

TAHOE REGIONAL PLANNING AGENCY
ENVIRONMENTAL IMPROVEMENT, TRANSPORTATION, & PUBLIC OUTREACH COMMITTEE

Zoom
TRPA

March 22, 2023

Meeting Minutes

CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Faustinos called the meeting to order at 10:33 a.m. on March 22, 2023.

Members present: Ms. Conrad-Saydah, Ms. Faustinos, Mr. Bass, Mr. Rice, Mr. Settelmeyer, and Ms. Williamson.

Members absent: None.

I. APPROVAL OF AGENDA

Ms. Chevallier stated no changes to the agenda.

Chair Faustinos deemed the agenda approved as posted.

II. APPROVAL OF MINUTES

Ms. Williamson moved approval of the February 22, 2023 minutes as presented.

Motion carried by voice vote.

III. INFORMATIONAL BRIEFING ON THE TRANSPORTATION PERFORMANCE AND RECOMMENDATIONS REPORT FRAMEWORK

Michelle Glickert, TRPA Transportation Planning Program Manager presented to the committee. The Regional Transportation Plan (“RTP”) is updated every four years; it’s one of TRPA’s Metropolitan Planning Organization (“MPO”) requirements. The RTP sets the vision for the transportation system in Tahoe. It’s a system that is interconnected, inter-Regional, and sustainable; connecting people and places in ways that reduce reliance on the private automobile.

The RTP has six distinct goals: 1) improving safety for all users; 2) enhancing connectivity across and between modes; 3) supporting economic vitality; 4) protecting the environment with reductions in greenhouse gas [emissions] and vehicle miles travelled (“VMT”); 5) preserving the transportation system; and 6) coordinating operations to better manage it. These goals have numerous policies, all of which make up the transportation element of TRPA’s Regional Plan. The Transportation Performance Reporting is about tracking how well TRPA is achieving the RTP goals and reducing Tahoe’s per capita VMT, tracking resident and visitor vehicle trips, and identifying adaptive management of the system if TRPA is not on target.

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[Slide 2] The Agency has created this reporting framework over the past few months with the help of the Transportation Performance Technical Advisory Committee (“TAC”) and consultant support from Cambridge Systematics. Those TAC members represent agencies TRPA works with to implement projects and programs like the Tahoe Transportation District, the two state Department of Transportation agencies, the North and South Shore Transportation Management Associations, land managers, county partners, and the City of South Lake. Also on TAC is the League to Save Lake Tahoe representing the Tahoe Environmental community and a member of the public, Ms. Carole Black.

Ms. Glickert will discuss the metrics for reporting, how adaptive management has been incorporated into the framework, how TRPA is evaluating performance, and responses to adaptively manage the transportation system. [Slide 3] Along with the adoption of the 2021 RTP, the TRPA Regional Plan was also updated with a new VMT standard. The Implementation Element of the Regional Plan identified five specific actions related to the new standard. The first is establishing a schedule of milestones to measure progress towards the per capita VMT reduction goals. TRPA completed that in April 2021 with the adoption of the RTP. The second action was establishment of a technical advisory body for transportation which was completed in March 2022. Third, the preparation of a charter, primary objectives, and workplan which was approved by the Governing Board in the summer of 2022. The TAC met to develop those materials which was approved in September 2022. Ms. Glickert’s update will be focused on the final action items; Preparation of reports by the TAC, reviewed and approved by TRPA/TMPO and preparation of adaptive management responses if scheduled milestones are not met to be approved by TRPA/TMPO.

[Slide 4] Report content as identified by the TAC will include high-level transportation metrics to track implementation of the VMT reduction and achievement of the RTP Sustainable Community Strategy goals. Secondly reporting to provide guidance on program, policy, and project modifications necessary to attain and maintain the new VMT threshold standard. Lastly, adaptive management responses that can be implemented if the region is not reaching VMT Milestones. Every two years, TRPA Staff and the TAC will prepare and transmit a Performance and Recommendations Report to the Governing Board with review by the EITPO Committee beginning today with the framework being presented tracking both VMT reduction and RTP performance.

The first full report to be presented in the beginning of 2024 will be a Recommendations Report focused on the RTP which will set the stage for the preparation of 2025 RTP. The Performance report will contain forecasts for growth, achievement of goals, and VMT reduction. The second Performance report happens 2 years later. [Slide 5] The Biennial reports will be structured by travel mode, in alignment with past RTPs, the framework also utilizes a tiered metric system. Beginning with those primary metrics; transit ridership [data] will be collected on fixed route systems as well as the new micro-transit systems. The report will also examine how much service will also be looked at and which neighborhoods are served with the goal of increasing transit ridership. For Active Transportation, [data will be collected on] Bike/Ped, overall mode share, and something new highlighted, Low Stress Bike and Ped Lane Miles. TRPA has continually collected data on the amount of bike lanes and bike paths that are built in the Region but hasn’t looked at the details. Not everyone like to ride a bike next to vehicles traveling at 40 miles per hour (“mph”) with a 4-6 inch stripe in between. So staff will look specifically at “low stress facilities” like the protected bike lanes and bike paths where bikes and peds feel safer. There are also slow streets in the region that are great for neighborhood riding for families where there are fewer conflict points. Staff will be collecting this data with the intent to increase those non-auto mode share and increasing the network of safe ped/bike facilities.

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For automobiles, data will be collected on the annual average daily VMT per capita; tracking everyone in the region, how many trips they take, and how far those trips are. Currently TRPA's annual average baseline is 12.48 miles travelled each day by everyone in the Basin. The goal is to reduce that to 12.35. That target will be checked when the next report comes out.

Ms. Glickert notes that it's important to be aware that working with the TAC these primary metrics will be collected every two years for either report, VMT focused or RTP, and staff will be continually utilizing the best data sources available. Mode share [data], for example, used to be collected by staff and interns have gone out around the Lake doing surveys and tracking folks at different locations. Ms. Glickert is working closely with TRPA's Research and Analysis department to find the best data sources available.

[Slide 6] The framework has a second tier of metrics organized by supply, conditions and state of repair, and programming and information. This helps staff to understand the why of data shifts. These are the first parts of the developed adaptive management system. There's a menu of second tier metrics that will be collected along with the primary metrics if staff determines the region is not on track or if there are some standards the TAC feels warrant a deeper dive. Tracking why something is improving allows for replication. Using transit as an example, if staff sees a dip in transit ridership, they can look to see how much service is being delivered vs. what is scheduled (Supply), whether riders are able to access bus stops (Condition & State of Repair), and lastly are people aware of transit options such as micro-transit on demand (Programming & Information).

[Slide 7] The Biennial reports will utilize the data from the primary and secondary metrics, the TAC will be convened to review those results, potentially identifying other metrics available that can inform performance as well, the TAC, with public involvement, will decide what might need to change to get back on track and these recommendations will be proposed to the EITPO committee. For example, if the Regional mode share analysis shows that ped/bike trips are holding flat and transit ridership is decreasing, recommendations could include additional analysis to better understand where and why those underperforming routes are occurring. The additional analysis could lead to potential policy decisions within the grant program that the Tahoe MPO administers. For example, all eligible sources that qualify for transit operations, any funding source that could go towards transit operations, could be considered first for only transit operations giving transit ops priority for those funds. Additionally, planning funds could be focused on working with transit operators and Transportation Management Associations ("TMAs") on more program outreach and information sharing to encourage more people to get out on the bus and to use micro-transit. Or we could be helping to implement some of the transportation operators transit plans using those funds. The adaptive management process provides that menu of options based on data drive analysis.

[Slide 8] The top side of the timeline on this slide includes the TRPA Board, Commission, and Committees and the bottom identifies data gathering and outreach with local partner agencies who are also on the TPTAC. Staff has already begun to focus on data gathering for the primary performance metrics and will continue to do so for the remainder of 2023. After the data collection, staff will reconvene the TPTAC and those meetings will entail review of progress, development of collective recommendations on the adaptive measures, in preparation for the draft RTP/SCS Performance Report. There will be a public meeting and then the draft recommendations will come to the EITPO committee for any changes prior to seeking adoption of the report which is required by the second half of 2024. Ms. Glickert states her intention to get this performance report out ahead of schedule because it drives the RTP and staff needs more than a year to develop that.

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The 2024 Performance Report will inform the development of the 2025 RTP – identifying existing conditions, forecasts for the RTP, how TRPA is doing on VMT reduction and recommended needs that will fold into the plan policy and program development. This will include TAC members in their agency roles as project/program implementors and of course, entail the EITPO Committee, through public outreach and development of the next RTP. In 2020-2021, agency staff met with the EITPO Committee regularly during the development of that RTP. This process will be repeated; in 2026, staff will provide a report on the status of VMT reduction in the cycle of alternate biennial check ins all adaptively managing the Transportation system.

Committee Member Comments

Ms. Conrad-Saydah asks about data collection and whether staff will be distinguishing between regular transit riders and occasional transit riders and, similarly, between regular and occasional bike lane users? Ms. Conrad-Saydah states that she's interested in how TRPA can get tourists to use transit, micro-transit, and bike lanes more, to move some of that travel from personal vehicles and target outreach to those groups.

Ms. Glickert states that she's not sure data collection has been that distinguished in the past but some of the agency's survey work does get so some of those questions i.e. point of origin. Ms. Glickert acknowledges the need to consider different targeting. She states that the agency feels that if they can create safe facilities, they'll attract all users.

Ms. Conrad-Saydah responds that she agrees and also offers the idea of having signage on the routes into Tahoe with notes on what kind of transit exists to encourage people to get out of their personal vehicles depending on the type of usage services are seeing and if the agency wants to encourage that usage more.

Ms. Faustino concurs that getting the right kind of research and data is critical to all appropriate outreach is being done. There are communities that are dependent on public transportation but also may not be tech savvy. Monolingual users may not show up in geo-caching data so it's important to ensure data collection is comprehensive.

Ms. Glickert states that some of these new data sources can identify where folks are living to better inform that and she reminds the committee of the workshop on the Transportation Equity Study. That information is being pulled into this framework and the preparation for outreach. Part of that is also in preparation for the next RTP; updating the agency's public participation plan which set out how outreach is done for all other planning efforts to better reach all demographics.

Public Comment

Beth Davidson from Incline Village commented that she's lived at the lake for about 40 years and is attending a TRPA Governing Board meeting for the first time. She states this topic seems to coincide with the item [to be heard at the Regional Plan Implementation Committee] on the Washoe Tahoe Area Plan amendments. She doesn't understand in terms of reducing vehicle miles traveled, how there can be more development to the lake and expect to get [fewer] vehicle miles traveled. She and her husband try to keep our travel to a minimum, using the car but they need to use the car, for instance, traveling to Reno or Carson for Costco and other stores has been part of how they have supplies and so forth and when they do travel the roads

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they see them completely full of contractors and completely full of people all the time, whether they go over Mount Rose, whether they go 28 to Carson. She doesn't know how one reduces that if you're going to build more housing at a denser rate on the North shore, some of this doesn't make sense. She asks for an explanation of how VMT will be reduced.

Chair Faustinos asks staff if they'd like to respond. Ms. Glickert responds that she understands where Ms. Davidson's comment comes from but that TRPA is thinking about where that new housing is going to be located and focusing very much on affordable housing. Right now a lot of workforce have had to move out of the Basin which means they're driving back and forth which has potentially doubled their VMT. One of the strategies in the RTP is developing all of these great networks and options for those people in the Basin today and for some of those people that we want to draw back in here in affordable housing compact development in our town centers which will reduce trips. Ms. Glickert acknowledges that everyone has to do their part to see that average come down. It is a multifaceted system; transportation isn't going to do it alone.

Presentation can be found here: https://www.trpa.gov/wp-content/uploads/EITPO-Framework-Endorsement_Mar-Revised.23-Final-1-1.pdf

IV. INFORMATIONAL BRIEFING ON CASCADE TO MEEKS TRAIL FEASIBILITY STUDY

TRPA Executive Director Julie Regan provided a brief introduction to this item. As it relates to the previous discussion of different kinds of users in the transportation system, what TRPA has found that is other options, other than personal vehicles, are offered, people will take them. This is supported by data. This is an important framing about this feasibility discussion. One piece of data collected with the Transportation Management Association on micro-transit on the North Shore and South Shore is that a large percentage, 40-60%, of people riding Lake Link or TART Connect are people getting to and from work.

One of the goals of the Regional Plan Update was to give a future for Tahoe that isn't so auto dependent; to have more options for walking and biking around the lake. This precipitated the creation of the Tahoe Trail. It's TRPA's goal to have this trail circumnavigate the lake. There was a section between Incline and Sand Harbor that was called "the impossible trail" that has since been built and is seeing record usage and is getting people more connected to the Lake. TRPA now has a feasibility study that says that a section that could be considered an even more "impossible" stretch, around Emerald Bay, is possible. This isn't an alignment presentation, but an exploration of what's possible so when the committee and members of the public see photos and renderings, keep in mind that nothing's been decided. TRPA has received some public comment concerned that a route has already been decided which is not the case. This is an exciting opportunity for this organization to be a Regional leader on what could be the envy of the world; a trail on this most famous part of Lake Tahoe.

TRPA Planner Rebecca Cremeen presents to share the results of the Cascade to Meeks trail feasibility study. This is still in the very early stages of planning this trail and there will be plenty of opportunities to evaluate alternatives and to engage with the public and stakeholders through more robust environmental analysis. This study gathered the best available information over the last two years with Agency partners, the public, stakeholders, visitors to the corridor, homeowners, and those who are very

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knowledgeable about the ground conditions through this area. This report will be the foundation for a more detailed Environmental Study.

This segment is part of the greater vision to complete the Tahoe Trail. [Slide 3] What TRPA envisions is a seamless trail around the lake. The dark green segments [on the slide] is where the trail has been completed and the yellow segments is where TRPA is planning to complete segments. As it is right now there is existing trail on the West Shore all the way from Tahoe City to Meeks Bay and then completed trail picks up again on the South Shore from Baldwin Beach to Stateline. All of these trails take partnerships. This slide also shows all of the partners involved in this project. The U.S. Forest Service manages a lot of the land in this area, there are a lot of popular trailheads and recreation areas into Desolation Wilderness, linkages to beaches along the corridor. TRPA is working closely with CalTrans because the trail would go near or along or across that right of way. There's the D.L. Bliss State Park and the Emerald Bay State Park, so the agency is working with State Parks. TRPA is also working with the Washoe Tribe of California and Nevada to identify cultural and natural resources that need to be protected and where there are opportunities to educate the public along the way.

[Slide 4] To better understand the corridor, during the analysis process, staff broke it up into a few segments starting at Meeks Bay in the North to Rubicon neighborhoods, Paradise Flat, D.L. Bliss State Park, Emerald Bay State Park, and down to Cascade. [Slide 5] This trail has been identified in several plans including the Regional Transportation Plan ("RTP") that Michelle Glickert discussed earlier, the Active Transportation Plan, and the 89 Corridor Management Plan. The Transportation vision is to protect Lake Tahoe's environment and improve the travel experience through sustainable transportation projects and programs; shifting the mode of travel rather than expanding roadway capacity. How we communicate these transportation options is very important which is why TRPA is integrating technology into transportation planning and visitor messaging. [Slide 6] The Committee members may have experienced this congestion at Emerald Bay in the summer which is what TRPA is really trying to address. Parking along the roadways, causing resource damage and safety issues.

[Slide 7] This graphic is from the 89 Corridor Management Plan ("CMP") that was completed in 2020. It shows a vision of fewer cars, a higher percentage of people arriving by bus or shuttle (about 40%), and about 10% arriving by trail. The 89 CMP also recommends eliminating roadside parking at Emerald Bay and bringing visitors to the West Shore by a water taxi. TRPA understands that this trail is not a silver bullet that will solve all of the transportation management problems at Tahoe; it's one of many strategies that must work in tandem which is why TRPA needs to keep working with public and private partnerships to investigate solutions through the Destination Stewardship program and other initiatives.

[Slide 8] The goals listed on these slide were developed by the Agency steering committee partnership. Jason Drew from NCE continued the presentation as the project manager for the technical team assisting TRPA and the steering committee with this project. [Slide 9] He reemphasizes that the feasibility study was not intended to design a project; rather it was designed to answer two questions – first, can you find an alignment that's feasible and practical to have a trail through this 11+ mile corridor and second, if the answer to the first question is yes, what are some of the considerations and important points to think about as you move into planning and

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design of that trail. This was a 2+ year process to put the feasibility study together demonstrated on the slide. Starting in 2021, the first step was understanding all of the existing information and data that existed for the corridor. There was a tremendous amount of information existing in documents and anecdotally for different agencies and partners who have worked in the corridor. They held a kickoff meeting with the steering committee, partner agencies, stakeholders, and the community where they laid out what the study was and the timeline for it. Next, they did prescreening. Given the amount of time that people have spent thinking about and working in the corridor, there was a tremendous amount of potential alignment alternatives that existed within this corridor; more than could be looked at within the feasibility study. Then they ground-truthed all of the alignment options; they walked the corridor north to south and south to north many times to get a feel for the physical, neighborhood, and community aspects that exist within the corridor and within each of the alignments. Then, they developed evaluation criteria to have a meaningful way of looking at the variety of alternative alignments that exist within the corridor and be able to make some informed recommendations about what those alignments mean, what they could look like, and if they're feasible. As a part of that, there were a number of one on one meetings, meetings with stakeholders, and public meetings, to discuss development of that evaluation criteria as shown on the bottom left of the slide. The result was 22 criteria in 6 categories. In 2022, they did the alignment analysis with the criteria applied in a quantitative way to the alignment alternatives that existed within the corridor to have some repeatable and meaningful way of scoring and ranking those alignments. Those results were shared with the steering committee, stakeholders, and the community through a series of workshops and surveys. All of that information was provided to the steering committee and they ultimately selected an alignment to be further evaluated as part of the feasibility study in the end of 2022 and into 2023.

Once they had that alignment they laid it out on the ground to see where it could be feasibly located. As a part of that there was some initial engineering analysis to determine where structures would be needed; bridges required to cross creeks, undercrossings to go beneath the highway. They looked at environmental considerations, there was a lot of data and information as well as interactions with agencies to identify cultural, scenic, biological, and aquatic environmental resources within the corridor. They wanted to get a sense of what the trail could look like so they developed images and renderings. The draft feasibility study was released to the public about 6 weeks ago and they've received comments on that which will be incorporated into the final feasibility study. The process was ended with a webinar to the steering committee, stakeholders, and the community where all of the information was presented. Dave Rios from NCE continued the presentation walking the committee through the [story map](#). He showed the committee 10 location renderings to give them a sense of the feel of this potential trail including an under crossing, scenic viewpoints, and potential retaining walls. Also included in the feasibility study are the considerations for design, environmental, regulatory permitting, what projects need to be built and how that would happen, to inform implementers. They identified 10 specific buildable projects established based on connectivity to existing trails, points of interest across the corridor. The implementation section of the story map demonstrates a lot that needs to be decided and considered before any projects are built including environmental review, project sequence, and preliminary costs.

TRPA Staff Rebecca Cremeen finished the presentation stating that the next step of this project is determining a project lead, whether to move forward with an

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environmental review and, if so, what is the scope of that document. Will it be programmatic and looking at the entire corridor or looking at more “bite-sized” chunks of recreational hotspots and considering the 89 CMP recommendations for transit, parking management, etc. The next step is getting the steering committee reconvened to make some decisions. There is Lake Tahoe Restoration Act funding available for this project identified by the USFS.

Committee Member Comments

Ms. Conrad-Saydah complimented the storymap and encouraged members of the public to check it out. She asked staff for the total mileage of the Cascade to Meeks section being discussed.

Ms. Cremeen responded that it’s about 11 miles.

Ms. Williamson also complimented the presentation and asked that as the next steps get finalized that staff bring updates back to the committee so they can hear about progress and be able to ask more thorough questions.

Mr. Friedrich asked what the most ambitious timeline for breaking ground on the first phases of the projects highlighted.

Mr. Drew responded the best case scenario is 3-4 years away. Ms. Cremeen added an example of the Meeks Bay Project, the restoration is going forward, the environmental review is almost completed, CalTrans has identified funding for bridge replacement, so that section could be sooner and looking at it broken down into components parts could be built sooner.

Mike Gabor with the U.S. Forest Service also responded that they are moving forward with environmental documents for various pieces at Meeks Bay and some of those aspects will make connections to neighborhoods immediately to the South. Some components within the corridor are being implemented now such as changes to Bayview Campground to a day use parking area. They’re hoping to implement larger steps to realize some goals of the 89 CMP that were in the feasibility study.

Public Comment

Tobi Tyler commented representing the Tahoe Area Group of the Sierra Club. Although they support reasonably sized bike trails in general for Tahoe, they do not support building a 14-foot-wide road, including 2 feet of shoulder on each side, with a 129-foot tall retaining walls which weren't mentioned in the in the presentation through undisturbed forests that is nesting habitat for Northern Goshawks and Ospreys. If any bike trail is built, the least impactful way would be to put it next to the road, wherever feasible something needs to be done about emerald boats overcrowding issues, but trying to accommodate more and more people into the area by providing a huge bike path that will have substantial impacts on the environment is not the responsible Improvement way to solve this overcrowding issue. A preferable alternative to the overcrowding issue at Emerald Bay would be to either implement a reservation system or the shuttle service reservations. Shuttles are how many areas throughout the world address the issue of a place being loved to death.

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Doug Flaherty commented as a representative of TahoeClearAir.org. One thing the TRPA and its partners are really famous for is avoid to avoid cumulative Environmental impact statements. That's why you guys have already prepared to do this incrementally world class projects, invite world class over capacity. He states that TRPA is going to have a really uphill battle on their hands if they try to do this project incrementally. Speaking to the Forest Service on this, Mr. Flaherty is a little bit surprised that they're sponsoring incremental steps already with environmental review processes and he hopes they're noticing the public of their intent under NEPA. He doesn't believe the partners are going be able to just smooth sail through the environmental impacts without considering the entire cumulative impact of the entire project.

Denise Davis commented as a resident of Incline Village. She notes the pictures, and the end of your presentation were missing one key photo, which is what the trail heads look like. The trailhead for the East Shore trail here at the old Ponderosa and Tunnel Creek are just as crowded as some of your photos of Emerald Bay. The traffic and congestion problems on State Route 28 have just been pushed into the Mill Creek neighborhood, so I hope that while you're working on your feasibility study and your plans, you will look at the unintended consequences of projects, you've already done and take into consideration those effects on your plans.

Final Committee Member Comments

None.

Presentation can be found here: <https://www.trpa.gov/wp-content/uploads/EITPO-Committee-Item-No-4-Cascade-to-Meeks-Trail-Feasibility-Study-1.pdf>

Story map can be found here: <https://www.westshoretahoetrail.com/>

V. UPCOMING TOPICS

Chief Partnerships Officer and Deputy Director Kim Chevallier presented on Upcoming Topics for the Committee. Next month there will be an update on the 7-7-7 transportation funding strategy. The Tahoe MPO Regional Grant program will be recommending \$11 million in funding for 7 different transportation projects so staff will be seeking a resolution on those projects. Staff will also be seeking a resolution on amending the 2023 Federal Transportation Improvement Project to advance implementation on the SR28 corridor and a Kahle Drive complete streets project. Staff is looking to do a briefing on the first ever Regional Trails strategy which has been underway with many different partners to provide a blueprint for connected dirt trail networks. Staff also will seek a recommendation to the TMPO on the Transportation Overall Work Program.

Lastly, the committee requested updates on restoration projects so Ms. Chevallier will be programming updates on those into agendas to give the committee updates on Forest Health, Watersheds & Water Quality, and Aquatic Invasive Species including field trips.

Committee Comments & Questions

None.

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Public Comments

Ellie Waller thanks Ms. Chevallier for the item on upcoming topics and welcomes her as new Deputy Director of TRPA.

VI. COMMITTEE MEMBER COMMENTS

None.

VII. PUBLIC INTEREST COMMENTS

Elizabeth Lernhardt, Zephyr Cove comments on the East Shore management, because reading some of the studies online that you have, it's clear you want to modify the behavior of diverse group of people with different needs without even acknowledging them. You do not seem to be distinguished between the seasonal changes in the winters in this extreme winter weather has shown that there is no bike riding. By the way, can I have a raise of hand of who came here by bike? No, I didn't think so. But anyway, how can you expect anybody even to survive waiting for a bus like in South Lake Tower for 60 min, that is, if the bus does arrive, since Thanksgiving it hasn't regularly arrived, and apparently there's a bus driver shortage, and thanks to the huge snow berms even some Uber and Lyft drivers were discouraged. This is not improved by Lake Link cannibalizing the existing system by paying drivers more and not requiring commercial driver license. I don't thinking shifting from one system that doesn't work to another one is helpful. Then there's your fascination with the bikes. Tahoe has 600 miles of bike trails, so I guess we need another one. The decision to use a more economic way constructing your Stateline to Stateline bike path in highway by trading motorized vehicle use of highway 50 for bike and pedestrian use is simply not feasible nor is it fair. As NDOT states, expanding the paved roadway capacity is inconsistent with adopted policies, except when it comes to the Meeks Bay plan as we just heard, so unadopt them please. There's no clause in your Compact prohibiting the widening of roads, new roads, or asphalt lanes for bikes. You broke your policies for multiple other reasons. Particularly close by the Round Hill parking lot that you created last year, which is I believe, asphalt. Why are the 5,000 residents in Douglas County less important? And where are the options for the Douglas county residents? There's no public transportation here, and there never will be, because we are just not that many, and even the micro transit does not include us. So sacrificing the 4 lanes on highway 50 will never work in reality. This winter has shown this clearly narrowing the lanes, as some of the more recent plans of end, or chose from a 13 foot 11 foot system down to 10 or something around there it's not going to work. Where's the snow going to go? Where is the snow plow going to go? Right now it's not feasible and the proposal that was put forth by Miss Murphy is a very good thought in summer, but not practical in a winter like this winter, and it's not so safe either.

Tobi Tyler commented representing the Tahoe Area Group of the Sierra Club. We've stated before that we have a caring capacity issue here in the basin and a trajectory of increased density and height throughout the basin are on a collision course with increasing environmental degradation I bring your attention to the excellent opinion piece in the Reno Gazette Journal Tahoe's Future Hangs in the Balance Again, which I include here for the record. The cumulative impacts from the numerous development projects and the allowance of greater density and heights are not being evaluated which violates the national environmental policy act NEPA and California Environmental Quality Act, CEQA in California. These developments do not address affordable housing needs, and will result in increased population and transportation pressures

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at a time when we are already, when we already exceed anyone's vision of maximum carrying capacity with the 60 million visitors per year. The TRPA has basically eliminated the VMT standard and now is opening the door to increase traffic nightmares and environmental degradation from additional people in the Basin. TRPA is not complying with NEPA and CEQA, with your environmental checklist, which most projects are approved under increased density, puts the entire community at risk, in the event of an evacuation because of fire or other disasters. It also increases air and water pollution because of increased fossil fuel bikes, cars, boats, and snowmobiles that come with increased density.

Judith Miller comments as a resident of Incline Village, and my comment applies not specifically to the East Shore trail, but to all of the planned multi-use trails. They have not contributed to lessening of traffic in the base. And that's because they're simply not designing with a cyclist in mind. If you try to ride a bike, a typical commuter bike would be going 15, 20, 25 miles an hour, and that's simply not possible with the amount of visitors that we have here that use these trails. It's not used as transportation, and I think it's really dishonest to promote these as a transportation solution. They're not. Have you done any studies to see just how many people use the East Shore trail for transportation? I don't think it exists. It's a handful, perhaps, but why would you park a car and pay money to get on a trail and to be slowed down to the pedestrian pace of maybe 2 miles an hour? It's not practical. It's not transportation. So please rethink the transportation element of these trails and provide a trail that a cyclist could actually use to get to work, to get to school, to get around the Basin.

Doug Flaherty comments in agreement with the previous two speakers. The UC Davis State of the Lake Report and obvious self-evident observations, by pretty much everybody in the basin. The Lake Tahoe Basin is in environmental free fall, it's out of equilibrium. Basically, this is due to the incremental impacts of public and private projects that the TRPA, and its quote unquote government partners continue to progress through without a cumulative impact environmental impact statement. TRPA and its partners have been colluding for quite some time now to put a push on increased height, density, and coverage, and as a result of this, I think the TRPA needs to step back. You're moving too fast, too quickly, too far, and you've been colluding to put together the Washoe Tahoe Area Plan Amendments, the Placer Area Plan amendments. You're moving ahead with increases in height, density, and coverage. So we need to have an environmental impact statement. Considering the cumulative impacts of all of those plans and amendments before you put them forward. You know they're coming. You've been working on them. You've been colluding. You've been plotting and planning incrementally it's time to have an environmental impact statement regarding cumulative impacts of all past, current, and proposed projects since the 2012 regional plan. The plan is dated I've provided a significant list of changes since then. And we need to take all of those projects and take a hard look at what you guys are proposing massive changes and increases of human and traffic capacity absolutely unheard of. Not sure why you continue to go down this path you guys are killing the lake. You're not a voice for Lake Tahoe, you're a voice for over development, developers, and increased height, density, and coverage.

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X. ADJOURNMENT

Ms. Williamson moved to adjourn. The meeting was adjourned 11:49 a.m.

Respectfully Submitted,



Katherine Huston
Paralegal, TRPA

The above meeting was recorded in its entirety. Anyone wishing to listen to the recording may find it at <https://www.TRPA.gov/meeting-materials/>. In addition, written documents submitted at the meeting are available for review. If you require assistance locating this information, please contact the TRPA at (775) 588-4547 or virtualmeetinghelp@TRPA.gov.

DRAFT