTERCHANGE
SCR <i>ScR 17 Guardrail Upgrades</i>	17	6.0 / 12.6	0L70U_	CONSTRUCTION	IN SANTA CRUZ COUNTY IN AND NEAR SCOTTS VALLEY AT VARIOUS LOCATIONS FROM SANTAS VILLAGE ROAD TO THE SANTA CLARA COUNTY LINE	UPGRADE GUARD RAIL
SCR <i>Santa Village Road Guardrail</i>	17	6.1 / 6.6	0G400_	CONSTRUCTION	IN SANTA CRUZ COUNTY NEAR SCOTTS VALLEY FROM 0.3 MILE NORTH OF SANTAS VILLAGE ROAD TO CRESCENT DRIVE	CONSTRUCT CONCRETE BARRIER
SCR	17	6.7 / 11.8	1C160_	PS&E/RW	PROJECT LOCATED ALONG HWY 17, CRESCENT DRIVE TO CASA DEL 17 COUNTY STORE	CRASH CUSHIONS
SCR <i>VINEHILL WET WEATHER IMPROVEMENTS</i>	17	7.0 / 7.3	0P810_	CONSTRUCTION	IN SANTA CRUZ COUNTY NEAR SCOTTS VALLEY FROM 0.1 MILE SOUTH OF WEST VINEHILL ROAD TO 0.1 MI SOUTH OF VINEHILL ROAD	CONSTRUCT SOLDIER PILE WALL
SCR <i>Santa Cruz 17 Shoulder Widening and Concrete Guardrail</i>	17	8.2 / 10.1	0T980_	PID	ON ROUTE 17 BETWEEN 0.9 MILE NORTH OF VINEHILL ROAD AND 0.5 MILE SOUTH OF GLENWOOD DRIVE	SHOULDER WIDENING AND CONCRETE GUARDRAIL

CO	Route	Postmile	E/A	Phase	Location Description	Type of Work
SCR <i>Laurel Road Shoulder Widen</i>	17	9.4 / 9.9	1C180_	Candidate	IN SANTA CRUZ COUNTY NORTH OF LAUREL ROAD INTERSECTION, FOR 1/3 MILE IN THE NORTHBOUND DIRECTION	SHOULDER WIDENING AND CONCRETE GUARDRAIL
SCR <i>Summit Slide Repair</i>	17	11.0	1A710_	PA&ED	IN SANTA CRUZ COUNTY NEAR SCOTTS VALLEY AT 0.2 MILE NORTH OF GLENWOOD DRIVE	CONSTRUCT RETAINING WALL
SCR <i>Summit Slide -Emergency Force Account</i>	17	11.0 / 11.0	1A520_	CONSTRUCTION	IN SANTA CRUZ COUNTY APPROXIMATELY 1.5 MILES FROM THE SANTA CLARA COUNTY LINE	STABILIZE ROADWAY, REPAIR DRAINAGE, DRAIN SUBSURFACE WATER

**Minor B Projects\***

SCR <i>Laurel Dynamic Curve Warning Sign</i>	17	9.4		CONSTRUCTION	IN SANTA CRUZ COUNTY IN SOUTHBOUND DIRECTION NORTH OF LAUREL ROAD INTERSECTION	DYNAMIC CURVE WARNING SIGN
SCR <i>Pavement Treatment</i>	17	9.4			IN SANTA CRUZ COUNTY IN SOUTHBOUND DIRECTION AT LAUREL ROAD INTERSECTION AREA	PAVEMENT TREATMENT

\* Provided by District 5, Traffic Safety Branch

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF TRAFFIC OPERATIONS

P.O. BOX 942873, MS-36

SACRAMENTO, CA 94273-0001

PHONE (916) 654-5176

FAX (916) 654-6608

TTY 711

www.dot.ca.gov

*Flex your power!  
Be energy efficient!*

December 7, 2011

Ms. Ginger Dykaar  
Safe on 17 Program Manager  
Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue  
Santa Cruz, CA 95060

Dear Ms. Dykaar:

Thank you for your letter of appreciation and support for the safety projects on Highway 17. The combined efforts of those participating on the Safe on 17 Task Force have proven beneficial to the safety performance of this corridor. The additional improvements will further enhance the safety for those traveling on Highway 17.

I appreciate your acknowledgement of the Department and the Division of Traffic Operations' efforts and look forward to continued success in enhancing the safety of Highway 17.

If you have any questions, please feel free to contact Steve Price at (805) 549-3281 or by e-mail at [steve\\_price@dot.ca.gov](mailto:steve_price@dot.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Janice Benton".

JANICE BENTON, Chief  
Office of Traffic Safety Program  
Division of Traffic Operations

c: Steve Price, Deputy District Director, Maintenance and Operations, D-5

**SIGALERTS**  
**10/11 - 02/12**  
**Highway 17**

DATE	TIME	SIGALERT	CMS Activated	Time CMS de/activated	Time Difference (min)
10/04/11	1:21	Santa Cruz County, S 17 at Laurel Rd., right lane blocked due to overturned vehicle. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	Incident short		
10/04/11	1:21	Santa Cruz County, S 17 at Laurel Rd., all lanes are now open. The duration of this incident was 5 minutes.	Incident short		
10/05/11	3:19	Clara County, Sb 17 just south of Big Moody, lane 1 is blocked due to flooding. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	?		
10/05/11	4:37	Santa Clara County, Sb 17 just south of Big Moody, all lanes are now open. The duration of this incident was 78 minutes.	?		
10/05/11	08:09	Santa Cruz County, N-17 at Laurel Rd, all lanes are blocked due to an injury accident. S-17 lanes are slow due to CHP running traffic breaks. Three CMS's have been activated. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	Yes	8:00	-9
10/05/11	08:36	Santa Cruz County, N-17 still blocked due to a major injury accident at Laurel. Traffic is now being diverted off at Granite Creek. S-17 at Laurel, all lanes currently blocked also. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	Yes		
10/05/11	09:00	Santa Cruz County, N-17 at Granite Creek is still closed due to a major injury accident at Laurel. S-17 at Laurel, all lanes are now open. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	Yes		
10/5/2011	09:13	Santa Cruz County, N-17 at Laurel, all lanes are now open. The duration of this incident was 1 hour and 20 minutes.	Yes	9:11	-2
10/20/11	02:25 hrs	Santa Clara County, S-17 at Los Gatos Saratoga Road, the left lane is blocked due to a minor injury accident involving two vehicles. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	Yes	2:43	18
10/20/11	02:32 hrs	Santa Clara County, S-17 at Los Gatos Saratoga Road, all lanes are blocked.	Yes		
10/20/11	03:05 hrs	Santa Clara County, S-17 at Los Gatos Saratoga Road, all lanes are now open. The duration of this incident was 42 minutes.	Yes	5:35	2:30
10/26/11	14:11	Santa Clara County, S-17, the right lane is closed from Bear Creek Rd. to Alma College Rd. until 16:30 for emergency tree removal. Motorists are advised to expect delays. 4 CMS have been	Yes	14:10	-1

**SIGALERTS**  
**10/11 - 02/12**  
**Highway 17**

DATE	TIME	SIGALERT	CMS Activated	Time CMS de/activated	Time Difference (min)
10/26/11	14:20	Santa Clara County, S-17 at Bear Creek Rd., the roadwork has been canceled, all lanes are now open, all CMS are off, TMT crews have been canceled.	Yes	14:19	-1
11/06/11	4:20	Santa Cruz County, S 17 both lanes blocked just north of Glenwood Dr., due to an accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	Yes	4:22	2
11/06/11	5:40	Santa Cruz County, S 17 just north of Glenwood, all lanes are now open. The duration of this incident was 60 minutes.	Yes	5:29	-11
11/12/11	0149	Santa Cruz County, S-17 at Laurel Rd, Multi vehicle accident blocking #1 and 2 of 2 Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	Incident short		
11/12/11	1:47	Santa Cruz County, S 17 at Laurel Rd., both lanes blocked due to accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	Incident short		
11/12/11	1:51	Santa Cruz County, S 17 at Laurel Rd.,all lanes are now open. The duration of this incident was 7 minutes.	Incident short		
11/23/11	15:53	Santa Clara County, S-17 at Redwood Estates, the right lane is blocked due to a disabled big rig truck pulling 2 trailers. 1 CMS on. Motorists are advised to expect delays. There is no estimated time of opening.	Yes	15:53	0
11/23/11	16:29	Santa Clara County, S-17 at Redwood Estates, all lanes are now open. The duration of this incident was 60 minutes.	Yes	16:28	-1
11/28/11	14:07	Santa Clara County, S-17 just north of Camden Ave., the 3 right lanes are blocked due to 2 vehicle collision. 1 CMS on. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	Yes	13:55	-12
11/28/11	14:22	Santa Clara County, S-17 just north of Camden Ave., all lanes are now open. The duration of this incident was 30 minutes.	Yes	14:23	1
12/08/11	0119	Santa Cruz County, N 17 at Vine Hill Rd. all lanes are now open. The duration of this incident was 40 minutes.	?		
12/09/11	0:39	Santa Cruz County, N 17 all lanes blocked at Vine Hill Rd due to an overturned vehicle. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	?		

**SIGALERTS**  
**10/11 - 02/12**  
**Highway 17**

DATE	TIME	SIGALERT	CMS Activated	Time CMS de/activated	Time Difference (min)
12/14/12	06:59	Santa Clara County, N-17 just North of Redwood Estates, the left lane is blocked due to a multiple vehicle accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	Yes	6:10	-49
12/14/11	07:04	Santa Clara County, N-17 just North of Redwood Estates, all lanes are now open. The duration of this incident was 19 minutes.	Yes	7:17	13
12/14/11	12:42	Santa Cruz County, S-17 just south of Glenwood Dr., the right lane is blocked due to a solo overturn injury collision. 1 CMS activated. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	?		
12/14/11	12:51	Santa Cruz County, S-17 just south of Glenwood Dr., all lanes are now open. The duration of this incident was 36 minutes.	?		
12/16/11	11:38	Santa Clara County, North 17 at Summit Rd, the on ramp and # 2 lane are closed due to a big rig tipped sideways, trailer is empty and one CMS activated for this incident. motorist are advised to expect delays, Unknown estimated time to reopen.	Yes	11:15	-23
12/16/11	12:42 pm	Santa Clara County, North 17 at Summit Rd, all lanes are now open, the duration for this incident was 1 hour 11 minutes.	Yes	12:47	5
12/21/11	0533	Construction Closures on Hwy 17 - C170A and C171A are going to be picked up late. Estimated time for pick up is 7 a.m.	Yes		
12/21/11	0605	Construction Closures on the 17 - C170A and C171A have been picked up.	Yes		
12/30/11	10:57	Santa Clara -Santa Cruz - Counties, South 17 south of Santa Cruz Av, all lanes are closed due to an overturned injury accident, four CMS on. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	Yes	10:50	-7
12/30/11	11:04	Santa Clara -Santa Cruz - Counties, South 17 south of Santa Cruz Av, the right lane is now open.	Yes		
12/30/11	11:48	Santa Clara -Santa Cruz - Counties, South 17 south of Santa Cruz Av, all lanes are now open, the duration of this incident was 55 minutes.	Yes	11:48	0
01/17/12	09:46 hrs	Santa Clara County, N-17 just North of Lexington Reservoir, The right lane is blocked to a multiple vehicle accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	?		

**SIGALERTS**  
**10/11 - 02/12**  
**Highway 17**

DATE	TIME	SIGALERT	CMS Activated	Time CMS de/activated	Time Difference (min)
01/17/12	10:40 hrs	Santa Clara County, N-17 just North of Lexington Reservoir, all lanes are now open. The duration of this incident was 56 minutes.	?		
01/20/12	14:53	Santa Cruz County, N-17 just north of Laurel Rd., all lanes are now open. The duration of this incident was 50 minutes.	Yes	14:51	-2
01/21/12	11:46	Santa Clara County, S-17 just north of Summit Rd., the right lane is blocked due to a disabled transit bus with 30 passengers on board. Motorists are advised to expect delays. The estimated time of opening is 12:30.	?		
01/21/12	12:04	Santa Clara County, S-17 just north of Summit Rd., all lanes are now open. The duration of this incident was 42 minutes.	?		
01/23/12	18:35 hrs.	Santa Clara County, S-17 just south of Hamilton, left lanes blocked due to an over-turned vehicle accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	Santa Clara		
01/23/12	19:33 hrs.	Santa Clara County, S-17 just south of Hamilton, all lanes are now open. The duration of this incident was 68 minutes.	Santa Clara		
01/25/12	13:56 hrs.	Santa Clara County, S-17 just north of Bear Creek, both lanes blocked due to over-turned vehicle accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	Yes	13:58	2
01/25/12	14:10 hrs.	Santa Clara County, S-17 just north of Bear Creek, over-turned vehicle accident have both lanes blocked. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.	Yes		
01/25/12	15:18 hrs	Santa Clara County, S-17 just north of Bear Creek, all lanes are now open. The duration of this incident was 82 minutes.	Yes	15:18	0
02/10/12	23:43	Santa Cruz County, S 17 at Laurel Curve #1 lane blocked due to an over turn accident. and N 17 at El Rancho Rd the #2 lane blocked due to accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.			
02/11/12	0:10	Santa Cruz County, S 17 at Laurel Curve ,all lanes are now open. The duration of this incident was 70 minutes. N 17 at El Rancho Rd , all lanes are now open. The duration of this incident was 70 minutes.			

**SIGALERTS**  
**10/11 - 02/12**  
**Highway 17**

DATE	TIME	SIGALERT	CMS Activated	Time CMS de/activated	Time Difference (min)
02/25/12	4:00	Santa Clara County, S 17 at Brush Rd., all lanes are blocked due to a multiple vehicle accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.			
02/25/12	4:09	Santa Clara County, S 17 at Brush Rd., all lanes are now open. The duration of this incident was 9 minutes.			
02/26/12	20:10	Santa Cruz County, N-17 at Idylwild, NB lanes closed due to police action. SB lanes are open. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.			
02/26/12	20:35	Santa Cruz County, N-17 at Idylwild, right lane NB still closed due to the police action. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.			
02/26/12	20:54	Santa Cruz County, N-17 at Idylwild, both NB lanes are closed due to the police action. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.			
02/26/12	21:43	Santa Cruz County, N-17 at Idylwild, all lanes are now open. The duration of this incident was 100 minutes.			
02/26/12	22:24	Santa Clara County, N 17 just north of Lark Ave., all lanes blocked due to an accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.			
02/26/12	22:46	Santa Clara County, N 17 just north of Lark Ave., lane 2 still blocked. Lane 1 is open. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.			
02/26/12	23:11	Santa Clara County, N 17 just north of Lark Ave. All lanes are now open. The duration of this incident was 47 minutes.			

**SIGNALERTS**

09/11 - 01/12

Hwy 1

<b>DATE</b>	<b>TIME</b>	<b>SIGNALERT</b>
09/23/11	4:30	San Mateo County, SR 1 at Devil Slide, both directions are blocked due to an overturned vehicle. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
09/23/11	5:11	San Mateo County, SR 1 at Devil Slide, all lanes are now open. The duration of this incident was 65 minutes.
1/21/12	4:12	San Mateo County, SR 1 just north of Ano Nuevo Reserve, both directions are blocked due to a tree down in the roadway. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
1/21/12	09:33	San Mateo County, SR 1 just north of Ano Nuevo Reserve, all lanes are now open, the duration for this incident was 5 hours 26 minutes.
2/9/12	19:14	San Mateo County, S 1 just north of Fassler Ave., the left lane is blocked due to an injury traffic collision. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
2/9/12	19:46	San Mateo County, S 1 just north of Fassler Ave. All lanes are now open. The duration of this incident was 31 minutes.

**SIGALERTS**

09/11 - 01/12

Hwy 9

<b>DATE</b>	<b>TIME</b>	<b>SIGALERT</b>
09/09/11	22:39	Santa Clara County, N-SR9 Just South of Pierce, Large tree down and blocking North bound lanes. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
09/10/11	1:53	Santa Clara County, SR 9 Just South of Pierce, Large tree down and blocking both directions. PG & E is on scene cutting tree. Motorists are advised to expect delays and to use alternate routes.
09/10/11	2:19	Santa Clara County, SR 9 Just South of Pierce, all lanes are now open. The duration of this incident was 3 hours 47 minutes.
09/12/11	06:37	Santa Clara County, West SR9 west of Hwy 17 is closed due o an injury accident. Motorists are advised to expect delays and to use alternate routes. Estimated time of opening is 30 minutes.
09/12/11	07:18	Santa Clara County, West SR9 west of Hwy 17, all lanes are now open, the duration for this incident was 35 minutes
10/05/11	4:11	Santa Clara County, SR 9 at Redwood Gulch Rd., both directions are blocked by a tree. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
10/05/11	09:43	Santa Clara County, Hwy 9 just South of Redwood Gulch, all lanes were open at 05:33. The duration of this incident was 1 hour and 20 minutes
01/03/12	0035	Santa Clara County, SR9 at Booker Creek Rd, all lanes blocked due to an accident Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
01/03/12	0115	Santa Clara County, SR9 at Booker Creek Rd all lanes are now open. The duration of this incident was 40 minutes.
02/08/12	13:44	Santa Clara County, SR-9 at Heather Heights Rd., all lanes are blocked due to a vehicle over the embankment. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.

**SIGALERTS**

**09/11 - 01/12**

**Hwy 152**

<b>DATE</b>	<b>TIME</b>	<b>SIGALERT</b>
09/30/11	15:52	Santa Clara County, E 152 just west of Dinosaur Point, Pacheco Pass, the right lane is blocked to recover a truck that went over the side. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
09/30/11	18:17	Santa Clara County, E 152 just west of Dinosaur Point, Pacheco Pass, all lanes are now open. The duration of this incident was 2 hours and 25 minutes.
10/11/11	13:25	Santa Clara County, E-152 east of Casa De Fruita, the right lane is blocked due to a spilled load of tomatoes. Motorists are advised to expect delays. There is no estimated time of opening.
10/12/11	14:30	Santa Clara County, E-152 east of Casa De Fruita, all lanes are now open. The duration of this incident was 120 minutes.
10/16/11	0513	Monterey County, W-152 Just East of Bell Station, all lanes blocked due to a tomato spill Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
10/16/11	08:54	Monterey County, W-152 Just East of Bell Station, all lanes are now open, the duration for this incident was 3 hours 40 minuets.
11/21/11	02:55 hrs	Santa Clara County, W-152 just West of Sprig Lake, both W-152 lanes are blocked due to a tree down in the roadway. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
11/21/11	03:19 hrs	Santa Clara County, WB/EB -152 just West of Bonfante Gardens, all lanes are blocked in both directions due to tree down in the roadway.
11/21/11	04:27 hrs	Santa Clara County, WB/EB -152 just West of Bonfante Gardens, all lanes are blocked in both directions due to tree down in the roadway. The estimated time of opening is 0600 hours.
11/21/11	06:02 hrs	Santa Clara County, WB/EB -152 just West of Bonfante Gardens, all lanes are now open. The duration of this incident was 4 hours and 4 minutes.

**SIGALERTS**

**09/11 - 01/12**

**Hwy 152**

<b>DATE</b>	<b>TIME</b>	<b>SIGALERT</b>
12/01/11	0425	Santa Clara County, W-152 Just East of Mount Madonna, both East and West Lanes are blocked due to a down power line. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
12/01/11	0542	Santa Clara County, W-152 Just East of Mount Madonna, Westbound lane is blocked due to a tree fallen on a power line. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
12/01/11	0646	Santa Clara County, W-152 Just East of Mount Madonna all lanes are now open. The duration of this incident was 162 minutes.
12/16/11	11:21	Santa Clara/Santa Cruz Counties, SR-152 just east of the Mt. Madonna Inn, lanes are blocked due to a solo roll over injury collision. 2 CMS on. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of
12/16/11	11:54	Santa Clara/Santa Cruz Counties, SR-152 just east of the Mt. Madonna Inn, one way traffic control now in place.
12/16/11	12:17	Santa Clara/Santa Cruz Counties, SR-152 just east of the Mt. Madonna Inn, all lanes are now open. The duration of this incident was 57 minutes.
01/03/12	16:38	Santa Clara County, SR-152 at Frazer Lake Rd., all lanes remain closed. The new estimated time of opening is 8:30 this evening. Motorists are advised to use alternate routes for their evening commute.
01/03/12	17:35	Santa Clara County, SR-152 at Frazer Lake Rd., all lanes are now open. The duration of this incident was 5 hours 10 minutes.
01/23/12	5:40	Santa Clara County, E 152 1 mile east of Pole line Rd., East bound direction is blocked due to a tree in the roadway. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
01/23/12	7:33 hrs	Santa Clara County, Eastbound SR-152 1 mile East of Pole line Rd., all lanes are now open. The duration of this incident was 1 hour and 50 minutes.

**SIGALERTS**  
**09/11 - 01/12**  
**Hwy 152**

<b>DATE</b>	<b>TIME</b>	<b>SIGALERT</b>
01/23/12	0:11	Santa Clara County, SR 152 3 miles just east of Spring Lake, both directions are blocked due to a tree in the roadway due to an accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
01/23/12	3:09	Santa Clara County, SR 152 3 miles just east of Spring Lake, all lanes are now open. The duration of this incident was 2 hours and 49 minutes.
02/25/12	4:27	Monterey County, SR 152 at Spring Lake is blocked due to an accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
02/25/12	4:27	Correction - Santa Clara County, SR 152 at Spring Lake is blocked due to an accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
02/25/12	5:05	Santa Clara County, SR 152 at Sprig Lake is blocked due to an accident. Motorists are advised to expect delays and to use alternate routes. There is no estimated time of opening.
02/25/12	06:45	Santa Clara County, SR 152 at Sprig Lake is now open, the duration for this incident 2 hours 17 minutes.

CMS Activation Report  
Collisions  
9/1/2011 to 1/26/12

CMS #	Rte	Dir	Location	Message	Day On	Time On	Day Off	Time Off	Duration (Mins)
36	17	SB	S-17 S/OF SANTA CRUZ AVE	DISABLED BIG RIG AT IDYLWILD RD RIGHT LANE CLSD	09-01-11	07:34	09-01-11	09:07	93
24	85	SB	S-85 N/OF POLLARD RD U/C	ACCIDENT S-17 AT LARK AVE EXPECT DELAYS	09-04-11	23:48	09-04-11	11:52	-716
35	17	SB	S-17 S/OF CAMPBELL AVE U/C	ACCIDENT S-17 AT LARK AVE EXPECT DELAYS	09-04-11	23:48	09-04-11	11:52	-716
36	17	SB	S-17 S/OF SANTA CRUZ AVE	ACCIDENT S-17 AT SUMMIT RD LANE BLOCKED	09-15-11	16:44	09-15-11	17:09	25
38	1 N	NB	N-1 N/OF 41ST AVE O/C	ACCIDENT N-17 AT LAUREL RD LANES BLOCKED	09-25-11	13:19	09-25-11	14:56	97
37	17	NB	N-17 S/OF GRANITE CREEK RD O/C	ACCIDENT N-17 AT LAUREL RD LANES BLOCKED	09-25-11	13:20	09-25-11	14:56	96
19	17	NB	N-17 N/OF LOS GATOS RD	ACCIDENT S-101 AT COYOTE CREEK 2 LEFT LNS BLKD	09-26-11	12:53	09-26-11	13:13	20
24	85	SB	S-85 N/OF POLLARD RD U/C	ACCIDENT S-101 AT COYOTE CREEK 2 LEFT LNS BLKD	09-26-11	12:53	09-26-11	13:13	20
35	17	SB	S-17 S/OF CAMPBELL AVE U/C	ACCIDENT S-101 AT COYOTE CREEK 2 LEFT LNS BLKD	09-26-11	12:53	09-26-11	13:13	20
39	17	SB	S-17 S/OF SUMMIT RD	ACCIDENT AT SUGARLOAF RD RIGHT LANE BLKD	09-27-11	20:02	09-27-11	20:16	14
37	17	NB	N-17 S/OF GRANITE CREEK RD O/C	ACCIDENT AHEAD EXPECT DELAYS	10-03-11	17:39	10-03-11	21:49	250
39	17	SB	S-17 S/OF SUMMIT RD	ACCIDENT AHEAD REDUCE SPEED	10-03-11	18:20	10-03-11	19:15	55
39	17	SB	S-17 S/OF SUMMIT RD	ACCIDENT AT LAUREL RD RIGHT LANE BLKD	10-03-11	22:44	10-03-11	23:39	55
39	17	SB	S-17 S/OF SUMMIT RD	CAUTION TREE IN RIGHT LANE	10-05-11	01:15	10-05-11	01:19	4
37	17	NB	N-17 S/OF GRANITE CREEK RD O/C	ACCIDENT AT LAUREL RD EXPECT DELAYS	10-05-11	08:00	10-05-11	08:53	53
38	1 N	NB	N-1 N/OF 41ST AVE O/C	ACCIDENT AT LAUREL RD EXPECT DELAYS	10-05-11	08:00	10-05-11	09:11	71
39	17	SB	S-17 S/OF SUMMIT RD	ACCIDENT AT LAUREL RD EXPECT DELAYS	10-05-11	08:00	10-05-11	09:00	60
38	1 N	NB	N-1 N/OF 41ST AVE O/C	N-17 CLOSED AT GRANITE CREEK USE ALT ROUTES	10-05-11	08:28	10-05-11	09:11	43
37	17	NB	N-17 S/OF GRANITE CREEK RD O/C	ROADWAY CLOSED AHEAD AT GRANITE CREEK	10-05-11	08:53	10-05-11	09:11	18
37	17	NB	N-17 S/OF GRANITE CREEK RD O/C	ACCIDENT N-17 AT LAUREL RD EXPECT DELAYS	10-05-11	09:35	10-05-11	10:10	35
38	1 N	NB	N-1 N/OF 41ST AVE O/C	ACCIDENT N-17 AT LAUREL RD EXPECT DELAYS	10-05-11	09:35	10-05-11	10:10	35
38	1 N	NB	N-1 N/OF 41ST AVE O/C	CAUTION ACCIDENT AHEAD N-17	10-05-11	19:08	10-05-11	19:27	19
39	17	SB	S-17 S/OF SUMMIT RD	ACCIDENT AHEAD REDUCE SPEED	10-05-11	19:15	10-05-11	19:24	9
39	17	SB	S-17 S/OF SUMMIT RD	ACCIDENT BEFORE GLENWOOD RIGHT LANE BLKD	10-10-11	21:06	10-10-11	21:14	8
19	17	NB	N-17 N/OF LOS GATOS RD	ACCIDENT N-880 AT BASCOM LANES BLOCKED	10-13-11	23:18	10-14-11	04:36	318
37	17	NB	N-17 S/OF GRANITE CREEK RD O/C	ACCIDENT AHEAD N-17 @ VINE HILL REDUCE SPEED	10-16-11	02:20	10-16-11	03:05	45
24	85	SB	S-85 N/OF POLLARD RD U/C	ACCIDENT S-17 AT SARATOGA RD ALL LANES BLKED	10-20-11	02:43	10-20-11	04:55	132
35	17	SB	S-17 S/OF CAMPBELL AVE U/C	ACCIDENT AHEAD AT SARATOGA RD ALL LANES BLKED	10-20-11	02:44	10-20-11	05:35	171
19	17	NB	N-17 N/OF LOS GATOS RD	ACCIDENT S-85 AT ALMADEN EXPWY LEFT LNS BLKD	10-29-11	15:56	10-29-11	16:28	32
24	85	SB	S-85 N/OF POLLARD RD U/C	ACCIDENT S-85 AT ALMADEN EXPWY LEFT LNS BLKD	10-29-11	15:56	10-29-11	16:28	32
35	17	SB	S-17 S/OF CAMPBELL AVE U/C	ACCIDENT S-85 AT ALMADEN EXPWY LEFT LNS BLKD	10-29-11	15:56	10-29-11	16:28	32
39	17	SB	S-17 S/OF SUMMIT RD	ACCIDENT AHEAD REDUCE SPEED	11-05-11	22:57	11-05-11	23:24	27
39	17	SB	S-17 S/OF SUMMIT RD	ACCIDENT AHEAD AT GLENWOOD LANES BLOCKED	11-06-11	04:22	11-06-11	05:39	77
37	17	NB	N-17 S/OF GRANITE CREEK RD O/C	ACCIDENT AHEAD AT LAUREL RD RIGHT LANE BLKD	11-12-11	10:26	11-12-11	11:22	56
36	17	SB	S-17 S/OF SANTA CRUZ AVE	ACCIDENT AT SUMMIT RD LANES BLOCKED	11-15-11	15:47	11-15-11	15:52	5
37	17	NB	N-17 S/OF GRANITE CREEK RD O/C	ACCIDENT AHEAD RIGHT LANE BLOCKED	11-18-11	22:05	11-18-11	22:28	23

