

## Mikayla Vaba

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**From:** Vincent, Troy@CHP <TVincent@chp.ca.gov>  
**Sent:** Wednesday, December 23, 2020 10:20 AM  
**To:** Huddleston, Paula@DOT; OPR State Clearinghouse; Mora, Leah@CHP; Hutchings, Kara@CHP  
**Cc:** CHP-701\_AA\_Desk; Ching, Aron@CHP  
**Subject:** 063 – KH– Environmental Document Review – SCH # 20191100143 -- Due to Lead Agency by 1/11/2020 (Response, CHP, Santa Cruz Area)  
**Attachments:** SCH 20191100143 Santa Cruz.pdf; Area-Section EIR RESPONSE CHECKLIST.DOCX; Public\_Notice\_20201113.pdf [Governor's Office of Planning & Research](#)

**Dec 23 2020**

To Whom It May Concern,

### STATE CLEARINGHOUSE

After reviewing SCH# 20191100143, as well as the information and procedures outlined in General Order 41.2, "Environmental Impact Documents," the California Highway Patrol (CHP) Santa Cruz Area does not believe the auxiliary lanes will adversely affect traffic-related matters in the area; **however**, the Santa Cruz Area is opposed to the bus-on-shoulder aspect of this project. Motorists involved in traffic collisions, experiencing medical emergencies, or mechanical troubles, are instructed to move to the shoulder and out of the traffic lanes. CHP officers respond to these incidents and are trained to make all efforts to move the involved vehicles off the freeway to minimize secondary traffic collisions and the risks associated with staying on the freeway. When officers make traffic stops on the freeway, they direct the vehicles they are stopping to exit the freeway. Still, many drivers pull to the shoulder and stop, as they are instructed to do in driving classes and per California Vehicle Code section 21806. Based on past experiences in Santa Cruz County, if busses (or other vehicles) are approved to drive on the shoulder, other motorists will undoubtedly follow suit, creating an additional lane and removing the availability of the shoulder for true emergencies. Busses driving on the shoulders, and the inevitable vehicles which follow them, may cause confusion for other motorists and result in an increase of traffic related issues in the area. Currently, the CHP Santa Cruz Area does not have the resources to provide the necessary enforcement and education to ensure the safety of this practice. As such, authorizing any vehicle to drive on the shoulder causes an undue safety hazard to the motoring public, road workers, and CHP officers working in the area. If the bus-on-shoulder program were to progress, additional discussions would be necessary to develop proper procedures regulating specific times or situations that would allow busses to use the shoulder. If this were to be implemented, the Santa Cruz Area further recommends a speed limit for the Bus-on-Shoulder sections be enacted at a speed of no more than 5 MPH faster than the flow of traffic.

The Santa Cruz Area does believe the construction period will affect traffic-related matters. These concerns appear to be addressed on pages 13-16 of the associated *Draft Environmental Impact Report/Environmental Assessment*. The Santa Cruz Area would still like to stress the importance of maintaining at least one open lane in each direction of SR-1, proper signage, and traffic control in the construction area. The Santa Cruz Area would also request any work done be performed outside of commute hours (7:00 AM – 9:00 AM and 4:00 PM – 6:30 PM) if possible.

Thank You,

**Troy Vincent, #18569**  
Sergeant  
California Highway Patrol  
Santa Cruz Area  
(831) 662-0511 office  
(831) 796-2160 after hours  
(831) 662-0116 fax

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**From:** Hutchings, Kara@CHP <Kara.Hutchings@chp.ca.gov>

**Sent:** Wednesday, November 25, 2020 11:21 AM

**To:** Vincent, Troy@CHP <TVincent@chp.ca.gov>

**Cc:** CHP-701\_AA\_Desk <701\_AA\_Desk@chp.ca.gov>; Ching, Aron@CHP <AChing@chp.ca.gov>

**Subject:** 063 – KH– Environmental Document Review – SCH # 20191100143 -- Due to Lead Agency by 1/11/2020

Special Projects Section (SPS) recently received the referenced Notice of Environmental Impact document from the State Clearinghouse (SCH) outlined in the following Web site:

[State Route 1 Auxiliary Lanes State Park Drive to Bay Avenue/Porter Street EIR/EA \(ca.gov\)](#)

Due to the project's geographical proximity to the Santa Cruz Area, please use the attached checklist to assess its potential impact to local Area/Section operations and public safety. If impact is determined, responses should be e-mailed directly to the **California Department of Transportation District 5** with cc to SCH and myself.

**CC to Division FYI only.**

Please feel free to e-mail me if you have any questions.

*Kara Hutchings*

Associate Governmental Program Analyst  
California Highway Patrol  
Special Projects Section  
916-843-3370