



# Linking Tahoe: Regional Transportation Plan





# A snapshot of the last 30 plus days

- **We reached out!**
- **In the news...**
- **And the public says...**
- **TRPA's response...**





# Public Outreach

5 Public Hearings

14 Association Presentations

1-on-1 Stakeholder Meetings

6 Ads in Newspapers

2 Radio Spots

45+ Public Comments & Responses

## PETS

# Facts about spaying and neutering

In honor of World Spay Day (Feb. 22), I wanted to continue our month long spay/neuter theme and share some myths and facts regarding spaying or neutering your pets. I hope it will encourage you to make the correct decision and have your furry family members spayed or neutered (females get spayed and males get neutered).

**MYTH:** It's better to have one litter before spaying a female pet.

**FACT:** Every litter counts. Medical evidence indicates just the opposite. In fact, the evidence shows that females spayed before their first heat are typically healthier.

**MYTH:** I want my children to experience the miracle of birth.

**FACT:** The miracle of birth is quickly overshadowed by the thousands of animals euthanized in animal shelters in communities all across the country. Teach children that all life is precious by spaying and neutering your pets.

**MYTH:** But my pet is a purebred.

**FACT:** One out of every four pets surrendered to

**Niki Congero**  
*Hopeful Henry*

animal shelters around the country are purebreds. There are just too many dogs and cats — mixed breed and purebred. About half of all animals entering shelters are euthanized.

**MYTH:** I want my dog to be protective.

**FACT:** It is a dog's natural instinct to protect home and family. A dog's personality is formed more by genetics and environment than by sex hormones.

**MYTH:** I don't want my male dog or cat to feel like less of a male.

**FACT:** Pets don't have any concept of sexual identity or ego. Neutering will not change a pet's basic personality. Your pet will not suffer from any kind of emotional reaction or identity crisis when neutered.

**MYTH:** My pet will get fat and lazy.

**FACT:** The truth is that most pets get fat and lazy because their owners feed them too much and don't give them enough exercise.

**MYTH:** But my dog (or

cat) is so special, I want a puppy (or kitten) just like her.

**FACT:** Your pet's puppies or kittens will have their own personalities. Just because your pet has a great disposition doesn't guarantee their offspring will. There are shelter pets waiting for homes and they are just as cute, smart, sweet and loving as your own.

**MYTH:** It's expensive to have my pet spayed or neutered.

**FACT:** Most regions of the U.S. have at least one spay/neuter clinic within driving distance that charge \$100 or less for the procedure. Here in South Lake Tahoe you can contact the Lake Tahoe Humane Society & S.P.C.A. for information on its low-cost spay/neuter program.

**MYTH:** I'll find good homes for all the puppies and kittens.

**FACT:** You may think you are finding good homes for your pet's puppies or kittens but how do you know for sure? Using portals like Craig's List is a common way people choose to find homes for their pet's puppies and kittens. Some

of these animals end up in very bad situations. When pets are adopted out from shelters, the applicant has to apply — this way shelter can verify that the pet is going to a good home. Shelter pets also come spayed or neutered, with their vaccinations and often a microchip. If your pet does have an accidental litter, contact your local shelter or humane society for assistance in getting them good homes.

The most important fact to know is that spaying and neutering your pets saves lives. In every community throughout the United States, there are unwanted animals sitting in shelters waiting to find forever homes. Nationwide more than 2.7 million healthy, adoptable cats and dogs are euthanized in shelters every year. Spay/neuter is the only permanent, 100 percent effective method of birth control for dogs and cats.

Hoping this was informative!  
Hopeful Henry

*Hopeful Henry is a column managed by Niki Congero.*

## PET OF THE WEEK "RAINY"



COURTESY

Rainy is a 4-year-old girl who needs to be an only pet. She is shy but just needs that special family to give her the love she needs to come out of her shell. Come visit Rainy out at the El Dorado County Animal Services, 530-573-7925. Don't forget that all animals come spayed or neutered, with all vaccinations and a microchip. For spay-neuter services and other support, call the Lake Tahoe Humane Society for the Prevention of Cruelty to Animals at 530-542-2857.

*executive director of Lake Tahoe Humane Society & S.P.C.A. Need some pet advice? Ask Hopeful Henry. Submit questions or letters via e-mail to AskHenry@LakeTahoeHumaneSociety.org*

*or by mail to P.O. Box PET South Lake Tahoe, CA 96158. Visit Facebook.com/LakeTahoeHumaneSociety/SPCA, Facebook.com/HopefulHenry or Twitter.com/LTHumaneSociety.*

**TRANSPORTATION IS TRANSFORMATION**

**Draft Regional Transportation Plan Released**

**PUBLIC COMMENT PERIOD THROUGH MARCH 24**

Interested in Tahoe transportation? Visit the link below to see how the Tahoe Region is planning for transit, trails, and technology. Please submit comments on the draft Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy online or send to:

Morgan Beryl, [mberyl@trpa.org](mailto:mberyl@trpa.org) or 775-589-5208

[www.trpa.org/regionaltransportationplan](http://www.trpa.org/regionaltransportationplan)

**YOU'VE GOT QUESTIONS TAHOE TESSIE HAS ANSWERS**

**ASK TESSIE IS A NEW ADVICE COLUMN PRODUCED BY THE TAHOE DAILY TRIBUNE**

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**Tahoe Daily Tribune**



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MY BOOKMARKS



Congestion in downtown Truckee on Donner Pass Rd. Saturday, January 28, 2017. Huge amounts of snow have caused visitors to flock to the area, contributing to traffic jams. **Lezlie Sterling** - [lstirling@sacbee.com](mailto:lstirling@sacbee.com)

TRANSPORTATION

FEBRUARY 23, 2017 6:57 PM

## Tahoe officials tackle congestion, say wider roads not part of the solution



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Claire Cudahy  
ccudahy@taohedailytribune.com

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February 24, 2017  
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## TRPA looks to free transit, shared-use pathways for traffic solutions in Lake Tahoe



Congestion in downtown Truckee on Donner Pass Rd. S. visitors to flock to the area, contributing to traffic jams.

TRANSPORTATION

### Tahoe officials tack...

### wider roads not p...

Article Comments ()

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A free shuttle service to Emerald Bay is one of the proposed solutions to reducing car congestion around Lake Tahoe.

Transportation by ferry, park-and-ride lots outside of the basin, passenger rail service, dog- and gear-friendly buses, bike-sharing stations, free transit — these are just a handful of the proposed projects that can be found in the 140-page draft transportation plan put out by the Tahoe Regional Planning Agency this week.

"This plan is the long-term vision. It's the blueprint for everything we would like to see in our transportation system," said Morgan Beryl, TRPA's senior transportation planner, at the Feb. 22 governing board meeting.



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## TRPA looks to pathways for traffic in Tahoe

Article Comments ()

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Aurora Photos / Ra  
A free shuttle service to Emerald Bay is one of the solutions to reducing car congestion around Lake

home news music programs schedule events garden support

## Planners Hoping To Solve Congestion Issues At Lake Tahoe

Randol White  
Tuesday, March 21, 2017 | Sacramento, CA | Permalink



A new five year plan being considered for Lake Tahoe, calls for expanding local transit service to solve some congestion and environmental concerns.

It includes free and more frequent bus service, and seamless connections between North and South Shore.

Tom Lotshaw is with the Tahoe Regional Planning Agency, the organization behind the plan.

He says the federal government didn't used to include tourists when considering funding for the local transit system.

That's now changed, increasing the budget by roughly \$3 million a year.



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# LAKE TAHOE NEWS



FEATURED ARTICLES NEWS OUTDOOR & SPORTS GRAB BAG LIFESTYLE VOICES FOOD & WINE

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Home » Featured Articles » News » TRPA rethinking how to deliver transit in Tahoe

## TRPA rethinking how to deliver transit in Tahoe

PUBLISHED: FEBRUARY 23, 2017 BY: ADMIN,

IN: FEATURED ARTICLES, NEWS, 1 COMMENT

Better together.  
CARSON TAHOE HEALTH  
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UNIVERSITY OF UTAH HEALTH CARE

By Kathryn Reed

STATELINE – Free transit throughout the Lake Tahoe Basin, integrated between the shores, and with service every 30 minutes. That’s the goal by 2021.

Morgan Beryl, senior transportation planner with the Tahoe Regional Planning Agency, on Feb. 22 went over the highlights of the draft 2017 Regional Transportation Plan with the Governing Board.

Technology has allowed transportation officials to get a better handle on how many people are actually coming to the basin – 24 million a year, in 10 million vehicles.

Beryl showed two pictures – one of gridlock (today), the other open streets (the future). The goal of the plan, she said, is to create the future.



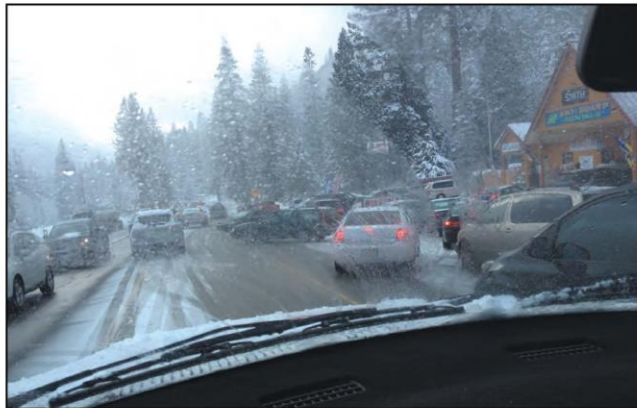


Photo by Taylor Flynn  
 "Snow play" vehicles block the westbound lane on Highway 50 at Strawberry earlier this season.

# ing About ation

## Snow play delights, and frustrates, on Hwy 50

By Charlie Ferris

The return of a boisterous snow season, which started in November and has simply gathered strength since, laying down record snowfall, has brought smiles to everyone who enjoys playing in the white, fluffy stuff. Skiers, boarders, snowshoers, and snowball throwers are in absolute heaven. All

that snow. Now, where to play? If you're an alpine skier, you just head to your favorite resort, strap on the boards and off you go. Nordic skiers and snowshoers do the same, or head out into the forest. But not everyone either wants – or can afford – those options.

What do you do then? Just head up Highway 50, find the snow, pull over and start playing? Wrong! That is a seriously unsafe

thing to do. You may think there's a boatload of spots to just pull off the highway and jump into the snow. The issue is finding a safe spot on the highway. There aren't any.

According to Ruth Loehr of the California Highway Patrol, people stopping along Highway 50 to play in the snow is a major safety problem. You could end up with a ticket or a tow as well. Avoid stopping anywhere along the highway that isn't specifically set up for snow play, and there are only two places set aside for that, both well off the highway and truly made for a great day on the snow: the Echo Summit SnoPark on the north side of 50, on Johnson Pass Road, and Adventure Mountain on the south side, at Echo Summit.

The SnoPark requires a permit,

which must be displayed on your dashboard. Having it on your cell phone doesn't cut it. Get your permit before you go up there. There are toilets – a big plus – and areas to romp about. If you can find them, there are also picnic tables somewhere under all that snow. Across from the parking lot is the snow-covered road to Echo Lakes. Dress appropriately for the weather, and bring your own food, water, coffee and chocolate as there are no latte and snacks carts here. Take all your trash home with you, including your doggie poop bag.

Adventure Mountain, owned by Jim and Linda Mueller, opened 11 years ago at what used to be the Echo Summit Ski Area. It has become a nationally recognized sledding and tubing resort. The entrance fee is \$30

per vehicle, a bit more for motorhomes and large vans. While the entrance fee is payable only in cash, credit cards are accepted for everything else. Parking, well away from the highway, and use of the groomed sledding resort is included for everyone in your vehicle.

The resort has 15 groomed runs. You can rent all the gear you need from them or bring your own, but leave any wooden or metal sleds at home, along with your skis and snowboards, as they aren't allowed on the sled slopes for safety reasons.

Jim Mueller said that they can sell out on weekends, especially when the snow is good, as it is this year. His advice is to get there as early as you can, or take advan-

Continued on Page 12

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"Snow play" vehicles block

# Take action on the traffic situation

Bitching, moaning and complaining to our local officials about traffic issues involving GPS apps is doing no good, based on the recent meeting I attended with our supervisor to alleviate the situation in Meyers. The same goes for city officials as well. They know we have a problem, but keep telling us their hands are tied and they don't know what to do. We in the county have been told that we have to clear everything with the Board of Supervisors in Placerville, and it will probably be next year before anything is done.

I wrote an article a couple of months ago suggesting ways to alleviate the problem right now and attended the meeting in Meyers to see if they would work. I was told by our supervisor that they would not work, that I was reading the code wrong, and that they can't do what I suggested. Lo and Behold, some of my ideas came up during the meeting and were implemented during the last storms, so now I am going to give some more ways to handle the situation. But I need you readers of this column – all three of you – to let them know what to do since they don't listen to me. Of course, you have to get involved as well and do your part

to stop this madness. The mission statement of the El Dorado County Transportation Division is the following: "The mission of the Transportation Division is to provide a safe, congestion free highway system that is responsive to the needs of the county's citizens, and is environmentally sensitive."

Section 10.08.060 - Through Highways states, "All highways as established by resolution of the Board of Supervisors as through highways, pursuant to Vehicle Code 21101(b), shall be posted with official traffic control devices. All vehicles are required to stop before entering or crossing them."

1. As soon as the CHP starts chain control, we need to enforce it at Sawmill Road. We also need to make the right lane past the high school a "residents-only" lane so traffic will not be blocked; turn the tourists onto Sawmill here and let us get home. You are not closing the highway, just putting up restrictions.

2. Get the CHP and Caltrans to eliminate cable chains as they are not effective on icy roads, and they are not recommended for hills; both agencies' codes grant them the authority to enforce this.

3. More training for the folks



Tahoe Ski Bum  
By Kenny Curtzwiler

factors in accomplishing this mission is communication with the people of California."

And under their "File a Traffic Complaint" section: "How was the traffic? It's a subject we're concerned with every day. Was there a delay in your commute that could've been handled better? Do you see an issue on your drive that we might be able to solve? Let us know when and where the issue occurred by using this notification system. If it's a chronic issue, we'll look for solutions to alleviate the problem."

The best way to make your views known is to file a traffic complaint with the CHP. Once filed, by law they must investigate it. You can also request a speed survey to be done in your area. Nothing will be done if you do nothing. Everyone is bitching and moaning, but if we think our officials can do something without our help, we are fooling ourselves and this problem will not go away.

Pot Hole damage to vehicles:

1. Take a picture of the pot hole.
2. Get the shop that is fixing the damage to write on your invoice that the damage was done by a pot hole.
3. Write down the location of the pot hole.

In the city, you can go to their website and then to the city attorney and get the claims form for damage. For the county, the same, and Caltrans has a form as well. Fill the form out and file a claim. The *Sacramento Bee* published an article in which Caltrans suggested people file a claim. There is no guarantee of payment, but they have been paying out quite a few. Besides, if you don't try, I guarantee there will be no payment. Everyone is getting federal money because of the declared emergency, so why not us as well?

Squaw has just ended free speech by banning for life a long-time resident for telling them the truth. The city has also just banned free speech and our right to our opinions by using the time after the public comment period of council meetings to rebut, or "correct any inaccuracies" in residents' statements. It's a chance to call the public liars, in my view. I have posted the articles on my FB page.

Just an observation on the snow removal this year to the locals: Give those guys a break, they are doing the best they can with what they have. We all need to chill. As Usual: skibumfamily@sbcglobal.net FB ken (Tahoe Skibum)

## Snow play delight

By Charlie Ferris

The return of a boisterous snow season, which started in November and has simply gathered strength since, laying down record snowfall, has brought smiles to everyone who enjoys playing in the white, fluffy stuff. Skiers, boarders, snowshoers, and snowball throwers are in absolute heaven. All

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9:30 - 10:30 am Course Inspection (lower dynamite)  
10:45 am Riders Meeting (top of course)  
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4:00 pm - Awards in Sierra Pub

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# Potholes and politics



**Mike's Mutterings**  
By Mike Filce

The new normal: planning alternate routes in and out of the basin and avoiding certain roads – especially after dark – to spare your car the unholy beat-down dished out by potholes.

There are certain inconveniences and even dangers that come with Tahoe living – nobody's fault – but there are also some that don't need to be, and recent weeks have highlighted that difference starkly.

About the first type: living in the basin means accepting that the few routes in and out will get dicey at times. And sometimes nature is just going to shut it down – cue the mud slides, avalanches, undermined roadways, and bounding boulders.

So, when it came time to get "the dot" back to school, with Hwy. 50 closed, I knew I was in for a long drive, but again, nobody's fault. Off we went, crossing our fingers that we'd get through on Hwy. 88.

Between Kirkwood and Ham's Station, towering walls of snow held back enormous pitches, wind whipping flurries across these precarious slopes while we silently willed the cars in front of us to keep moving keep moving keep moving.

But, man, was it beautiful out there.

Descending through Pioneer and lower, into those green hills, and Hwy. 12 with its submerged orchards and vineyards, creeks with no banks, spreading where they willed, downed trees testified to the power of water.

Reaching for the return trip, I checked the CHP site to discover Hwy. 88 now closed. With Hwy. 50 and both sides of the lake also closed, that left the long haul north over the 80 to Reno, down the 395 to Kingsbury and home – provided Kingsbury held up.

Rolling at last into Meyers at almost 10 p.m., the round trip had taken over 12 hours, more than double the usual. Still, nobody's

fault. Just bad timing.

Now let's turn to something that does not need to be part of Tahoe living – the appalling condition of our local roads.

The bottom line is that it never should have gotten to this point. Road surfaces do have a predictable "service life," even factoring in variables like winter snow and ice, wear and tear from chains and plows, and extremes in precipitation.

Sure, we would have drainage problems even if our roads were in good repair. But we wouldn't have such a widespread epidemic of destructive potholes.

All the rest is just noise and political spin.

And after a brief rumor that the city would be honoring repair claims, county and state agencies quickly joined the city in the studio to record the hit song, "We Don't Pay for Acts of Nature."

Its refrain in three-part harmony clearly set the record straight: your chances of reimbursement are about as good as your chances of avoiding potholes on your way through town. A painful tune, packed with pathos.

One agency representative suggested people file a collision claim with their insurance; surely, this guy has never done so, or he would know that for most people, insurance is one of those things you have but can't actually afford to use.

These same agencies have spent the past decades passing the buck back and forth and obfuscat-

ing the issues surrounding the failure to maintain our roads – who to blame, why other priorities had diverted funding away from roads and so on.

From what I'm hearing around town, people are just sick of it.

Locals don't blame road repair crews because those folks aren't making policy and budgeting decisions; they do, however, feel as taxpayers that they have a right to expect roads that won't destroy their cars. They work hard and look to their elected officials and appropriate agencies to take care of infrastructure. They don't get enthused about hearing excuses.

Because here's the thing: When people work long hours to get by as many do in Tahoe, they don't have the time to ferret out the details of budgets and spending, especially given how difficult it is to find this information on the various agency and government websites, let alone to find it in a form intended to be understood.

If you need proof of just how complex it all is, look at the learning curve for any new trustee – local school district, college, public utility, the city, county or state. They attend workshops to get up to speed, invest countless hours poring over documents, and often still need the experience and knowledge of their predecessors.

fellow members to understand such information before they can even contemplate acting on it. The rest of us are forced to trust these individuals and their due diligence...

... or not, as the case may be. Mayor Sass supported a sales tax increase that got voted down November. You have to wonder that vote indicates distrust – a lack of faith in how taxpayer funds are being spent in general.

At the time of this writing, the latest *Tribune* article (Feb. 23) of this topic cites two perspectives: there's the view represented by Mayor Sass, who blames potholes on poor road foundations and a budget that doesn't include "road rehabilitation"; the only solution he claims, is to pass a tax. Then there's the view represented by JoAnn Conner, who feels the city already receives enough money but doesn't spend it appropriately.

Whichever matches the facts better, these two views suggest a fundamental divide in our community that goes deeper than road surfaces and down into the underlying base. In this regard, I agree with Sass: if you don't fix the base, the surface is going to break down.

I just doubt we'd be talking

# Take action

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# And the Public Says...

**Kathryn Biasotti:** *Very encouraged by the collaboration and movement in the right direction for transportation around/ in and out of our basin. The cross agency interaction to build bike trails and enhance our visitor experience is very exciting especially for a 29 year Tahoe Local.*

**TNT / TMA:** *We must proactively think beyond the typical traditional sources of sales tax and transient occupancy tax. We concur that the States of California and Nevada must be involved and help provide bold leadership in the discussion and action critical to the future of transportation and mobility in the greater Lake Tahoe region.*

**Stephan Haase:** *The current bus system is very limited and discouraging to local residents outside the core route of SLT. A bus system that connects all communities within the Basin would greatly enhance users experiences...Mass Transit should be greatly enhanced and people appetite to use the transit system will be increased when presented choices like a road toll. Incentives like discounts etc do not incentivize the people. Access and wallets - that's it.*

# And the Public Says...

**Loren Jolley:** *As a cyclist, I, and my many colleagues, would like to use the 23 bus to access the Tahoe Rim Trail without running a car shuttle. I would love to be able to park my car once I arrive, and use a combination of bicycles and city buses to recreate.*

**Caltrans:** *Caltrans applauds TRPA for incorporating performance measures, monitoring and reporting well ahead of the federal timeline and also recognizing the future coordination efforts with California and Nevada in the ongoing target setting process*

**The League to Save Lake Tahoe:** *The RTP will be the roadmap for Area Plans and other planning documents. It must include more aggressive management strategies similar to those included in the 2012 RTP. This includes eliminating parking minimums and implementing parking maximums.*

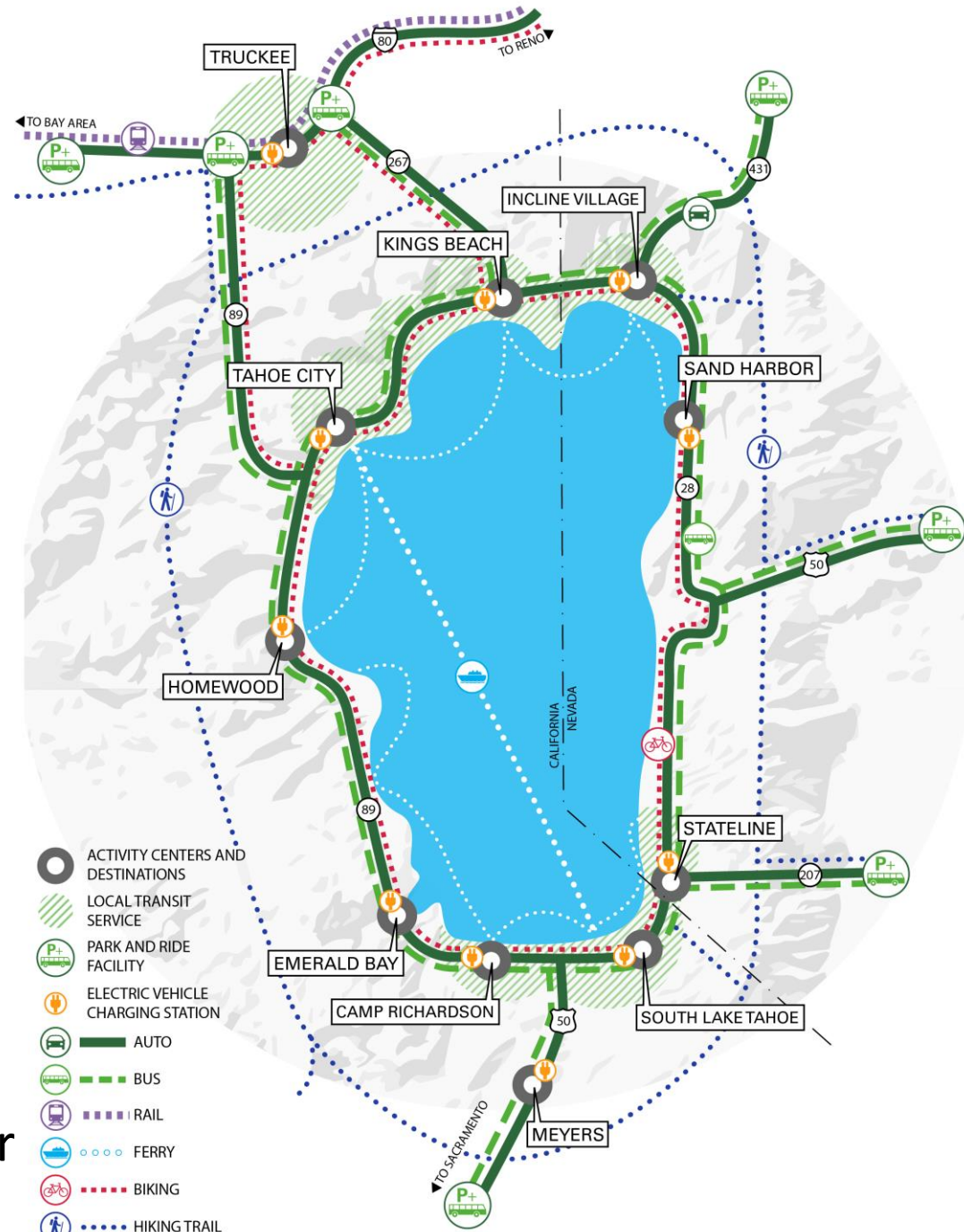


# Public Comment: Major Themes

- **Better discuss connections** with neighboring regions
- **Increase transit and reduce cost to user**
- **Address congestion** through adaptive roadway management, parking, transit prioritization, and funding
- **Enhance multi-modal connections** with bicycle racks, and bus shelters
- **Trails, Trails, Trails....**

# Responses

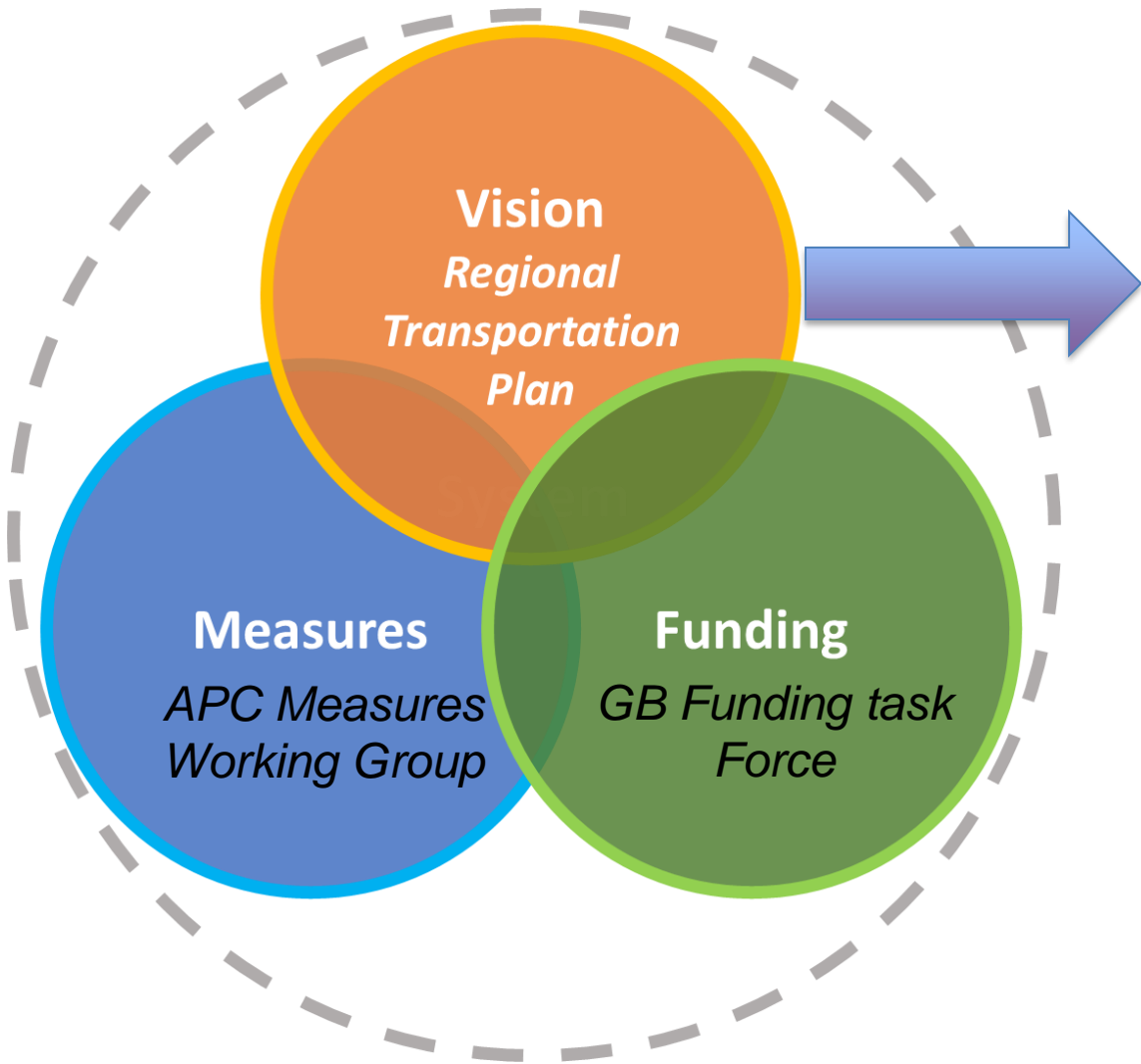
- Updated Policies
- Updated text and maps
- Confirmed Environmental Analysis
- Directed people to where topics were addressed in the plan
- Connected people with project implementers and information via EIP Tracker







# More to Come... Transportation Strategic Initiative



- ***On-going follow-up with stakeholders***
- ***Transportation Demand Management Programs***
- ***Submissions for Funding for Project Planning***
- ***Collaborating on Existing Projects***

# APC Motion

To recommend approval of the 2017 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy as contained within **Attachment A**, the APC must make the following motions. An affirmative recommendation requires a majority vote of the quorum present:

- I. A motion to make the findings required by Compact Articles IV and VII and Code of Ordinances Chapter 3 and 4, including a finding of no significant effect, for adoption of the 2017 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy, as provided in **Attachment C**.
- II. A motion to recommend Governing Board adoption of Ordinance 2017-\_\_, amending Ordinance 87-9, as previously amended, to amend TRPA's Regional Plan to incorporate the 2017 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy **Attachment E**.



A construction worker wearing a white hard hat, an orange safety vest over a dark long-sleeved shirt, and black pants is using a shovel to work on a construction site. The worker is in the foreground, leaning forward. In the background, there are blurred images of construction equipment, including a yellow truck and a white truck, and some trees. The overall scene is a construction site during the day.

# Next Steps

- TTC Recommendation: April 14, 2017
- Governing Board Action: April 26, 2017



# Transportation is Transformation

