



ACCESS
MANAGEMENT
PLAN

Caltrans State Route 17 (SR17) Access Management Plan Outreach and Engagement

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Phase 1 Outreach Summary



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Introduction

Phase 1 of outreach for the State Route 17 Access Management Plan (SR 17 AMP) launched in September 2015. For consistency, this document will refer to the plan as Highway 17 (HWY 17) as it is referenced in the outreach materials due to the public's colloquial preference. This document summarizes the various outreach activities conducted in Fall 2015 to inform and gain feedback from the public of the HWY 17 AMP.

MIG, the public engagement consultant, developed various materials to publicize the community workshops including factsheets, handouts, and informational and activity boards. Important outreach milestones include the website launch and the first round of community workshops held in November and December 2015. Community workshops were publicized through local elected officials who sent emails out to their constituencies.

This report summarizes outreach efforts and preliminary results in four sections:

- I. Online Public Engagement Activities
- II. In-person Outreach Activities
- III. Preliminary Workshop Findings
- IV. Next Steps

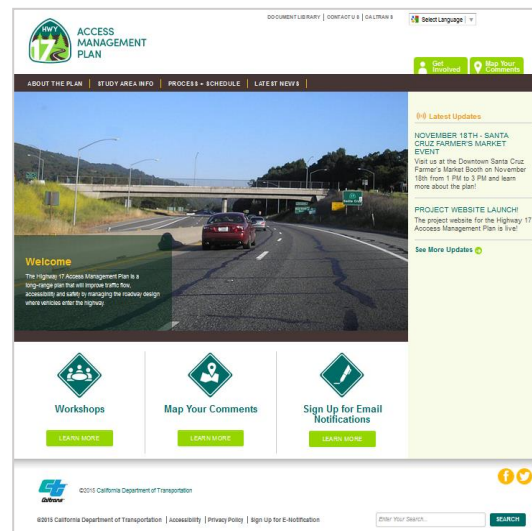
I. Online Public Engagement Activities

Website Launch

MIG, in consultation with Caltrans District 5, developed the Highway 17 Access Management (HWY 17 AMP) website. On November 16, 2015, the project website was launched. The website houses all related information and materials regarding the AMP and the public engagement process. It also includes online activities to solicit input. All future materials, including workshop materials, design concepts, and reports, will be uploaded to the website.

The main components of the website include the following pages:

- **Homepage:** Contains a slideshow of images with a brief definition of the HWY 17 AMP.
- **About the Plan:** Describes the plan's purpose; provides a detailed definition of access management and conflict points; and lists partners, steering committee and project development team members.
- **Study Area Info:** Provides maps of the entire study area and nine individual segments of the study area; each map is accompanied with relevant data such as the number of conflict points.

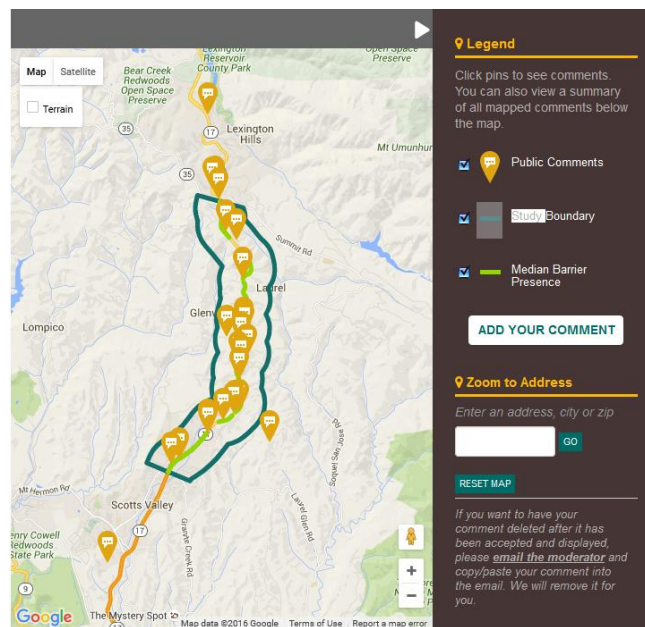


HWY 17 AMP Website: Homepage

- **Process + Schedule:** Provides a brief description of the Public Participation and Technical analysis schedules.
- **Latest News:** Highlights the latest outreach or plan developments.
- **Get Involved:** Lists the ways the public can engage in the planning process by (i) attending a workshop; (ii) mapping comments; (iii) email-list sign-up; and (iv) Facebook and Twitter sign-up.
- **Map Your Comments:** Allows website visitors to provide feedback using an interactive comment map to pinpoint concerns and ideas.
- **Document Library:** Provides a list of relevant documents.
- **Contact Us:** Allows participants to submit additional comments or questions via the online comment submission box or email.

Online Interactive Mapping Activity

The online interactive mapping activity, developed by MIG, uses Google maps to allow users to provide comments by geographic locations to allow for more precise input. The interactive map was made available the same day as the website launch on November 16th. In November and December 2015 there were 29 mapped comments and 4 comments submitted via the Contact Us page.



HWY 17 AMP Online Interactive Comment Map

II. Community Workshop Format

For the first round of in-person public outreach included three workshops, including November 17 in Happy Valley, November 18 in Summit/Loma Prieta, and on December 7 in Scotts Valley. The community workshops were focused on three major objectives (1) inform constituents of the HWY 17 AMP planning and public engagement process; (2) educate the public regarding what is access management; and (3) collect community input on current conditions and potential improvements along the Highway 17 study area.

In order to maximize resources, community workshops were held during normally scheduled County Supervisor constituency meetings. Each workshop opened with a few brief comments made by the County Supervisor and was followed by a 15-minute presentation on the goals and purpose of the access management plan and the outreach process. Materials developed by the consulting team for the community workshops include:

1. Two informational boards
2. Three activity boards
3. Full-page Factsheet
4. Goals and Objectives Informational Handout
5. Post-card (half page) Factsheet
6. Sign-in sheets and comment cards



*November 18th Community Workshop,
Loma Prieta School*

The presentation was followed by a brief Q&A. After, MIG invited participants to continue the discussion and walk around the meeting venue to view the informational boards and engage with the activity boards. The presentation boards provided definitions on access management and conflict points, and included a map on various conflict and access management points.



*November 17th Community Workshop,
Happy Valley Elementary School*

The workshop also featured three large activity boards of sections of the study area map. Participants were asked to place an emoji sticker on an area of the map they wish to comment on and then to write their comment on a post-it note. During this time, participants were encouraged to ask Caltrans staff questions. Each participant received a comment card where they could provide additional feedback.

Santa Cruz Farmers' Market Event












On November 18, Caltrans staff attended the Santa Cruz Farmers' Market. The primary purpose of the booth was to distribute information regarding the HWY 17 AMP outreach process. In addition, passer-byers were encouraged to participate in the same mapping activity used in the community workshops.

III. Preliminary Workshop Findings

Approximately 35 participants in total attended the community workshops. The following is a transcription of the mapped comments:

Activity Boards Map Transcription, Activity Map A



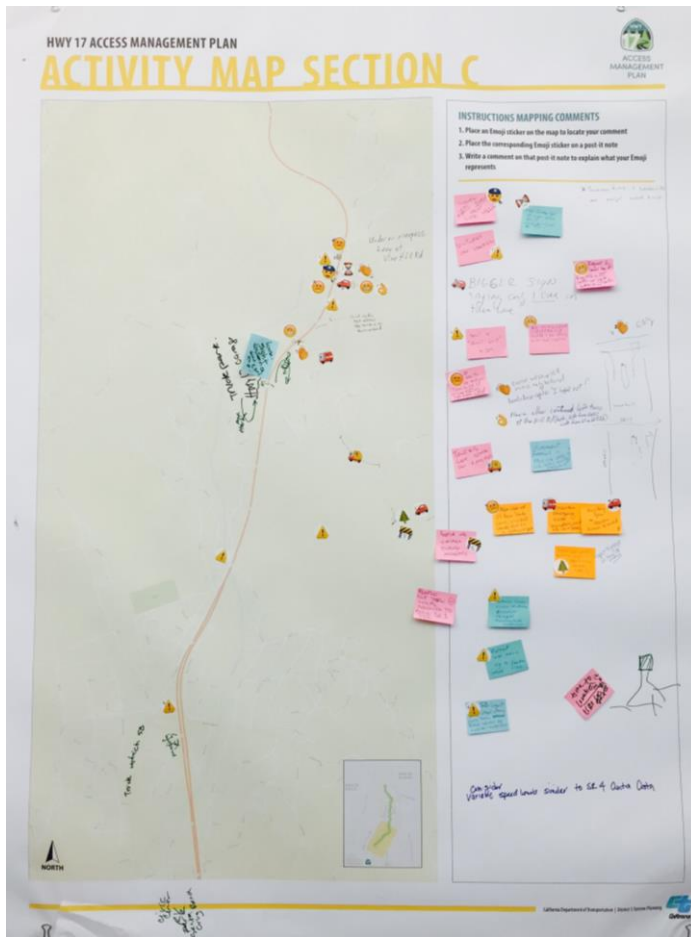
-  Carpool here at Summit Road, bus stop here at Summit Road
-  Bus stop express and carpool [also at summit road]
-  At 17 south bound at summit, change stop to yield
-  Summit to SB17 has poor visibility
-  Back up to bad flow [North of mountain Charlie road]
-  SB summit road off ramp traffic back up onto SB17!
-  Lack of tree trimming a hazard to motorcycles on inside turns NB
-  Speeding 55mph in a 45 mph and difficult stop sign
-  Rerouted traffic takes summit --? old San Jose = back up
-  Too windy and dangerous to bout traffic (illegible word) from 17
-  CMS that can slow traffic for collisions, early warning

Activity Boards Map Transcription, Activity Map B



- 🙄 Tunnel/over underpass here at Laurel
- 😬 Turning south from laurel 17 is scary
- 🚲 Would like bike access [at Glenwood cut off and Hwy 17]
- ⚠️ Potential crossover improvement [at Glenwood cut off and Hwy 17]
- 😄 Going south and turning at sugar leaf is great
- 😄 Widening the center turn lane by 1' or 2' would help a lot. Left lane turn at Sugarloaf, make it wider from turnout going SB
- 🙄 Fog collects at certain points, it is not uniform, do not put a crossing at a fog turn
- 🚗 Connect undercrossing at laurel on east side
 - Undercrossing at Glenwood cutoff
 - At Glenwood drive, more merge for southbound U-turn

Activity Boards Map Transcription, Activity Map C



- Under or overpass at Vine Hill Road
- 👮 Illegal left turn at Vine Hill road
- ⚠️ U-turns at Vine Hill road
- 🕒 1. Add flashing light at major access points 2. No right turns
- 🚗 bigger sign saying only 1 car at turn lane
- 😞 Request 2 lanes at vine hill so RT traffic not stuck at LT traffic
- ⚠️ Need a dead end sign
- 😞 Due west/ due east **BLINDING SUN GLARE!** Pay attention to blinding conditions
- 👏 Close vine hill and make only to locals
 - ➔ Response to comment: “I hope not”
- Pavement arrows in rain are very slick/hazardous to motorcycle commuters
- 😞 As a user of Highway 17, Vine Hill stands out as a difficult spot
- 😞 use to be no right turn sign at vine hill west gone – bad
- 🚒 Maintain emergency/secondary access into Santa Cruz
- 🚗 Mystery Spot tourism access to Vine Hill
- 🚧 people use vine hill during incidents
- 🌲 Trucks get stuck around tree when trying to make turn (don't take down our tree! Put an earlier sign on highway that says no trucks)
- People cut through network to avoid 17
- Summertime and weekends are major event times
- Consider variable speed limits similar to SR4 in contra costa
- ⚠️ External light rail --? SC County
- ⚠️ SB Granite Creek off ramp sharp turn takes drivers by surprise, hazardous

- Attachment 1: Online Map Comments**
- Attachment 2: General “Contact Us” Comments**
- Attachment 3: Fall 2015 Compiled Workshop Comments**

Attachment 1: Online Map Comments

Title	Comment
Tailgating	I'd like to put in my two cents: tailgating is, in my mind, one of the biggest problems on HWY 17. It not only extremely dangerous and leads to many needless accidents, but also creates more slowing because it changes the flow of traffic and causes gridlock. If we had a campaign to get the word out to stop tailgating with signs, stickers, and policing (and threat of expensive tickets) I think it would make a big difference.
Commuter	Would like to see stats on "types of accidents" Even though left hand turn accidents are serious, my experience is that most accidents come from tight corner issues or rear-enders. Please post stats for proper solutions. I would like to propose that trucks be off the road for 2 hours in the morning and 2 hours at night. even on a trial basis (1 month). there is NO reason why early delivery schedules can not work for these trucks. These are all local delivery trucks not cross country.
Emergency safety access	I live on one of the first streets off 17 after granite creek heading north within SV. I would be very unfortunate to have to drive an extra 12+ miles on 17 to the emergency room especially during high traffic that 12 miles could easily be 30-40 minutes. As a pregnant woman or family it would be very uneasy to not have the access to town. My location is easy to see across 17 and make a safe left. being a Scotts Valley Resident I should have city access.
Heavier patrol needed and ZERO TOLERANCE for texting, holding mobile devices while at wheel on Hwy 17	Not a day goes by that many drivers are still looking at mobile phones in hand while at the wheel on Hwy 17 - a zero tolerance policy is needed and heavier patrol with fines/jail time for those breaking the law. It's UNACCEPTABLE on this highway.
Highway 17 Accidents	In my opinion the quickest way to have less accidents on Highway 17 is to have a much more rigorous enforcement of the speed limit by CHP. I find myself routinely traveling at the posted limit in the right lane and people constantly tailgating me and passing at speeds considerably above the posted speed limit!
Highway 17 from Summit to SV	As a long time commuter for over 30 years, I am lucky and only had one accident when a car hit me head on at Laurel Curve. You fixed that problem. Thank you. As for my suggestion: Ban big rigs during commute times from 5 am to 10 am and from 3pm to 7 pm. These trucks cause a LOT of trouble. Too slow and they block the right lane, effectively reducing 17 to a one-lane road. Too fast and they go into a lane, hit people, or careen into a wall. They scare many drivers. They don't 'get' 17. Ban them
Nearly killed by left turn at glenwood	Driving 17 N. bound a driver trying to enter the highway at Idylwild Rd. made a left turn directly in front of me with no time to brake. I was able to swerve around the vehicle and nearly lost control of my car, luckily no one was in the adjoining lane. Please don't allow left turns across traffic on highway 17. I realize this could be very inconvenient for the few local residents, but is it worth the cost of someones life? With current and increasing traffic a left turn is nor longer practical.
No Name	Seasonal vehicle safety awareness programs and inspections to assure cars have legal tires and properly functioning brakes. Many accidents I have witnessed are cars on bald tires/under inflated tires , worn shocks or brakes that are not working properly. This is one of most over looked issues as many accidents happen when traffic stops suddenly and cars cannot come to a safe stop

Title	Comment
Safety First	Caltrans must put maximum emphasis on the safety of the thousands of daily commuters on Highway 17. Left turns across the highway should be removed where other access exists. Where there is no other access, Caltrans should negotiate with the relevant agency to provide other access. The left turn from southbound Highway 17 to Laurel Road should remain closed. The safety of the many outweighs the convenience of a few.
Sloooow Trucks... Faster Cars.... Big Problems	Please consider getting the large commercial trucks off the commute corridor during specific times of the day - like 7-9 am and 4-7pm. This just causes nothing but problems like: traffic bunching and pinching, right-lane slingshot-ers, and those left-lane scared to pass folks. Yep, I'm specifically calling them out because after years of commuting, you get to know the problems close up. And hey, why does King Crane get to go 15mph without a back vehicle warning of such a slow mover?
Speed limit	Variable speed limit signs, As traffic or conditions change slow people down. I have seen them in other parts of the country
Tailgating	
The Vine Hill North intersection is insanely dangerous	Exiting 17 to get on Vine Hill is extremely dangerous due to the way-over-the-limit speeds of cars going southbound and northbound. Southbound cars aggressively tailgate even at 60mph and get road-raged when one puts a signal on and slows to get in the turn lane. Making the turn is bad due to the extremely high speeds of northbound traffic. Getting on 17 at Vine Hill is hard because one has to accelerate up hill into high speed traffic. PUT SPEED CAMERAS ALL ALONG 17.
Vine Hill turnoff	The two Vine Hill exits are key outlets and entrances for hundreds of mountain dwellers. I fear for safe exits routes in case of fire or earthquakes. Forcing traffic to take alternate routes will congest roads that are in poorer condition than Vine Hill, example being Granite Creek Rd. My question, in studying the number of accidents, has anyone looked at the days of the week they happen. I find that weekend tourist drivers are far less competent about safety on 17.
Vine hill is a vital crossover	Vinehill is a vital crossover from the southbay and provides needed access to branciforte drive and the surrounding community. Cutting it off from southbound traffic would increase congestion.
big rigs and road work	Ban Big rigs from driving during the day and ban all road work, street sweeping, tree pruning during the day. Road work and Big Rigs should only be allowed from 10pm to 4am. Add a lane, add a rest stop at the top, and work with santa clara county with hwy 85/17 interchange, whatever is done will be behind the time when the project is finished. Plan ahead for the future!
Valley Surprise Curve Banked Incorrectly	Northbound on 17 just past Summit Road one enters the "Valley Surprise Curve." A major cause of many accidents here is the fact that the road surface flattens prior to exiting the curve. A combination of 1) drivers not familiar with the curve; excess speed, and; 3) a wet surface, makes this one of the worst stretches of road in the state. While it wouldn't prevent all, many accidents would be prevented if this was banked correctly.

Title	Comment
Additional Lanes	It is clear that the morning commute Northbound, is hindered by a lack of 'bandwidth' from Back Creek Road to Lark Avenue. Having a 3rd lane and preventing commercial vehicles from being in the left-most lane, would alleviate most of the back-ups along 17 in the morning. Similarly the evening commute Southbound. Have a third lane from Lark Avenue to Summit Road, and banning commercial vehicles from the left lane, would alleviate many of the headaches with the afternoon commute.
Blind Curve Tree Trimming	Cutting down the trees on the sides of the road that block a driver's line-of-sight around blind curves would greatly reduce traffic accidents. The big right curve (just north of the Summit Road onramp) known as "Valley Surprise" is a good example. The redwood and other trees were cut back about 2 years ago on the right which allowed drivers to see slowed or stopped traffic ahead. That saved lives and needs to be done again on this and other curves with bad visibility on this high-speed highway
First Turn North of Summit Bridge	This comment may be out of scope for the project but it would be helpful to add the high friction surface to the first turn north bound after the Summit bridge. I drive the Hwy during the week (and some weekends) and see most accidents in this location.
Over/Under Pass at Glenwood Cut Off	i would like to see an under or over pass at Glenwood Cut Off. The under pass would enable residents easy access to the North bound direction. It would also give the South bound residents access to Laurel Rd. The under pass could extend Tucker Rd around the mountain and reconnect with Laurel Rd. Or just enable South bound residents a safe way to cross under the freeway and onto the North bound on ramp.
Glenwood Overpass & Bike Lane	I would like to see a Northbound Overpass which includes room for a bike lane that extends up to Old Santa Cruz Hwy (about 1/2 mile north of Glenwood). I am a daily Hwy 17 driver and a cyclist. The overpass could land at the large pull out just north of Glenwood Dr. There would be room for North bound drivers to exit there, turn around and get on the overpass to Glenwood Dr. There are few routes for cyclist to get over the SC mountains. Mtn Charlie is a bit precarious.
Restrict Big Rigs During Commute Hours	I commute Hwy 17 daily. I leave early enough to miss the bulk of traffic affected by Trucks but upon returning at night, Big Rigs (usually gas trucks) slow traffic to near stand still between Lexington and the summit. I recommend restricting Big Rig's between the hours of 6:00AM - 8:00AM and 4:00PM-7:00PM.
No right turn from NB17 onto vine hill	Make cars turning onto right onto Vine Hill use W Vine Hill, this removes a surprise for cars trying to cross at Vine Hill Rd.
Lengthen merge from Summit Rd to SB17	The merge here is nearly blind due to the bend coming up to the bridge. Lengthen the merge lane here, with new construction, to allow cars to safely merge.
Install a permanent Jersey/Texas Barrier the entire length	and at various strategic spots, install 12' diameter tunnels with one-way-at-a-time lights. e.g. at Glenwood Drive and Laurel Road. This will allow animals and small vehicles to safely cross over. Larger vehicles would have to use Summit Road or Granite Creek.

Title	Comment
Truck Access	Please consider earth one of the two options: 1) Limit trucks over certain weight / axels to access outside of peak commute hours of 5am - 9am Northbound and 4pm - 7pm southbound. 2) Create a separate 3rd truck only lane over the 19 mile stretch on both sides of the summit road I travel this road daily and the affect of the trucks along with those drivers that race up behind them and then cut into the left lane cause everyone else brake suddenly and increase accident potential.
Mountain Resident Access	We need to ensure that the mountain residents still have access to Highway 17. Simply placing center barriers may make an individual section of roadway more safe, but may make another less safe. With the closure of cross-traffic at Laurel, both Upper Glenwood and Glenwood Cutoff now have to contend with increased cross-traffic from the residents of Laurel. Upper Glenwood and Glenwood Cutoff are also key access points for emergency egress, and MUST remain open.
Vine Hill and 17, leave it alone!	Although occasional turns to or from 17 and Vine Hill can be delayed, we've been commuting for over 15 years and never seen any worse problems. Vine Hill access to 17 is essential for many local residents. No matter what, never block the access, leave it alone!

Attachment 2: Online Comments from the Contact Us Page

Date	Comment
11/19/2015 18:04	I am glad to know you are developing a plan regarding CA-17. Here are my comments: -Highway 17 should be part of the Interstate system. Logically it should be numbered I-880. -CA-17 North from Santa Village Road to Summit Rd (CA-35) should have a truck climbing lane. -All private driveways should be closed -Logical interchanges are: Vine Hill Road, Laurel Road, Glenwood Rd and Glenwood Cutoff. -Granite Creek Road interchange needs to be modernized. *a simple diamond interchange *Longer acceleration and deceleration lanes. *New bridge over CA-17 that eliminates Granite creek Rd, dog-leg. *wider bicycle crossing on Granite Creek rd. - bicycle crossing at Glenwood Rd. to Old Santa Cruz Highway -Throughout study area, CA-17 needs wider shoulder to allow emergency stopping out of traffic lanes. -A bicycle connection between Vine Hill Rd and Glenwood Cutoff.
11/19/2015 13:31	Today I drove from Santa Cruz to San Jose. While heading North just passed the summit a fancy fast car came passing me at 80 mph and cut me off to where I nearly hit the wall but stayed on the road. It scared me driving on a narrow road heading to San Jose. I'm suggesting to Return Passenger Rail Service from Santa Cruz through the mountains to San Jose. Roaring Camp Railroads has 3 Parking lots next to its Depot that can Space 1,350 cars all together. It will help take cars off of 17 if people car start riding the Bus or Train to San Jose from Felton or Santa Cruz. I know spots like the Lexington Reservoir the old right of way is under Water but the path can be rerouted around the lake with a modern tunnel. I would do anything to stay off of 17 by riding a train from Santa Cruz to San Jose.
11/17/2015 15:26	There has been significant changes on the Los Gatos side that directly impact the traffic of Hwy 17; why is this area outside of the study? At Bear Creek stop sign, where traffic gets on to HWY 17 North, it merges directly with traffic from San Jose Soquel Road, and it is a daily nightmare. They don't even have right of way (from SJS), but residents are nice enough to go "every other" car, taking turns to get on. Unfortunately, this backs up both lines of traffic and compacts Hwy 17 North with only one lane to merge. At the Bear Creek stop sign there are regularly 36-40 cars backed up at the stop sign (Yes, I count them. I used to be able to take my kids to school going this way, now I have to reroute in a longer direction, just to get to school on time.) I'm very disappointed that this area is not included in the study; it's like fixing half or a problem only addressing the South portion of the hill.
12/9/2015 10:04AM	The on ramps at the locations indicated are the problem, there are 2 on ramps at each location that causes much slowing in the #2 right hand lane which only leaves 1 lane on highway 17 for thru traffic. The new onramp at Soquel drive is successful because it does not infringe on the 2 lanes existing on 17. I am against a sales tax increase for the railway and sanctuary trail because 1 the rail is going to be used by a private co for profit and 2 existing pathways to visit our bay already exist!!! They are called streets!

Attachment 3: Fall 2015 Compiled Workshop Comments

Comment
<p>Summit overpass:</p> <ul style="list-style-type: none"> • needs to show better both directions • A5 number backs onto hwy 17 heading south bus stop • summit and highway
<ol style="list-style-type: none"> 1. We live on vine hill road and use Hwy 17 almost every day to go to Scotts Valley, San Lorenzo Valley, Santa Cruz and Campbell. We would be severely affect if access to Hwy 17 was limited at vine hill rd. We would shop in Scotts valley less frequently. 2. There are business on vine hill rd. /Branciforte and other roads accessed by then that would be affected, including the mystery spot, love apple farm, saint caire retreat, wineries, etc. 3. vine hill is a major bypass from hwy 17 to Soquel, Capitola, and Santa Cruz (via mountain view, old san Jose rd. Branciforte). It is used by emergency vehicles, including to/from Branciforte, fire station-which is now operated by the Scotts valley fire department 4. We use west vine hill rd to exit from hwy 17 northbound. Please don't close this access 5. we are in favor of safer access on to and off of hwy 17 at vine hill road. northbound and southbound when traffic is heavy use, we must go northbound to Glennwood and make u turn to go southbound
<p>Nov. 17th, 2015</p> <ol style="list-style-type: none"> 1. Signs on 17 prohibiting Big Vehicles...buses, tractor trailers 2. Center turn lane usage by Northbound 17 on to Vine Hill 3. Vine Hill has been lost to storms three times over last 12 or so years...cannot be closed with no alternative route 4. clearing vision lanes along 17...brush encroaching on both driving and visual right-of-way 5. overpass exit would be GOOD...inclusive of upper jarvis with frontage roads 6. u turns at vine hill exit ramp should be STOPPED
<p>Please remember the needs of commercial trucks and RVS! Safe turn-arounds are needed. New medians are wide-but sometimes impeded sight line when turning/crossing lanes</p>