

**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

Hollister-Gilroy Area  
740 Renz Lane  
Gilroy, CA 95020  
(408) 427-0700



June 21, 2023

File No.: 725.14548.17803

City of Hollister  
339 Fifth Street  
Hollister, CA 95023  
Attention: Eva Kelly, Interim Planning Manager

SCH: 2021040277

I was recently requested to review the Notice of Environmental Impact document from the State Clearinghouse (SCH) related to the Hollister 2040 General Plan. After reviewing SCH# 2021040277, as well as the information and procedures outlined in General Order 41.2, *Environmental Impact Documents*, the Hollister-Gilroy Area does not believe the addition of bicycle paths within the City of Hollister will adversely affect traffic-related matters in the area. The Hollister-Gilroy Area is opposed to the bus-on-shoulder concept of this project. Motorists involved in traffic crashes, experiencing medical emergencies, or who have mechanical troubles, are instructed to move to the shoulder and out of the traffic lanes. Peace officers respond to these incidents make all efforts to move the involved vehicles off the freeway or to the right shoulder to minimize secondary traffic crashes and the associated risks. When officers make traffic stops on the freeway, drivers pull to the shoulder and stop, as they are instructed to do in driving classes and per California Vehicle Code §21806. Based on past experiences in San Benito and Santa Clara counties, if busses (or other vehicles) are allowed 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 crashes in the area. Additionally, Appendix F, exhibit 5, identifies a Class III Bicycle Path along SR-25. These scenarios have the potential of making the roadways more dangerous and increasing liability for the State and all involved government agencies. Authorizing any vehicle to drive on the shoulder will cause an undue safety hazard to the motoring public, road workers, and peace officers working in the area. If the bus-on-shoulder program were to progress, additional discussion would be needed to develop proper procedures regulating specific times or scenarios which would allow busses to use the shoulder as well as the speeds at which they would be allowed to travel. The Hollister-Gilroy CHP Area has concerns with this overall project.



The Hollister-Gilroy Area supports the construction of a Class I Bicycle Path adjacent to the existing railway. The Hollister-Gilroy Area recommends additional safety measures be considered for the proposed bicycle path along the existing railway to ensure the safety of the bicyclist and the passenger/freight trains.

If you have any questions, please contact our office at (408) 427-0700.

Sincerely,

*P. Cooper*  
P. COOPER, Captain  
Commander

