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Attention: Jenna Gatto, Planning Manager

Mrs. Gatto, good morning.

The California Highway Patrol's (CHP) Truckee Area has completed our review of the environmental impact document related to "Town of Truckee 2040 General Plan Update and Downtown Truckee Plan Project" (SCH#2022030190). Within Appendix E Truckee General Plan Future Traffic Analysis Report (pages 8-9) there is reference to the creation of a dedicated ski-resort commute lane on SR-89 and SR-267:

*Action M-3.I - Dedicated Ski-Resort Commute Lane - Work closely with Caltrans, CHP, Placer County, NCTC, and others to analyze and implement a **bus-only lane or similar mechanism** on SR 89 and SR 267, for ski resort travel during peak winter congestion (typically weekends). This might entail **a third center or edge lane for buses and vans, shoulder travel, or other options.***

The Truckee-CHP Area has several concerns with such a project as it relates to traffic safety, enforcement, and our ability to effectively protect life and property along the routes. I have outlined our concerns below for the ski season. Our concerns with a dedicated commute lane are specific to the current roadway configurations and infrastructure.

### **SR-89**

CHP's jurisdiction on SR-89 begins at West River Street in the Town of Truckee and extends south to include all ski resorts along the corridor. SR-89 is a two lane, undivided highway, with varying shoulder widths for both northbound and southbound traffic.

### **SR-267**

CHP's jurisdiction on SR-267 begins at Schaffer Mill Road in the Town of Truckee and extends south to include all ski resorts along the corridor. SR-267 is a two lane, undivided highway, with varying shoulder widths for both northbound and southbound traffic.

#### **• Traffic Safety Concerns**

- Inadequate roadway infrastructure to support a dedicated commute lane.
- The ability of CHP officers to safely remove crashed vehicles, disabled vehicles, and/or traffic hazards out of the traffic lanes. A dedicated commute lane would most likely eliminate the shoulders. In the absence of shoulders, any traffic hazards within the travel lanes would have a negative safety effect on officers and motorists in terms of exposure to traffic. Additionally, when hazards remain in the roadway there is increased congestion.

- Increased danger to motorists experiencing emergencies. Motorists experiencing an emergency are instructed to move to the shoulder, away from traffic. Without adequate roadway shoulders to move to and away from traffic there would be a resulting increase in danger and congestion.
  - Increased danger to roadway workers. Without adequate shoulders the ability to perform routine and emergency roadway work safely would be severely impacted. The result would most likely be more lane closures, thus eliminating the benefits of a dedicated commute lane.
  - Snow impact and the ability to maintain the lane during frequent winter storms. Current snow removal practices include pushing snow onto the shoulders. A dedicated commute lane would leave inadequate room for snow removal from the traffic lanes.
  - The ability to maintain roadway markings. Roadway markings are extremely difficult to maintain over the winter and any raised delineators are not feasible because of snowplow operations. Therefore, maintaining a dedicated commute lane would be difficult.
- **Enforcement Issues**
    - A dedicated commute lane would most likely eliminate the shoulders and leave very few safe locations to conduct enforcement stops or police operations.
    - The difficulty to provide enforcement would encourage the use of the lane by all travelers and severely impact the benefit of the lane for buses, vans, and authorized vehicles.

Please let me know if you have any questions.

Thank you, Erik

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