



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

Wednesday, September 18, 2019
10:00am - 12:00pm

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

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

1. **Call to Order - *Introductions***

2. **Oral communications**

Any member of the public may address the committee OR speak on something that is not already on the agenda, not to exceed 3 minutes. Speakers are requested to sign the sign-in sheet and state their name clearly so that their names can be accurately recorded in the minutes of the meeting.

3. **Additions or Deletions to the Agenda**

4. **Approve Draft Minutes of the March 13, 2019 Joint Safe on 17 and TOS Oversight Committee Meeting**

5. **Information Items**

- a. Freeway Service Patrol - Program Update (Amy Naranjo)
- b. 2018 Safe on 17 Annual Report ([available at sccrtc.org](http://www.sccrtc.org))
- c. News Articles
- d. Public Feedback
 - Email by Ellen Martinez
 - Email by Franke Remde

6. **Presentation - "Safer on 17 with Innovation"** (Jim Helmer; Thomas Rauscher & Anton Flir with Swareflex)

7. **California Highway Patrol – Safe on 17 Program Information**



- a. San Jose: Review collision and enforcement statistics and extra enforcement hours for March 2019 through August 2019
 - b. Santa Cruz: Review collision and enforcement statistics and extra enforcement hours for March 2019 through August 2019
 - c. Highway 17 Extra CHP Enforcement Hours and Public Information Activities
8. **Santa Clara County FireSafe Council**
- a. Wildfire Prevention Project Update
9. **Caltrans District 5 Highway 17 Project Update** (Susana Cruz)
- a. Construction Projects
 - b. Maintenance Projects/Updates
10. **Caltrans District 4 Highway 17 Project Update** (Victor Gauthier)
- a. Construction Projects
 - b. Maintenance Projects/Updates
11. **Traffic Operations Systems**
- a. Transportation Management Center Update (Ramin Bolourchian)
 - b. Communications Update
 - c. Hwy 1 and 17 TOS Equipment Update (Jacques Van Zeventer)
 - Caltrans QuickMap Update
 - CCTVs
 - Traffic Detection Equipment
 - Other
12. **Next Meeting Date:**
- Wednesday, March 18, 2020 10:00 am to 12:00 pm at the CHP office (2020 Junction Ave, San Jose, CA 95131)

AGENDA: September 18, 2019

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), in collaboration with the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP), operates the Freeway Service Patrol (FSP) program in Santa Cruz County. The FSP program is a free service of privately-owned tow trucks that patrol designated routes on congested California freeways and highways. 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.

The FSP program in Santa Cruz County consists of two (2) tow trucks that patrol Highway 17 from Mount Herman Road to the Santa Clara County line and Highway 1 from the Highway 9 intersection to State Park Drive. Highway 17 is patrolled during the weekday from 6:30am to 9:30am and 3:30pm to 6:30pm. Weekend service is provided from 1:00 pm to 7:00 pm on Saturdays during the spring (March to April) and summer (Memorial Day to Labor Day) and year-round on Sundays.

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 annual 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. Additional funds are available in FY19/20 through Measure D and Senate Bill 1.

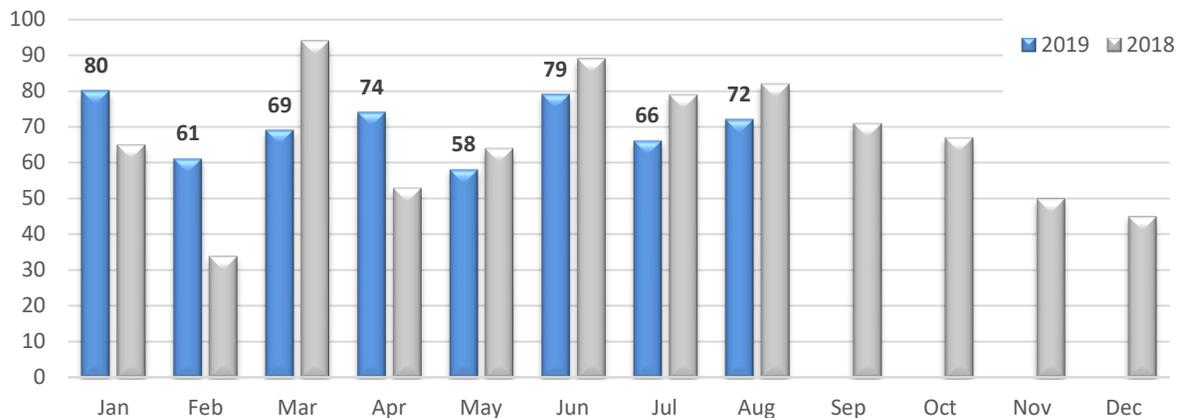
DISCUSSION

2019 FSP Assists and Benefits

Several variables are used to evaluate the level, quality and benefit of FSP service. The total annual number of FSP assists is one of the primary service indicators. Other indicators include average duration for FSP service, average assists per truck hour, a cost-benefit ratio and customer service ratings

Freeway Service Patrol has provided 559 assists over 1,360 hours on Highway 17 as of August 2019, averaging 0.41 assists per hour. The average duration for each assist was just under 10 minutes. More than two-thirds of all assists involved assisting CHP with collisions and debris removal, directly assisting motorists with flat tires, and addressing mechanical issues. Free tow service was provided to 130 motorists. More than 90% of those assisted by the FSP who filled out a survey card gave the program a good or excellent rating.

Monthly 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 2017/18¹:

| FSP Beat | Benefit Cost Ratio |
|---------------------------|--------------------|
| Highway 1 | 4:1 |
| Highway 17 | 6:1 |
| Santa Cruz County Average | 5:1 |

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

¹ Caltrans Draft FSP MIS Annual Report, FY 2017-2018; *most current report available*

traffic volumes. The savings are then translated into benefits using monetary values for delay (\$21.79/vehicle-hour) and fuel consumption (\$3.27/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.

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 will receive \$173,213 from Caltrans for FY 19/20, which includes \$84,812 of additional funds from SB-1. 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, Regional Surface Transportation Program (RSTP) funds, and local Measure D funds.

SUMMARY

The Freeway Service Patrol reduces congestion and improves safety by removing disabled vehicles from the highway. FSP provided 793 assists over 1,955 hours on Highway 17 in 2018, averaging 0.37 assists per truck hour. Santa Cruz County FSP will receive \$173,213 from Caltrans for FY 19/20, which includes \$84,812 of additional funds from SB-1.

Crashes on Highway 17 on the rise this year

 [mercurynews.com/2019/03/18/crashes-on-highway-17-increase-this-year](https://www.mercurynews.com/2019/03/18/crashes-on-highway-17-increase-this-year)

By Gary Richards | g-richards@bayareanewsgroup.com | Bay Area News Group PUBLISHED: March 18, 2019 at 6:00 am | UPDATED: March 19, 2019 at 6:04 am

March 18,
2019

Despite a safety campaign that began in 2003, crashes along scenic Highway 17 have spiked the first two months of this year, a worrisome sign that 2019 will be another bad year for collisions on the perilous roadway.

A staggering 228 crashes occurred on the highway in January and February, the highest for those two months in more than a decade. That comes out to nearly four crashes a day on the curvy and narrow 26-mile route from Scotts Valley to Los Gatos, more than triple the rate on comparable state roads.

Three people were killed on the roadway in those two months, exceeding the fatalities for entire years for most of the past decade.

Many of the 63,000 drivers who make this trek daily are more than nervous, especially in heavy rains. Scared is more like it.

“Something needs to be done on Highway 17,” said Lisa Saas, of San Jose. “This winter has been particularly brutal with rollovers, spinouts and just plain foolishness. Speed and stupidity are the main causes for all these issues.”

Bill Ross, who lives in the Santa Cruz mountains near Summit Road, is pushing for a third lane from Lark Avenue to the Summit or Bear Creek Road.

“Highway 17 has been outdated for well over 25 years. These lane additions would solve the majority of commuter traffic issues in what has become a critical artery connecting the coast with the valley. With all of the tragedies, accidents, loss of life, frequent hours-long delays, and now the highway funds available to correct this, why can this not be addressed?”

High numbers of crashes and fatalities in the 1990s spurred a safety campaign that led to nearly \$250 million in spending since 2003 on various roadway improvements, including median barriers, wider shoulders, anti-skid pavement, flashing warning signs and tree removal. It was spurred by a particularly bloody 1996 that saw 793 crashes, 151 injuries and nine deaths.

Those numbers dropped dramatically until recent years. There were 983 collisions in 2016 during a winter of heavy rains and reduced enforcement, producing the highest tally since the intensive safety campaign kicked off.

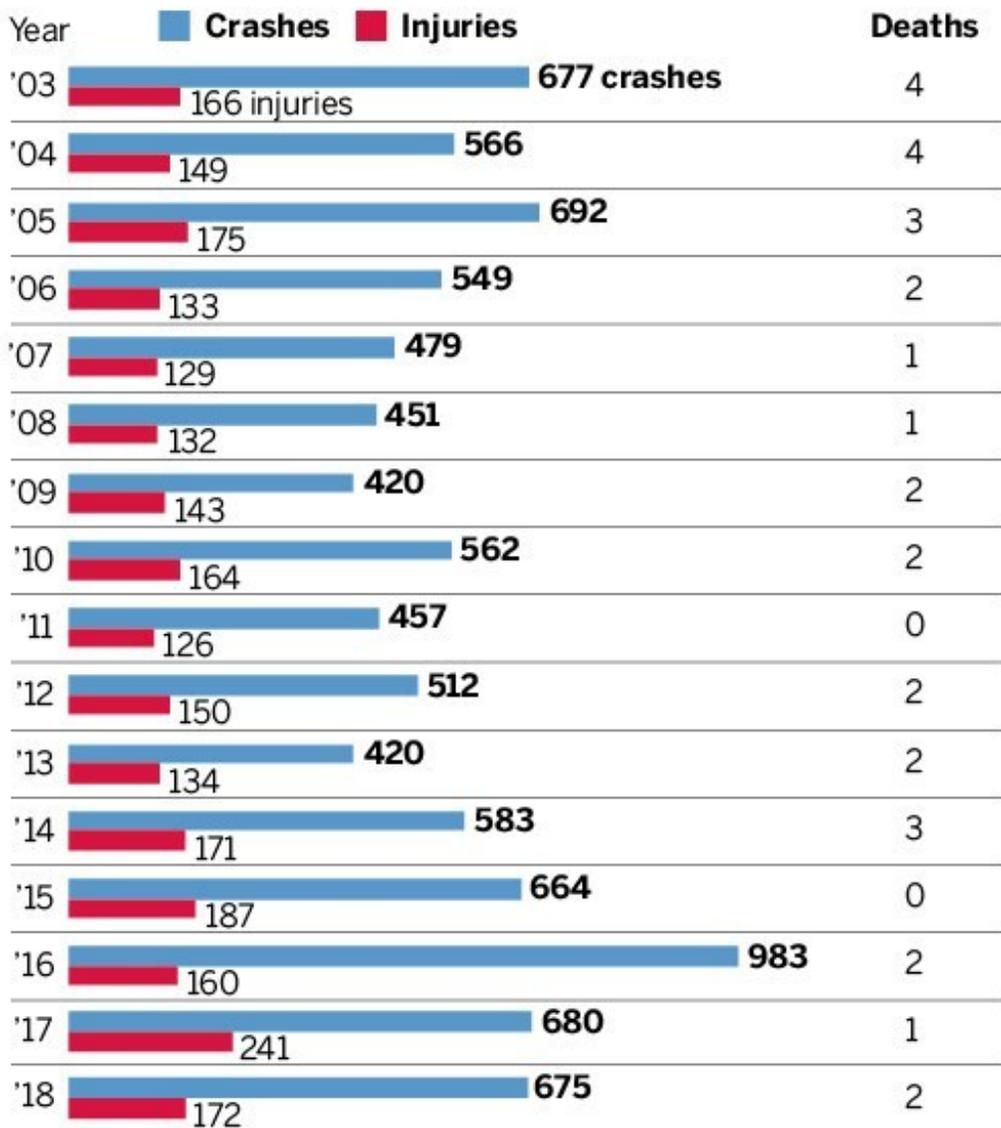


More changes are coming. This summer Caltrans will repave the highway in Santa Cruz County, and in another two years will resurface the Santa Clara County stretch. Much of the new pavement will be an anti-skid surface that has helped reduce crashes at the Big Moody Curve between Redwood Road Estates and Idylwild Road.

There are long-range plans for a \$450 million effort to ban left turns, make 32 roadside changes and build interchanges at places like Vine Hill Road. Some money from the recently approved higher gas tax could be considered for this work.

CRASHES ON HWY. 17 CLIMB

A staggering 228 traffic crashes have occurred on Highway 17 over the soggy January and February as the troubling rise in collisions continues over the past several years.



Source: California Highway Patrol

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And more attention is focusing on high-tech changes, said Jim Helmer, who formerly was head of San Jose's Department of Transportation. He lives in the Santa Cruz Mountains and is active in the Safe on 17 advisory group that consists of Caltrans, the CHP, other first responders and county and elected officials.

He is pushing for sensors in the pavement that can detect when traffic is slowing and variable speed limits when the current 50 mph limit is too high.

"The locations with the highest rate of crashes on Highway 17 are within 1 mile of either side of the summit, primarily in the downhill direction," Helmer said. "Because curves are sharp and blind to a degree, end of queue crashes occur far too often after the initial crash.

"These are often more severe than the initial crash."

There are several factors behind the rash of crashes, with heavy rains, people on cellphones and increased traffic being major contributors, according to the CHP. But driving too fast for the conditions is the biggest reason for the high crash rate.

Many drivers want more CHP patrols.

Around \$100,000 was spent last year for extra CHP enforcement, and gas-tax dollars plus sales tax revenue in Santa Cruz County could boost that figure next year.

They have an ally in Capt. Jason Reardon, the new CHP commander in San Jose, and a friend of Lt. Michael Walker, who was killed several years ago when he was hit as he worked a crash scene.

"Mike Walker was a friend of mine," Reardon said, "so this is personal."



State Route 17 Gets Boost from SB 1 Funds; Will Make Roads Safer for Santa Cruz Mountain Communities

Commuters will soon see several major revitalization projects to State Route 17 (SR-17). With the passage of SB 1 legislation, authored by Sen. Beall in 2017, funds are now available for road safety and improvement projects along the critical SR-17 that connects communities in high-risk fire areas to San Jose. This is in addition to other community safety programs that will also receive SB 1 funds.

Beginning as soon as this fall, Caltrans will begin various projects in the SR-17 corridor from Hwy 280 in San Jose all the way through to Santa Cruz County. This will include a major traffic safety enhancement project, a pavement rehabilitation project, multiple wildlife crossings as well as massive vegetation controls in conjunction with CalFire & the California Highway Patrol (CHP).

“Road safety is one reason why I fought for SB 1. We need to reduce vehicle accidents along this particular stretch of highway,” said Sen. Beall. “Ensuring our roads are in top condition for fire and rescue crews at all times should be a top priority,” continued Beall.

Specifics on these safety projects funded largely through SB-1 are as follows:

- Caltrans has programmed a pavement rehabilitation project on SR 85 from Habard Road in Los Gatos to Interstate 280. The projects capitol cost is \$30 million and expected to begin construction in June 2020.
- An Expedited Traffic safety enhancement project on SR 17- from Santa Cruz County line to Alma College Road, to begin Jan 2021-end Oct 2021, will improve sight distances and have maintenance crews improve vegetation control where needed:
 - Pavement restoration in both directions include high friction surface treatment to improve traction on wet pavement
 - Dynamic speed feedback signs to increase motorists’ awareness of speed limit
 - Curve ahead warnings signs with flashing beacons in both directions to increase motorists awareness of the highway alignment
 - An electronic variable message sign in the northbound direction just before the Summit Road overcrossing. Alert northbound traffic on conditions ahead
 - Enhanced striping and right edge line ruble strips in both directions to the 2.8miles including the Moody Curve
 - Safety lighting, overhead warning signs with flashing beacons, guardrail systems, and channelizing devices at various locations within the project limits.

Website: [Senator Beall's Website](#)

Email: [Questions?](#)

Senator Beall's District Office

Highway 17 safety improvements expected to start in 2020

 santacruzsentinel.com/2019/05/09/highway-17-safety-improvements-expected-to-start-in-2020

By Elaine Ingalls | eingalls@santacruzsentinel.com | Santa Cruz Sentinel PUBLISHED: May 9, 2019 at 4:22 pm |
UPDATED: May 9, 2019 at 4:22 pm

May 9,
2019

SANTA CRUZ — Highway 17 drivers will see changes on the road start to take shape in 2020 and 2021.

Funds from [Senate Bill 1](#) will go to road safety and improvement projects on part of the freeway stretching from San Jose to Santa Cruz County. SB 1, authored by State Sen. Jim Beall, D-San Jose, will provide funding to fix California's transportation system, including local streets and roads and state highways.

One funded program is the Expedited Traffic safety enhancement project will extend from the Santa Cruz County line to Alma College Road in Los Gatos. It is scheduled to start in January 2021 and end 10 months later, according to a press release.

Improvements include vegetation control, pavement restoration in both directions, speed feedback signs, curve ahead warning signs with flashing beacons in both directions, an electronic message sign in the northbound direction, enhanced striping and right edge line rumble strips, safety lighting, overhead warning signs with flashing beacons, guardrail systems and channelizers, or flexible retroreflective devices to discourage drivers from crossing road lines.

Pavement restoration will include high friction surface treatment to create better traction on wet pavement. A proposed six speed limit signs will accompany the "curve ahead" warning signs with speed limits printed on them.

"Road safety is one reason why I fought for SB 1," said Beall in the release. "We need to reduce vehicle accidents along this particular stretch of highway. Ensuring our roads are in top condition for fire and rescue crews at all times should be a top priority."

The safety enhancement project is expected to cost nearly \$7.35 million, according to Chris Mayfield, Caltrans District 4 acting chief public information officer.

SB 1 funds are dispersed to local organizations and Caltrans. This being a Caltrans project, no local agencies need to approve it or provide funding, Mayfield said.

"We're always looking to improve and maintain the state highway system in a safe manner," said Jim Shivers, Caltrans District 5 public information officer. He said the public needs to be aware of construction zones, to slow down and pay attention to public message boards so

that everyone who is working to maintain their safety goes home at the end of the day.

The SB 1 funds will also go toward a Caltrans pavement rehabilitation project on Highway 85 from Hebard Road in Los Gatos to Interstate 280. The project is expected to begin construction in June 2020.

Fremont teen killed in Highway 17 crash 'loved life,' supported friends

 [mercurynews.com/2019/05/12/fremont-teen-identified-as-hwy-17-crash-victim](https://www.mercurynews.com/2019/05/12/fremont-teen-identified-as-hwy-17-crash-victim)

By George Kelly | gkelly@bayareanewsgroup.com and Joseph Geha | jgeha@bayareanewsgroup.com | Bay Area News Group

May 12,
2019

Tina Cacilhas usually spends Mother's Day at her grandmother's house in Fremont, celebrating, eating, and hanging out with her son and family.

But this year, she asked that the whole event be canceled, after finding out Saturday her son, 17-year-old Armando Canales, was killed when a drunk driver plowed head on into a car Canales was riding in early Saturday.

"I'm crushed," Cacilhas said Sunday in an interview. "My heart is completely empty. My son was my everything."

Friends of Canales said he was a passenger in a Toyota with four other teenagers who were headed to the beach early Saturday on Highway 17.

Just after 2 a.m., authorities said the driver who allegedly caused the crash, 28-year-old Ashley Marie Oliver of San Jose, was driving north in the southbound lanes of 17 near Redwood Estates, and crashed into the Toyota Canales was in.

Three other people from the Toyota were hospitalized with injuries not believed to be life-threatening. One was treated at the scene for minor injuries.

Cacilhas and friends of Canales said they are having a hard time grappling with his death.

"I'm still in denial mode, and can't accept the fact that my son is gone, when I had just saw him the night of," Cacilhas said.

"It's like a nightmare," she said. "You want to wake up, it's so unreal."

"It's just hurting me," Jorden Brown, 17, one of Canales' friends, football teammates and classmates at Washington High School in Fremont, said.

"I walked in his room and I just started crying, because every time I would walk in his room, he's sitting right there on his gaming chair playing video games, and this time he wasn't there, and he's not coming back," Brown said.

"I love that dude forever, no matter what."

Cacilhas said her son, a junior at Washington, was a “social butterfly” who got along easily with others, was protective of his friends and those who needed help, and wanted to become a fireman.

He played football, basketball, and he loved video games, she said.

“My son, he loved life, he had goals in life,” she said. “He was so looking forward to graduating next year.”

As of Sunday night, a campaign set up Sunday morning to support Cacilhas in paying for funeral costs on [GoFundMe.com](https://www.gofundme.com) had raised more than \$5,000 toward a \$10,000 goal, thanks to donations from nearly 120 people.

Julio Valdez, 16, said he knew “Mando” since first grade, when Canales moved into the same apartment complex as him, and they’ve been friends ever since, even taking the same fire tech classes at school.

“We talked about our dreams together, we talked about girls, we talked about everything together,” Valdez said. “We talked about how we both were going to make it together. And how we would grow up together,” he said Sunday.

“He was my best friend. I called him my brother.”

Valdez said Canales was an encouraging force in his life.

“He’d always pick me up. If I messed up in a class, I messed up on a test, or if I messed up in fire tech, he’d be right there, and he’d be like, ‘Hey, let’s go get another one. You’ll get it next time. You got it.’”

“He was just one of those guys, that no matter what, he could be having the worst day of his life...and he’ll still be picking you up with a smile, just so you’ll smile,” Valdez said.

Oliver, the drunken driver, was arrested on tentative charges of felony drunken driving and vehicular manslaughter after she was released from the hospital, California Highway Patrol Officer Ross Lee said.

A CHP officer had spotted Oliver’s Chrysler minivan driving the wrong direction just before the crash but couldn’t catch up to the car and stop it in time. Instead, the officer arrived after the minivan collided head-on with the Toyota, Lee said.

“I think it’s very unfortunate, because he was a great person and he didn’t deserve to be taken away from this earth this early, and by someone who was under the influence,” Valdez said.

Cacilhas, a single mother, said she's been surrounded by family and friends since the news of Canales' death. Valdez, Brown, and other friends of Canales were at her home Sunday night supporting her.

She said she's been trying to "make something good out of a tragedy" by sitting all of Canales' friends down to tell them to make smart choices around alcohol, and to never drink and drive. "There has to be some good to come out of it," she said.

A vigil will take place at 8 p.m. Monday by the flagpole at Washington High School, 38442 Fremont Blvd., while a remembrance will happen 6 p.m. Tuesday at Shakers Pizza, 4075 Thornton Ave., friends said.

"Just knowing he's not going to be here, kills me," Valdez said about his friend.

"Someone I would hang out with every day of my life. Someone I would text daily, someone I would call daily," he said.

"Now I can't call him, I can't text him."

Social media also saw people affected by the tragic collision share their grief.

rest in paradise my beautiful angel 🙏💔💔💔 I hope your smiling down from heaven alongside Nevaeh & I pray you look over me #mandosworld4L 🌍💔💔 5/11/19

— lulbratnatt 🙏💔💔 (@Nataleezelayaa) May 11, 2019

Rest In Paradise 🙏💔💔 #mandosworld4L

— austin TM (@auusttinnn_) May 11, 2019

i hope you restin in paradise w nevaeh , long live forever in our hearts , the both of you 🙏💔💔
#nevaehsworld #mandosworld

— angelina estrella 🙏💔💔 (@angelinasilvaa) May 11, 2019

anything will help. <https://t.co/9B3qk6nKWP>

— Jas 💔 (@Jassmmin_) May 12, 2019

Please support! Anything helps💔 #MANDOS🌍 <https://t.co/YWdsDcRIIv>

— S 🙏💔 (@sricafrente2) May 12, 2019

A friend of my 17 year old sons was killed Friday night by a drunk driver. He was a funny, kind, and genuinely authentic soul. This mother's day his single mother is planning her 16 year old sons funeral. Devastating. Please RT and donate if you can <https://t.co/bn44zKnTuF>

— Heather 🐾💔💔💔 (@Heathers1031) [May 12, 2019](#)

<https://t.co/txmjRXLhhh>

Lost a little brother this weekend from a drunk driver. Please don't drink & drive. Taking such a young life is heartbreaking.

— Jalena Valdez ✨* (@JalenaValdez) [May 12, 2019](#)

anything helps 💔 <https://t.co/CI9C07MkHe>

— el vivster 🐾 (@viviiiannaaaa) [May 12, 2019](#)

Staff writer Nico Savidge contributed to this report. Contact George Kelly at 408-859-5180.

Hwy. 17 reopens after DUI suspect crash damages power poles

 [mercurynews.com/2019/05/26/hwy-17-reopens-after-dui-suspect-crash-damages-power-poles](https://www.mercurynews.com/2019/05/26/hwy-17-reopens-after-dui-suspect-crash-damages-power-poles)

By George Kelly | gkelly@bayareanewsgroup.com | Bay Area News Group May 26, 2019 at 4:24 pm

May 25, 2019

SANTA CLARA COUNTY — An East Bay woman is in county jail after her arrest on suspicion of driving under the influence after a solo collision with a power pole, authorities said Sunday.

Just before 12:50 a.m., the California Highway Patrol responded to a call about a collision on Highway 17 near Idylwild Road. CHP officers arrived to find a Ford F-150 pickup truck had struck a power pole beside northbound Hwy. 17 lanes north of Idylwild.

ADVERTISING

When officers realized the crash had knocked down lines within northbound and southbound lanes near Redwood Estates, they shut down traffic in both directions just before 1:30 a.m., the CHP said.

Investigators found and tested the Ford's driver, identified as Claudia Maldonado, 23, of Pleasanton, and later arrested her.

Pacific Gas & Electric workers responded to the scene, clearing southbound lanes to reopen to traffic by 6:22 a.m.. The workers later determined that wires' whiplash after the collision damaged a second pole about half a mile away.

By 7:45 a.m., PG&E workers had secured damaged poles, meeting an on-site inspector's satisfaction, and all lanes reopened around 8:40 a.m. after the Ford was towed away.

In a meeting Sunday afternoon, CHP, PG&E and California Department of Transportation representatives planned to assess more permanent repair plans for the power lines.

The Highway 17 corridor has seen more than its share of troubling [collisions and crashes](#) in the first two months of this year, with perhaps the most recent tragedy involving a [fatal wrong-way collision](#) earlier this month.

According to a tweet from the CHP, officers had made 741 DUI arrests statewide during the first 30 hours of the CHP's Memorial Day maximum enforcement period ending at 11:59 p.m. Monday.

“There’s no excuse for driving impaired. Stay Put. Call a cab or ride share co.,” the tweet said. “Arrange for a sober driver in advance. Stop putting your life and the lives of innocent people at risk.”

Sadly, there have been 741 DUI arrests by CHP in the first 30 hours of the #MemorialDay2019 MEP. There’s no excuse for driving impaired. Stay Put. Call a cab or ride share co. Arrange for a sober driver in advance. Stop putting your life and the lives of innocent people at risk.

— CHP Headquarters (@CHP_HQ) May 26, 2019

Check back for updates.

Contact George Kelly at 408-859-5180.

Big forest-thinning project begins along Highway 17 to reduce wildfire risk

[mercurynews.com/2019/08/26/big-forest-thinning-project-begins-along-highway-17-to-reduce-wildfire-risk](https://www.mercurynews.com/2019/08/26/big-forest-thinning-project-begins-along-highway-17-to-reduce-wildfire-risk)

By Paul Rogers | progers@bayareanewsgroup.com | Bay Area News Group PUBLISHED: August 26, 2019 at 1:36 pm | UPDATED: August 27, 2019 at 10:41 am

August 26,
2019

Hoping to reduce the chances of a catastrophic wildfire in one of the Bay Area's high-risk areas, state fire officials on Monday began work on a \$9 million project to thin brush, dead trees and other vegetation along Highway 17 from Los Gatos to Summit Road on the Santa Cruz County line.

The project is expected to take up to four months and affect nearly seven miles of the winding mountain roadway linking Silicon Valley and the coast. Crews will work from 9 a.m. to 5 p.m. Monday through Friday until the end of 2019, but not at night, when tree trimming is more dangerous, or on weekends.

"There's a lot of travel on that roadway. Every one of those cars has a potential threat to start a fire," said Jim Crawford, a division chief with Cal Fire in Morgan Hill. "The vegetation is very thick and dense. Communities are right off the highway. There's a lot of risk."

Roughly 63,000 vehicles a day drive between Los Gatos and Scotts Valley, many of them coastal residents who commute to work in Silicon Valley. The highway also is packed on weekends with Bay Area residents heading to and from the beach.

The area is at risk of a significant fire, Crawford said, in part because of all the ways that vehicles can start fires. Last year, a car had a tire blowout near Redding, and the sparks when the metal rim hit the road started the Carr Fire, which burned for a month, killed five people, destroyed more than 1,600 homes and caused \$1.6 billion in damage.



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Fires also can start from people throwing cigarettes out of vehicle windows, cars touching dry grass with their hot tailpipes when pulled to the side of the road, or sparks from tow chains that touch the ground. In addition to homes burning, a big fire could trap motorists on the highway, Crawford said.

The Lexington Fire in July 1985 destroyed 42 houses and caused 4,000 people to evacuate in the area between Summit Road and Los Gatos. More than 700 firefighters battled the blaze, which then triggered mudslides afterward when winter rains hit steep, burned slopes.

The thinning project was one of 35 projects that Cal Fire prioritized after Gov. Gavin Newsom ordered the state to increase efforts to reduce wildfire risk following devastating fires last year in the town of Paradise, and the previous year in Napa and Sonoma counties. Other similar projects in and around the Bay Area were approved for Orinda, Woodside, the Aptos Hills, El Granada near Half Moon Bay, and Big Sur.

As part of fast-tracking the thinning projects, Newsom waived the California Environmental Quality Act, which requires detailed environmental studies and can take a year or more to complete.

“California needs sustained focus and immediate action in order to better protect our communities,” Newsom said in March.

The Highway 17 project was proposed by the Santa Clara County Fire Safe Council, a non-profit group that for years has worked to reduce fire risk in the mountains between Los Gatos and Morgan Hill. Funding comes from California’s greenhouse gas program that requires industries to purchase emissions credits for the pollution they emit.

Crawford said that Cal Fire has hired a biologist, along with private tree-trimming crews, and will stop work if endangered species are found. He also said the agency is creating a “shaded fuel break” — meaning most of the big trees will be left standing. Crews will cut very few live, large oaks or Douglas fir trees, he said, or redwoods, which are fire resistant.

Instead, they will remove dead trees, overhanging limbs, invasive species like French broom, grasses and other flammable material from the highway’s edge to at least 30 feet from the road and up to about 150 feet away, over an area totaling 454 acres.

“People will see the difference,” he said “The forest will look more opened up. But the forest isn’t going to go away.”

The wood will be chipped and removed by a company that runs biomass plants, facilities that generate electricity from burning dead vegetation.

Environmentalists say they have been meeting with the project planners and will be watching the work closely.

“The project seems like a pretty good one,” said Karen Maki, forest protection committee chair with the Sierra Club’s Loma Prieta chapter in Palo Alto. “I was struck about how conscientious they are about not removing too much vegetation. It’s very important that the public be safe and there be an evacuation route for people.”

Actual cutting of trees and shrubs will begin next week. On Monday, crews met at Redwood Estates to plan the project and talk to local residents.

Although large landowners, including San Jose Water Company, Santa Clara County and others have given approval, no cutting will be done on private land unless each landowner approves.

“People have the right to say no. Some have,” Crawford said. “We hope they will think about it more. Our objective is not to clear cut. We’re making defensible space around the highway. We’re trying to make communities resilient from fires. We want to keep fires small and not have homes and communities threatened.”



A four-month, \$9 million project by Cal Fire to thin vegetation along Highway 17, shown here on Monday Aug. 26, 2019, begins today. (Photo: Paul Rogers, Bay Area News Group)

Some cutting also will be done on adjacent roads, including Brush Road, Idylwild, and Madrone Drive.

At times, crews may need to close one lane of Highway 17, Crawford said. Signs will be posted ahead of time. And Cal Fire has set up a website, <https://firesafe17.com> where the public can sign up for traffic updates and view other information about the project.

From: [Amy Naranjo](#)
To: [Frank Remde](#)
Cc: [Regional Transportation Commission](#)
Subject: RE: SAVE THE DATE: Safe on 17/TOS Meeting
Date: Tuesday, August 20, 2019 3:21:00 PM

From: Frank Remde <[REDACTED]>
Sent: Tuesday, August 20, 2019 1:19 PM
To: Amy Naranjo <anaranjo@scrtc.org>
Subject: Re: SAVE THE DATE: Safe on 17/TOS Meeting

Hello: Although I have never received a response to my two previous recommendations regarding a long-term solution to the critical traffic dilemma from Los Gatos thru the intersection with Highway 1, I'll mention it again. Namely, a Summit Road By-pass connection between Highway 17 and Highway 152. Highway 152 would have to be widened. Yes, costly . . . but feasible. And, maybe an alternate unchartered route makes more sense. May I have a response acknowledging receipt of this recommendation?

From: Ellen Martinez <ellen@[REDACTED]>
Sent: Tuesday, August 27, 2019 12:49 PM
To: Regional Transportation Commission <info@sccrtc.org>
Cc: 'Ellen Martinez' <ellen@[REDACTED]>
Subject: September 18 Safe on 17 / TOS Meeting

Hello,

Please consider this email as feedback for your September 18 Safe on 17 Task Force and Traffic Operations Systems Oversight Committee Meeting.

Highway 17 from Santa Cruz to Los Gatos has become a speed raceway for commuters, tourists and others needing to traverse it. What once was a quiet access road is now dangerously crowded with huge trucks, distracted commuters, and thrill seekers.

Please consider the following suggestions for making this freeway safer for those who use it.

1. There is an extremely dangerous access point that needs to be closed. Driving highway 17 North, at/around Vine Hill Road, cars are able to cross over Highway 17 North onto a short entrance lane for merging onto Highway 17 South. Highway 17 is too congested to allow for this crossover to continue. Recently, as we were driving up Highway 17 North, a truck literally pulled directly out in front of our car, as the truck was watching the traffic southbound (trying to merge onto it) and not paying any attention to northbound traffic. **Please CLOSE this crossover.**

In addition, please study the accident statistics on highway 17—and close similarly dangerous crossover points.

2. Trucks should be limited to one chassis trailer only (versus multiple strung-together trailers), and there should be a length limit to the truck's chassis length.
3. Seeing highway patrolmen on highway 17 does seem to be a deterrent to reckless, speeding drivers. Highway patrolmen should be regularly stationed on highway 17, giving tickets to those drivers who are driving recklessly and not obeying the speed limits.
4. Finally, there should be a long-term plan to build a toll-road tunnel through the mountain that drivers can use.

I do plan to teleconference into the September 18 meeting. Please attach my feedback, listed above, to your minutes, so an official record of my feedback is available for viewing.

Thank you.

Ellen Martinez

[ellen@\[REDACTED\]](mailto:ellen@[REDACTED])

Safe^r on 17 with Innovation



Presentation to Safe on 17 Task Force
September 18, 2019
Jim Helmer, Thomas Rauscher, Anton Flir

Today's Goal

To take action on policy positions and regulatory change that result in greater use of technology to significantly improve safety for motorists and wildlife on Highway 17.



The Dilemma

- *Injury/fatal collisions still rising: 271 in 2018 is the highest total since the 3-year period (1996-98) prior to Highway 17 Task Force formation (249 average).*
- *Besides speeding, unsafe lane changes and distracted driving, inclement weather plays a major role in crash totals*
- *Traffic Volumes projected to rise from 64,000 AADT today to 74,000 by 2040*
- *Mandatory posted speed limit reductions in construction zones*

Caltrans Directive: April 19, 2019

Effective immediately, the California Department of Transportation (Caltrans) will be reducing speed limits by 10 miles per hour (mph) from the posted speed limit in construction work zones on the State Highway System (SHS).

<https://dot.ca.gov/-/media/dot-media/programs/construction/documents/policies-procedures-publications/cpd/cpd19-9-attachment-1.pdf>



Going Beyond the 3-Es with Advanced Technologies

- 2002: Task Force sets goal to reduce collisions through a combination of *E*ngineering improvements, extra *E*nforcement and public *E*ducation (*the 3-Es*)
- Today on Highway 17: Limited use of technology (no live cameras, only two dynamic signs (summit), two speed feedback signs (Santa Cruz side SB direction))

Examples Advanced Infrastructure Technologies being used world-wide

- Weather/Environmental Sensors (communicating to signs and dashboard)
- Queue Detection & Incident Avoidance Sensors (upstream warnings)
- Active Traffic Management (overhead messaging for each lane)
- Wildlife Warning Systems
- Variable Speed Limits (weather, congestion or work zones)
- Wrong Way Driver Warning Systems

Overhead Gantry Variable Speed Limits (VSL), Cameras and Sensors *(Ideal in areas of rapidly changing conditions)*



Roadside Variable Speed Limits I-80 (Utah)



Variable Speed Limit sign on I-80 in Parley's Canyon



LIGHT GUIDANCE, SAFETY AND SECURITY THROUGH HIGH PERFORMANCE REFLECTIVITY – AND CONNECTED SENSING

BY SWAREFLEX GMBH, AUSTRIA

A SWAROVSKI GROUP COMPANY

THOMAS RAUSCHER

HEAD OF SALES

ANTON FLIR

HEAD OF PRODUCT

SWAREFLEX 
we protect lives.

SWAREFLEX

THE WAY TO SAFETY.



SWAROVSKIFLEX CUBE



SWAROVSKIFLEX LENSES



SWAROVSKIFLEX GLASS REFLECTIVE

VISIBILITY & CREATIVITY



SWAROVSKI XERUS CHATON EMERALD



SWAROVSKI ROSE OPAL



SWAROVSKI KRETTALL RUBY

THE POWER OF EMOTIONS.

SWAROVSKI

Who are we?

2. To Leadership in Reflectivity and Road Safety

3. To IOT and AI Services

SWAREFLEX

ROAD MARKING STUDS
EN1463/ASTM D4280



REFLECTORS FOR
DELINEATORS & VEHICLE
RESTRAINT SYSTEMS



OTHER:
FACTORY STANDARD



avverion



Avverion Overview

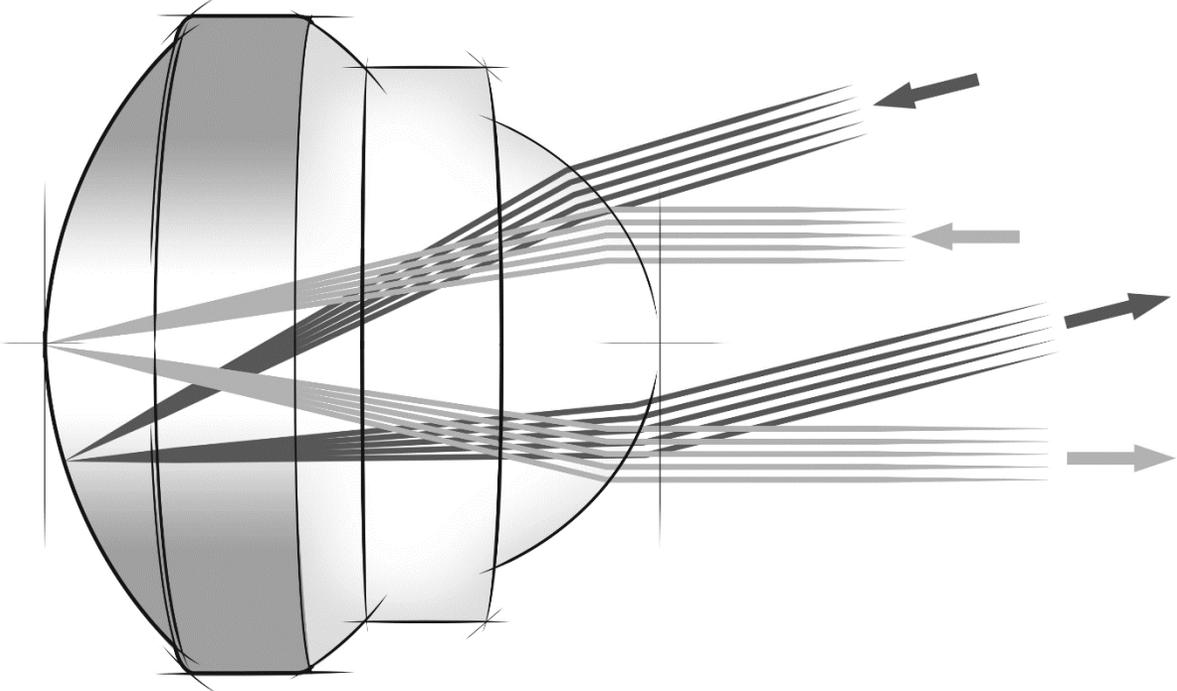
- Technology Start-Up in IOT, AI Transportation and Safety Services
- Inspired by Swareflex' Customers
- Ideated and founded in Austria
- 100% Venture Startup, funded by Swarovski
- Global Team of Traffic Specialists, IOT, AI, Data Science and Security, Engineering, Operations and Business Management
- Commitment to Safety, Scalability and Ecosystem Partnerships

1. From Core Competence in Glass and Optics

Swarovski Group \$3.5B Revenue, 35,000 Employees

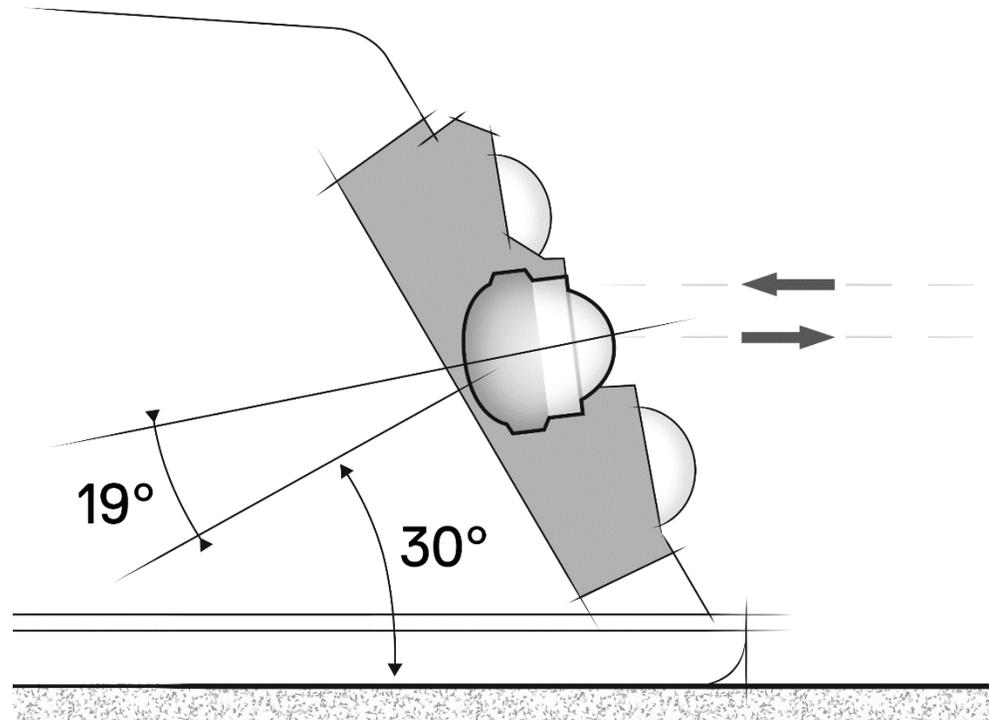
THE PRINCIPLE OF RETROREFLECTION

SWARO GLASS REFLECTIVE



THE PRINCIPLE OF RETROREFLECTION

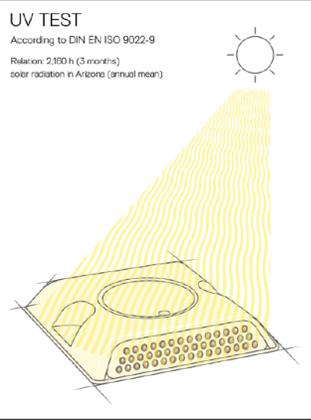
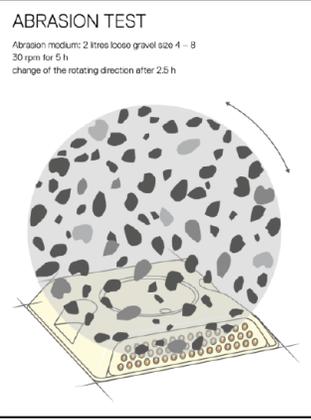
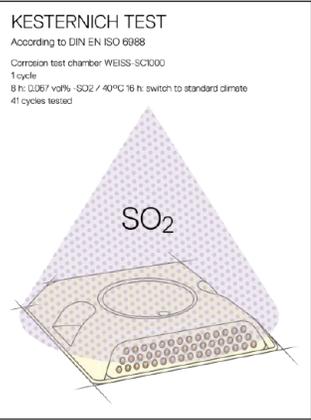
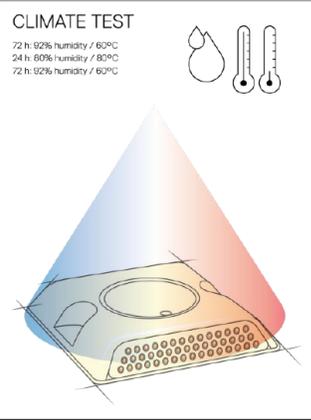
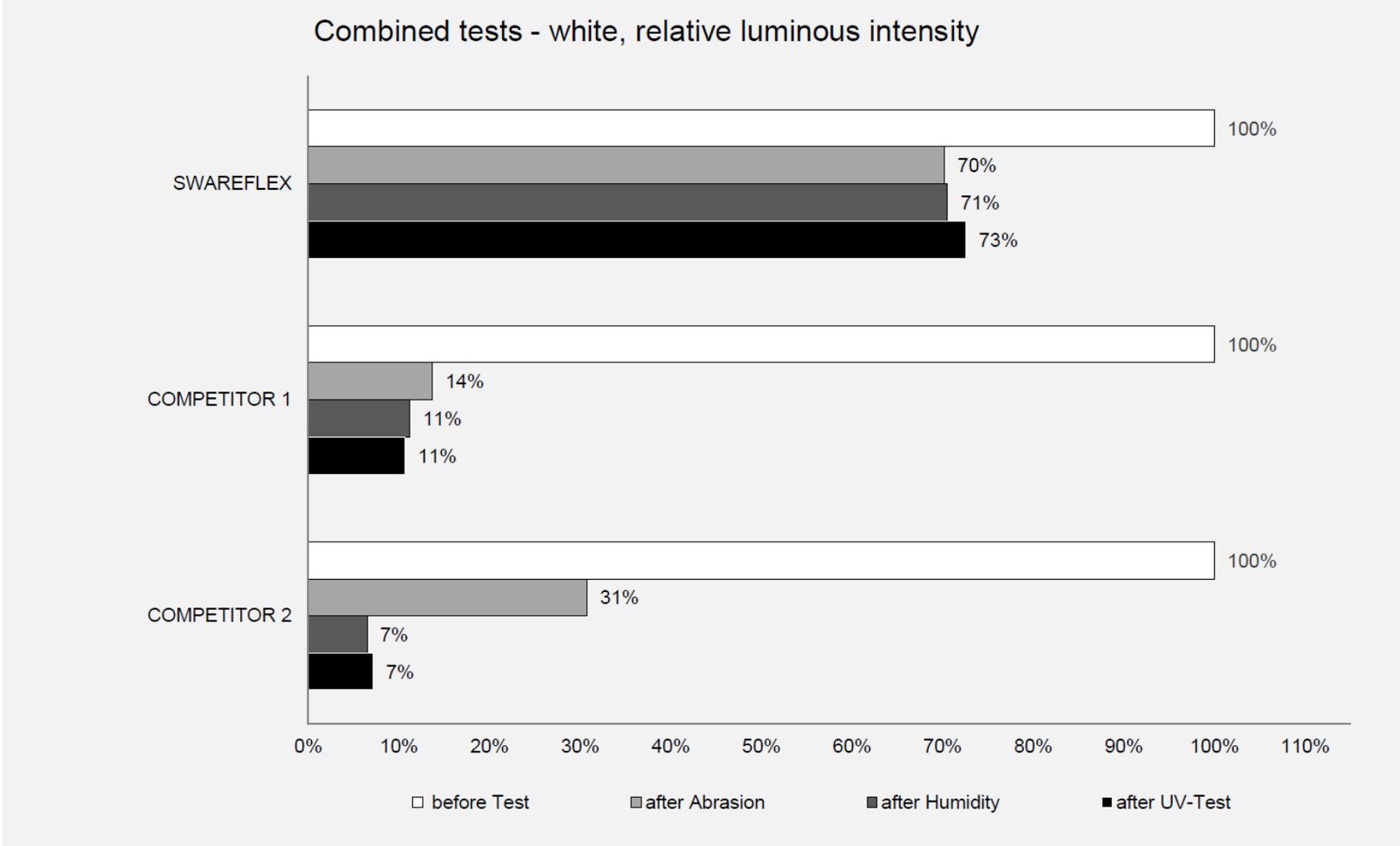
SWARO GLASS REFLECTIVES



SWARO GLASS REFLECTORS are tilted at 19° for road marking studs and insert strips to achieve a better reflection effect over large distances

GLASS VS. PLASTIC

TEST RESULTS – COMBINED TEST: ABRASION + HUMIDITY + UV





SWARO BARRIER

- Reflectors with special-purpose glass elements for vertical guidance on concrete barriers
- Body made of high-performance plastic: robust and reliable
- High resistance to breakage
- The flexible products inside this segment even resist small impacts
- Efficient solutions for cost-sensitive applications
- Easy handling and installation

SWARO BARRIER PRODUCTS



SWARO WALLFLEX SIDE SMALL

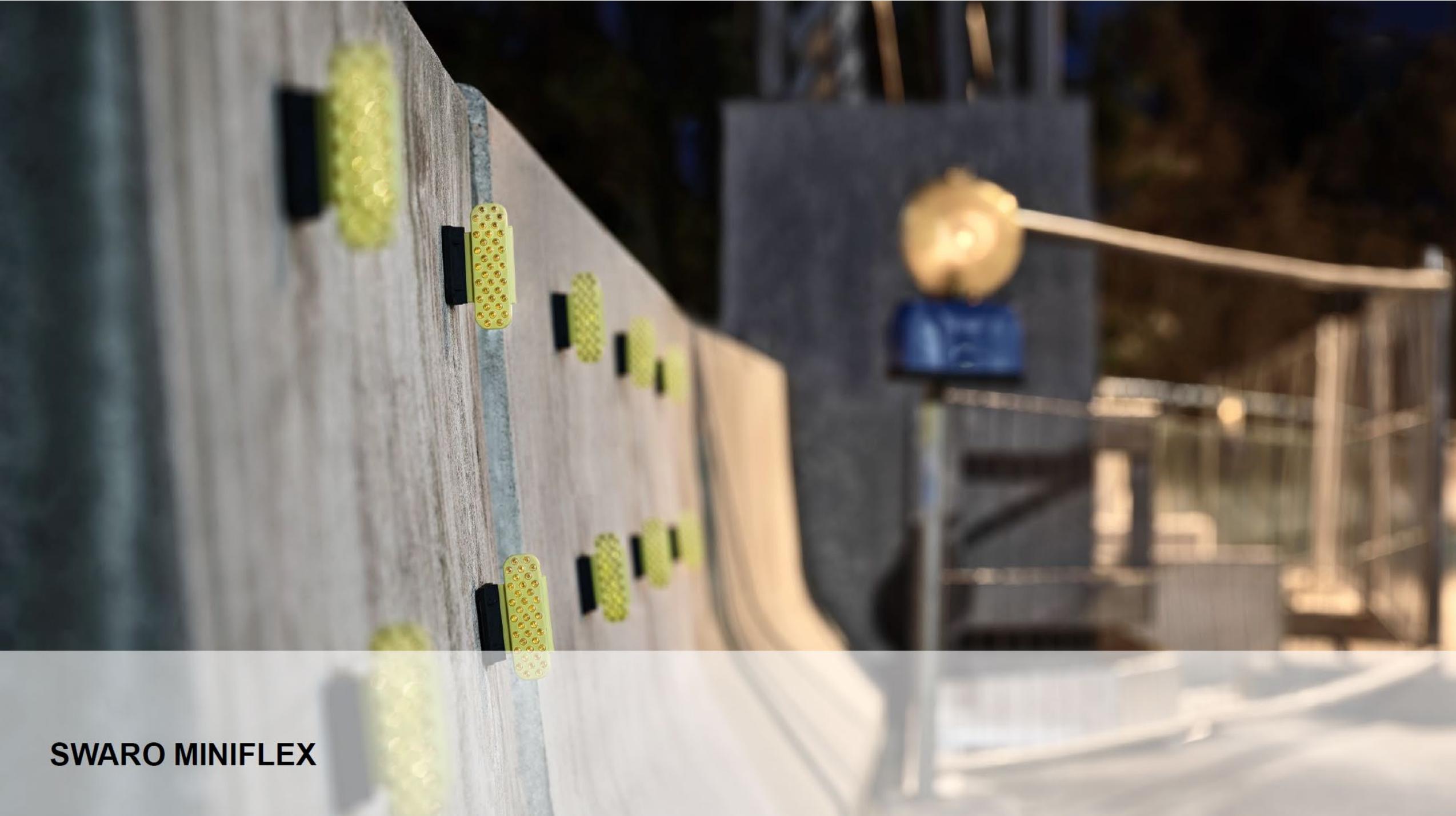


SWARO WALLFLEX TOP CLASSIC



SWARO WALLFLEX SIDE ECONOMY

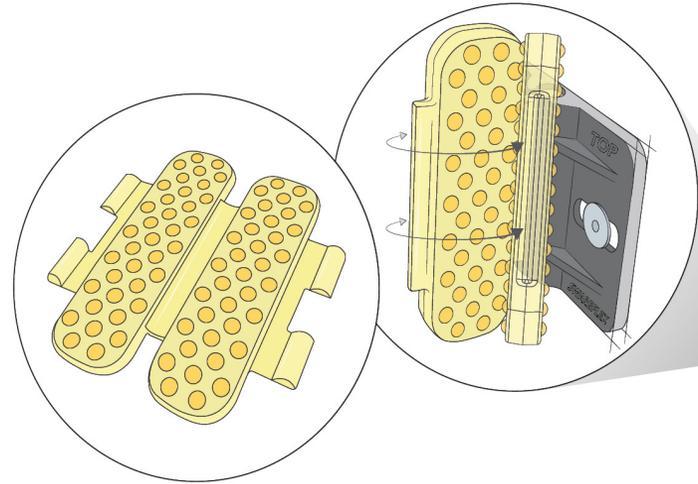
- Ease of mounting on top or on the side of concrete barrier
- High flexibility reduces maintenance
- Reduced risk of injury in the event of an accident



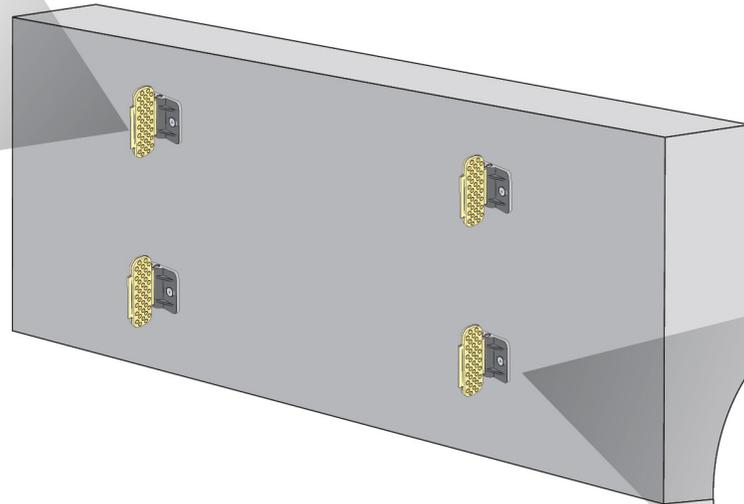
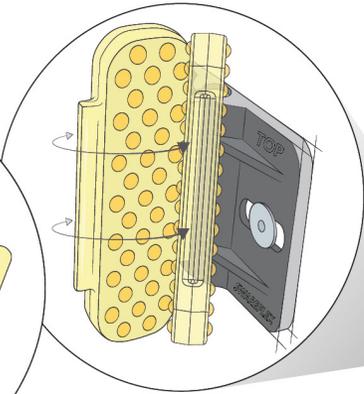
SWARO MINIFLEX

SWARO MINIFLEX

FLEXIBLE REFLECTOR FOR CONCRETE BARRIERS

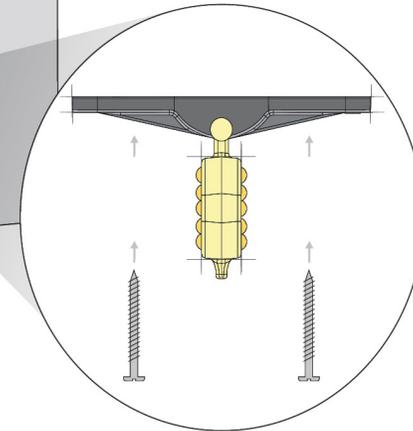
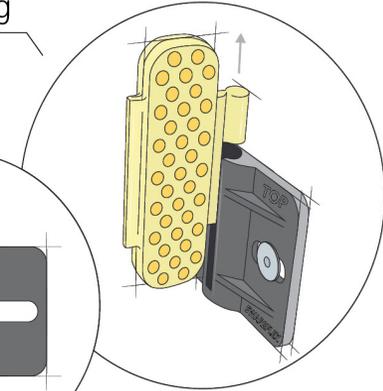
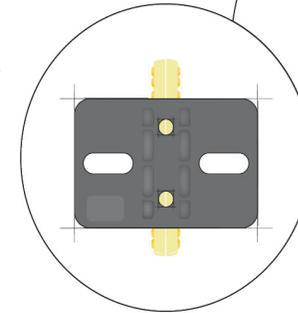


Flexible material
reduces material damage
from vehicle contact



Click mechanism
secures reflector

Quick retrofitting

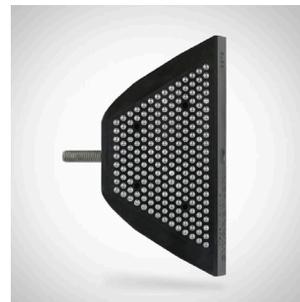


Simple fitting



SWARO GUARD

- Vertical reflectors for metal guard rails
- Suitable for various guard rail profiles
- Special-purpose glass elements
- Robust and reliable
- Easy handling and installation

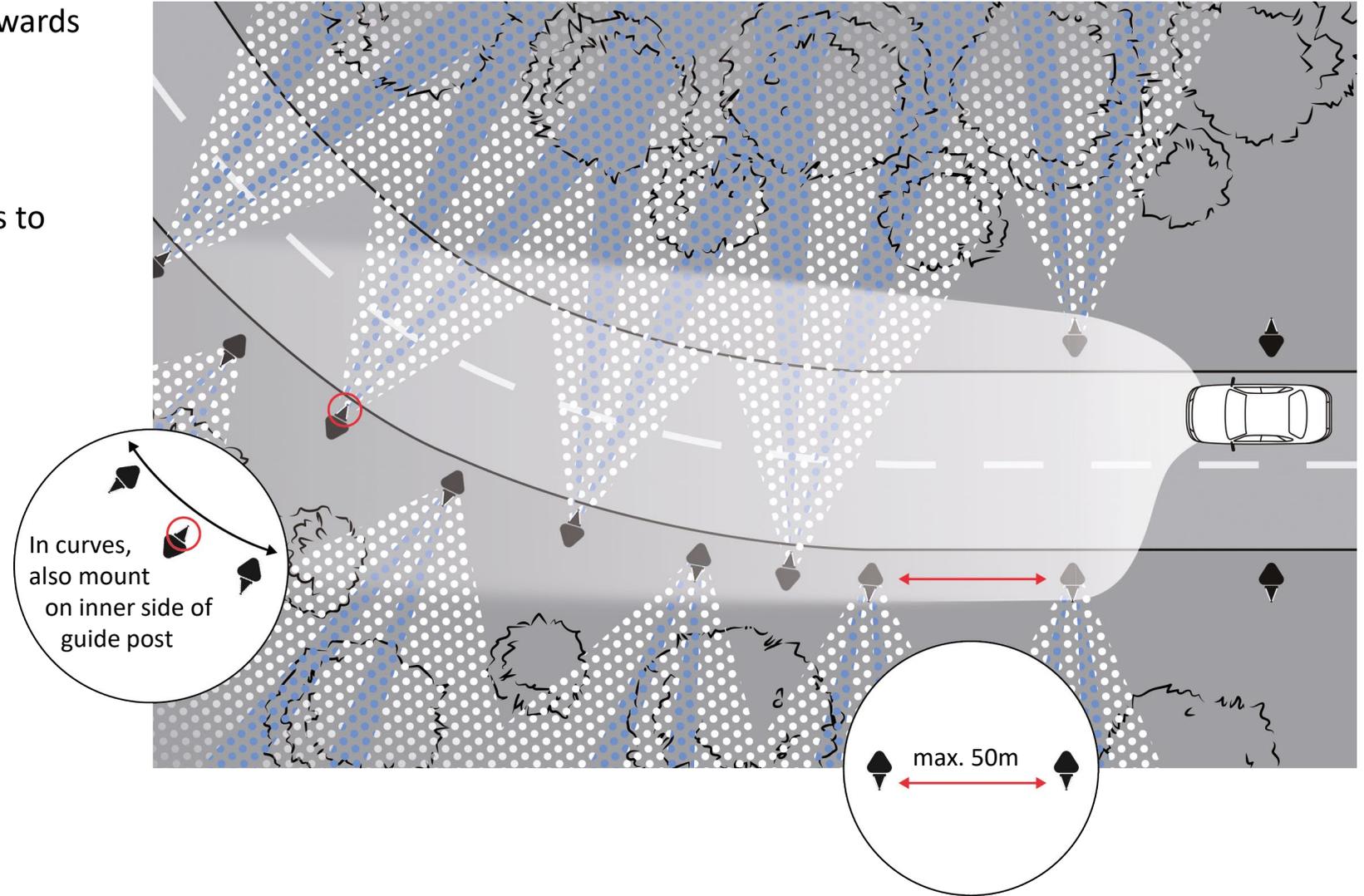


SWARO WARN FLASH - WILDLIFE WARNING SYSTEM



SWARO WARN FLASH - WILDLIFE WARNING SYSTEM

- Headlights are deflected sideways towards the roadside
- Switch of blue and white is perceived intensely by animals
- Suitable for all types of terrain thanks to optimized optics design
- Optimized mirror geometry creates stroboscopic effects
- No risk of dazzling drivers
- Maintains natural wildlife paths
- Wildlife stops in its tracks or flees
- Easy to install and maintain
- No habituation effect

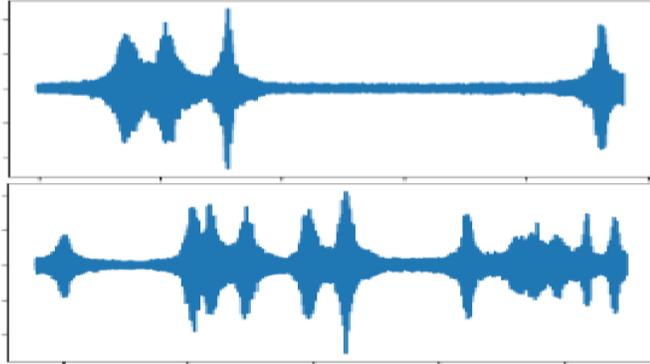


AVVERION | DATA FLOW FOR TRAFFIC MONITORING

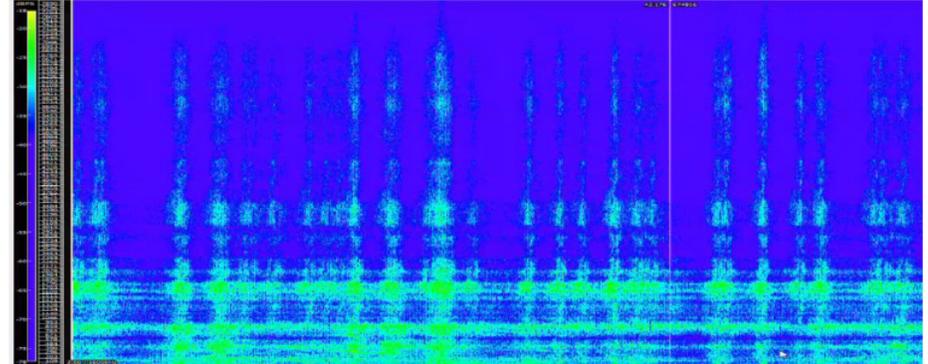
MICROPHONES



ACOUSTIC PRE-PROCESSING



SPECTRAL ANALYTICS AND FEATURE EXTRACTION



AVVERION MACHINE LEARNING AND BIG DATA



Event generation:

- Signal Processing
- Spectral Filtering / Fourier Transformation
- Machine Learning / Neural Networks



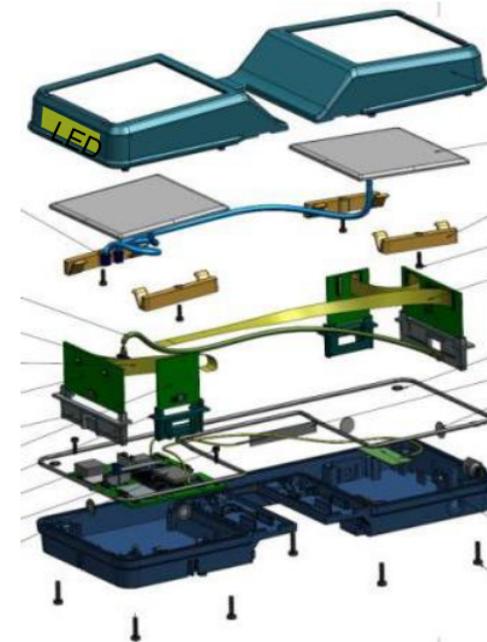
Event correlation:

- Direction and Speed
- Vehicle Count and Classification

Weather-proof enclosure to withstand severe conditions

Multiple acoustic sensors for precise traffic sensing

Wireless communication of data to gateways to the Avverion Cloud



Integrated weather station for highly dense micro climate data

Solar panels in preparation for offgrid operation (current version hard wired 48V DC)

Low-voltage and low power 48 V DC operation

What the Safe on 17 Task Force Can do!

- Plan for and install highly reflective light guidance systems, location markers and ITS technologies to improve safety and assist first responders
- Include necessary electrical and communications infrastructure where feasible on major engineering/construction projects on Highway 17
- Support legislation that would allow Variable Speed Limits (VSLs) on State Highways
 - CVC 22355--*Whenever the Department of Transportation determines upon the basis of an engineering and traffic survey that the safe and orderly movement of traffic upon any state highway **which is a freeway** will be facilitated by the establishment of **variable speed limits**, the department may erect, regulate, and control signs*
- Support a technology-based “Safe on 17 Challenge” grant issued by Caltrans (similar to FHWA Smart City Challenge)

Thank You

Questions?

Contact:

Jim Helmer jim@lightmoves.us.com (408.568.0663)

Frank Harder frank@harderadvisors.com (650.823.7593)

Thomas Rauscher thomas.rauscher@swarovski.com (+43 664 8878 4843)

Santa Cruz CHP Collision Summary for SR-17

| | | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|--------------------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| JANUARY | PDO | 24 | 11 | 11 | 11 | 9 | 10 | 56 | 46 | 49 | 44 |
| | INJURY | 13 | 9 | 10 | 3 | 3 | 4 | 14 | 20 | 22 | 21 |
| | FATAL | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 38 | 20 | 21 | 14 | 13 | 14 | 70 | 66 | 71 | 65 |
| FEBRUARY | PDO | 20 | 15 | 23 | 8 | 32 | 36 | 17 | 23 | 17 | 46 |
| | INJURY | 4 | 7 | 10 | 5 | 14 | 7 | 5 | 11 | 11 | 21 |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | TOTAL | 24 | 22 | 33 | 13 | 46 | 43 | 22 | 34 | 29 | 68 |
| MARCH | PDO | 26 | 26 | 30 | 16 | 20 | 17 | 55 | 25 | 56 | 41 |
| | INJURY | 7 | 14 | 20 | 6 | 13 | 8 | 22 | 11 | 30 | 18 |
| | FATAL | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 33 | 40 | 51 | 22 | 33 | 25 | 77 | 36 | 86 | 59 |
| APRIL | PDO | 28 | 18 | 15 | 13 | 19 | 18 | 31 | 48 | 20 | 25 |
| | INJURY | 6 | 4 | 9 | 10 | 8 | 7 | 9 | 16 | 7 | 11 |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 34 | 22 | 24 | 23 | 27 | 25 | 40 | 64 | 27 | 36 |
| MAY | PDO | 26 | 18 | 11 | 11 | 16 | 23 | 29 | 16 | 12 | 26 |
| | INJURY | 8 | 7 | 6 | 8 | 9 | 7 | 10 | 10 | 11 | 5 |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 34 | 25 | 17 | 19 | 25 | 30 | 39 | 26 | 23 | 31 |
| JUNE | PDO | 11 | 9 | 14 | 11 | 11 | 14 | 18 | 20 | 10 | 22 |
| | INJURY | 4 | 9 | 10 | 9 | 6 | 4 | 10 | 13 | 10 | 10 |
| | FATAL | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 15 | 18 | 24 | 21 | 17 | 18 | 28 | 33 | 20 | 32 |
| JULY | PDO | 11 | 19 | 24 | 9 | 12 | 15 | 15 | 22 | 11 | 19 |
| | INJURY | 9 | 5 | 9 | 10 | 9 | 7 | 8 | 9 | 9 | 9 |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 20 | 24 | 33 | 19 | 21 | 22 | 23 | 31 | 20 | 28 |
| AUGUST | PDO | 11 | 11 | 9 | 8 | 12 | 14 | 28 | 13 | 13 | 13 |
| | INJURY | 5 | 2 | 4 | 4 | 5 | 4 | 7 | 3 | 8 | 3 |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 16 | 13 | 13 | 12 | 17 | 18 | 35 | 16 | 21 | 16 |
| SEPTEMBER | PDO | 11 | 7 | 14 | 14 | 22 | 14 | 24 | 22 | 11 | |
| | INJURY | 7 | 7 | 4 | 5 | 9 | 11 | 8 | 11 | 9 | |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | TOTAL | 18 | 14 | 18 | 19 | 31 | 25 | 32 | 33 | 20 | |
| OCTOBER | PDO | 12 | 25 | 15 | 17 | 19 | 15 | 89 | 26 | 21 | |
| | INJURY | 13 | 8 | 10 | 4 | 14 | 7 | 20 | 9 | 8 | |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | TOTAL | 25 | 33 | 25 | 21 | 33 | 22 | 109 | 35 | 29 | |
| NOVEMBER | PDO | 27 | 16 | 29 | 20 | 39 | 15 | 48 | 30 | 36 | |
| | INJURY | 11 | 6 | 8 | 3 | 10 | 6 | 13 | 12 | 8 | |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | TOTAL | 38 | 22 | 37 | 23 | 49 | 21 | 61 | 42 | 44 | |
| DECEMBER | PDO | 45 | 7 | 30 | 13 | 20 | 49 | 52 | 16 | 22 | |
| | INJURY | 16 | 6 | 8 | 2 | 9 | 21 | 19 | 5 | 10 | |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | TOTAL | 61 | 13 | 38 | 15 | 29 | 70 | 71 | 21 | 32 | |
| TOTAL PDO: | | 252 | 182 | 225 | 151 | 231 | 240 | 462 | 307 | 278 | 236 |
| TOTAL INJURY: | | 103 | 84 | 108 | 69 | 109 | 93 | 145 | 130 | 143 | 98 |
| TOTAL FATALITIES: | | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 |
| TOTAL COLLISIONS: | | 356 | 266 | 334 | 221 | 341 | 333 | 607 | 437 | 422 | 335 |

Santa Cruz Area CHP SR-17 Citation Summary

Regular Citations

| | | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| JANUARY | PCF | 287 | 396 | 401 | 368 | 413 | 354 | 201 | 89 | 112 | 259 |
| | Other | 68 | 84 | 68 | 69 | 43 | 26 | 15 | 12 | 12 | 128 |
| | Mechanical | 16 | 30 | 21 | 17 | 73 | 44 | 41 | 15 | 37 | - |
| | TOTAL | 371 | 510 | 490 | 454 | 529 | 424 | 257 | 116 | 161 | 387 |
| FEBRUARY | PCF | 303 | 420 | 478 | 309 | 325 | 253 | 286 | 78 | 92 | 414 |
| | Other | 65 | 70 | 68 | 63 | 22 | 18 | 68 | 5 | 4 | 150 |
| | Mechanical | 10 | 19 | 19 | 23 | 38 | 51 | 37 | 5 | 9 | - |
| | TOTAL | 378 | 509 | 565 | 395 | 385 | 322 | 391 | 88 | 105 | 564 |
| MARCH | PCF | 322 | 351 | 422 | 354 | 273 | 341 | 286 | 60 | 113 | 225 |
| | Other | 44 | 42 | 86 | 111 | 29 | 33 | 46 | 13 | 19 | 0 |
| | Mechanical | 21 | 29 | 11 | 20 | 40 | 38 | 27 | 7 | 19 | 10 |
| | TOTAL | 387 | 422 | 519 | 485 | 342 | 412 | 359 | 80 | 151 | 235 |
| APRIL | PCF | 324 | 431 | 283 | 365 | 346 | 290 | 278 | 100 | 187 | 184 |
| | Other | 86 | 49 | 88 | 29 | 22 | 22 | 72 | 10 | 57 | 0 |
| | Mechanical | 36 | 23 | 15 | 16 | 36 | 30 | 20 | 10 | 36 | 4 |
| | TOTAL | 446 | 503 | 386 | 410 | 404 | 375 | 370 | 120 | 280 | 188 |
| MAY | PCF | 429 | 505 | 455 | 444 | 375 | 310 | 296 | 280 | 199 | 247 |
| | Other | 46 | 82 | 77 | 27 | 22 | 32 | 54 | 20 | 22 | 0 |
| | Mechanical | 69 | 14 | 25 | 45 | 22 | 33 | 34 | 12 | 23 | 4 |
| | TOTAL | 544 | 601 | 557 | 516 | 419 | 375 | 384 | 312 | 244 | 251 |
| JUNE | PCF | 523 | 391 | 291 | 339 | 303 | 154 | 152 | 102 | 302 | 248 |
| | Other | 42 | 68 | 58 | 29 | 33 | 21 | 54 | 20 | 49 | 0 |
| | Mechanical | 68 | 3 | 13 | 65 | 24 | 55 | 46 | 20 | 66 | 2 |
| | TOTAL | 633 | 462 | 362 | 433 | 360 | 230 | 252 | 142 | 417 | 250 |
| JULY | PCF | 446 | 378 | 288 | 331 | 220 | 245 | 159 | 232 | 191 | 242 |
| | Other | 38 | 67 | 69 | 35 | 21 | 31 | 62 | 46 | 13 | 0 |
| | Mechanical | 82 | 4 | 8 | 74 | 34 | 50 | 33 | 44 | 29 | 4 |
| | TOTAL | 566 | 449 | 365 | 440 | 275 | 326 | 254 | 322 | 233 | 246 |
| AUGUST | PCF | 498 | 585 | 317 | 477 | 317 | 289 | 106 | 135 | 117 | 179 |
| | Other | 84 | 35 | 78 | 32 | 56 | 27 | 41 | 54 | 40 | 0 |
| | Mechanical | 24 | 18 | 25 | 34 | 55 | 23 | 21 | 24 | 30 | 4 |
| | TOTAL | 606 | 638 | 420 | 543 | 428 | 339 | 168 | 213 | 187 | 183 |
| SEPTEMBER | PCF | 389 | 472 | 334 | 338 | 240 | 284 | 99 | 147 | 370 | |
| | Other | 95 | 37 | 58 | 31 | 43 | 31 | 7 | 10 | 163 | |
| | Mechanical | 32 | 18 | 19 | 31 | 45 | 36 | 19 | 12 | - | |
| | TOTAL | 516 | 527 | 411 | 400 | 328 | 351 | 125 | 169 | 533 | |
| OCTOBER | PCF | 307 | 540 | 457 | 381 | 224 | 229 | 88 | 82 | 400 | |
| | Other | 47 | 47 | 57 | 24 | 31 | 33 | 9 | 3 | 350 | |
| | Mechanical | 10 | 14 | 15 | 41 | 32 | 36 | 10 | 16 | - | |
| | TOTAL | 364 | 601 | 529 | 446 | 287 | 298 | 107 | 101 | 750 | |
| NOVEMBER | PCF | 267 | 449 | 327 | 319 | 238 | 199 | 123 | 295 | 396 | |
| | Other | 80 | 25 | 53 | 31 | 24 | 6 | 16 | 9 | 180 | |
| | Mechanical | 15 | 18 | 17 | 47 | 28 | 2 | 16 | 20 | - | |
| | TOTAL | 362 | 492 | 397 | 397 | 290 | 207 | 155 | 324 | 576 | |
| DECEMBER | PCF | 209 | 454 | 297 | 264 | 170 | 137 | 75 | 320 | 480 | |
| | Other | 65 | 43 | 75 | 24 | 4 | 13 | 24 | 17 | 173 | |
| | Mechanical | 11 | 16 | 14 | 42 | 16 | 2 | 9 | 30 | - | |
| | TOTAL | 285 | 513 | 386 | 330 | 190 | 152 | 108 | 367 | 653 | |
| ANNUAL TOTALS: | | 5,458 | 6,227 | 5,387 | 5,249 | 4,237 | 3,811 | 2,930 | 2,354 | 4,290 | 2,304 |

Note: CHP Santa Cruz changed the program they use for tracking purposes and can no longer separate citations based on the type of violations. The citations issued under PCF may include some Other and Mechanical violations as well as PCF.

Santa Cruz Area CHP SR-17 Citation Summary

Overtime Citations

| | | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|-----------------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| JANUARY | PCF | 32 | 0 | 49 | 6 | 56 | 0 | 51 | 0 | 31 | 43 |
| | Other | 5 | 0 | 6 | 0 | 5 | 0 | 2 | 0 | 4 | 1 |
| | Mechanical | 0 | 0 | 0 | 0 | 12 | 0 | 3 | 0 | 8 | 16 |
| | TOTAL | 37 | 0 | 55 | 6 | 73 | 0 | 56 | 0 | 43 | 60 |
| FEBRUARY | PCF | 24 | 0 | 43 | 52 | 55 | 74 | 62 | 0 | 2 | 4 |
| | Other | 5 | 0 | 7 | 2 | 1 | 2 | 10 | 0 | 0 | 1 |
| | Mechanical | 0 | 0 | 1 | 5 | 2 | 3 | 2 | 0 | 0 | 0 |
| | TOTAL | 29 | 0 | 51 | 59 | 58 | 79 | 74 | 0 | 2 | 5 |
| MARCH | PCF | 16 | 14 | 46 | 57 | 50 | 51 | 44 | 0 | 42 | 38 |
| | Other | 3 | 0 | 4 | 4 | 4 | 2 | 5 | 0 | 3 | 0 |
| | Mechanical | 1 | 0 | 5 | 11 | 11 | 2 | 3 | 0 | 13 | 0 |
| | TOTAL | 20 | 14 | 55 | 72 | 65 | 54 | 52 | 0 | 58 | 58 |
| APRIL | PCF | 38 | 56 | 40 | 112 | 61 | 75 | 70 | 17 | 30 | 64 |
| | Other | 3 | 6 | 7 | 1 | 4 | 2 | 2 | 1 | 7 | 0 |
| | Mechanical | 0 | 0 | 0 | 2 | 10 | 6 | 2 | 2 | 12 | 1 |
| | TOTAL | 41 | 62 | 47 | 115 | 75 | 83 | 74 | 20 | 49 | 49 |
| MAY | PCF | 24 | 64 | 84 | 112 | 50 | 32 | 34 | 43 | 36 | 62 |
| | Other | 12 | 4 | 9 | 8 | 1 | 3 | 0 | 1 | 2 | 0 |
| | Mechanical | 2 | 0 | 5 | 16 | 2 | 3 | 2 | 4 | 8 | 1 |
| | TOTAL | 38 | 68 | 98 | 136 | 53 | 38 | 36 | 48 | 46 | 46 |
| JUNE | PCF | 31 | 36 | 47 | 85 | 51 | 0 | 26 | 24 | 122 | 46 |
| | Other | 6 | 8 | 5 | 6 | 5 | 0 | 2 | 3 | 10 | 0 |
| | Mechanical | 2 | 0 | 1 | 14 | 7 | 0 | 4 | 2 | 35 | 0 |
| | TOTAL | 39 | 44 | 53 | 105 | 63 | 0 | 32 | 29 | 177 | 177 |
| JULY | PCF | 27 | 49 | 0 | 64 | 38 | 75 | 62 | 0 | 0 | 38 |
| | Other | 2 | 8 | 0 | 4 | 4 | 5 | 3 | 0 | 0 | 0 |
| | Mechanical | 1 | 0 | 0 | 24 | 10 | 2 | 14 | 0 | 0 | 3 |
| | TOTAL | 30 | 57 | 0 | 92 | 52 | 82 | 79 | 0 | 4 | 4 |
| AUGUST | PCF | 15 | 51 | 7 | 107 | 61 | 30 | 26 | 24 | 0 | 32 |
| | Other | 3 | 5 | 4 | 4 | 8 | 1 | 1 | 7 | 0 | 0 |
| | Mechanical | 0 | 2 | 0 | 6 | 7 | 0 | 1 | 2 | 0 | 1 |
| | TOTAL | 18 | 58 | 11 | 117 | 76 | 31 | 28 | 33 | 0 | 33 |
| SEPTEMBER | PCF | 14 | 46 | 74 | 83 | 47 | 55 | 14 | 0 | 31 | |
| | Other | 1 | 5 | 14 | 0 | 4 | 3 | 3 | 0 | 3 | |
| | Mechanical | 0 | 1 | 5 | 1 | 6 | 0 | 0 | 0 | 10 | |
| | TOTAL | 15 | 52 | 93 | 84 | 57 | 58 | 17 | 0 | 44 | |
| OCTOBER | PCF | 0 | 44 | 87 | 63 | 30 | 58 | 13 | 0 | 0 | |
| | Other | 0 | 11 | 10 | 4 | 4 | 3 | 2 | 0 | 0 | |
| | Mechanical | 0 | 2 | 2 | 2 | 2 | 3 | 2 | 0 | 0 | |
| | TOTAL | 0 | 57 | 99 | 69 | 36 | 64 | 17 | 0 | 0 | |
| NOVEMBER | PCF | 0 | 49 | 63 | 61 | 59 | 0 | 14 | 30 | 15 | |
| | Other | 0 | 4 | 3 | 7 | 5 | 0 | 6 | 7 | 2 | |
| | Mechanical | 0 | 5 | 0 | 7 | 5 | 0 | 5 | 4 | 11 | |
| | TOTAL | 0 | 58 | 66 | 75 | 69 | 0 | 20 | 41 | 28 | |
| DECEMBER | PCF | 0 | 43 | 37 | 0 | 25 | 0 | 9 | 47 | 29 | |
| | Other | 0 | 1 | 9 | 0 | 1 | 0 | 0 | 9 | 3 | |
| | Mechanical | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 8 | |
| | TOTAL | 0 | 48 | 46 | 0 | 26 | 0 | 11 | 57 | 40 | |
| ANNUAL TOTALS: | | 267 | 518 | 674 | 930 | 703 | 489 | 496 | 228 | 491 | 432 |

San Jose Area CHP Collision Summary for SR-17

| | | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|--------------------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| JANUARY | PDO | 9 | 17 | 6 | 8 | 14 | 15 | 18 | 24 | 39 | 35 |
| | INJURY | 4 | 3 | 3 | 0 | 3 | 4 | 7 | 13 | 19 | 24 |
| | FATAL | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| | TOTAL | 13 | 20 | 9 | 8 | 18 | 19 | 25 | 37 | 58 | 60 |
| FEBRUARY | PDO | 6 | 11 | 8 | 15 | 16 | 10 | 13 | 35 | 19 | 21 |
| | INJURY | 5 | 2 | 3 | 6 | 7 | 9 | 7 | 9 | 8 | 13 |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | TOTAL | 11 | 13 | 11 | 21 | 23 | 19 | 20 | 44 | 27 | 35 |
| MARCH | PDO | 11 | 17 | 12 | 14 | 12 | 22 | 45 | 29 | 41 | 32 |
| | INJURY | 5 | 4 | 1 | 8 | 7 | 9 | 14 | 16 | 22 | 21 |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | TOTAL | 16 | 21 | 13 | 22 | 19 | 31 | 60 | 45 | 63 | 53 |
| APRIL | PDO | 9 | 10 | 16 | 10 | 14 | 26 | 24 | 33 | 23 | 17 |
| | INJURY | 6 | 3 | 5 | 9 | 8 | 7 | 9 | 21 | 9 | 6 |
| | FATAL | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | TOTAL | 15 | 13 | 22 | 19 | 22 | 33 | 34 | 54 | 32 | 23 |
| MAY | PDO | 11 | 10 | 11 | 2 | 14 | 25 | 16 | 25 | 7 | 19 |
| | INJURY | 4 | 4 | 2 | 5 | 5 | 10 | 10 | 9 | 8 | 12 |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | TOTAL | 15 | 14 | 13 | 7 | 19 | 35 | 26 | 34 | 15 | 32 |
| JUNE | PDO | 15 | 16 | 20 | 12 | 8 | 19 | 18 | 17 | 22 | 9 |
| | INJURY | 3 | 4 | 4 | 5 | 4 | 9 | 7 | 4 | 8 | 4 |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 18 | 20 | 24 | 17 | 12 | 28 | 25 | 21 | 30 | 13 |
| JULY | PDO | 16 | 14 | 5 | 12 | 14 | 15 | 16 | 12 | 11 | 13 |
| | INJURY | 7 | 5 | 8 | 6 | 6 | 10 | 11 | 8 | 4 | 5 |
| | FATAL | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 24 | 19 | 13 | 18 | 21 | 25 | 27 | 20 | 15 | 18 |
| AUGUST | PDO | 8 | 14 | 10 | 15 | 11 | 18 | 13 | 6 | 12 | 9 |
| | INJURY | 8 | 6 | 4 | 6 | 3 | 5 | 6 | 0 | 8 | 6 |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 16 | 20 | 14 | 21 | 14 | 23 | 19 | 6 | 20 | 15 |
| SEPTEMBER | PDO | 10 | 9 | 13 | 18 | 17 | 20 | 15 | 18 | 18 | |
| | INJURY | 4 | 1 | 4 | 5 | 3 | 8 | 5 | 6 | 6 | |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | TOTAL | 14 | 10 | 17 | 23 | 20 | 28 | 20 | 24 | 24 | |
| OCTOBER | PDO | 30 | 14 | 12 | 6 | 26 | 25 | 29 | 11 | 20 | |
| | INJURY | 2 | 5 | 3 | 5 | 4 | 6 | 18 | 5 | 7 | |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| | TOTAL | 32 | 19 | 15 | 11 | 30 | 31 | 47 | 17 | 27 | |
| NOVEMBER | PDO | 12 | 9 | 12 | 14 | 17 | 18 | 27 | 42 | 19 | |
| | INJURY | 6 | 4 | 4 | 7 | 7 | 9 | 6 | 10 | 13 | |
| | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| | TOTAL | 18 | 13 | 16 | 21 | 24 | 27 | 33 | 52 | 33 | |
| DECEMBER | PDO | 7 | 8 | 10 | 7 | 15 | 24 | 25 | 15 | 21 | |
| | INJURY | 7 | 1 | 1 | 3 | 5 | 8 | 21 | 4 | 14 | |
| | FATAL | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | TOTAL | 14 | 9 | 11 | 11 | 20 | 32 | 46 | 19 | 35 | |
| TOTAL PDO: | | 144 | 149 | 135 | 133 | 178 | 237 | 259 | 267 | 252 | 155 |
| TOTAL INJURY: | | 61 | 42 | 42 | 65 | 62 | 94 | 121 | 105 | 126 | 91 |
| TOTAL FATALITIES: | | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 1 | 3 |
| TOTAL COLLISIONS: | | 206 | 191 | 178 | 199 | 242 | 331 | 382 | 373 | 379 | 249 |

San Jose Area CHP SR-17 Citation Summary

Regular Citations

| | | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|----------|
| 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 | 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 | 0 |
| MARCH | PCF | 114 | 101 | 154 | 276 | 220 | 137 | 103 | 218 | 97 | |
| | Other | 6 | 15 | 19 | 13 | 32 | 11 | 10 | 59 | 8 | |
| | Mechanical | 1 | 10 | 38 | 42 | 30 | 19 | 26 | 38 | 13 | |
| | TOTAL | 121 | 126 | 211 | 331 | 282 | 167 | 139 | 315 | 118 | 0 |
| APRIL | PCF | 110 | 199 | 114 | 223 | 240 | 114 | 122 | 376 | 141 | |
| | Other | 28 | 9 | 20 | 11 | 30 | 14 | 16 | 39 | 21 | |
| | Mechanical | 2 | 42 | 49 | 43 | 26 | 25 | 20 | 42 | 27 | |
| | TOTAL | 140 | 250 | 183 | 277 | 296 | 153 | 158 | 457 | 189 | 0 |
| MAY | PCF | 242 | 154 | 165 | 324 | 201 | 152 | 91 | 587 | 134 | |
| | Other | 30 | 36 | 32 | 13 | 16 | 14 | 12 | 60 | 34 | |
| | Mechanical | 6 | 33 | 32 | 35 | 42 | 28 | 25 | 43 | 24 | |
| | TOTAL | 278 | 223 | 229 | 372 | 259 | 194 | 128 | 690 | 192 | 0 |
| JUNE | PCF | 267 | 91 | 267 | 197 | 233 | 114 | 70 | 483 | 75 | |
| | Other | 42 | 12 | 40 | 23 | 15 | 8 | 15 | 50 | 12 | |
| | Mechanical | 6 | 11 | 57 | 58 | 29 | 38 | 30 | 34 | 25 | |
| | TOTAL | 315 | 114 | 364 | 278 | 277 | 160 | 115 | 567 | 112 | 0 |
| JULY | PCF | 174 | 87 | 135 | 155 | 73 | 48 | 85 | 102 | 10 | |
| | Other | 46 | 18 | 14 | 10 | 21 | 6 | 20 | 20 | 12 | |
| | Mechanical | 6 | 7 | 16 | 25 | 34 | 25 | 32 | 32 | 24 | |
| | TOTAL | 226 | 112 | 165 | 190 | 128 | 79 | 137 | 154 | 46 | 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 | 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 | 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 | 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 | 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 | 0 |
| ANNUAL TOTALS: | | 2,122 | 1,549 | 2,895 | 2,953 | 2,476 | 1,609 | 2,208 | 2,493 | 657 | - |

San Jose Area CHP SR-17 Citation Summary

Overtime Citations

| | | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|-----------------------|--------------|-----------|------------|------------|------------|--------------|------------|------------|------------|------------|------------|
| JANUARY | PCF | 0 | 0 | 33 | 1 | 0 | 46 | 20 | 20 | 39 | 2 |
| | Other | 0 | 0 | 7 | 49 | 0 | 1 | 2 | 2 | 3 | 34 |
| | Mechanical | 0 | 0 | 21 | 19 | 0 | 8 | 11 | 5 | 14 | 5 |
| | TOTAL | 0 | 0 | 61 | 69 | 0 | 55 | 33 | 27 | 56 | 41 |
| FEBRUARY | PCF | 0 | 0 | 43 | 75 | 0 | 62 | 55 | 0 | 37 | 10 |
| | Other | 0 | 0 | 16 | 3 | 0 | 1 | 1 | 0 | 7 | 79 |
| | Mechanical | 0 | 0 | 20 | 17 | 0 | 19 | 20 | 0 | 23 | 3 |
| | TOTAL | 0 | 0 | 79 | 95 | 0 | 82 | 76 | 0 | 67 | 92 |
| MARCH | PCF | 0 | 85 | 38 | 58 | 159 | 60 | 70 | 0 | 0 | 0 |
| | Other | 0 | 20 | 7 | 1 | 4 | 1 | 2 | 0 | 36 | 132 |
| | Mechanical | 0 | 14 | 13 | 13 | 21 | 5 | 28 | 0 | 6 | 88 |
| | TOTAL | 0 | 119 | 58 | 72 | 184 | 66 | 100 | 0 | 42 | 220 |
| APRIL | PCF | 0 | 185 | 59 | 82 | 102 | 62 | 94 | 88 | 4 | 0 |
| | Other | 0 | 31 | 7 | 11 | 14 | 4 | 3 | 18 | 33 | 133 |
| | Mechanical | 0 | 11 | 25 | 30 | 14 | 9 | 13 | 10 | 12 | 47 |
| | TOTAL | 0 | 227 | 91 | 123 | 130 | 75 | 110 | 116 | 49 | 180 |
| MAY | PCF | 0 | 119 | 89 | 93 | 74 | 71 | 40 | 131 | 0 | 5 |
| | Other | 0 | 1 | 17 | 13 | 6 | 5 | 1 | 8 | 23 | 68 |
| | Mechanical | 0 | 21 | 14 | 21 | 16 | 18 | 8 | 13 | 6 | 10 |
| | TOTAL | 0 | 141 | 120 | 127 | 96 | 94 | 49 | 152 | 29 | 83 |
| JUNE | PCF | 50 | 33 | 177 | 78 | 691 | 107 | 32 | 38 | 0 | 0 |
| | Other | 0 | 0 | 19 | 6 | 78 | 6 | 2 | 6 | 18 | 9 |
| | Mechanical | 0 | 5 | 47 | 33 | 145 | 30 | 15 | 10 | 10 | 1 |
| | TOTAL | 50 | 38 | 243 | 117 | 914 | 143 | 49 | 54 | 28 | 10 |
| JULY | PCF | 0 | 39 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 |
| | Other | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| | Mechanical | 0 | 12 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 54 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 |
| AUGUST | PCF | 0 | 42 | 0 | 0 | 74 | 30 | 56 | 48 | 0 | |
| | Other | 0 | 4 | 0 | 0 | 4 | 1 | 3 | 7 | 0 | |
| | Mechanical | 0 | 8 | 0 | 0 | 13 | 10 | 10 | 12 | 0 | |
| | TOTAL | 0 | 54 | 0 | 0 | 91 | 41 | 69 | 67 | 0 | 0 |
| SEPTEMBER | PCF | 0 | 68 | 49 | 0 | 47 | 82 | 56 | 82 | 0 | |
| | Other | 0 | 12 | 4 | 0 | 10 | 0 | 6 | 9 | 0 | |
| | Mechanical | 0 | 19 | 36 | 0 | 13 | 10 | 5 | 13 | 0 | |
| | TOTAL | 0 | 99 | 89 | 0 | 70 | 92 | 67 | 104 | 0 | 0 |
| OCTOBER | PCF | 0 | 49 | 45 | 0 | 49 | 61 | 68 | 57 | 0 | |
| | Other | 0 | 2 | 48 | 0 | 2 | 3 | 5 | 4 | 0 | |
| | Mechanical | 0 | 15 | 2 | 0 | 9 | 2 | 4 | 21 | 0 | |
| | TOTAL | 0 | 66 | 95 | 0 | 60 | 66 | 77 | 82 | 0 | 0 |
| NOVEMBER | PCF | 0 | 45 | 45 | 0 | 34 | 53 | 46 | 105 | 0 | |
| | Other | 0 | 11 | 5 | 0 | 1 | 0 | 6 | 3 | 0 | |
| | Mechanical | 0 | 16 | 13 | 0 | 11 | 10 | 5 | 27 | 0 | |
| | TOTAL | 0 | 72 | 63 | 0 | 46 | 63 | 57 | 135 | 0 | 0 |
| DECEMBER | PCF | 0 | 7 | 62 | 0 | 43 | 20 | 58 | 45 | 7 | |
| | Other | 0 | 10 | 6 | 0 | 3 | 2 | 5 | 2 | 61 | |
| | Mechanical | 0 | 27 | 19 | 0 | 4 | 11 | 4 | 14 | 7 | |
| | TOTAL | 0 | 44 | 87 | 0 | 50 | 33 | 67 | 61 | 75 | 0 |
| ANNUAL TOTALS: | | 50 | 914 | 986 | 603 | 1,641 | 862 | 754 | 798 | 346 | 626 |

Extra California Highway Patrol Hours Worked on Highway 17

Revised 9/12/19

San Jose Area

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|--------------|------------|------------|------------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| JANUARY | 0 | 84 | 0 | 0 | 0 | 36 | 40 | 0 | 16 | 28 | 20 | 42 | 19 |
| FEBRUARY | 8 | 20 | 0 | 0 | 0 | 44 | 56 | 0 | 29 | 36 | 28 | 27 | 73 |
| MARCH | 44 | 44 | 0 | 0 | 152 | 36 | 44 | 88 | 43 | 36 | 0 | 41 | 113 |
| APRIL | 0 | 0 | 0 | 0 | 232 | 48 | 68 | 84 | 36 | 60 | 115 | 12 | |
| MAY | 116 | 0 | 0 | 0 | 180 | 68 | 68 | 56 | 68 | 76 | 129 | 28 | |
| JUNE | 121 | 0 | 0 | 22 | 48 | 132 | 64 | 380 | 49 | 16 | 45 | 28 | |
| JULY | 52 | 56 | 0 | 0 | 28 | 0 | 0 | 0 | 20 | 28 | 22 | 0 | |
| AUGUST | 76 | 104 | 131 | 0 | 32 | 0 | 0 | 42 | 28 | 4 | 20 | 0 | |
| SEPTEMBER | 40 | 8 | 204 | 0 | 52 | 56 | 0 | 96 | 48 | 36 | 77 | 0 | |
| OCTOBER | 4 | 0 | 36 | 0 | 32 | 60 | 0 | 36 | 28 | 32 | 16 | 0 | |
| NOVEMBER | 248 | 8 | 220 | 0 | 40 | 48 | 0 | 32 | 24 | 54 | 74 | 0 | |
| DECEMBER | 200 | 382 | 0 | 0 | 32 | 48 | 0 | 24 | 48 | 39 | 95 | 112 | |
| TOTAL | 909 | 706 | 591 | 22 | 828 | 576 | 340 | 838 | 437 | 445 | 640 | 289 | 204 |

Santa Cruz Area

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| JANUARY | 6 | 0 | 31 | 32 | 0 | 48 | 9 | 48 | 22 | 106 | 30 | 60 | 79 |
| FEBRUARY | 90 | 28 | 0 | 24 | 0 | 71 | 36 | 72 | 18 | 6 | 54 | 50 | 60 |
| MARCH | 71 | 39 | 0 | 28 | 18 | 66 | 61 | 60 | 37 | 0 | 0 | 0 | 62 |
| APRIL | 42 | 20 | 36 | 28 | 88 | 59 | 118 | 64 | 45 | 61 | 30 | 74 | |
| MAY | 43 | 3 | 66 | 43 | 87 | 60 | 104 | 44 | 83 | 112 | 36 | 23 | |
| JUNE | 46 | 50 | 28 | 44 | 64 | 66 | 76 | 39 | 0 | 54 | 24 | 0 | |
| JULY | 56 | 34 | 52 | 33 | 81 | 0 | 87 | 32 | 42 | 67 | 12 | 0 | |
| AUGUST | 36 | 38 | 20 | 51 | 107 | 6 | 109 | 71 | 36 | 60 | 8 | 0 | |
| SEPTEMBER | 29 | 34 | 34 | 26 | 85 | 79 | 97 | 64 | 38 | 24 | 24 | 54 | |
| OCTOBER | 26 | 55 | 54 | 0 | 57 | 70 | 42 | 45 | 30 | 34 | 0 | 0 | |
| NOVEMBER | 50 | 198 | 28 | 0 | 60 | 76 | 75 | 70 | 48 | 58 | 6 | 46 | |
| DECEMBER | 72 | 239 | 51 | 0 | 54 | 81 | 0 | 56 | 0 | 54 | 42 | 64 | |
| TOTAL | 565 | 737 | 399 | 308 | 700 | 681 | 812 | 665 | 399 | 635 | 266 | 371 | 201 |

| | | | | | | | | | | | | | |
|-----------------------|--------------|--------------|------------|------------|--------------|--------------|--------------|--------------|------------|--------------|------------|------------|------------|
| COMBINED TOTAL | 1,474 | 1,443 | 989 | 330 | 1,528 | 1,257 | 1,152 | 1,503 | 836 | 1,080 | 906 | 660 | 405 |
|-----------------------|--------------|--------------|------------|------------|--------------|--------------|--------------|--------------|------------|--------------|------------|------------|------------|



STATE ROUTE 17 SHADED FUEL BREAK

Public Information Map - Progress Update



The State Route 17 Shaded Fuel Break project is a collaboration between these public and private entities and is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment.



Progress Update as of Thursday, Sept. 6th, 2019:

Work Progress:

- Project partners have completed the first phase of the SR-17 Shaded Fuelbreak Project in the community of Redwood Estates. Land that has been designated as a Temporary Refuge Area by CAL FIRE/Santa Clara County Fire has been treated to increase resilience to wildfire.
- Project partners also completed the Project Kickoff Media Event on Sept 5th at The Redwood Estates Pavilion. Thanks to all outlets and especially our partners that could attend the event!
- Crews are now working along the Los Gatos Creek Trail (East of SR-17) between the Old Santa Cruz Hwy and Main Street in the Town of Los Gatos.
- The weeks of September 9-20 (Weeks 3 & 4) crews are planning to continue their work along the Los Gatos Creek Trail between Los Gatos and CAL FIRE Alma Station.

Impacts:

Work in weeks 3 and 4, will impact the Los Gatos Creek Trail, along the Lexington Reservoir and the shoulders of Old Santa Cruz Hwy near Alma Fire Station. Crews will be using the trail and roadway shoulder to make access to this part of the project area. No traffic impacts to the SR-17 corridor are anticipated during these phases of the project. Over the next several months, workers will be in the community and adjacent SR-17 to complete the work. Traffic in the communities and along SR-17 will be intermittently impacted. The project team is working to reduce traffic impacts on local and regional travel and will provide weekly updates to residents and highway drivers.

Visit FireSafe17.com for more information.



- Work Completed
- Project Area

1:30,000



Created: 09/13/2019 by T. Byrd. Datum: NAD 83 California Teale Albers. Disclaimer: CAL FIRE and partners involved in the State Route 17 Shaded Fuel Break project do not assume liability for any damages caused by any errors or omissions in the data represented. CAL FIRE and partners make no warranty of any kind, express or implied, that the data is accurate and reliable, nor does the fact of distribution constitute such a warranty. The user should obtain independent verification of all data contained on this map. Users assume responsibility to determine the appropriate use of this data. Credits: California Department of Forestry and Fire Protection (CAL FIRE), California Department of Transportation (Caltrans), The County of Santa Clara, Santa Clara County Fire Department, Santa Clara County Parks and Recreation, Santa Clara Valley Water District, San Jose Water Company, Midpeninsula Regional Open Space District. Additional Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, Intermap, Increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri, HERE, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE SEPTEMBER 5, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

| PROJECTS UNDER CONSTRUCTION | | | | | | | | | |
|-----------------------------|------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|--------------------------|-------------------|----------------|-------------------------------------|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Project | Location Post Mile (PM) | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager (Resident Engineer) | Contractor | Comments |
| 1. | Santa Cruz 1 CAPM and Bridge Rails (1C85U) | In and near Santa Cruz from North Aptos up to Jct. Route 9 PM (10.2 to 17.5) | Pavement Rehabilitation, ADA Curb Ramps, Guardrail/Barrier rail/Bridge | June 2, 2019 – May 2020 | \$19 million | SHOPP | Luis Duazo | Granite Construction Company Watsonville, CA | 1C85U combines two projects 1C850 and 1F520 for construction. Ten Accessible Pedestrian Signal (APS) locations also added to 1C85U. Construction is underway and scheduled for completion in May 2020. |
| 2. | Highway 9 Spring Creek Road Soldier Pile Wall (1K140) | Near Boulder Creek at Spring Creek Road (PM 15) | Construct Soldier pile wall restore roadway and facilities, place water pollution control BMPs, erosion control | Summer 2019 | \$2.8 million | SHOPP | Doug Hessing | Gordon N. Ball, Inc. Alamo, CA | Construction is scheduled to be completed Spring 2020 |
| 3. | Highway 9 Shoulder Widening, Guardrail Upgrades, and Center Rumble Strips (1C650) | North of Boulder Creek to south of SR 35 (PM 22.1-23.8) | Shoulder widening, guardrail upgrades, and center rumble strips | March 18, 2019 | \$7.7 million | SHOPP | Doug Hessing | Granite Construction Company Watsonville, CA | Construction started March 18, 2019 and is scheduled to be completed December 2020. |
| 4. | Highway 17 Pasatiempo Shoulder Widening (1C670) | South of Pasatiempo overcrossing (PM 0.2/0.5) | Shoulder widening and soil nail wall | Spring 2019-Summer 2020 | \$5.7 million | SHOPP | Luis Duazo | Graniterock Company Watsonville, CA | Retaining wall construction has begun. |
| 5. | Highway 17 Storm Water Mitigation (0Q600) | North of the Fishhook to Sims Road (PM 0.7-1.4) | Construct multiple storm water improvements | Winter 2017-May 10, 2019 | \$7.4 million | SHOPP | Doug Hessing | Graniterock, Watsonville, CA | Project is completed and accepted on May 10, 2019. |



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE SEPTEMBER 5, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS UNDER CONSTRUCTION (Cont'd.)

| | Project | Location Post Mile (PM) | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager (Resident Engineer) | Contractor | Comments |
|----|------------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------------------------------|-----------------------|-------------------|----------------|-------------------------------------|-----------------------------------------------|------------------------------------------------------------------------------------------------------------|
| 6. | Highway 17 North Route 17 CAPM (1F760) | Scotts Valley from just north of the Granite Creek Road over-crossing to SCL (PM 6.0/12.5) | Maintenance pavement overlay | Spring 2019 | \$19 million | SHOPP SB-1 | Doug Hessing | Granite Construction Company, Watsonville, CA | Construction is underway and is scheduled to be completed November 2020. |
| 7. | 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 | Spring 2019 | \$1.9 million | SHOPP | Mike Lew | Granite Construction Company, Watsonville, CA | Construction started in the first week of April 2019. |
| 8. | Pedestrian Signal Upgrades (1G160) | Various Locations: Highways 1, 9, 17, 129, and 152 | Install Accessible Pedestrian Signal (APS) | January 2019 | \$ 1.8 million | SHOPP | Mike Lew | Crosstown Electrical & Data, Inc | The project was awarded to Crosstown Electrical & Data, Inc and is scheduled to begin sometime this month. |

PROJECTS IN DEVELOPMENT

| | Project | Location Post Mile (PM) | Description | Construction Timeline | Estimated Construction Cost | Funding Source | Project Manager | Phase | Comments |
|----|--------------------------------------------------------|----------------------------------------------|----------------------------------------------------------|-----------------------|-----------------------------|----------------|-----------------|-------|----------|
| 9. | Highway 1 Soquel Creek Scour Protection (1H480) | In Capitola at Soquel Creek Bridge (PM 13.3) | Bridge preventative maintenance – Place scour protection | Winter 2022 | \$2.2 million | SHOPP | Luis Duazo | PA&ED | |



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE SEPTEMBER 5, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

| PROJECTS IN DEVELOPMENT (Cont'd.) | | | | | | | | | |
|-----------------------------------|----------------------------------------------------------------------|-------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------------|----------------|-----------------|---------|-----------------------------------------------------------|
| | Project | Location Post Mile (PM) | Description | Construction Timeline | Estimated Construction Cost | Funding Source | Project Manager | Phase | Comments |
| 10. | TMS Detection Repair (1H990) | Various locations throughout District 5 along SRs 1, 17, 68, 156, 101 (PM Various) | Replace failed TMS Detection | Summer 2020 | \$451,000 | SHOPP SB-1 | Brandy Rider | PS&E/RW | Project is in Design. |
| 11. | Highway 1/ Highway 17 Ramp Safety Improvements (1H060) | From the fishhook to Pasatiempo overcrossing (PM 16.7) | Construct ramp safety improvements | Spring 2020 | \$5.8 million | SHOPP | Luis Duazo | PS&E/RW | |
| 12. | Highway 1 Davenport Culvert Replacement (0J200) | Near Davenport and south of Waddell Creek Bridge (PM 31.9/35.7) | Replace culverts | Fall 2021 | \$3.6 million | SHOPP SB-1 | Doug Hessing | PA&ED | Project is in preliminary Design and environmental phase. |
| 13. | SCr 9 South Drainage and Erosion Control Improvements (1F920) | From SR 1 and 9 to slightly north of Glen Arbor Road (PM 0.0/8.5) | Upgrade drainage systems and stabilize slopes | Fall 2020 | \$2 million | SHOPP | Doug Hessing | PS&E/RW | Project is in Design. |
| 14. | Highway 9 PM 1.0 and 4.0 Viaduct (1K120) | Near SCr north of Vernon Street (PM 1/1) | Construct side-hill viaduct restore roadway and facilities, place Water Pollution Control BMPs, erosion control | Fall 2022 | \$9.9 million | SHOPP | Doug Hessing | PA&ED | Project is in preliminary Design and Environmental phase. |



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE SEPTEMBER 5, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

| PROJECTS IN DEVELOPMENT (Cont'd.) | | | | | | | | | |
|-----------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|--------------------------------------------------|-----------------------|-----------------------------|----------------|-----------------|---------|-----------------------------------------------------------|
| | Project | Location Post Mile (PM) | Description | Construction Timeline | Estimated Construction Cost | Funding Source | Project Manager | Phase | Comments |
| 15. | SCr 9 Upper Drainage and Erosion Control Improvements (1G950) | In Boulder Creek from Holiday Lane to just south of Ben Lomond to the SR 236/9 Junction (PM 8.5/25.5) | Upgrade drainage and erosion control | Spring 2023 | \$5.4 million | SHOPP | Doug Hessing | PA&ED | |
| 16. | Highway 9 San Lorenzo River Bridge and Kings Creek Bridge Replacement (1H470) | Near Boulder Creek, at San Lorenzo River Bridge and at Kings Creek Bridge (PM 13.6/15.5) | Replace bridges | Summer 2022 | \$12 million | SHOPP SB-1 | Doug Hessing | PA&ED | Project is in preliminary Design and Environmental phase. |
| 17. | Highway 9 Hairpin Tieback (1K130) | Near Boulder Creek about 1.1 miles south of the SR 236/9 Junction (PM 19.97) | Soldier Pile Tieback Retaining Wall | Spring 2021 | \$2.6 million | SHOPP | Doug Hessing | PA&ED | Storm Damage Repair |
| 18. | Highway 17 Wildlife Habitat Crossing (1G260) | From Laurel Road to just north of Laurel Road (PM 9.442-9.692) | Construct wildlife undercrossing | 2020 | \$5.6 million | SHOPP | Aaron Henkel | PS&E/RW | Project is in design and on schedule. |
| 19. | 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 | PS&E/RW | |



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE SEPTEMBER 5, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)

| | Project | Location Post Mile (PM) | Description | Construction Timeline | Estimated Construction Cost | Funding Source | Project Manager | Phase | Comments |
|-----|--------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------|--------------------------|-----------------------------|----------------|-----------------|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 20. | Highway 152 Corralitos Creek ADA (05- 1F620) | Near Watsonville, East of Beverly Drive to Holohan / College Road (PM1.9 to R2.0) | Construct Accessible Pathway | Spring 2022 | \$3.4 million | SHOPP | Mike Lew | PA&ED | |
| 21. | Crosswalks and Pedestrian Safety Enhancements (1G760) | Various Locations: Highways 1, 9, 129, and 152 | Install Electrical / Signs / Markings / Pavement | Fall/Winter 2019 | \$1.2 million | SHOPP | Ken Dostalek | PS&E | Project is at 95% PS&E SCR 1 @ PM 18.8 (Laurent Street) SCR 9 @ PM 9.51 (Main Street) SCR 129 @ PM 0.23 (near SR1) SCR 152 @ PM T3.161 (Marchant Street) |
| 22. | Santa Cruz 1 CAPM and Bridge Rails (1C85U) | In and near Santa Cruz from North Aptos up to Jct. Route 9 PM (10.2 to 17.5) | Pavement Rehabilitation, ADA Curb Ramps, Guardrail/Barrier rail/Bridge | January 2019 - June 2023 | \$19 million | SHOPP | Luis Duazo | PS&E/RW | 1C85U combines two projects 1C850 and 1F520 for construction. Ten Accessible Pedestrian Signal (APS) locations also added to 1C85U. These APS locations are being removed from 1G160 |
| 23. | Highway 236 Heart Hill Wall (1M450) | Near Boulder Creek (PM 5.4) | Construct soldier pile wall and restore roadway | 2022/2023 | \$1.8 million | SHOPP | TBD | PID | Project is just kicking off PID phase. |

ACRONYMS USED IN THIS REPORT:

| | |
|-------|---------------------------------------------|
| ADA | Americans with Disabilities Act |
| CEQA | California Environmental Quality Act |
| CMAQ | Congestion Mitigation Air Quality |
| CMIA | Corridor Mobility Improvement Account |
| CTC | California Transportation Commission |
| ED | Environmental Document |
| EIR | Environmental Impact Report |
| PA&ED | Project Approval and Environmental Document |
| PM | Post Mile |
| PS&E | Plans, Specifications, and Estimates |



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE SEPTEMBER 5, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

| | |
|--------------|---------------------------------------------------------------|
| RW | Right of Way |
| SB1 | Senate Bill 1, the Road Repair and Accountability Act of 2017 |
| SCL | Santa Clara County Line |
| SHOPP | State Highway Operation and Protection Program |
| SR | State Route |
| STIP | State Transportation Improvement Program |
| TMS | Traffic Management System |

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07-31-2019 Slope Dewatering Drains and Surface Treatment Project

Published: Jul 31, 2019

Date: July 31, 2019

District: [District 4 - Bay Area/Oakland](#)

Contact: [Victor Gauthier](#)

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On Highway 17 Between Brush Road and Big Moody Curve in

Los Gatos/Lexington Hills

Starting Monday, August 5, 2019

Saratoga – Caltrans will begin slope dewatering drain work along Highway 17 between Big Moody Curve and Brush Road, in Los Gatos/Lexington Hills, Santa Clara County. Work is scheduled to begin the week of August 5 and be completed by November 2019. Construction activities will include installation of underdrain, drilling/boring of horizontal drain, HMA Paving, high friction surface treatment and striping. Work is weather permitting.

Work Schedule:

Southbound

- Monday through Friday: 10:00 PM to 7:00 AM
- Friday to Saturday: 10:00 PM to 8:00 AM

Northbound

- Monday through Friday: 9:00 PM to 5:00 AM
- Friday to Saturday: 9:00 PM to 7:00 AM

Message and directional signs will be in place to assist motorists traveling in the area. Motorists are advised to expect delays and allow extra time for their commute. For 24/7 traffic updates, follow [511.org on Twitter](#). For real-time traffic, [visit Caltrans QuickMap](#). Or follow us on [Twitter @CaltransD4](#).

Victor Gauthier

Caltrans Public Information Officer

Santa Clara County

(510) 286-6115

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