



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

**Wednesday, March 21, 2018
10:00am - 12:00pm**

CHP San Jose
2020 Junction Ave, San Jose, CA 95131

**Teleconference: (515) 604-9928
Access Code: 631038**

1. Introductions
2. Additions or Deletions to the Agenda
3. Oral communications – items not on agenda
4. Approve Draft Minutes of the September 13, 2017 Joint TOS Oversight Committee and Safe on 17 Meeting
5. Information Items (Amy Naranjo)
 - a. FSP Program Update
 - b. Articles/Public Feedback
6. California Highway Patrol – Safe on 17 Program Information
 - a. San Jose: Review collision and enforcement statistics and extra enforcement hours for August 2017 through January 2018 (Captain Ortiz)
 - b. Santa Cruz: Review collision and enforcement statistics and extra enforcement hours for August 2017 through January 2018 (Lt Troxell)
 - c. Highway 17 Extra CHP Enforcement Hours Public Information Activities (Captain Ortiz & Lt Troxell)



7. Caltrans District 5 Highway 17 Project Update
 - a. Construction Projects
 - b. Maintenance Projects/Updates
8. Caltrans District 4 Highway 17 Project Update (Victor Gauthier)
 - a. Construction Projects
 - b. Maintenance Projects/Updates
9. Traffic Operations Systems
 - a. Transportation Management Center Update (Ramin Bolourchian)
 - b. Communications Update (Nicole Stewart)
 - c. Hwy 1 and 17 TOS Equipment Update (Jacques Van Zeventer)
 - CCTVs
 - Traffic Detection Equipment
 - Other
 - Caltrans QuickMap Update – (Jacques Van Zeventer)
10. Additional Items
11. Next Meeting Date:

Wednesday, September 19, 2018 10:00 am to 12:00 pm at SCCRTC office (1523 Pacific Ave, Santa Cruz, 95060)



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

DRAFT MINUTES

Wednesday, September 13, 2017
10:00am-12:00pm

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

Meeting Participants

George Gori, CHP San Jose
Tom Byington, CHP San Jose
Grant Boles, CHP Santa Cruz
Ramin Bolourchian, Caltrans D4 TMC
Nick Saleh, Caltrans D4
Jennifer Calate, Caltrans D5
Susana Cruz, Caltrans D5 PIO (teleconference)
Kelly McClendon, Caltrans D5 Planning (teleconference)
Devin Porr, Caltrans D5 Construction
Jacques van Zeventer, Caltrans D5
Jay R. Call, Santa Clara County Fire
Ian Larkin, Santa Clara County Fire
Scott Osborne, Santa Clara County Fire
Jarret Winter, Santa Clara County Fire
Brian Winterhalder, Santa Clara County Fire
Jeffrey L. Bates, Redwood Estates Service Association
Doug Ley, Redtree Partners
Ashley Keehn, KION News
Gary Richards, San Jose Mercury News (teleconference)
George Dondero, Santa Cruz County Regional Transportation Commission
Amy Naranjo, Santa Cruz County Regional Transportation Commission

- 1. Introductions** – Introductions were made.
- 2. Additions or Deletions to the Agenda** –none were made
- 3. Oral Communications** –none were made



4. **Minutes of the March 15, 2017 Joint TOS Oversight Committee and Safe on 17 Meeting** were reviewed and accepted.
5. **Received Information Items** – Amy Naranjo discussed the 2016 Safe on 17 annual report that was completed in May 2017. It provides a summary of the collision and citation statistics for Hwy 17 as well as a discussion of the Caltrans projects that have been constructed during the year. Electronic copies of the report were provided with the agenda packet. Amy Naranjo also provided an update for the Freeway Service Patrol program, including potential options to increase existing and expand service using funds from Measure D and State Bill 1. Amy Naranjo discussed a number of news articles that were published related to Highway 17. Doug Ley, member of the public, proposed using the changeable message signs idea to show 'days since last' collision statistics and safety messages.
6. **Received Update on California Highway Patrol Safe on 17 Program Statistics and Public Information Efforts** – Sergeant Grant Boles from Santa Cruz CHP discussed the use of overtime hours during the winter. He stated that overtime incurred was charged to a FEMA grant CHP received for winter storm damage instead of Safe on 17 funds. Boles also stated that the total number of collisions on the Santa Cruz County side increased from previous years, with wet weather a contributing factor. Lieutenant George Gori from San Jose CHP shared similar updates for Santa Clara County. CHP Santa Cruz and San Jose shared traffic updates and safety messaging using social media (Twitter and Facebook). CHP Santa Cruz also pushed messaging from Cruz511.org.
7. **Santa Clara County Fire Department's Redwood Station – Letter to Request Emergency Addition of Guard Rail** – Captain Jarret Winter requested Caltrans install 20 to 30 feet of guardrail on northbound Highway 17 just north of Idyllwild Rd. Mr. Winter noted an increase in collisions in the area where vehicles have gone down the embankment and resulted in serious injuries and a fatality. Collisions at this location have resulted in lane closures and caused significant travel delays for motorists.
8. **Received Caltrans District 5 Highway 17 Project Update** - Devin Porr from CT D5 discussed the Hwy 17 Shoulder Widening and Concrete Guardrail project near Scotts Valley. The project runs from 0.4 miles south of Sugarloaf to 0.1 mile south of Laurel Rd. The project is planned to be completed by October 2017. Caltrans has a project to construct storm water mitigation improvements south of Sims Rd that is scheduled to be a long-term 2 year project. Devin Porr also discussed an emergency project underway just north of Sugarloaf Road at the White Chapel to install a soldier pile retaining wall and secure the roadway. Lane closures may extend up to 5 miles and will



require additional CHP enforcement. Kelly McClendon shared a video and brochure for the Highway 17 Access Management Plan.

9. **Received Caltrans District 4 Highway 17 Project Update** – Nick Soleh discussed two emergency projects on the Santa Clara County side of Highway 17. The project on the southbound lanes has been completed. The northbound project will be completed within a month. Both of these projects replace damaged undercrossing drainage. Caltrans is in the planning stages for identifying a location for a wildlife crossing, likely in an existing culvert.
10. **Received Traffic Operations Systems Updates** - Traffic Management Center (TMC) Update - Ramin Bolourchian stated that if anyone sees any problems with the changeable message signs (CMSs), to please contact the TMC. Jacques van Zeventer stated the importance of coordinating lane closures between counties for both Caltrans and CHP. The CCTV at the Fishhook is temporarily out of order. Caltrans is working on adding new CCTV's in Scotts Valley at Granite Creek and on the dynamic curve sign on southbound 17 before Glenwood Dr. Caltrans Quickmaps now features Waze traffic data.
11. **Approved Next Meeting Date** – Next Joint Safe on 17 Task Force & TOS Oversight Committee Meeting – Wednesday, March 21, 2018 10:00 to 12:00 at CHP San Jose, 2020 Junction Ave, San Jose, CA 95131.

Respectively submitted by: _____

Amy Naranjo

TO: Safe on 17 Task Force & Traffic Operation Systems Committee
FROM: Amy Naranjo, Transportation Planner
RE: Freeway Service Patrol Highway 17 Update

RECOMMENDATIONS

Receive an update on the Freeway Service Patrol Program for Highway 17.

BACKGROUND

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

As the SAFE, the SCCRTC levies a \$1 annual fee on all registered vehicles in Santa Cruz County. The funds raised are used to help fund all SAFE projects including FSP. The FSP project also receives funds from Caltrans with the RTC matching at least 25% of the allocation. Matching fund sources from recent years include the Santa Cruz County's regional share of State Transportation Improvement Program (STIP) funds, Service Authority for Freeway Emergency (SAFE) funds, and Regional Surface Transportation Program (RSTP) funds. More funds are available in FY17/18 through Measure D and State Bill 1.

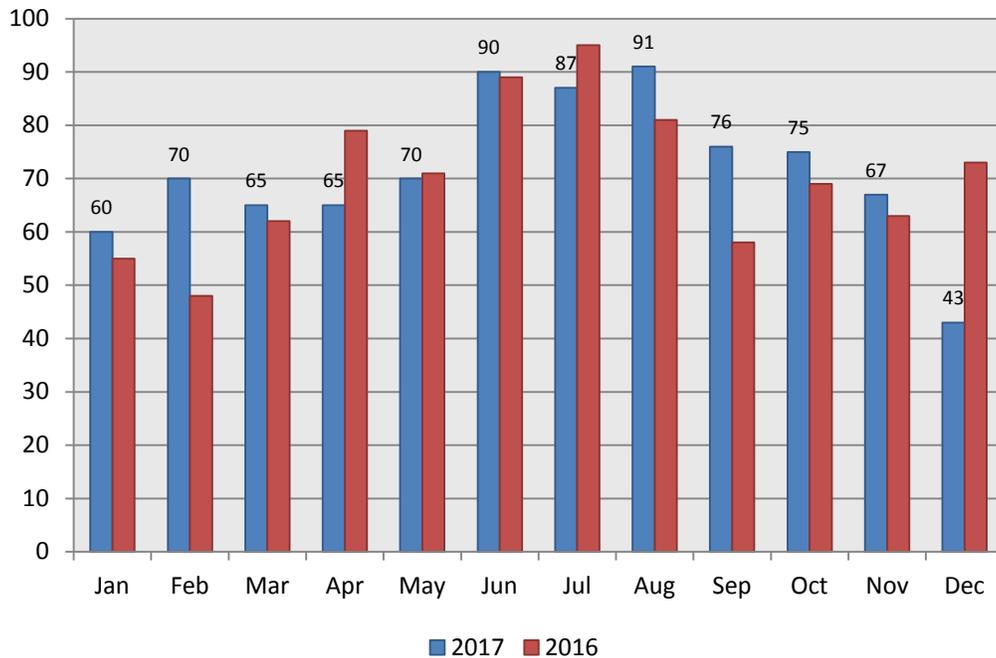
DISCUSSION

FSP Assists and Benefits

In 2017, the Freeway Service Patrol assisted 859 motorists on Highway 17 and averaged 71 assists per month. Assists peaked during the summer months of June, July, and August and averaged 88 per month. Collisions (15%), mechanical issues (14%), and flat tires (12%) were the most common vehicle problems FSP dealt with. The average duration for each assist was 15 minutes. Nearly 80% of all

assists did not require tow service. Over 90% of motorists assisted by the FSP rate the program as good or excellent.

Annual Highway 17 FSP Assists



Each time the FSP assists a motorist and removes a disabled vehicle from the roadway, the FSP is also helping all those motorists who are commuting on the highway at that time. The effectiveness of the FSP program is assessed by calculating the annual cost benefit (B/C) ratio of each FSP beat. The Santa Cruz County FSP program showed the following benefit cost ratios in 2016/17¹:

FSP Beat	Benefit Cost Ratio
Highway 1	3:1
Highway 17	4:1
Santa Cruz County Average	4:1

Annual savings in incident delay, fuel consumption and air pollutant emissions due to FSP service are calculated based on the number of assists, beat geometries and traffic volumes. The savings are then translated into benefits using monetary values for delay (\$18.00/vehicle-hour) and fuel consumption (\$2.92/gallon).

There are a number of additional benefits which are not quantified or assigned a dollar value in the studies and therefore are not included in the benefit cost ratio. These benefits include reduction of auto emissions, benefits to the assisted motorists, benefits to the CHP, benefits to freeway operators, improved safety and reduction of secondary collisions.

¹ Caltrans Draft FSP MIS Annual Report, FY 2016-2017; most current report available

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). Santa Cruz County FSP is estimated to receive \$166,187 in allocations for FY 17/18. The allocation requires a match of 25% from the administering agencies to support the FSP program. Historically, the FSP matching funds from Santa Cruz County has been approximately 40 to 50% and have been funded from a variety of sources including Santa Cruz County's regional share of State Transportation Improvement Program (STIP) funds, Service Authority for Freeway Emergency (SAFE) funds, and Regional Surface Transportation Program (RSTP) funds. With the passage of Measure D in November 2016 and State Bill 1 in May 2017, additional funds are expected for use with the FSP program.

Young Boy Killed in Three-Car Collision on Southbound State Route 17 in Los Gatos

 [nbcbayarea.com/news/local/Seven-People-Hurt-in-Three-Vehicle-Crash-on-Southbound-State-Route-17-in-Los-Gatos-448830133.html](https://www.nbcbayarea.com/news/local/Seven-People-Hurt-in-Three-Vehicle-Crash-on-Southbound-State-Route-17-in-Los-Gatos-448830133.html)

By [Marianne Favro](#) and [NBC Bay Area staff](#)

The California Highway Patrol issued a Sig-alert Saturday after a three-car crash on southbound State Route 17 killed a three-year-old boy.

Seven people – including three children – were taken to the hospital after the collision that occurred just before 1 p.m. near the freeway's Lark Avenue Exit.

CHP officials spoke to NBC Bay Area and informed us that the three-year-old boy was strapped in a car seat in a Toyota Sequoia.

According to the CHP traffic log, a white truck, a white SUV and a small grey vehicle were involved in the crash.

The left lane was closed, but reopened around 2:45 p.m.

It's possible that one of the people who was injured is in critical condition, the CHP said. It's unknown if that is the person who died.

Further details were not immediately available.

Check back for updates.

Published at 2:04 PM PDT on Sep 30, 2017 | Updated at 12:14 PM PDT on Oct 1, 2017

One dead in four-vehicle crash on Highway 17 in Los Gatos

 mercurynews.com/2017/10/09/one-dead-in-head-on-crash-on-highway-17-in-los-gatos/

Jason
Green

10/9/2017

A northbound pickup truck crossed into the southbound lanes just past the end of the median wall.

LOS GATOS — One person was killed and four others were injured in a violent crash Monday night on Highway 17, according to the CHP.

The collision occurred at about 6:07 p.m. near The Cats Restaurant and Bar in Los Gatos.

Armond Cobb, 44, of Pinole, was driving a 2016 Ford F-550 northbound when he changed from the right lane to the left lane and hit the center median, according to the CHP.

The impact caused Cobb to lose control, according to the CHP. He veered to his right, then to his left and over the center divide into southbound lanes, where he hit a 2008 Toyota Tacoma on the driver's side.

Cobb's truck continued into oncoming traffic and collided head-on with a 2007 Toyota Camry. The Ford then slammed into a 2014 Kia sedan hard enough to tear its roof off and eject the driver, who died at the scene, before coming to a rest on its roof on the shoulder.

The CHP did not identify the deceased driver but said she was a 19-year-old resident of San Jose.

Cobb, the driver of the Camry and a passenger in the Kia were transported to area hospitals, where they were treated and released. The driver of the Tacoma sought his own aid.

Neither alcohol nor drugs appear to have been factors in the crash.

The collision closed all southbound lanes and one northbound lane of Highway 17 until about 11:20 p.m., according to the CHP.

Anyone with information about the crash can contact the San Jose CHP field office at 408-467-5400

Check back for updates.

Aptos woman dies after Highway 17 wreck

 santacruzsentinel.com/article/NE/20180216/NEWS/180219756

By [Michael Todd](#), Santa Cruz Sentinel

Posted: 02/16/18, 12:13 PM PST | Updated: on 02/16/2018

SCOTTS VALLEY >> A 64-year-old Aptos woman died Thursday at Dominican Hospital after she was driving a 1998 Honda north on Highway 17, was struck by another vehicle, careened from the highway, crossed an adjacent road and struck a tree, a California Highway Patrol spokeswoman said.

The woman was traveling an unknown speed about 3:50 p.m. Thursday, when a 46-year-old Union City man in a 2004 BMW also heading north collided with the Honda, officer Trista Drake said.

The Honda veered from the east shoulder of the highway, passed through a perimeter fence and crossed El Rancho Road just south of Mount Hermon Road, Drake said. The Honda struck a tree on the west shoulder of El Rancho Road.

The BMW had moderate damage to the right side. The man was not hurt nor charged, Drake said.

The Honda had severe front-end damage, Drake said. The woman was taken to the hospital after emergency responders worked to save her life at the scene, she said.

The wreck's cause is being investigated, Drake said.

The CHP did not release the woman's identity.



By [Andrea Patton](#)

Posted on February 28, 2018

Comments

Highway 17 has a long and winding history of requiring grit and skill from those who traverse it. Of all of the unique characters to routinely travel “Killer 17,” one of the most legendary is Charley Parkhurst, a stagecoach driver who made his way West from New Hampshire during the gold rush in 1849.

Parkhurst, known as One-Eyed Charley for the black eye patch he wore after he lost his eye to the kick of a horse, held a reputation for being one of the toughest drivers to guide a six-horse stagecoach for the Pioneer Line between Los Gatos and Santa Cruz. He carried gold, mail and passengers over the summit, persevering over robbers (killing one named Sugarfoot), wild pig crossings, dangerous winter weather, and an unsteady mountain—the types of conditions that are easier for commuters to imagine after last year’s unrelenting storms. Only after Parkhurst’s death did the truth come out: he was, biologically at least, female.

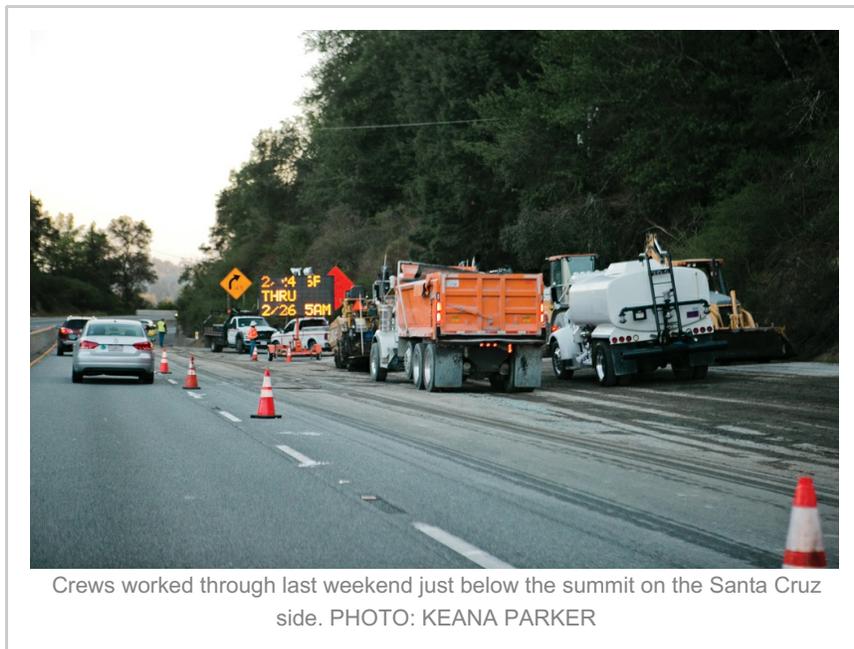
The lesson, perhaps, is that Highway 17 has always been full of surprises. But as commuters look back on the year that rivaled the conditions over which Parkhurst triumphed, they are hoping for far fewer of them on the main artery between Santa Cruz and Silicon Valley this year.

“It was so treacherous,” remembers Judy Jackson, a marriage and family therapist who lives in Santa Cruz and holds her practice in Los Gatos. “It felt like a video game: dodging debris, trees falling around you, and muddy water covering the road.” Jackson has been making the commute for 15 years, and says she has never seen anything like last year’s storms.

They came in with a bang in early January and didn’t let up. During the early morning hours of Monday, Jan. 9, 2017, the first mudslide slammed a KGO-TV news van. That slide’s effects lasted days, leaving the road with only one lane of traffic, and drivers deciding between waiting five to seven hours in their cars to get back to Santa Cruz or finding accommodations over the hill, where most hotels were fully booked. For riders who chose to wait it out, the Los Gatos Pizza My Heart delivered on bikes to people stranded in their cars.

The rain poured on throughout the month, and on Feb. 7, the mountain came down again in the same spot when an estimated 300-foot section of hillside slid onto the highway, blocking traffic in both directions near Jarvis and Vine Hill roads. Commuters were left to extend their commute by at least two hours by taking Highway 1 to Half Moon Bay or take 101 via 156 in Watsonville, hoping for the best on those roads as well.

Erin Buchla is a twin specialist nanny whose clients for the last 18 years have been in San Jose, where she says there is better money to be made. She remembers one day in 2017 that every route into Santa Cruz was closed, leaving her unable to get home. “I realized we are sort of an island when it comes to these roads. We need to take care of them,” she says.



Many commuters found camaraderie through the Facebook group Highway 17 Commuters and its more colorful sister group, Santa Cruz Commuters Rants and Raves, which reminds members to “try not to be an asshole all the time.” A favorite topic on the site, second to “boulders” moving slowly in the fast lane, is the “wet spot,” at Big Moody Curve near Redwood

Estates in the southbound lanes. Accidents regularly happen there, and the term EFD, for “Every Fucking Day,” has become a sort of motto for regular commuters. Buchla’s son is even making a clothing line that reps the EFD acronym.

It was on the Rants and Raves page that Buchla first floated the idea of hosting an appreciation event for the workers on 17. “There was just so much complaining, and I felt like instead of complaining we could turn around and appreciate these people for what they’re doing, and not play the blame game because this is Mother Nature we’re working against,” she says. There was a positive reaction to the idea, and soon her inbox was flooded with offers to contribute food, entertainment and services.

Two days after the second Jarvis slide, a contractor for Granite Construction, Robert “Bobby” Gill and his coworker were struck by a truck that had just emptied debris and was backing up. Both were trapped under the vehicle, and Gill was killed. After word of the tragedy got around, the commuter community rallied, and Buchla’s Go Fund Me page raised \$4,200.

By the end of February, when a tree came down crossing all four lanes, commuters and mountain residents had taken matters into their own hands, with one person supplying a chainsaw to cut the tree before emergency crews could get there.

Rainfall totals in January were 11.13 inches, up from the previous year’s 8.31 inches, and February didn’t let up either with almost 10 inches of rain, a dramatic increase from .72 inches the previous year. “Nobody expected we’d get out of a drought in one season and our mountains would fall down on our roads,” Buchla says.

Road (and Reputation) Repair

CalTrans bore the brunt of criticism for not moving fast enough on repairs last winter, but a year after the storms, Third District Supervisor for Santa Cruz County Ryan Coonerty says he’s happy with how quickly they responded to the crisis.

Santa Cruz County CalTrans spokesperson Susana Cruz says the improvements have been focused on three areas:

- Sugarloaf and Glenwood, where the viaducts have had drainage improvements and paving;
- The Wedding Chapel, where construction is ongoing after a slide went under the roadway and did some damage to water tanks. It required improvements through a paving and a barrier slab. They also did a soldier pile wall, drainage and slope reconstruction. The remaining work will take three or four more weeks with the total project costing 3.5 million;
- Jarvis Road, where work is continuing after the slides. Cruz says there is an ongoing effort to repair the road from storm damage and maintenance from Scotts Valley to the county line at the summit. There are water percolation issues, so they are putting in a mattress drain system. This cost of this project is 1.5 million.

On the Santa Clara County side of the road, CalTrans is attending to sinkholes. Near mile marker 3.0 (measuring from the County Line at Patchen Pass), crews detected a sinkhole that appeared on the embankment as a result of the heavy winter storms. Further investigation showed that the culvert became separated, causing more erosion, which extended below the northbound number two (slow) lane. They discovered a second drainage system problem at post mile 3.1, where an invert was completely rotted away and washing out material under the pavement.

Also in April, a sinkhole began to manifest itself south of Idylwild Road at mile 1.6, close to the Redwood Estates exit that also leads to Holy City, once a religious community with a famously lurid history. The department's geotechnical staff determined that higher groundwater levels due to the heavy winter storms were causing the sinkholes. If allowed to continue unabated, they warned, the sinkholes would expand further, with the resulting pavement damage causing closure.

Meg Brown, an artist and educator who is now retired, remembers when it was common for cars to overheat going over the summit. Her favorite improvement on Highway 17 is the raising of the berm by four inches to help block oncoming headlights, but she also appreciates the attention to detail that has gone into the recent repairs, including the faux rock walls on the exterior of the barrier walls.

"It's a beautiful hill, and they stayed with the beauty of the hill just by that little detail, besides all of the engineering that went into it to make sure the hill doesn't slide in and block people from being able to get to work," Cruz says.

How Safe?

The high volume of commuters poses the biggest challenge to road repairs, says Cruz. There are currently 63,000 people commuting over the hill to work each day.

Some, like Jackson, have grown to love their commutes over 17. She's noticed that the scanning of the road seems to mimic the healing that happens in EMDR therapy used for trauma. She says it helps her to process the traumatic experiences of her clients as well as her own grief she experienced when her mom passed away. "Where I used to dread my commute, I now see it as sort of meditation and therapy and appreciate the calm it brings," she says. "Well, when the road isn't being washed away in a storm."

Even with an increasing number of commuters, Cruz says the Safe on 17 Task Force that was developed 10 years ago has had an impact on reducing collisions by 40 percent in the last decade by focusing on increased enforcement and visibility by the California Highway Patrol, changeable message signs indicating speed or warnings, closed circuit TV cameras and traffic monitoring stations.

That trend has reversed in the last two years, though. In an email, Santa Cruz County Regional Transportation Commission's transportation planner Ginger Dykaar tells *GT* that "over the last three years, the number of injuries and fatal collisions on Highway 17 have increased substantially, with the increase in 2016 being the greatest since the Safe on 17 program began." Complete 2017 collision data will be revealed at the Safe on 17 meeting next month.

"It felt like a video game: dodging debris, trees falling around you, and muddy water covering the road." – Judy Jackson

Of the 989 collisions in 2016, 266 were injury accidents, and two of those were fatal. That number of fatal injuries may seem shockingly *low* to commuters who see seemingly physics-threatening accidents regularly, but most years, the fatalities are either one or zero—a huge improvement from 36 in 1967, and 8 in 1990. Throughout the years, speeding has consistently been listed as the primary factor for collisions.

While there is not a lot that can be done to widen the road because of the geographical limitations, the Highway 17 Access Management Plan, a multi-agency effort, hopes to reduce "contact points" by studying the congestion patterns. They believe that reducing the entrances and exits through driveway consolidation will help keep traffic moving more smoothly. "You're not widening the roadway, you're trying to make that roadway as productive and as least congested as possible," Cruz says.

"It's always a balance, because people rely on those entrances or exits to get to their homes," Coonerty says, "so it's looking at changes on a micro level to understand what can be done and how it would impact people."

Stephen Brown, who began commuting on Highway 17 in 1980 and made the trip "only a couple thousand times" before he was able to work as a technical writer from home in Santa Cruz, appreciates these minor adjustments. He recalls the slight widening of curves and the addition of a shoulder to the second curve after the Glenwood Cutoff where there used to be regular accidents. "They did a fairly minor change. All it meant is there was a little shoulder there, it was a little wider, and it made it hugely easier to drive, in ways that most people don't pay attention to," he says.

Brown has paid a lot of attention to Highway 17, though, making the highway a fictional character in a book he wrote after he served on a jury involving a road-rage shooting death of a man in 1991. The incident apparently started near Lexington Reservoir, continued over the 26-mile stretch of the mountain, and ended near 41st Avenue, where paramedics found the victim's body and initially thought it was a hit and run incident. In his glove box, authorities found the licence plate of the alleged shooter, one of many clues that didn't add up to a conviction for the hung jury.

The Metering Effect

The idea of keeping Santa Cruz small and sacred goes back as long as the road has been in existence, to the Ohlone who lived here for 10,000 years before the Spanish arrived. Father Lasuén, founder of nine of the 21 California missions, made the journey over the hill, according to historians, on Aug. 28, 1791. In his 1791 report written at the San Carlos Mission, he expresses excitement about building a trade route between the Santa Clara and Santa Cruz missions, and although it was a rough road, he would have it repaired “by means of the Indians of the mission”—i.e., slave labor.

More than 200 years later, one-third of Santa Cruz County relies on the economic connection to the South Bay, according to Coonerty.

Just as long-standing is residents’ resistance to the commute. Controversies about making the road more direct began in the 1950s, according to Richard Beal’s 1991 book *Highway 17: The Road to Santa Cruz*. At the time of the debate over whether to designate 17 as a freeway in the 1960s (which would have eliminated entrances and exits), then-Santa Cruz County Supervisor Henry Mello introduced a resolution to make Highway 17 a one-way road *northbound* from Santa Cruz. It failed by a 3-2 vote.

This idea appeared again in 1984 when Gary Patton, then a Santa Cruz County Supervisor, said, “A decision to widen Highway 17 will fundamentally alter the future of the [Santa Cruz] community. If we add more lanes to the highway, they will be used to capacity and it will destroy the independence and uniqueness of this community. The only thing that gives us any chance of maintaining our quality of life here is that mountain.”

Coonerty’s idea of quality of life for Santa Cruzans has evolved since Patton spoke those words. He’d like to see our local economy supporting Santa Cruz residents. “Every hour you’re sitting in your car trying to get to and from work is an hour you’re not spending with family or volunteering in the community or coming to a city council meeting,” he says.

He points to the growing tech companies Looker, Productops, Buoy, and Amazon. “Amazon’s growing here is a product of their engineers not wanting to commute over the hill. I think companies are recognizing they can have access to a talent pool and lower real estate costs here and happier employees if they set up satellite offices or they let them work remotely in co-working spaces or at home. I’m hopeful that the future economy, by allowing that flexibility, can be a little more humane for our residents,” he says.

Matthew Swinnerton, programs director of Santa Cruz Works, whose mission supports the development and growth of tech and science companies here in Santa Cruz, says it’s already happening. “They’re already here. If you go to Amazon’s career page, they have 32 open positions. Looker has 25 positions. Plantronics has 26. Those are just the published positions, and I know Amazon and Looker are going to increase that significantly,” he says.

Buchla, who has two side jobs as an Uber driver and caterer, ended up throwing the appreciation party that her Go Fund Me page had funded for Highway 17 workers, police and firefighters on June 17 of last year. It included a host of raffle prizes—including four box seat tickets to the Giants and Sharks games and five-star hotel stays—food from Corralitos Meat

Market, beer from New Bohemia Brewing, and ice cream from Marianne's, as well as music by local musicians.

Like so many, Buchla dreams of ending her daily Highway 17 drive even under the best conditions. She may not be able to find high paying nanny jobs here, but she has her sight set on opening a café in Capitola Village.

"Maybe the commute will be over," she says.

About the author Related posts

Andrea Patton

Contributor at Good Times | [Blog](#)

Andrea is a master of the Santa Cruz side hustle. She's an adjunct English instructor at Cabrillo College, an Uber driver, a dog walker, and a freelance writer. An often horrified national news junkie, she is moved to act locally by partnering with documentary filmmakers to tell the stories of the Santa Cruz County immigrant community.



San Jose Area CHP Collision Summary for SR-17

		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
JANUARY	PDO	24	13	9	12	18	11	19	11	8	5	9	17	6	8	14	15	18	24
	INJURY	8	2	2	5	8	3	2	6	5	4	4	3	3	0	3	4	7	13
	FATAL	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
	TOTAL	32	15	11	17	27	14	21	17	13	9	13	20	9	8	18	19	25	37
FEBRUARY	PDO	32	7	11	8	11	10	7	14	14	12	6	11	8	15	16	10	13	35
	INJURY	10	2	5	2	7	5	4	6	6	6	5	2	3	6	7	9	7	9
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	42	9	16	10	18	15	11	20	20	18	11	13	11	21	23	19	20	44
MARCH	PDO	20	20	5	17	10	19	13	11	5	14	11	17	12	14	12	22	45	29
	INJURY	7	5	5	5	9	3	3	3	3	2	5	4	1	8	7	9	14	16
	FATAL	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	TOTAL	28	25	10	22	19	22	16	14	8	16	16	21	13	22	19	31	60	45
APRIL	PDO	23	12	16	16	9	11	15	5	8	10	9	10	16	10	14	26	24	33
	INJURY	3	3	4	7	5	4	7	7	3	5	6	3	5	9	8	7	9	21
	FATAL	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	1	0
	TOTAL	26	15	20	23	14	15	23	12	12	15	15	13	22	19	22	33	34	54
MAY	PDO	27	16	9	5	13	13	10	5	5	16	11	10	11	2	14	25	16	25
	INJURY	10	5	3	2	6	6	7	0	7	5	4	4	2	5	5	10	10	9
	FATAL	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	37	21	12	7	20	19	17	5	12	21	15	14	13	7	19	35	26	34
JUNE	PDO	17	12	17	10	6	9	13	9	3	13	15	16	20	12	8	19	18	17
	INJURY	4	3	4	3	4	3	2	3	4	2	3	4	4	5	4	9	7	4
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	21	15	21	13	10	12	15	12	7	15	18	20	24	17	12	28	25	21
JULY	PDO	18	12	15	13	17	15	10	9	8	7	16	14	5	12	14	15	16	12
	INJURY	5	4	4	4	6	1	5	3	6	2	7	5	8	6	6	10	11	8
	FATAL	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
	TOTAL	23	17	19	17	23	16	15	12	14	9	24	19	13	18	21	25	27	20
AUGUST	PDO	14	13	15	12	9	13	9	13	10	9	8	14	10	15	11	18	13	6
	INJURY	5	7	3	6	4	2	1	2	7	2	8	6	4	6	3	5	6	0
	FATAL	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	19	21	18	18	14	15	10	15	17	11	16	20	14	21	14	23	19	6
SEPTEMBER	PDO	20	21	3	11	10	6	5	8	10	7	10	9	13	18	17	20	15	18
	INJURY	10	4	4	5	4	3	0	1	2	0	4	1	4	5	3	8	5	6
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	30	25	7	16	14	9	5	9	12	7	14	10	17	23	20	28	20	24
OCTOBER	PDO	14	18	12	19	17	21	13	14	10	8	30	14	12	6	26	25	29	11
	INJURY	2	7	2	2	5	8	5	6	3	3	2	5	3	5	4	6	18	5
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	TOTAL	16	25	14	21	22	29	18	20	13	11	32	19	15	11	30	31	47	17
NOVEMBER	PDO	16	16	10	22	12	11	11	7	20	11	12	9	12	14	17	18	27	42
	INJURY	4	1	4	6	3	8	6	3	9	1	6	4	4	7	7	9	6	10
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	20	17	14	28	15	19	17	10	29	12	18	13	16	21	24	27	33	52
DECEMBER	PDO	15	15	23	20	16	16	10	13	20	11	7	8	10	7	15	24	25	15
	INJURY	6	5	5	6	6	6	7	4	3	4	7	1	1	3	5	8	21	4
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	TOTAL	21	20	28	26	22	22	17	17	23	15	14	9	11	11	20	32	46	19
TOTAL PDO:		240	175	145	165	148	155	135	119	121	123	144	149	135	133	178	237	259	267
TOTAL INJURY:		74	48	45	53	67	52	49	44	58	36	61	42	42	65	62	94	115	95
TOTAL FATALITIES:		1	2	0	0	3	0	1	0	1	0	1	0	1	1	2	0	2	1
TOTAL COLLISIONS:		315	225	190	218	218	207	185	163	180	159	206	191	178	199	242	331	376	363

San Jose Area CHP SR-17 Citation Summary

		Regular Citations								
		2010	2011	2012	2013	2014	2015	2016	2017	2018
JANUARY	PCF	126	96	150	279	158	69	58	109	
	Other	20	32	40	25	14	21	12	55	
	Mechanical	2	3	13	13	42	34	10	41	
	TOTAL	148	131	203	317	214	124	80	205	0
FEBRUARY	PCF	109	94	211	284	59	138	80	84	
	Other	23	7	14	7	13	12	6	9	
	Mechanical	4	2	26	48	20	33	32	12	
	TOTAL	136	103	251	339	92	183	118	105	0
MARCH	PCF	114	101	154	276	220	137	103	218	
	Other	6	15	19	13	32	11	10	59	
	Mechanical	1	10	38	42	30	19	26	38	
	TOTAL	121	126	211	331	282	167	139	315	0
APRIL	PCF	110	199	114	223	240	114	122	376	
	Other	28	9	20	11	30	14	16	39	
	Mechanical	2	42	49	43	26	25	20	42	
	TOTAL	140	250	183	277	296	153	158	457	0
MAY	PCF	242	154	165	324	201	152	91	587	
	Other	30	36	32	13	16	14	12	60	
	Mechanical	6	33	32	35	42	28	25	43	
	TOTAL	278	223	229	372	259	194	128	690	0
JUNE	PCF	267	91	267	197	233	114	70	483	
	Other	42	12	40	23	15	8	15	50	
	Mechanical	6	11	57	58	29	38	30	34	
	TOTAL	315	114	364	278	277	160	115	567	0
JULY	PCF	174	87	135	155	73	48	85	102	
	Other	46	18	14	10	21	6	20	20	
	Mechanical	6	7	16	25	34	25	32	32	
	TOTAL	226	112	165	190	128	79	137	154	0
AUGUST	PCF	124	76	178	154	200	57	145		
	Other	32	21	9	10	21	9	23		
	Mechanical	8	18	21	18	31	26	41		
	TOTAL	164	115	208	182	252	92	209	0	0
SEPTEMBER	PCF	125	37	194	193	146	115	226		
	Other	42	13	14	11	13	5	34		
	Mechanical	7	21	35	18	30	20	33		
	TOTAL	174	71	243	222	189	140	293	0	0
OCTOBER	PCF	115	101	175	98	167	70	159		
	Other	27	17	17	24	23	8	28		
	Mechanical	7	11	55	18	28	10	39		
	TOTAL	149	129	247	140	218	88	226	0	0
NOVEMBER	PCF	79	56	277	116	116	93	320		
	Other	17	2	16	20	17	10	34		
	Mechanical	1	5	34	26	20	25	38		
	TOTAL	97	63	327	162	153	128	392	0	0
DECEMBER	PCF	121	90	198	117	97	86	148		
	Other	49	10	5	6	8	5	30		
	Mechanical	4	12	61	20	11	10	35		
	TOTAL	174	112	264	143	116	101	213	0	0

ANNUAL TOTALS: 2122 1549 2895 2953 2476 1609 2208 2493 0

		Overtime Citations								
		2010	2011	2012	2013	2014	2015	2016	2017	2018
JANUARY	PCF	0	0	33	1	0	46	20	20	39
	Other	0	0	7	49	0	1	2	2	3
	Mechanical	0	0	21	19	0	8	11	5	14
	TOTAL	0	0	61	69	0	55	33	27	56
FEBRUARY	PCF	0	0	43	75	0	62	55	0	37
	Other	0	0	16	3	0	1	1	0	7
	Mechanical	0	0	20	17	0	19	20	0	23
	TOTAL	0	0	79	95	0	82	76	0	67
MARCH	PCF	0	85	38	58	159	60	70	0	
	Other	0	20	7	1	4	1	2	0	
	Mechanical	0	14	13	13	21	5	28	0	
	TOTAL	0	119	58	72	184	66	100	0	0
APRIL	PCF	0	185	59	82	102	62	94	88	
	Other	0	31	7	11	14	4	3	18	
	Mechanical	0	11	25	30	14	9	13	10	
	TOTAL	0	227	91	123	130	75	110	116	0
MAY	PCF	0	119	89	93	74	71	40	131	
	Other	0	1	17	13	6	5	1	8	
	Mechanical	0	21	14	21	16	18	8	13	
	TOTAL	0	141	120	127	96	94	49	152	0
JUNE	PCF	50	33	177	78	691	107	32	38	
	Other	0	0	19	6	78	6	2	6	
	Mechanical	0	5	47	33	145	30	15	10	
	TOTAL	50	38	243	117	914	143	49	54	0
JULY	PCF	0	39	0	0	0	43	0	0	
	Other	0	3	0	0	0	2	0	0	
	Mechanical	0	12	0	0	0	7	0	0	
	TOTAL	0	54	0	0	0	52	0	0	0
AUGUST	PCF	0	42	0	0	74	30	56	48	
	Other	0	4	0	0	4	1	3	7	
	Mechanical	0	8	0	0	13	10	10	12	
	TOTAL	0	54	0	0	91	41	69	67	0
SEPTEMBER	PCF	0	68	49	0	47	82	56	82	
	Other	0	12	4	0	10	0	6	9	
	Mechanical	0	19	36	0	13	10	5	13	
	TOTAL	0	99	89	0	70	92	67	104	0
OCTOBER	PCF	0	49	45	0	49	61	68	57	
	Other	0	2	48	0	2	3	5	4	
	Mechanical	0	15	2	0	9	2	4	21	
	TOTAL	0	66	95	0	60	66	77	82	0
NOVEMBER	PCF	0	45	45	0	34	53	46	105	
	Other	0	11	5	0	1	0	6	3	
	Mechanical	0	16	13	0	11	10	5	27	
	TOTAL	0	72	63	0	46	63	57	135	0
DECEMBER	PCF	0	7	62	0	43	20	58	45	
	Other	0	10	6	0	3	2	5	2	
	Mechanical	0	27	19	0	4	11	4	14	
	TOTAL	0	44	87	0	50	33	67	61	0

ANNUAL TOTALS: 50 914 986 603 1641 862 754 798 123

Santa Cruz CHP Collision Summary for SR-17

		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
JANUARY	PDO	17	14	18	26	21	32	34	19	22	16	24	11	11	11	9	10	56	46	
	INJURY	8	5	9	12	6	6	10	9	6	9	13	9	10	3	3	4	14	20	
	FATAL	0	0	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0	0	
	TOTAL	25	19	27	39	27	38	44	28	28	26	38	20	21	14	13	14	70	66	0
FEBRUARY	PDO	43	14	17	35	41	45	25	28	31	16	20	15	23	8	32	36	17	23	
	INJURY	9	5	4	9	16	17	4	10	9	15	4	7	10	5	14	7	5	11	
	FATAL	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	52	19	21	44	58	62	29	38	40	31	24	22	33	13	46	43	22	34	0
MARCH	PDO	26	22	29	23	11	38	35	18	17	13	26	26	30	16	20	17	55	25	
	INJURY	6	5	11	9	7	16	14	2	6	13	7	14	20	6	13	8	22	11	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	TOTAL	32	27	40	32	18	54	49	20	23	26	33	40	51	22	33	25	77	36	0
APRIL	PDO	13	24	22	59	16	45	41	22	20	18	28	18	15	13	19	18	31	48	
	INJURY	9	5	7	16	4	11	11	7	10	12	6	4	9	10	8	7	9	16	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	22	29	29	75	20	56	52	29	30	30	34	22	24	23	27	25	40	64	0
MAY	PDO	25	19	13	24	15	39	16	24	10	12	26	18	11	11	16	23	29	16	
	INJURY	15	13	7	11	5	13	8	9	5	16	8	7	6	8	9	7	10	10	
	FATAL	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	40	33	20	35	20	52	25	33	15	28	34	25	17	19	25	30	39	26	0
JUNE	PDO	15	14	11	23	6	24	13	15	10	13	11	9	14	11	11	14	18	20	
	INJURY	3	2	6	4	2	3	6	1	6	6	4	9	10	9	6	4	10	13	
	FATAL	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
	TOTAL	18	17	17	28	8	27	19	16	16	19	15	18	24	21	17	18	28	33	0
JULY	PDO	15	14	20	18	14	9	16	18	14	10	11	19	24	9	12	15	15	22	
	INJURY	7	8	5	4	5	5	4	4	6	6	9	5	9	10	9	7	8	9	
	FATAL	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
	TOTAL	22	22	25	23	19	15	20	23	20	16	20	24	33	19	21	22	23	31	0
AUGUST	PDO	22	10	5	17	20	6	16	11	15	8	11	11	9	8	12	14	28	13	
	INJURY	7	7	4	7	7	4	5	4	4	1	5	2	4	4	5	4	7	3	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	29	17	9	24	27	10	21	15	19	9	16	13	13	12	17	18	35	16	0
SEPTEMBER	PDO	20	16	12	12	13	4	13	9	5	8	11	7	14	14	22	14	24	22	
	INJURY	8	4	8	1	6	6	4	3	9	7	7	7	4	5	9	11	8	11	
	FATAL	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	28	20	21	13	19	10	17	12	14	15	18	14	18	19	31	25	32	33	0
OCTOBER	PDO	13	20	16	17	44	27	13	21	13	9	12	25	15	17	19	15	89	26	
	INJURY	8	2	5	9	6	12	3	9	3	5	13	8	10	4	14	7	20	9	
	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	21	22	21	26	50	39	16	30	16	14	25	33	25	21	33	22	109	35	0
NOVEMBER	PDO	16	26	23	28	21	47	36	11	19	13	27	16	29	20	39	15	48	30	
	INJURY	8	13	10	9	8	13	12	8	5	7	11	6	8	3	10	6	13	12	
	FATAL	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	24	39	34	38	29	60	48	19	24	20	38	22	37	23	49	21	61	42	0
DECEMBER	PDO	9	28	48	60	43	43	21	34	21	16	45	7	30	13	20	49	52	16	
	INJURY	4	11	15	22	10	17	3	19	5	10	16	6	8	2	9	21	19	5	
	FATAL	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	
	TOTAL	13	39	63	82	53	62	24	53	26	27	61	13	38	15	29	70	71	21	0

TOTAL PDO:	234	221	234	342	265	359	279	230	197	152	252	182	225	151	231	240	462	307	0
TOTAL INJURY:	92	80	91	113	82	123	84	85	74	107	103	84	108	69	109	93	145	130	0
TOTAL FATALITIES:	0	2	2	4	1	3	1	1	0	2	1	0	1	1	1	0	0	0	0
TOTAL COLLISIONS:	326	303	327	459	348	485	364	316	271	261	356	266	334	221	341	333	607	437	0

Santa Cruz Area CHP SR-17 Citation Summary

Regular Citations

Overtime Citations

2010 2011 2012 2013 2014 2015 2016 2017 2018

2010 2011 2012 2013 2014 2015 2016 2017 2018

		2010	2011	2012	2013	2014	2015	2016	2017	2018
JANUARY	PCF	287	396	401	368	413	354	201	89	
	Other	68	84	68	69	43	26	15	12	
	Mechanica	16	30	21	17	73	44	41	15	
	TOTAL	371	510	490	454	529	424	257	116	0
FEBRUARY	PCF	303	420	478	309	325	253	286	78	
	Other	65	70	68	63	22	18	68	5	
	Mechanica	10	19	19	23	38	51	37	5	
	TOTAL	378	509	565	395	385	322	391	88	0
MARCH	PCF	322	351	422	354	273	341	286	60	
	Other	44	42	86	111	29	33	46	13	
	Mechanica	21	29	11	20	40	38	27	7	
	TOTAL	387	422	519	485	342	412	359	80	0
APRIL	PCF	324	431	283	365	346	290	278	100	
	Other	86	49	88	29	22	22	72	10	
	Mechanica	36	23	15	16	36	30	20	10	
	TOTAL	446	503	386	410	404	375	370	120	0
MAY	PCF	429	505	455	444	375	310	296	280	
	Other	46	82	77	27	22	32	54	20	
	Mechanica	69	14	25	45	22	33	34	12	
	TOTAL	544	601	557	516	419	375	384	312	0
JUNE	PCF	523	391	291	339	303	154	152	102	
	Other	42	68	58	29	33	21	54	20	
	Mechanica	68	3	13	65	24	55	46	20	
	TOTAL	633	462	362	433	360	230	252	142	0
JULY	PCF	446	378	288	331	220	245	159	232	
	Other	38	67	69	35	21	31	62	46	
	Mechanica	82	4	8	74	34	50	33	44	
	TOTAL	566	449	365	440	275	326	254	322	0
AUGUST	PCF	498	585	317	477	317	289	106	135	
	Other	84	35	78	32	56	27	41	54	
	Mechanica	24	18	25	34	55	23	21	24	
	TOTAL	606	638	420	543	428	339	168	213	0
SEPTEMBER	PCF	389	472	334	338	240	284	99	147	
	Other	95	37	58	31	43	31	7	10	
	Mechanica	32	18	19	31	45	36	19	12	
	TOTAL	516	527	411	400	328	351	125	169	0
OCTOBER	PCF	307	540	457	381	224	229	88	82	
	Other	47	47	57	24	31	33	9	3	
	Mechanica	10	14	15	41	32	36	10	16	
	TOTAL	364	601	529	446	287	298	116	101	0
NOVEMBER	PCF	267	449	327	319	238	199	123	295	
	Other	80	25	53	31	24	6	16	9	
	Mechanica	15	18	17	47	28	2	16	20	
	TOTAL	362	492	397	397	290	207	155	324	0
DECEMBER	PCF	209	454	297	264	170	137	75	320	
	Other	65	43	75	24	4	13	24	17	
	Mechanica	11	16	14	42	16	2	9	30	
	TOTAL	285	513	386	330	190	152	108	367	0

		2010	2011	2012	2013	2014	2015	2016	2017	2018
JANUARY	PCF	32	0	49	6	56	0	51	0	
	Other	5	0	6	0	5	0	2	0	
	Mechanica	0	0	0	0	12	0	3	0	
	TOTAL	37	0	55	6	73	0	56	0	0
FEBRUARY	PCF	24	0	43	52	55	74	62	0	
	Other	5	0	7	2	1	2	10	0	
	Mechanica	0	0	1	5	2	3	2	0	
	TOTAL	29	0	51	59	58	79	74	0	0
MARCH	PCF	16	14	46	57	50	51	44	0	
	Other	3	0	4	4	4	2	5	0	
	Mechanica	1	0	5	11	11	2	3	0	
	TOTAL	20	14	55	72	65	54	52	0	0
APRIL	PCF	38	56	40	112	61	75	70	17	
	Other	3	6	7	1	4	2	2	1	
	Mechanica	0	0	0	2	10	6	2	2	
	TOTAL	41	62	47	115	75	83	74	20	0
MAY	PCF	24	64	84	112	50	32	34	43	
	Other	12	4	9	8	1	3	0	1	
	Mechanica	2	0	5	16	2	3	2	4	
	TOTAL	38	68	98	136	53	38	36	48	0
JUNE	PCF	31	36	47	85	51	0	26	24	
	Other	6	8	5	6	5	0	2	3	
	Mechanica	2	0	1	14	7	0	4	2	
	TOTAL	39	44	53	105	63	0	32	29	0
JULY	PCF	27	49	0	64	38	75	62	0	
	Other	2	8	0	4	4	5	3	0	
	Mechanica	1	0	0	24	10	2	14	0	
	TOTAL	30	57	0	92	52	82	79	0	0
AUGUST	PCF	15	51	7	107	61	30	26	24	
	Other	3	5	4	4	8	1	1	7	
	Mechanica	0	2		6	7	0	1	2	
	TOTAL	18	58	11	117	76	31	28	33	0
SEPTEMBER	PCF	14	46	74	83	47	55	14	0	
	Other	1	5	14	0	4	3	3	0	
	Mechanica	0	1	5	1	6	0	0	0	
	TOTAL	15	52	93	84	57	58	17	0	0
OCTOBER	PCF	0	44	87	63	30	58	13	0	
	Other	0	11	10	4	4	3	2	0	
	Mechanica	0	2	2	2	2	3	2	0	
	TOTAL	0	57	99	69	36	64	17	0	0
NOVEMBER	PCF	0	49	63	61	59	0	14	30	
	Other	0	4	3	7	5	0	6	7	
	Mechanica	0	5	0	7	5	0	5	4	
	TOTAL	0	58	66	75	69	0	20	41	0
DECEMBER	PCF	0	43	37	0	25	0	9	47	
	Other	0	1	9	0	1	0	0	9	
	Mechanica	0	4	0	0	0	0	2	1	
	TOTAL	0	48	46	0	26	0	11	57	0

ANNUAL TOTALS: 5458 6227 5387 5249 4237 3811 2939 2354 0

ANNUAL TOTALS: 267 518 674 930 703 489 496 228 0

Extra California Highway Patrol Hours Worked on Highway 17

San Jose Area

	2010	2011	2012	2013	2014	2015	2016	2017	2018
JANUARY	0	0	36	40	0	16	28	20	
FEBRUARY	0	0	44	56	0	29	36	28	
MARCH	0	152	36	44	88	43	36	0	
APRIL	0	232	48	68	84	36	60	114.5	
MAY	0	180	68	68	56	68	76	129	
JUNE	22	48	132	64	380	49	16	45	
JULY	0	28	0	0	0	20	28	22	
AUGUST	0	32	0	0	42	28	4	20	
SEPTEMBER	0	52	56	0	96	48	36	76.5	
OCTOBER	0	32	60	0	36	28	32		
NOVEMBER	0	40	48	0	32	24	53.5		
DECEMBER	0	32	48	0	24	48	39		
TOTAL	22	828	576	340	838	437	444.5	455	

Santa Cruz Area

	2010	2011	2012	2013	2014	2015	2016	2017
	32	0	48	9	48	22	106	30
	24	0	70.5	36	72	18	6	54
	28	18	66	61	60	37	0	0
	28	88	58.5	117.5	64	45	61	30
	42.5	86.5	60	104	44	83	112	36
	44	64	66	75.5	39	0	54	24
	32.5	81	0	86.5	32	42	66.5	12
	51	107	6	108.8	71	36	60	8
	25.5	84.5	79	97	63.5	38	24	24
	0	57	70	42	45	30	34	
	0	60	76	75	70	48	58	
	0	54	81	0	56	0	53.5	
TOTAL	307.5	700	681	812.3	665	399	635	218



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE MARCH 1, 2018 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

CONSTRUCTION PROJECTS									
	Project	Location/ Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	Highway 17 Storm Water Mitigation (0Q600)	Slightly north of the fishhook to Sims Road (PM 0.7-1.4)	Construct multiple storm water mitigation improvements	Winter 2017- Summer 2020	\$7.4 million	SHOPP	Doug Hessing (DP)	Graniterock, Watsonville, CA	Periodic closures will occur in the right southbound lane mostly during overnight hours. Work is expected daily from 6 a.m. to 5 p.m. from September through May 2018.
2.	Highway 17 Shoulder Widening and Concrete Guardrail (0T980)	South of Sugarloaf Road to slightly south of Laurel Road (PM 8.3-9.4)	Widen shoulder and install concrete guardrail	Spring 2016- Winter 2018	\$6.2 million	SHOPP	Doug Hessing (DP)	Granite Construction, Watsonville, CA	Project is scheduled for completion in February 2018.
3.	Highway 236 Resurfacing (1F340)	From Boulder Creek to Waterman Gap (PM 0.0-16.0)	Resurface the existing roadway	Fall 2016- Winter 2017/2018	\$3.5 million	Maintenance	Kelly McClain (KB)	Graniterock, Watsonville, CA	Punch list work anticipated to be completed in February 2018.
4.	Highway 129 Open Grade Overlay and Metal Beam Guardrail Upgrade (1F030)	From just east of Watsonville to School Road (PM 1.8/9.9 & SBt PM 0.0/0.4)	Place open graded friction course and replace, raise, and update the existing metal beam guardrail and end treatments	Fall 2017 - Summer 2018	\$5.5 million	SHOPP	Doug Hessing (KB)	Graniterock, Watsonville, CA	Westbound locations are now complete and work on eastbound locations has commenced. Project completion estimated for Summer 2018.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE MARCH 1, 2018 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location/ Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
5.	Highway 1 Pavement Overlay (1C850)	From North Aptos underpass to State Route (SR) 9 (PM 10.2-17.5)	Pavement overlay	2018	\$14.9 million	SHOPP	Luis Duazo	Design	Project is on schedule.
6.	Highway 1/ Highway 17 Ramp Safety Improvements (1H060)	From just south of the fishhook to just south of Pasatiempo overcrossing (PM 16.7)	Construct ramp safety improvements	2019	\$5.8 million	SHOPP	Luis Duazo	PA&ED	Project is on schedule.
7.	Highway 9 Shoulder Widening, Guardrail Upgrades, and Center Rumble Strips (1C650)	In Castle Rock State Park, from 5 miles south of SR 35 to 3.3miles south of SR 35 (PM 22.1-23.8)	Shoulder widening, guardrail upgrades, and center rumble strips	2018	\$7.7 million	SHOPP	Doug Hessing	PA&ED	Project is scheduled to advertise for construction in summer 2018.
8.	Highway 17 Wildlife Habitat Crossing (1G260)	From Laurel Road to just north of Laurel Road (PM 9.442-9.692)	Construct wildlife undercrossing	2020	TBD	SHOPP	Aaron Henkel	PA&ED	Project is in PA&ED. Work continues on the Project Report and Environmental Document.
9.	Highway 129/ Lakeview Road Intersection Improvements (1G990)	Near Watsonville, at Lakeview Road (PM 1.4)	Construct roundabout and improve street lighting	2020	\$4.5 million	SHOPP	Luis Duazo	PA&ED	Project is on schedule.
10.	Highway 129/ Carlton Road Intersection Improvements (1F350)	Near Watsonville from slightly west to slightly east of Carlton Road (PM 3.2-3.5)	Realign Carlton Road and construct a new intersection with left-turn channelization	2018	\$2 million	SHOPP	Doug Hessing	Design	Project is scheduled to advertise for construction in spring 2018.
11.	Highway 152 Americans with Disabilities Act (ADA) (1E020)	Near Watsonville from Wagner Avenue to south of Holohan Road (PM 1.3-R2.0)	Install sidewalks for ADA compliance	2018	\$1.9 million	SHOPP	Luis Duazo	Design	Project is on schedule.

PA&ED: Project Approval & Environmental Document

PS&E: Plans, Specifications, and Estimate

SHOPP: Statewide Highway Operation and Protection Program