

**From:** Sheryl Spencer [mailto:Sheryl\_Spencer@campbellusd.k12.ca.us]  
**Sent:** Wednesday, May 30, 2007 8:17 AM  
**To:** info@scrtc.org  
**Cc:** catlady@dishmail.net  
**Subject:** hwy 17/ laurel curve

Hello,

My name is Sheryl and I grew up off of Laurel Road. We moved there in 1972. The hwy had no divider and the turns were wild. I feel the hwy is very safe now. Thank you.

I do have a concern though. When I (we) sit at top of Laurel Road and need to turn left, South, we use to be able to see the turnout, (your construction crew and trailer were housed there), now we cannot because the trees have grown so tall and bushy. Is it possible for you to trim the branches or thin out the trees so we, Laurel Road, have more of a clearance. We do not like sitting in the "suicide lane" The extra feet of clearance use to really help, now it can be very dangerous, especially with summer months coming. Visitors really stress, when they see us pulling out towards Santa Cruz. Thank you.

Please let me know what you can do about this. Thanks.

Sincerely,

Sheryl  
Sheryl Spencer, Resource Specialist  
[Sheryl\\_Spencer@campbellusd.k12.ca.us](mailto:Sheryl_Spencer@campbellusd.k12.ca.us)  
341-7000 x 5202

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Dear Sheryl Spencer:

We forwarded your concerns to Caltrans and received this update on their progress addressing the issue.

Debra Larson, P.E.  
Department of Transportation  
District 5 - Highway Safety  
(805) 441-5875

I left a message with the resident yesterday to contact me. I have a suspicion the resident is referring to trees outside our R/W on the inside of the curve. If you look at the 1997 photolog, you can get a glimpse of the Laurel intersection from the end of the pullout. We'll analyze the sight distance and then figure out what can be done. I'll keep you posted....

-Chris  
California Department of Transportation  
Traffic Investigations Coordinator  
(805) 549-3239  
(805) 549-3045 fax

Thank you.

Gini Pineda, Administrative Assistant III  
Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue, Santa Cruz CA 95060  
831 460 3200      831 460 3215 (fax)      www.sccrtc.org

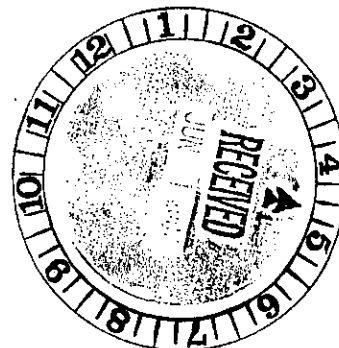
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David G. Eselius  
1312 Laurel Street  
Santa Cruz CA 95060

Date: Friday, June 01, 2007

To: Cynthia Bryant, Director  
Governor's Office of Planning and Research (OPR)  
Room 100  
P.O. Box 3044  
Sacramento, CA 95812-3044

Cc: Dianne Feinstein, U.S. Senator  
Barbara Boxer, U.S. Senator  
Sam Farr, Member of Congress, 17th District California  
John Laird, 27th Assembly District  
Joe Simitian, 11<sup>th</sup> Senate District  
Santa Cruz County Board of Supervisors, members  
George Blumenthal, UC Santa Cruz Chancellor, acting  
Santa Cruz County Regional Transportation, members (SCCRTC)  
Santa Cruz City Council & Public Record  
Watsonville Council & Public Record  
Capitola Council & Public Record  
Scotts Valley Council & Public Record  
Democratic Party, Santa Cruz County  
Santa Cruz Sentinel & Media



Subj. Santa Cruz County/cities general plan revisions per Code Section §65040.5

Dear Director Bryant;

Requested pursuant to Code Section §65040.5, that the Governor's Office of Planning and Research (OPR) notify the California Attorney General that Santa Cruz County and four (4) cities have not revised county/city general plans, within the past ten years.

*California Government Code Sections §65040-65040.12 specifically **Section §65040.5** – (a) The office (OPR) shall notify any city or county whose general plan has not been revised within the past **eight years**. (b) The office (OPR) shall notify the Attorney General of any city or county general plans that have not been revised within the past **ten years**.*

I have been unable to locate a general plan that would come close to the long-term county/city planning requirements, as identified within the "2003 General Plan Guidelines," Governor's Office of Planning and Research. Noncompliant with general planning requirements are Santa Cruz County and cities of Santa Cruz, Scotts Valley, Capitola, and Watsonville.

Watsonville is currently working on a city general plan, but voter approval of the plan has not occurred. (I believe voter approval is required for a general plan, as the final approval for all general plans.)

I have previously expressed my concerns regarding this matter within public letters. Some of my letters that detail my concerns regarding the regional political system's handling of infrastructure matters are:

- May 29, 2007, "*Subj.: State Legislature planning and county/city general planning -- reform,*" cc Governor's Office of Planning and Research (OPR)
- August 28, 2006, "*Funding Requests -- Highway 1 San Lorenzo Bridge, Highway 1 Widening, and County,*" cc California Transportation Commission (CTC)
- July 11, 2005, "*This complaint before the Santa Cruz County Grand Jury is against the Office of Santa Cruz County Supervisors, regarding county and cities General Planning,*" To: Santa Cruz County Grand Jury
- June 30, 2005, "*SCCRTC/Union Pacific railway right-of-way purchase,*" To: Santa Cruz County Grand Jury

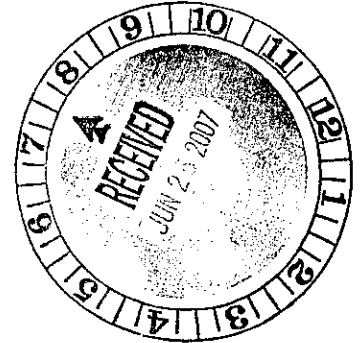
Local politics has not considered or addressed the issues identified within my previous letters. I believe the California Attorney General is the only person with enough authority to review the local situation, and bring about proper county/city general planning, which will result in correcting many of my expressed concerns.

I wish to thank you in advance for your attention to this matter.

Sincerely,

David G. Eselius

David G. Eselius  
1312 Laurel Street  
Santa Cruz CA 95060



Date: June 21, 2007

To: Dale E. Bonner, BTH Secretary  
Business, Transportation, and Housing Agency  
980 9<sup>th</sup> Street, Suite 2450  
Sacramento CA 95814-2719

CC: Sam Farr, Member of Congress, 17th District California  
Joe Simitian, 11th California Senate District  
John Laird, 27th California Assembly District  
National Democratic Party, re California  
Santa Cruz County Supervisors, members  
Santa Cruz County Transportation Commission (SCCRTC), members  
Rich Krumholz, Caltrans 5<sup>th</sup> District (ex-officio)  
Santa Cruz City Council & Public Record  
Watsonville City Council & Public Record  
Capitola City Council & Public Record  
Scotts Valley City Council & Public Record  
Santa Cruz Sentinel & Media

Subj.: County taxpayer obligations to the 32-mile railway right-of-way purchase. Return "BEGIN Construction" point to Larkin Valley Road!

Dear Secretary Bonner;

Political road building within Santa Cruz County Regional Transportation Commission (SCCRTC) has spawned about 30-years of dishonesty, stupidity, and old-school progressive political self-preservation. Although these words may first seem to be harsh, the words are trivial when compared to the actual economic hardships, and reduced transportation level-of-service imposed upon the residents of Santa Cruz County.

The County's progressive political system remains dedicated to the promotion of "alternative" transportation modes of walking, bicycle use, a mass transit bus system, and the purchase of the 32-mile railway right-of-way with short line freight service.

County alternative transportation trips represents less than one-percent (1%) of County average daily trips. However, it would appear that alternative transportation modes have received ninety-nine percent (99%) of the SCCRTC members' attention. For years, the SCCRTC members have grossly underrepresented the County's need for improved vehicular traffic level-of-service and safety.

In order to promote the progressive political leadership's pursuit of 30-years of alternative solutions, Santa Cruz County's political structure has disregarded and undermined the fulfilling of actual primary needs of the County's growing number of residents.

The SCCRTC decision-makers produce policy and procedure decisions within their private conversations and closed-door meetings, and then impose their will upon staff. The process of

RR obligations. BEGIN Construction!

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generating the appearance of "public support" for private leadership decisions is helped along with long established political "grassroots" group-control techniques.

After voters passed Measure J in 1978 (which limited the location and amount of growth around the County): the expanding professional progressive political movement stopped investing in the County infrastructures of water development, economic growth, and transportation improvements. Local politicians promoted the presumption that if infrastructures received less funding, the lack of adequate infrastructures would result in a lower rate of California growth. Instead, infrastructure funds promoted social causes and societal theories.

Within this County's progressive politics, over subsequent years, the foundations of a democratic system lost relative representation: the average taxpayer, capitalist business, local economy, jobs, government administration, environment, water supplies, primary energy, public infrastructures, and transportation all lost ground. Additionally, public education took on the requirement to be socially and progressive politically correct. Education lost the values of teaching discipline and need to prepare students for the duties of family life and employment.

Since transportation is a matter of public responsibility, the public considers the inept SCCRTC's transportation funding activity to be County politics business-as-usual.

Had the Board of Directors of a capitalist corporation handled transportation obligations in a manner similar to the SCCRTC members' handling of their fiduciary obligations, there would have been a public outcry for a criminal investigation.

### ***The 32-mile Railway Right-Of-Way and Freight Service Purchase Problem***

The local progressive political leadership's ability to engage in the railroad business originated with the availability of \$11-million funding from California's Proposition 116, the "Passenger Rail and Clean Air Bond Act" of 1990.

There is no valid justification for the SCCRTC or Santa Cruz County to purchase Union Pacific Railway's Watsonville to Davenport 32-mile railway right-of-way and short line freight service:

- The \$1-million SCCRTC 1999 Major Transportation Investment Study (MTIS) received significant public opposition to the proposed railway and/or trolley service. The railway right-of-way opposition cited the purchase price and the proposed approximate \$70 per passenger-trip subsidy. MTIS did not address competing Highway 1 vehicular traffic or the operation of the mass transit bus services (METRO).
- In order to qualify for Prop 116 funds, the SCCRTC must implement some form of passenger/recreational rail service.
- To open the door to Prop 116 funds, a recreational train service was proposed to run from Capitola to Aptos. In March 2003, the SCCRTC agreed (by a 9-3 vote) to begin a recreational train Environmental Impact Report (EIR). Both financial and environmental impact reports were presented to the Commission. Nobody believed that the SCCRTC's recreational business plan actually represented financial reality.
- Bicycle/pedestrian paths within the railway right-of-way are unavailable because of expense and serious liability concerns associated with the continued operation of the short freight-line service while at the same time authorizing the public to be within the railway right-of-way. Just walking within some portions of the railway right-of-way can be a risky venture.
- In 2004, SCCRTC approved designation of the Santa Cruz Branch Rail Line Acquisition project as the County's highest transportation priority.

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- November 2004, the voters rejected SCCRTC's highway widening \$577 million Measure J transportation 1/2-cent sales tax.
- December 2004, the SCCRTC signed a Letter of Intent with Union Pacific to purchase the railway right-of-way and short line freight service, reportedly for \$19 million.
- The first quarter of 2005 the SCCRTC assigned to staff a high priority for obtaining right-of-way funding reimbursement for FY 08/09, or as soon as possible thereafter. In addition, they requested AB 3090 designation (i.e., advance fund a component of a STIP project with the promise of later repayment) for the acquisition project. SCCRTC requested a \$10 million reimbursable grant from the Coastal Conservancy. Submitted a draft Proposition 116 application for corridor preservation only, and prepared a draft request for proposals only as a freight operator. The Commission completed inspection of the right-of-way serviceability. Additionally, SCCRTC members directed staff to perform services to complete Phase II Environmental Assessment and other contract Due Diligence Tasks.
- About early 2007 the SCCRTC members positioned Highway 1 widening "BEGIN Construction" point from the original of Larkin Valley Road to 2.8 miles west at State Park Drive. The new "BEGIN Construction" point avoids SCCRTC member's reconstruction cost (\$100 million) for the two (2) railway trestles. By moving the "BEGIN Construction" point to State Park Drive, the highway traffic restrictions caused by the two (2) railway trestles remains in place.

There is no public acknowledgment of the signing of SCCRTC (or County) purchase contract with Union Pacific Railroad for the 32-mile railway right-of-way and freight service. However, there is no public denial of a purchase contract existence between the SCCRTC (or County) and the Union Pacific Railway. A problem is that a public agency has not properly informed the taxpayers of their significant public fiduciary and financial activity.

The most likely purchase contract signing date for the railway right-of-way and freight service would be the first quarter of 2005. A review of the agreements and amendments between the interested parties will identify contractual obligations.

If the SCCRTC has signed a purchase contract with Union Pacific Railway, and Union Pacific Railway has completed their requirements within the contract's Due Diligence Tasks, then the SCCRTC has purchased the railway right-of-way and freight service. The SCCRTC members are now responsible for the railway obligations and benefits. However, to take title of the railway right-of-way, the SCCRTC (or County) need only turn over approximately \$19-million to Union Pacific Railway. As I recall, the SCCRTC members reviewed their purchase contract in a public meeting. Therefore, a court overturning provisions of this contract is unlikely.

Local taxpayers have not been consulted as to if they wish to fund the 32-mile railway right-of-way and short line freight operations. The SCCRTC members have taken for granted that taxpayers will assume responsibilities for the railway right-of-way obligations and benefits.

The SCCRTC members have breached their fiduciary obligations when they assumed that the public would pay taxes to operate the money losing short line freight service, or want to pay taxes to rebuild railway trestles.

The problems are now starting to emerge concerning Santa Cruz County political leaderships' mishandling of Highway 1 widening and the railway right-of-way purchase. Ultimately, the public's long-term railway problems may involve 100s of millions of local taxpayer dollars for an unwanted

railway right of way ownership, and decades more of denial of portions of Highway 1 transportation level-of-service and safety improvements.

If Union Pacific Railway has signed a purchase agreement with the SCCRTC (or County), Union Pacific has made an extremely profitable business transaction. It is estimated that the SCCRTC railway right-of-way and short-line freight-service purchase will cost taxpayers \$269 million over the next 20-years:

- The SCCRTC members must now access funding sources to receive title for right-of-way and freight service purchase, which is about \$19-million.
- There are also necessary railway rail-track bed modifications, liability insurance, short line freight operation cash flow loss, accounting basis loss, and cost of borrowing money. All these costs could amount to \$150-million of obligations over 20-years.
- Obligations concerning Capitola's high-fly railway trestle is not publicly considered.
- Replacement of two (2) railway trestles (located between Larkin Valley Road and State Park Drive) is necessary to accommodate Highway 1 widening to six (6) travel lanes. Cost for trestles replacements could now be \$100 million. If Union Pacific Railway still owns the right-of-way, County taxpayer costs will be near zero (0).

While the SCCRTC members are engaged in the purchase of the 32-mile railway right-of-way and short line freight service, they commit numerous violations of California's open-government policies:

- Ralph M. Brown Act (1953) -- requires open meetings of local government
- California Public Records Act (CPRA, 1968) -- modeled closely on the federal Freedom of Information Act. The CPRA provides that all documents generated by local or state government are public documents and must be made available to the citizenry. CPRA, also reflects the associated Legislative Open Records Act (LORA, 1975)
- Bagley-Keene Open Meeting Act (2004) -- the public should be allowed to monitor and participate in the decision-making process.
- Proposition 59 (2004) -- requiring that meetings and writings of government entities and officials be open to the public

At this point of the letter, because the SCCRTC members have operated outside of their required fiduciary obligations, the understanding is that the SCCRTC members have personally assumed responsibility for all railway right-of-way ownership-obligations and benefits. I.E., the SCCRTC members have bought their own 32-mile railway right-of-way and freight service.

SCCRTC's purchase of the railway right-of-way and short-line freight-service should not be a Santa Cruz County taxpayer concern, but it is, and most likely it will remain so.

It is imperative for the future of Santa Cruz County that residents and businesses achieve acceptable vehicular level of service and safety improvements within Highway 1. To achieve the objective of improved County transportation, it is necessary to reinstatement of Highway 1's widening "BEGIN Construction" point to Larkin Valley Road.

***Highway 1 Widening "BEGIN Construction" Point Moved West From Larkin Valley Road to State Park Drive***

The Department of Transportation (Caltrans), in collaboration with the SCCRTC, is preparing a "Project Study Report-Project Development Support" (PSR-PDS) to evaluate operational improvements resulting from Highway 1 widening and other changes. Caltrans PSR-PDS are extremely important documents. PSR-PDS documents define transportation level-of-service and safety of Santa Cruz County's primary transportation for about the next 30-years.

In 2007, because of the SCCRTC members' purchase of the 32-mile railway right-of-way and short line freight service, the SCCRTC members shortened the project limits of highway widening. The Highway 1 widening "BEGIN Construction" point of original Larkin Valley Road/San Andreas Road is located 2.8 miles west to the intersection of Highway 1 and State Park Drive.

The new location of the "BEGIN Construction" point at State Park Drive is assumed necessary to the SCCRTC members because the SCCRTC has no authorized funding to purchase their railway, operate their short line freight service, or reconstruct their two (2) railway trestles that cross Hwy 1.

Repositioning the "BEGIN Construction" point westward to State Park Drive postpones SCCRTC members' payment of \$100-million to replace their two (2) railway trestles. However, delayed rebuilding of the two (2) trestles will push the financial responsibility of the SCCRTC members' railway trestles from the SCCRTC members and on to County taxpayers.

Because the existing trestles restrict the highway travel lanes to four (4) lanes, the two railway trestles cause traffic delays. Later, it may cost local taxpayers \$200-million to \$300-million to rebuild the railway trestles to accommodate six (6) lanes of traffic.

According to previous Caltrans traffic analysis, traffic congestion currently exists between Larkin Valley road and State Park Drive. The SCCRTC members' moving the "BEGIN Construction" point westward to State Park Drive is a very pivotal decision, which greatly negatively affects the next 30-years of County transportation level-of-service, safety, and costs.

For Highway 1 widening to make any sense, and relieve traffic congestion as the original PSR-PDS proposed, the two (2) railway trestles replacements are necessary to accommodate six (6) vehicle travel lanes. Caltrans' Highway 1 PSR-PDS needs to reinstate the "BEGIN Construction" point to the original Larkin Valley Road.

#### ***A Request of BTH***

There are two (2) requests of the Business, Transportation, and Housing Agency (BTH):

- Identify for the Santa Cruz County taxpayers the taxpayers' obligations concerning the SCCRTC member's purchase of the Union Pacific Railway's 32-mile railway right-of-way and short line freight service. Knowing the County's tax obligations associated with an ownership of a railway right-of-way and short line freight service is of critical importance to County taxpayers.

Caltrans' PSR-PDS positioning of Highway 1 widening to the original "BEGIN Construction" point will eliminate current/future traffic congestion.

- Reinstate Caltrans' PSR-PDS Highway 1 widening "BEGIN Construction" point to the original Larkin Valley Road point. The Larkin Valley Road point is necessary to provide improved transportation level of service and safety for the next 30-years. Reconstruction of the two (2) railway trestles to accommodate six (6) lanes of traffic is required.

Santa Cruz County's progressive political leadership has made some questionable decisions over the years.

Sincerely,  
David G. Eselius

-----Original Message-----

**From:** Bill Le Bon [mailto:b\_lebon@yahoo.com]

**Sent:** Monday, June 25, 2007 5:39 PM

**To:** info@scrtc.org

**Subject:** Ped/Bike/Horse Improvements for Hwy 9 in Felton

Dear Santa Cruz County Regional Transportation Commission,

For years, San Lorenzo Valley residents have expressed the need to make Highway 9 safer for pedestrians, bicyclists and equestrians. Injuries and deaths occur frequently in this busy, narrow corridor.

The Felton Town Plan of 1987 called for wider shoulders and pedestrian and equestrian paths along Hwy 9. The 1985 CalTrans Route Concept Report for Hwy 9 called for widened shoulders to improve safety for non-motor traffic. Last year, Santa Cruz County Public Works completed a \$180,000 feasibility study to improve safety for non-motorized travelers from Santa Cruz to Boulder Creek. The study calls for bike lanes and horse and pedestrian paths along the corridor. Despite all these calls for improvements, little has been done and Hwy 9 still remains a very dangerous route for bicyclists, pedestrians and equestrians.

We are requesting that the SCCRTC begin the process of making these improvements for bike, pedestrians and equestrian users as soon as possible.

Specifically, we are focusing on the section of Hwy 9 in south Felton, between Laurel St. and San Lorenzo Ave. It is hoped that if we can make improvements for our neighborhood, other neighborhoods will follow. This is a summary of the improvements we would like to see:

1. Bike lanes of at least 4 foot in width (or a wider, paved shoulder) along Hwy 9, which would improve conditions for all non-motorized users.
2. Crosswalk across Hwy 9 at the entrance to Henry Cowell State Park.
3. 25 mph zone extended from Felton to the H.C. St. Park entrance.
4. Widened shoulder, where possible, along the east side of Hwy 9 south of the H.C. St. Park entrance, to accommodate both a bike lane and parallel parking.
5. Hiking and equestrian trail parallel to the highway, where possible. Presumably this would be mostly on H.C. State Park frontage and Hwy 9 right-of-way, but could also be on some private land.

What follows is a more detailed description of the problems and proposed solutions:

Area of concern: South Felton, Highway 9 from .14 mi. south of mile marker 5.94 to mile marker 6.12 (.32 mi.).

Concern: Roadside and crossing safety improvements for pedestrians, bicyclists and equestrians including local residents and tourists.

Currently, there are a number of safety issues south of Felton near the entrance to Henry Cowell Redwoods State Park, between Laurel St. to the North and San Lorenzo Ave. to the South (about one third of a mile) on Highway 9. It includes several businesses, about 25 frontage residential dwellings and four intersections: Laurel Dr., Redwood Dr./Big Trees Park Rd., Oak Ave., and San

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Lorenzo Ave. The main attractions in the area are Henry Cowell Redwoods State Park (HC Park), Monty's Log Cabin bar, Bigfoot Museum and La Bruschetta restaurant.

Between Laurel Dr. and the Log Cabin there are narrow (18 inches to 2 feet) paved shoulders. Traffic moves between 30 and 40 mph at this point making walking and cycling uncomfortable to dangerous. A bike lane, or paved shoulder of at least 4 feet wide (minimum width for a class 2 bike lane) would fix this situation. There is sufficient room to widen the paved shoulder four to six feet. A reduction of the speed limit from 35 to 25 mph speed limit would help too.

At the Log Cabin there are a number of safety issues: the speed of traffic, frequent pedestrian, equestrian and bicycle traffic, and parking, all happening on a highway curve. Bar patrons cross here when parking on the east side. Equestrians also often cross at this point when one side or the other is blocked by parked cars. In front of the bar departing cars back out close to or onto the highway.

About a quarter mile to the north the southbound speed limit increases from 25 to 35 mph (posted). Cars are already going 35 mph in the 25 mph zone, so by the time they reach the curve by the Log Cabin, where so many people cross the highway, they are going 40 to 45 mph. Last Sept. a motorcyclist lost his leg in an accident directly in front of the Log Cabin, that would have been prevented with lower posted speeds.

Bike lanes on both the sides of the highway would improve things greatly. The removal of a few parallel parking spaces just south of the Log Cabin would free up the west shoulder as cars park right up to the fog line (white line at edge of road) forcing pedestrians and cyclists into traffic. Extending the 25 mph zone from Russel St. (downtown Felton) to the HC Park entrance would also help. A crosswalk in this area might also be advisable but it may be too close to the preferred crosswalk at the HC Park entrance, and it would be in the curve.

On the east side of Highway 9, between the Log Cabin and HC Park entrance, the shoulder narrows to about 18 inches forcing pedestrians, horse riders and bicyclists very close to speeding traffic. A widened shoulder and four ft. bike lane would improve this section significantly. The east bank would require a small cut but probably no retaining wall. A ped/horse trail could bypass this narrow section within the HC Park.

At the entrance of Henry Cowell Park is a four-way intersection with Redwood Drive coming in from the West and Big Trees Park Road (HC Park) coming in from the East. A lot of pedestrians, equestrians and cyclists cross at this point which connects the populated neighborhoods on the west side of the highway to HC Park on the east. A crosswalk across Highway 9, on the north side of this intersection is strongly recommended, along with warning signage and perhaps a flashing yellow light. Again, a lower speed limit would help the situation at this point.

Immediately to the south of this intersection, Highway 9 gets very narrow. As the highway crosses Shingle Mill Creek, guard rails on both sides of the highway come right up to the fog line, forcing cyclists and pedestrians into the traffic lane where cars are traveling at about 45-50 mph. Moving the guard rails back and adding bike lanes, along with a parallel ped/horse trail through HC Park would fix this situation.

South of Shingle Mill Creek to San Lorenzo Ave., on the east side of Highway 9, the paved shoulder width varies from nothing at San Lorenzo Ave. to 7 ft. just before Shingle Mill Creek.



-----Original Message-----

*From: Robert E. Garrison [mailto:regarris@cats.ucsc.edu]  
Sent: Saturday, July 07, 2007 3:27 PM, To: info@scrtc.org  
Subject: Fatal Accident in Davenport*

*July 7, 2007*

*Dear Transportation Commission:*

*Today's SC Sentinel provides details of a tragic accident on Highway 1 at Davenport causing the death of a four year old child.*

*Seemingly, no one was at fault. The children ran out onto the highway, exhilarated after some time on the beach. The driver was apparently driving at or below the posted speed limit (45 mph).*

*In reality, this was an accident waiting to happen. This stretch of Hwy 1 is continuing crossed by tourists and other visitors. 45 mph is much too fast (most drivers there are traveling at least 50 mph).*

*WILL YOU PLEASE, PLEASE PUSH CALTRANS HARD TO LOWER THE SPEED LIMIT TO 25 MPH ON THIS STRETCH OF HWY 1?*

*Thank you,*

*Robert Garrison  
126 Bradley Drive, Santa Cruz, CA 95060*

---

*Hello Robert Garrison –*

*Your email regarding the fatal accident in Davenport was received and will be forwarded to both the Santa Cruz County Regional Transportation Commission for their consideration and to Caltrans the entity that has jurisdiction over this stretch of highway.*

*Thank you for your comments.*

*- Karena Pushnik  
Senior Transportation Planner/Public Information Coordinator  
Santa Cruz Co. Regional Transportation Commission  
831/460-3210 (fax 460-3215)*

*Copy sent to Rich Krumholz, Caltrans District 5 on 7/9/07*

*24-15*