

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

Zoom  
TRPA

January 25, 2023

**Meeting Minutes**

CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Ms. Faustinos called the meeting to order at 9:17 a.m. on January 25, 2023.

Members present: Ms. Conrad-Saydah, Ms. Faustinos, Mr. Friedrich, and Ms. Williamson.

Members absent: Mr. Rice.

I. APPROVAL OF AGENDA

Ms. Regan stated no changes to the agenda.

Chair Faustinos deemed the agenda approved as posted.

II. APPROVAL OF MINUTES

Ms. Williamson moved approval of the April 27, 2022 minutes as presented.

**Motion carried** by voice vote.

III. DISCUSSION AND POSSIBLE RECOMMENDATION TO THE GOVERNING BOARD ON THE LILY LAKE MULTI-USE TRAIL, TRPA FILE NUMBER EIPC2021-0011, ENVIRONMENTAL IMPROVEMENT PROGRAM PROJECT NUMBER 03.02.02.0082 (ACTION)

Executive Director Julie Regan introduced this item to the committee. She welcomes members of the public and the members of the U.S. Forest Service (USFS) who have joined this meeting today. To give some context, there are a number of items on today's Governing Board agenda that TRPA has been involved in for a number of years. This discussion today is an opportunity to look at the Tahoe Regional Planning Compact and how TRPA's mission is at the heart of a shared responsibility at Lake Tahoe. That shared responsibility and stewardship will be demonstrated in the discussion today. [The Tahoe Region] has an abundance of public land; nearly 80% of the land in the Basin is owned by the federal government and managed by USFS. Another 10% of the land in the Basin is owned and managed by the states of California and Nevada and also some local governments in the form of public utility districts. This abundance of public lands gives us the obligation and responsibility to share that stewardship and conflicts abound in that. The Compact directs us to harmonize interests and collaborate for solutions which is at the heart of this discussion around a retroactive permit for a trail that is already built. We have a decades long partnership with the USFS, we co-lead the Tahoe Interagency Executive Steering Committee which is the shared governance model with our Environmental Improvement Program (EIP) with the federal government, the states, the local governments, the private sector, and with TRPA as the backbone of that partnership. TRPA relies on the partnership with the USFS in particular in this program. This is one of nearly 800 projects in the EIP. This critical project embodies a lot of these discussions around the future of recreation at the Lake and how

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we manage the resource with increasing pressures not only from climate change and visitation but also from the shared stewardship notion that we're all trying to get to as we move into the Destination Stewardship model for the Basin.

Shannon Friedman, Senior Planner in the Environmental Improvement Department presented for TRPA. Today TRPA is recommending that the board approve a retroactive permit for the Lily Lake Trail. The permit will be a retroactive permit because the trail was constructed in 2021 without receiving the TRPA Permit prior to construction which was an oversight. In subsequent slides we will discuss how we have been working with the Forest Service on the permit and improving the planning process so it is clear which projects require permits and which are exempt through the Memorandum of Understanding (MOU) that TRPA has with the USFS.

The Lily Lake Trail is a recreation Environmental Improvement Program project which builds and enhances the trail network in the Tahoe Basin and improves recreation access for all users. This project also implements the recreation, air quality, and transportation Thresholds that TRPA has primarily by providing a variety of recreation opportunities and doing so in a way that provides a trail network that allows people to access recreation trails from one spot, reducing reliance on multiple car trips. The trail was approved as a non-motorized, multi-use trail, meaning that it allows for hikers, biking, and equestrian use. It does not allow for any motorized bikes including e-bikes. [Slide 2] Between 2011 and 2013, the USFS prepared the Fallen Leaf Lake Trails Access and Travel Management Environmental Assessment (EA). This EA was the first time the USFS took a strategic approach to trail planning and environmental improvement projects within the Fallen Leaf Lake area. The map on the right of the slide identifies the geographic area that the EA covered (outlined in black). The geographic area that the EA covers is in El Dorado County California and includes part of the City of South Lake Tahoe. Within that project area, Fallen Leaf Lake is in the center of that planning area. The Lily Lake trail is to the south of Fallen Leaf Lake.

In 2011 the USFS released a public scoping document to gather input from the public on the proposed action and they received a significant amount of comments which they used to develop the proposed action as well as alternatives. In 2012 the draft EA was released including what suite of projects they wanted to implement as well as alternatives to those projects. In 2013, the USFS issued a finding of no significant effect and made a decision on the project they would be implementing which was alternative 4 in the EA which included implementation of the Lily Lake Trail subsequently constructed in 2021. In the EA, the Lily Lake Trail is designated as a hiking trail. The trail designation provides direction on how a trail will be designed and how it will be built but it does not prohibit other uses on that trail. In the EA it specifically allows for other uses including mountain biking and equestrian pack and saddles. Unless an EA states that a specific use is prohibited, they are all allowed. In addition to that EA, TRPA staff has worked with the USFS over the last year and a half to work on the TRPA Initial Environmental Checklist (IEC) which covers all of the TRPA requirements for environmental review. The IEC references the EA to answer most of the questions.

[Slide 3] The EA looked at a suite of actions to meet the purpose and need which was a planned system of shared-use, interconnected, environmentally sustainable trails, to serve the entire spectrum of non-motorized, recreation users. This systematic evaluation first looked at the existing network of trails the systematic evaluation first looked at the existing network of trails within the Fallen Leaf area. This included 23.7 miles of authorized trails and 21.5 miles of unauthorized trails. The difference between that is authorized trails are those that are recognized by the Forest Service, are built sustainably, have best management practices (BMPs) incorporated into them where necessary, and have signage included to help users navigate the trail system and meet Forest Service trail design standards.

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The unauthorized trails do not meet those requirements and are oftentimes user created trails throughout the forests that are not sustainably built. The EA proposed action looked at that trail network and made the following improvement. It suggested to adopt or upgrade 9.3 miles of those trails, decommission 12.4 miles of those trails, reconstruct 5.7 [miles], and construct 12.1 miles of new trail. The Lily Lake trail is 1.8 miles of that 12.1 miles of new trail construction. In addition to these trail projects, the plan also included other environmental improvement projects like new parking where necessary, trail head improvements such as installing best management practices at trail heads that did not have them, and new and improved wayfinding signs to help users navigate this connected trail system so they can access all of these trails through multimodal ways. When the Forest Service makes a decision on the EA, they're looking at this suite of projects that are identified, not just one single project within that proposed action.

[Slide 4] This image is showing the approximate route of the Lily Lake Trail, and again we are on the south side of Fallen Leaf Lake. This is a good image, because it's showing all the topography that the trail traverses, and what I want to point out here is that both ends of that trail, so on the lower section of it there was a trailhead called the Glen Alpine trailhead which is accessed from Fall Lake Road and Glen Alpine Road, and that trailhead provides access to a variety of recreation trails, including Desolation Wilderness. The other north side of the trail, the upper section of it, it connects to the Glen Alpine Trailhead Parking Lot. So this trail head made a connection to two existing trail heads that did not exist prior to this trail being constructed, and I do want to emphasize that the structure is constructed 100% on USFS, property and does not go into Desolation Wilderness, which is designated wilderness area, at all. It is in the General Forest, and multi-use trails are appropriate uses within that General Forest

[Slide 5] This is showing how the Lily Lake Trail can be access via a loop throughout the landscape, taking it advantage of the existing road and trail network within this region. So the portion of trail that is green on the south side of Fallen Leaf Lake is the Lily Lake trail, and I pointed out the 2 trail heads that were on both sides of the trail but then you can also access the trail from Fallen Leaf Lake Road and Glen Alpine Road. On the east side of it, where I pointed out where the Angora Ridge trailhead was, you could also access the trail from there, or Angora Ridge Road and then you can see there is a network of other trails that you can use to access the trail as well as neighborhoods that can access this trail network right from their home. This just shows how you can access a variety of trails through different access points and you can just park once and not drive around to different trail heads to access thee variety of trail networks that this area has to offer. The trail also combines wayfinding signs to help users navigate the recreation trails from a variety of these trailheads to help them figure out where to get and how they can get there without getting in the car again.

[Slide 6] This trail finished construction in 2021. TRPA staff, myself and Steve Sweet, the Code Compliance Program Manager and Forest Service staff did a site visit in May of 2021. We were able to walk a significant portion of the trail while it was actively being constructed, and at that time we did not see any issues with the way the trail was being constructed, or the trail alignment. We reviewed the EA and the trail under the TRPA Rules and regulations, and the trail was in compliance with all of those documents. But what we did realize is that the trail should have received a TRPA permit prior to being constructed, and that was just some misunderstanding between the USFS and TRPA. We have a MOU with the Forest Service that allows them to implement a suite of actions on their land without getting a TRPA permit and there was some confusion about what type of trails fell under that MOU. The limitation in the MOU right now limits it to 1,000 linear feet in low land capability. We realized that this trail

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exceeded that 1,000 linear feet in low land capability which triggered the requirement for a TRPA permit to implement the trail.

Since then we have been working closely with the Forest Service to further identify what went wrong with this process and take the necessary steps to work together to make sure that that doesn't happen again, so that we're both clear about what actions require permits and what actions are covered under the MOU. Since that time, we have also had multiple meetings and communications with stakeholders, including the Fallen Leaf Lake Basin Protection Coalition. We have what worked with these stakeholders to answer questions about the EA and about the trail itself. We've also discussed and offered ways to continue to engage with the Fallen Leaf Lake Basin Protection Coalition, as well as other interested members of the public, to continue to engage on future projects within the Fallen Leaf Lake basin and surrounding areas.

This trail was built by the Tahoe Area Mountain Bike Association, known as TAMBA, through a partnership that they have with the USFS. {Slide 7} TAMBA is a volunteer driven, nonprofit organization that builds and maintains and advocates for trails within the Tahoe region. They are dedicated to the stewardship of sustainable multi-use trails, and preserving access for mountain bikers through advocacy, education, and responsible trail use. The Forest Service relies on this important partnership with TAMBA to help with their capacity in building and maintaining trails, as well as advocating for the sustainable use of trails and trail stewardship and education.

[Slide 8] This section is pretty close to the Glen Alpine Trail Head, and then the image on the right is showing a less technical, more mellow section of the trail. And you can just see the beautiful views and recreation opportunities that this trail provides. [Slide 9] Part of our evaluation process was looking at this trail in the context of other trails that have been built and approved throughout the region, and this trail is consistent with other shared use trails in the Lake Tahoe Basin. The picture on the left is the Van Sickle multi-use trail in the Van Sickle Bi-State park which is a multi-use trail that sees heavy use from both hikers and mountain bikers, and it does have some technical rocky terrain, similar to the Lily Lake trail. The map on the right is the Tunnel Creek alternative trail which the TRPA Governing Board approved in November 2021 and which is currently being constructed by Nevada Division of State Parks. It traverses sensitive lands, such as steep slopes and stream environment zones but it does so in a sustainable way. These are just other similar trails, like Lily Lake, that have been implemented in improved throughout the region.

[Slide 9] TAMBA, as part of their partnership with the Forest Service installs trail counters on a variety of trails throughout the region. They use a system called the Traffic Monitors, which are the industry standard for collecting this type of data on unpaved and paved trails and TRPA and our partners have used it in both of those applications. In 2022 these counters were installed on 7 trails throughout the Lake Tahoe region. This is showing the data that was collected on the Lily Lake trail between May and August of 2022, and you can see that the maximum use of that trail was 26 bicyclists per day and that was on a Saturday and that the average was just under 20 per day. The Traffic Monitors were programmed to pick up metal only, so this data is showing primarily bikers, not hikers unless the hiker was carrying something metal it wouldn't pick them up. So this is showing solely mountain bike use on this trail system.

[Slide 10] These counters are installed on 7 trails. This slide shows trail use data from a few different trails within the area, including the Corral trail, which is the line in black and the Christmas Valley Trail, which is the line in blue. These trail counters are important because they help implementers identify what trails are getting the most use, and where they can put their efforts towards trail maintenance, trailhead improvements, etc.

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[Slide 11] This is the result of a recent recreation use survey that TRPA staff did in preparation for the Regional Trail Strategy that is currently being developed. Between June and August of 2021 surveys were done online and at popular trailheads to gather information about where people were accessing recreation trail and how they were getting there. The image on the right [of the slide] show hotspots of the really popular areas where people are accessing trails. The hotspot to the south, the area that's really blown up with yellow inside red, that's the Corral trailhead. No surprise there, because based on the previous slide, you can see that that is a really popular trail that people use. To the north, on the upper left corner of that you can see Emerald Bay, which is also an area that is heavily accessed for recreation.

You can kind of see Fallen Leaf Lake in the middle of there, and that the areas surrounding Fallen Leaf Lake are popular areas to access recreation. This is a different data set, but is in line with the data that the trail counters provided as well in terms of the most popular trails and trail heads.

[Slide 12] This is just one of the iconic views that a user will see when they are recreating on the Lily Lake Trail. This picture shows Forest Service staff and TAMBA out there planning the trail and choosing the best alignment that is most appropriate for this trail that will protect the environment while also providing a high-quality recreation experience. [Slide 13] TRPA has a MOU with the USFS. This trail did not fall under that MOU, because it exceeded the 1,000 linear feet [in low capability land]. Part of the process to improve how we work and coordinate with the Forest Service was looking at that MOU and revising it. The recreation section of that MOU had not been updated since 1999, so it was prime time to take a look at the language in there and to update it appropriately. We are currently in the process of doing that and updating that language to provide more collaboration, better coordination for trail planning.

TRPA is currently the process of developing the Tahoe Regional Trails Strategy with a suite of partners. A coalition of Tahoe and Truckee partners are developing the Regional Trail strategy for connected and accessible trail network that spans land managed by numerous agencies and link Tahoe's backcountry, front country, and urban areas. This coordination by local agencies and organizations is more important than ever, as we see more people coming to Tahoe to recreate on our world class trails, and enjoy all the awesome opportunities that the Lake Tahoe region offers. The Trail Strategy will provide a guiding vision for a Regional Trail network that will be used by land managers, public agencies, and nonprofits to plan, build, fund, manage, and maintain trails in the Tahoe basin and it will include a match inventory of regional trails and trail heads, a connectivity analysis showing where there are gaps in the trail network and the board will have an opportunity to learn more about the strategy in the coming months as staff presents it as an informational item. In addition, the projects that are identified in that trail strategy will be included in the EIP.

This trail strategy helps partners identify the priority list of projects to implement over the next 5 to 10 years and it's agreed upon by all of the EIP partners. All of those projects will be included in the EIP tracker as priority recreation EIP projects. The EIP tracker is a great platform to track all types of information on projects, from planning to implementation, funding, the partners involved in that project, and it is a wonderful public interface that provides information to the public for transparency to all the agencies and the public at large.

Eric Walker, the Lake Tahoe Basin Management Unit (LTBMU) Forest Supervisor provided some additional comments, TRPA did a fine job of summarizing all the history of this project which precedes my role here on the LTBMU. Also present from the USFS is Mike Gabor our Forest Engineer and Jacob Quinn, who is our Trails Program Manager to be able to provide any

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additional information, answer questions, since they were here during all elements of the trail, planning as well as trail execution. I would like to say that we're here before you today, and I'll plead mea culpa here. This oversight was an anomaly and I want to assure the members of the committee, the Board, as well as the public, that this is not a standard operating procedure, and do not anticipate this to be something that you'll have to address in the future. We are working on updating the MOU so that we have greater clarity and understanding Elements of this project was, you know, that there was a reconstruction of a portion of this trail, as well as a new portion of construction to bring the trail to that Glen Alpine trailhead. One of our goals and providing sustainable recreation in access to public lands is that connectivity that TRPA staff referred to, that we have 2 established trail heads, the Angora Lake trailhead and the Glen Alpine trailhead, but we did not have a meaningful connection that that connected those across public lands. There was, I believe, another trail that goes down to the old Church location which crosses private property, and we don't have authority or jurisdiction there. We felt that for greater connectivity to those existing trailheads which is one of the things that I think is an element that will be discussed in the in the strategy.

One of our own efforts as an agency is to put those trailhead connections in out of neighborhoods as much as possible and on major transportation corridors as we try to implement sustainable recreation and transportation opportunities in the Basin. Additionally, the need for these trails and it was discussed in the purpose and need of the document is not to create and attract more visitation. We know we have plenty of visitation to the Lake Tahoe Basin. It is to disperse and put that trail use across a broader landscape so that that recreational experience is optimized. As we saw on a previous slide, the Corral loop is a highly used, highly congested area.

We know we have other trail areas like this but by development of Lily Lake Trail and others, we will be able to take existing uses and spread them out so that one we have adequate trailhead parking and the facilities at those trail heads as well as a better recreational or user experience on that trail, because we will hopefully have that use spread out over a greater area and over a greater amount of time. So those are some of the reasons that we get into looking at these trails; not with the purpose of how many more people can we attract to the Lake Tahoe basin? It's to actually manage the existing uses we have with an anticipation that just normal growth patterns and use patterns that there will be more visitation to the lake and how do we accommodate that in a sustainable manner?

So, as I said, this is not our normal M.O., that we've come to you after the fact. I feel that the work that we've done leading up to this event is, or this current issue, that we're addressing today has been very successful. We feel that with the Committee's recommendation for Board approval, that we can move forward on this, as TRPA Staff mentioned there's the trail strategy a more comprehensive look to how we develop and manage trails in the basin. We are also working on a trails analysis, Environmental assessment, currently, that will look to how we manage some of our existing trails, look at opportunities where there are new trails to maintain that connectivity trail heads, and then also address with the increased use of E bikes, where and what type of e-bikes may be appropriate on our trail network. We are looking at this in a comprehensive manner now and going into the future. With that I would like to provide any opportunity to my peers here, if they had anything that they needed to correct, that I may have gotten wrong, or a provide an addition that would be helpful for your consideration and also, available for any questions you may have and

Mike Gabor, USFS continues that this particular area had been a whole in our planning efforts. When I got here in 2008 we hadn't addressed the this particular location in the Basin for

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planning trails, and it and it, in fact, was a conglomeration of a bunch of purchases that the Forest Service had made over many decades and to provide a comprehensive trails plan, we went forward with this effort. During the effort I had learned that there were staff at our organization that had tried to do this planning effort in the seventies and there was a number of things including some blanks in the land ownership, so we weren't able to complete that at that time, and in 2012 and 2013, when we did finish the planning it was pretty exciting, because we thought we had done a lot of collaboration to achieve that particular the planning document and over time we learn how we can do things better and how we can do better job collaborating with stakeholders and partners on these projects.

Thus, we're going to be looking at trails not only Basin-wide within our agency, we have a planning process for that ongoing right now, as well as with TRPA and some of the other stakeholders and Agencies for Basin-wide trails plan and our goal is to be as transparent as possible with how we're doing that to come up with a trails plan that the community really supports.

Julie Regan, TRPA, wrapped up saying just to connect a couple of dots that were through lines, and that excellent presentation by Shannon and by our Forest Service colleagues. The item before us today is the trail retroactive permit, but it has really shined a light on areas for improvement, and I want to emphasize our commitment to making those improvements in the delegation MOU, the exemption MOU, that we talked about with the Forest Service. We are working on that at staff level, and we'd be happy to bring back an information briefing later, after we work through the final issues there. Another through line is the goal of improved transparency. That was a key takeaway from this multi- year discussion with the community, and I really want to thank the members of the community that are here today. People like Ruth Rich and Dr. Kleppy and trail advocates that are sitting in the audience as well it's shined to light that we need to be more transparent about these dirt trails. We've been very focused on paved pathways and class one trails in our EIP. The last several years, where we've had the community come together around a vision for trails that connect to, you know, dirt trails connecting to paved trails that has really been evolving in the last few years, and there's an opportunity for us through this to learn from that, and to make it more transparent through our Lake Tahoe info EIP tracker.

### Committee Member Comments

Mr. Friedrich stated that he'd like to save his comments until after the public comment, but he had a question about any certain circumstances in which an EA would be required for a trail segment such as this? Within this planning area, or another as trail in similar topography, length, impact trail access; are there any circumstances in which an EA would have been required had this been done from the beginning?

Shannon Friedman answered for TRPA. This Lily Lake trail was evaluated under the EA that looked at a variety of actions. If a land manager like the Forest Service or others, were proposing to implement just one segment of trail on its own, independent of other actions, it would not be typical for an EA to be done. An example of that is the Tunnel Creek alternative trail that I referenced. That trail was implemented as one single trail to provide an alternative to people hiking, and biking the Tunnel Creek Road and the environmental analysis for that trail that did go through sensitive habitat as well was done through an IEC and so that would be. That would typically be used for TRPA, for analysis of one single trail project.

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Similarly, the like paved network of trails that we've discussed when they are implemented as like one individual project, those are for TRPA, evaluated under the checklist, as well.

Ms. Conrad-Saydah expresses appreciation for the transparency that you're providing now, and just the acknowledgment that sometimes these things happen. I'm looking forward to hearing the public comments before we go further. This is my first EIT{P meeting so thanks for an interesting one, and one that makes me very excited for backpacking season.

### Public Comment

Dr. John Kleppy comments I'm a 42 year resident the Fall Leaf Lake, and considered the newcomer and I'm here with Ruth Rich and we are representing the Fall Leaf Basin Protection Coalition. And that group was formed because Fallen Leaf tends to be the canary in the mine, and I think the canary died when we found what happened with the Fallen Leaf trail, and it is, you know, with what Eric's done, Forest Supervisor and Michael Gabor I know most of you people that we've dealt with and we've had wonderful relations with the Forest Service working the dam and etc. But we're here to explain what fell through the cracks. And really the MOU is designed to help them do their jobs with the trails without having to have a permitted every more. But this one was larger and required it but it fell through the cracks. So we're here and I'm going to do a slide presentation to give you an idea from the viewpoint of the Fallen Leaf residents. So the Fallen Leaf basin is made up with a red line, and the red line shows you every drop of water like the Rockies, goes east and west. Every drop of water inside the line feeds, Fallen Leaf lake, so you can see that runs down the Angora ridge, up into the desolation area and on the west side the desolation area continues around Fallen Leaf. So those slopes are very sensitive. There's new data showing in sediment cores we've done that the sediment rate has increased dramatically, and it's in publications in 2018, since humans started developing the Fallen Leaf area.

So maybe the slopes have already reached some kind of limitation on what can be done without having more sediment. Sediment that goes into the lake doesn't reach Tahoe is another theory that isn't true, because Taylor Creek in a study was shown to be the fifth worst contributor to sediment loading of all the 51 tributaries in the Tahoe Basin. So that's the concern it doesn't act like a big, best management practice and sort out the sediment that comes from disturbing the shores and the steep slopes that are sensitive. But that's not really brought out, because Fallen Leaf as a small microcosm of the whole basin.

But we can help with the increased pressure, and coming up with ways to control it. Maybe you don't let it just everybody. Maybe you have different ways of transporting people. But here's what disturbed us. Go ahead next slide. There's the trail going up the steep slope that's right above Fallen Leaf lake, so continual disturbance, and I appreciated these slides on what the use is, and the use isn't much, but it will grow and that's because of social media.

You know, TAMBA has been saying, this is the place to go, the beautiful sights, you know, we can look over a 75 foot cliff, and it attracts people. But old people like me are not going to ride from Lily Lake up. You're going to ride down. And so you typically may put a car down below and drive up. And then the people go into neighborhoods to park in order to write down it. So these need to be incorporated in an environmental statement.

Ruth Rich adds that the trail that goes up from between the chapel and the firehouse, the Church trail and what we know as the Clark trail out of phone leave which goes up to the lookout and has been decommissioned or was supposed to be years ago, because they cross

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over private property; the Church trail will never be unused. It is so long established that the trail that's behind actually her little cabin that goes up to the lookout. That one is extremely slippery, dangerous. Just loose dirt and all sorts of stuff up there that's going to cause somebody on a bike or a hiker to fall down the hill, and that was the reason that plus the private property crossing was the reason for the mention of decommissioning those 2 trails in exchange for constructing this one, whether or not we're talking about bikes or not. So that whole ball of nuts needs to be looked at really carefully. I mean to predicate building a new trail on ones that will never be not used isn't a great strategy. What has resulted is, you have people who, creating their own loop trail now, bikes are going up and down much more frequently the church trail, and I have seen many people using the Clark trail, the one up to the lookout as well and trying to tell people that's actually not a trail. They're trying to find it on All Trails. It creates problems in this little tiny canyon that really leaves people only the road to go out and the road.

If you haven't been there is narrow, and it cannot be widened when it gets through the private property areas which flank the lake, and that's a big problem. You have people on bikes riding across 3, 4, whatever, and not all of them understand it's a road. They function like it's a bike trailer, a bike path, and you know you've got conflict there, too. You have conflict going up and down the trail, you have conflict on the road, you have conflict with use of trails that aren't supposed to be used.

Dr. Kleppy continued, as we go through, how it was constructed was made it horrified residents keep going, and this is the way that rocks are moved. And I noted just looking at it, there was no mitigation for possible future erosion or rainstorms, and certainly the project going through winter time keep going. It's going to cause significant erosion. Well, we won't know, really, I guess, until this major snow pack melts and when spring comes there hard disturbed. Is that we're not during the construction phase in the future. Like any construction site, needs to be winterized according to TRPA standards. The use of the machines. So bottom line, I felt, was worth demonstrating the concerns, and these were posted and actually by TAMBA under website, and there to be congratulated for all they've done to trails along with the Forest service and the money and the funding for the maintenance but we have to do this carefully.

Ruth Rich says the last that is really what we would advocate for. Before you consider issuing a retroactive permit, please undertake a true, comprehensive environmental assessment, to look at all the impacts. Thank you very much.

Lida Hayes I have a residential cabin in Fallen Leaf Lake and I've been working with Jacob for a while and asking him questions. I've been doing it for almost 3 years now, and I'm concerned, because when I looked at the checklist that you did, Shannon, you kind of glossed over the parking issues, bathroom issues, trash issues that's a huge problem, and it we're already getting a lot of people, obviously. But unless we get a harrier service to bring people in and they repel down to their bike trail, we're going to have people bringing their SUVs in with their bikes because it is way too dangerous to take the Fallen Leaf road, on your bike I don't know if you've done it. They almost took my head off a couple of times. I bike. I mountain bike. I love it. I do all the snow sports. I am very, very active, and you know most people don't recognize me because I usually am wearing a helmet, but it's the kind of thing where I think it was wrong headed. I sent this in. It's a picture of a guy getting air which I do a lot, but I do it not in an area like Fallen Leaf Lake, which is so conscribed you know, it's so tiny and honest to God. Someone says on your left and they've already almost taken me out a couple of times, and honestly, I've almost taken people out a couple of times. This isn't Bijou Park. If you want to go out and shred and do crazy things and try your tricks, go into a controlled environment like that, or go someplace when other people are not walking and they're going to have horses, too? Holy Mary, if you ever been

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on a horse when a bike comes up, you don't want to do that. They're prey animals. They, you know, they don't like that. So anyway, I'm just saying that it there wasn't any structure. There wasn't any platform put down. There wasn't anything for parking, for bathroom facilities for trash, receptacles, Gary Garen, the fire chief over it Fallen Leaf Lake, he's understaffed, and you know, as a resident there in the summer I'm pulling people out of the lake all the time, I'm pulling people off of the trails all the time. Luckily I know CPR, luckily I know a little bit of the you know the EMT stuff. But, my God! This I think, what this is done is opened up a whole vista, and it, like on, like Dr. Kleppy said, it's the social media has made this a fabulous place to come. But we, you know, if we build it, they will come, but we have no place for them to park, no place for them to go to the bathroom, no place for them to get rid of their trash. They're high rocking themselves. They're hurting themselves, and I think we need to address that too.

Morgan Steele, the executive director with the Tahoe Rim Trail Association, and we've been in the Basin since 1981 building and maintaining trails, and we work really closely with many of the partners in this room and just wanted to start and say, Thank you all for your time on this really important issue. One of the big things that we talk about a lot at the Rim trail is balance and really trying to find a balance between the needs of all of our recreational users and the landscape. You know, we really want to see that these incredible places that all of us want to come and recreate and visit are preserved in the future, so that the experience that we have today the next generation can have 50 years from now 100 years from now so when we looked at the trail like Lily Lake this was a really great opportunity for us. It's an option for us to spread out users. We've seen over the last 10 years that I've been with the Tahoe Rim Trail Association a 5 fold increase in the number of users on the trail. That's huge. We're not going to be able to stop the number of people coming into the Basin for these recreational opportunities, so we just need to find a good way to, as someone mentioned, spread those users out, provide options for them to use, to hopefully mitigate some of these impacts and really find ways to, educate people so that they don't have negative interactions with different users and that's something we're really committed to. We have a staff of 10. We have over 350 volunteers that are our community members that are really committed to the recreational system in this basin. And so when we look at the Lily Lake trail, it's a great option for us. People can connect to trailheads that are already existing. It's a huge problem for the Tahoe Rim trail specific trails. We don't have bathrooms at our tread trail heads which this Lily Lake trail connects to 2 existing trailheads with bathroom facilities that's a major impact. So it's really nice to see that. And again, it just it really comes down to balance and being able to spread users out, have options for loops. On a personal level, I've used this trail several times, and the lovely thing is, I've never had to drive out there. So we do recognize that that's a really popular place to be. But again by building this trail, we're now able to access that without a car, which is a really nice piece. As I mentioned you, know, we have 40 years of trail building in the Tahoe Basin, and this trail itself. I know there's some photos there of the construction process when you get out there, a lot of it is straight up on rock, which is a really great way to be able to address some of those erosion problems because we do know that that's a huge issue for our region. So just want to say Thank you, and then really urge you to approve this retroactive permit, because it does help our overall trail system. We just have increase in use. And we need to find options for those folks. Because if we don't, they're just going to go where they want anyway. So by doing a well-constructed, well thought out, well evaluated trail. Hopefully, we can spread those users out and avoid having those social trails proliferate.

Patrick Parsel, representing South Lake Tahoe Trail Running Club. I formed it in 2013, and it's been a remarkable since then to see the development of our trail system as a whole. I remember visiting in the Tahoe area when I was young and there are very few options. Everyone is congested on the same exact trails, or they're using social trails. And so to have a trail like Lilly

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Lake, where now I live on the south side of Angora Ridge, I can leave my house and not have to get my car to drive over to the Glen Alpine area. I can go for a run out my back door, up and over Mule Deer, down Lily Lake don't have to go on any roads like I used to have to our trolling club now is over 500 members. A lot of folks who live here locally, and people who and the folks who live here locally, this is the draw for people to live here is to have well connected trail systems. The folks who visit say they wish they had this where they lived. I really appreciate all the work the Forest Service has done, the TRPA has done to help improve sustainable recreation opportunities. The other thing I'll add, is I've been doing trail work professionally for more than a decade, and one of the highlights now, when I have friends come up who work on trail crews around the country, is to have them check out Lily Lake Trail because it is really work of art. It was done to standard. Follows all the industry protocols. Moving rocks is very difficult work, and you saw it in those photos. It's very impressive. Those are volunteers out there doing that. When people come out and they say, Wow, like, how does this happen? And it's frankly in photos like that where people in the dirt moving the rocks. I hope you have this approve this retroactive permit. And since this trail's been built I can think of one or two times that I've gone out and actually had to park back there and that's just if I want to go further into Desolation Wilderness. I do mountain bike as well, and I will say that I might ride that for like once a year. But it's really a good connectivity piece to get out there, and I think the bigger management has to be done with trail heads and parking in general in the basin. That's why I really appreciate the work that's being done by TRPA on the trails plan currently to try and address these issue. In other places I've been where they have really good permit systems, where they only allow the number of people that can park back there be a great alternative, because I've been back there and parked, and it's a nightmare to get out of there. And so I would not wish that on anyone who lives back there to have increased traffic. But they're all alternatives that did not prohibit access to users to access public land.

Chris Mcnamara, resident business owner in here in Tahoe, and just from a big picture, you know, TRPA has to address some really big things: transportation, town centers. I know this because I've been trying to work on the ski run town center, and it's going ways slower than we thought. But we're optimistic. But what gets me optimistic are all kind of this the small wins where I see the community really coming together. Lily Lake is the perfect example of that. From the transportation standpoint I now never have to go drive my car out there. Every time I go out there, I've got one year old and 3 year old with a kid in the backpack. I can now start on the mule deer trail, go up and over, avoid all the roads. All the roads getting in there are narrow and not super fun with kids. From the community standpoint we don't have those town centers yet. We all have a shared vision for what that will eventually look like. We will make it happen. But what we do have are these events where people come together. When we were building Lily Lake Trail, we had volunteers out there, we had fundraisers at South Lake Brewing, we had all the different parts coming together to kind of have these kind of mini downtown Tahoe events together, which was so cool. I love the trail experience. But to be honest, I like the people coming together. The Forest Service, the TRPA, everyone coming together, making these things happen. The last thing I just want to say is, I come from an area where it's a zero-sum trail game. This is in the Bay area, and what I mean by that is often it's this user group against this user group. It's hikers versus bikers. It's private owners versus public. It is not fun. One of my favorite parts about Tahoe is how inclusive we are, how we get along for the most part. Almost every non wilderness trail in the basin is a multi-use trail which is so cool. You see all these people for the most part being able to share and be together, and for me that is such an amazing culture that we have. It's one that I don't think is an accident, and I also think it's not just going to be there on its own. It takes kind of consistent effort to say, How do we work together? How do we see challenges and overcome them in a way that brings us together and doesn't make things exclusive to one user group or another? So I really look forward to seeing the trail approved, and

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continuing this idea of having a very inclusive trail system with us all working together and working things out.

Andrew Bray, Executive Director with TAMBA and the head coach for a youth mountain bike team in our community, we have about 60 kids and about 30 coaches in that team it's part of a group of about 500 kids and about 300 coaches in areas that surround this community. One of the things that we'll strive for with either the leadership with TAMBA or with the youth coaching as building stewardship of trails, advocacy, etiquette, and all the things that make this whole shared trail experience professional enjoyable and a good day for everybody. Lily Lake is an awesome trail. It addresses a lot of things that every trail in the Basin needs to do. It has parking and bathrooms at each end of the trail. It has connectivity for those that like to ride further so that you can access all points of the trail without having to leave your home. I live close by to that area. I get to see a lot of different interactions there. I see people park in all different areas, and it works very, very well. I do not hear any use conflict coming from that trail. I'm sure that there are some occasions where this surprise well, maybe somebody is not having a good day, but I have not heard that comments come back through the TAMBA community to us or from the residents of Fallen Leaf that I talk with there are more than a few residents that I have engaged with, as I live close by that community that are supportive of the trail. They say, we like it. We can make a loop we can go up the church trail, go down Lily Lake. We enjoy it. The views are amazing. The views are world class. It checks so many boxes for what recreation at Tahoe should be. The trail is well designed. The trail is on a hardscape. There were certainly some impacts when the trail was built, but they were minimal. If you access the trail now, you will see that there is very little erosion concern. There is very little concern with the snow melt, etc. The trail is an amazing construction project. As Patrick alluded to, constructed of rock. It's going to be a trail that will last a long time and provide enjoyment for many, many generations to come. I would like to say that I hope that we're able to get the support of the Board to get this permit issued retroactively. It's unfortunate that it was overlooked in the process but there was a lot of good energy that went into the design, the planning, the community outreach to achieve the status that we're at now with this trail. It provides connectivity, it provides access for all members of the community. We take our kids out there. I ride in and out on the Fallen Leaf road. It's narrow, you've got to watch what you're doing. But in all honesty a bike will get you through there quicker than a car on most days. You need to be safe. It's our job, my job as a coach with these kids, and we're working with the High School for even further involvement. Now with the community to teach these kids the next level of stewardship, get support for this trail, and show that this is a smart and strategic investment in outdoor recreation for Tahoe.

Peggy online commented she had a few photos that I was unable to figure out how to provide, and if it's possible to do a screen share, I would love to be able to do that, if not, I'll just go ahead and make my points. First of all, I'm a part-time and full resident, full-time resident of South Lake Tahoe, and I grew up around Fallen Leaf Lake. My family has a cabin there that we've used for 3 generations now, and I think what I want to say to you is that there are certainly many good points made on both sides to advocate for the trail, but some more serious considerations need to be presented, and I would encourage this committee and the Board to really take heed to the concerns raised by some of the first presenters. The report in itself I was able to read, but I find a lot of details lacking, and not a true, accurate representation of what the trail has become. The first fault I saw is that the design standards were to adhere to a hiker pedestrian, a class 2 hiker pedestrian trail, and it does not. It deviates from the standards and the decision notice, and those authorizations were not followed because of that deviation. The trail in what is mentioned in the permit that you need to look at is described as being 18 to 24 inches wide. I believe, where the trail is actually more than 3 feet wide, in most areas and up to 6 feet wide. The multi-use, there are no standards that describe a multi-use in the US Forest

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Service handbook only for bike use or different classes and or horse and saddle, and for pedestrian use. And I think that the committee needs to really take the same look at what they are proving. There was a lack of oversight. It and the trail was constructed without public input, when it changed its inherent purpose. There now exists several deep ruts, dangerous turns, and there's actually a bicycle jump that is on the trail which I have a photo of. They took down many trees that weren't necessary, and that's natural obstacles that would slow down the speed. So my main point is that the report lacks credibility or the full scope of the project is, and there, because of this, it was built, not as authorized, although it claims to be built accordingly, and there presents many, many safety concerns and there have been incidents of that I have heard where there have been conflict of use, problems between bikers and hikers, and I don't know about horses, and I see that my time is up. But my final point is that I think it was pretty much recklessly built, with no public input to a change that was understood to be built as one way. But there was sort of a glossing over and lack of public involvement that I feel that really needs to be reviewed. So I would hope that you do not approve a retroactive permit before you have considered how the trail would need to be changed, to adhere to the authorized criteria. Thank you so much for letting me speak.

Jeff Campen. Good morning. Glad to be here at the meeting. I'm going to address the report because I think there are multiple issues that were raised that are not addressed. Number one that was talked to by Ruth Rich and John Kleppy is that the EA cited to 2 trails that were to be decommissioned. They were not decommissioned in the final decision notice. That served as the justification for a new trail that's under the comments by the Forest Service themselves and responding to the public in in the decision notice. Number 2, is it the EIR and EA are inadequate. It's over 10 years since that that has been done, and mountain biking is just blossomed, specifically on this trail. The public, and generally Fallen Leaf Lakers were clearly under the impression this trail was going to be a hike or pedestrian thing, and I don't think you'd the seeing any horseback riders on that trail. Number 3, procedurally the Forest Service did not take permits out for this trail, as they admit, but, moreover, they didn't take permits out for trails A.N.2, A.N.2, A.N.3, and A.N.10, so none of them trails that have been built on the Angora Ridge have been issued a permit by TRPA. This is a clearly an error and oversight, and it's a failing on TRPA's part. We're concerned with the thoroughness and effectivity of the report, because it doesn't address the issues. We understand this issue would not have been public today had not been for our efforts to move it forward, because we objected to the administrative approval that was recommended earlier by the body. We do not agree with the report findings. Environmentally, we think that there are problems with because of the age. We think something ought to be done about that. We think that trail doesn't adhere to the conditions under the Forest Service trail management and trail plans. We think the trail is not safe for mixed use, as it is designed. We have a number of people who have told us, though we've had 2 reported injuries on the trail that had to be addressed by the fire department. In the EA, it's cited that this area was focused on, and as an increasing demand by the public for recreation and that was 10 years ago now it's much worse. We see that we don't see an option about parking. There's no parking when you go up there, unless you get there before 8 o'clock in the morning. In conclusion, we do not recommend the permit. We think that it ought to be the trail ought to be designated as a hiker bit pedestrian trail, no mountain bikes, monitoring, be instituted and finds be issued for violations. Thank you.

Jonathan Grosch. I am also a long term cabin owner up in the Fallen leaf basin and have enjoyed many of the trails around the Fallen Leaf Lake and the Lake Tahoe Basin as well. I would like to echo the recommendations that my colleagues have made with respect to not approving the permit retroactively as proposed by the staff. I will be really brief if you look at the if you look at the map of the trail that has been provided by numerous people, you can see that this is a very

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steep trail. It's a sensitive area, and there are no wetlands or any buffers at the bottom of that steep slope. There's no way to buffer any of the erosive impacts of this trail on Fallen Leaf lake. Professor Kleppy has indicated that Fallen Leaf lake is a major contributor to the clarity of Lake Tahoe Basin. The Forest service is not charged with protecting water quality of Fallen Leaf Lake or Lake Tahoe. You are charged with that, and so I would strongly recommend that this committee take a careful look at what are the water quality impacts of this trail on Fallen Leaf Lake and Lake Tahoe to as part of your duty under TRPA and your statues. If you look at the environmental assessment, I'm sorry, the checklist, that your staff did there are no mitigations proposed, and it simply says that there's no impact from that. But there's no evidence that they've even evaluated that. The environmental assessment, the FONSE that the Forest Service did was over 8,800 projects as provided by your staff and 14,000 acres. That's there was no individual evaluation of the erosive impacts of this trail. It's true that it is over some hard scape, but it's also under over talus slopes, it's over forested areas. And it's recognized that this is a sensitive area. Your staff's response to our concerns about the water quality impacts of this trail is, it was constructed with best management practices. That's not sufficient. Come on, if all other trails that you and permits that you look at there is an individualized assessment of what this project will do with respect to the water quality, I think you need to stop make this right, look at what the water quality impacts of this trail are, don't approve this trail as a bike trail because we know that bikes increase the erosive capacity of a trail. Thank you.

Doug Flaherty, for the record, TahoeCleanAir.org. Cumulative impacts result from the tyranny of incremental impact of small decisions when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions. Cumulative impacts result from individually minor but collectively significant actions taking place over a period of time. TRPA and its government partners, all of them, continue to be an active participant, and the tyranny of incremental impacts void of adequate environmental analysis to protect all that is Lake Tahoe. Currently 84,092 acres of Lake Tahoe waters, and 30 miles of the Truckee river are listed under the Clean Water Act as impaired waters and the Lake Tahoe Water is designated as an outstanding national resource water. Impure water listing is due to 3 pollutants, nitrogen, phosphorus, and sediment, all of which are responsible for Lake Tahoe's Deepwater Transparency loss. One of the issues here is that the TRPA has failed to carry out its monitoring responsibilities, especially since the 2012 Regional Plan. the TRPA continues to fail to do a cumulative impact analysis since the 2012 regional plan and basically the Lake Tahoe Basin is out of equilibrium as required by the compact out of equilibrium and harmony. So anyway, this is where we're at massive projects, massive trails more and more and more. And you guys all go along with this like Lemmings jumping off a cliff. We're an environmental free fall here, and you can't see it. You can't see the forest for the trees. Thank you.

### Committee Member Comments

Mr. Friedrich offered Shannon and the Forest Service team here and opportunity to respond to a couple of the comments. In particular, the status of decommissioning of the social trails that was analyzed in the 2013 EA and the degree to which new trail segments, such as Lily Lake, were to be conditioned on that decommissioning. And then any kind of information we can share on monitoring of erosion on trails; Lily Lake and others.

Shannon Friedman responded first on the decommissioning of the trails. In the public draft EA, the proposed project did include decommissioning the Church trail and the Clark trails, which provided some access between Angora Ridge and Fallen Leaf Lake. Those trails were part of a miles of trails that were not Forest Service authorized trails in their EA analysis. The proposed action in the draft, they did recommend decommissioning those trails and building the Lily Lake

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Trail. Based on public comment, and the fact that portions of that trail go through and terminate on private property, the Forest Supervisor decided to pull that out of the final action that they approved. So it approved construction of the Lily Lake Trail, but did not propose decommissioning of the Church trail. As far as the Clark trail, Ms. Friedman asks that the Forest Service speak to that, because she's not sure if that was actually decommissioned or not.

To answer Mr. Friedrich's second question about monitoring, currently there's not monitoring required on that trail under the permit. One of the benefits of having these trails be authorized trails is that they are meant to meet design standards and Forest Service is committed to maintaining those trails and part of the important relationship with TAMBA is that they have the capacity and the ability to go out and do trail maintenance and trail building. With that being said, I think it is reasonable to include in the permit some times where this trail and potentially others are evaluated to see if there are maintenance activities that need to occur to keep that trail to design standards, keep them sustainable, and reduce the environmental impacts from that trail.

Jacob Quinn, USFS confirms that TRPA characterized that very well. Our original proposed action was to decommission the Clark and the Church trails. We were concerned with environmental sustainability, and we were concerned with crossing public lands or, excuse me, crossing private lands with no easement. Based on overwhelming public comment at public meetings which as well as written comments. It was clear that those two trails were extremely important for the community, and there was strong opposition to decommissioning them.

In one of our alternatives, the one that we selected, we determined that it would be appropriate to not decommission those trails, to build the Lily Lake trail, to provide sustainable public access that does not cross private land. We did not actively decommission the Clark Trail, really, it's just fallen out of favor use patterns in that area have changed. People have started using other trails, including Lily Lake. What needs to happen on Clark Trail and on Church Trail is really long term maintenance that has been deferred for a number of years. This is action that could happen at any time. That's just part of managing a trail system.

In terms of the monitoring component. In addition to using the most current available research, using our trail management objectives, trail management handbook, we also have hydrologists on staff that conducts a BMP evaluations on a subset of roads, trails, and facilities projects every year. They've determined that the actions that we take when we build and maintain trails to our standards have no measurable impact. Essentially, they're hydrologically invisible for the most part. Lily Lake Trail was built to that standard, and I don't believe that it's in that particular trail is in that random subset. But just to describe, we do have an internal monitoring process that's done by hydrologists to inform whether our BMPs are effective or not.

Erick Walker, USFS adds that that the trails that were identified to be decommissioned in the final decision have been completed.

John Friedrich continues that an allegation was made by one of the public commenters that the Forest Service didn't take up permits for some new trails; AN 1, AN 2, AN 10, or something like that. Could you just respond to that comment?

Jacob Quinn, USFS, responds that without having the project map in front of me. I won't address those specific locations. What I can tell you from memory, because I created some of those maps most of those trails that were identified were considered reroute or reconstruction of existing trails. So they would have fallen under the MOU and wouldn't have required further

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permitting. They may look different on the ground because of those reconstruction or partial reroute actions, but they did not require permitting.

Shannon Friedman adds to that MOU piece that a lot of the actions in that EA did fall under the MOU. Deconstruction of trails that falls under the existing MOU, and if a trail is 100% a reroute or reconstruction of an existing trail, that does also fall under the existing MOU and other ones did not traverse as much linear feet in a low land capability district.

Hayley Williamson made a motion to recommend approval of the required findings, including the finding of no significant effect, as shown in attachment. A

Before the vote, John Friedrich made a comment to acknowledge everyone who's come here and been involved in the in the issue. There's a kind of a universal issue we have in the Basin like getting to trails outside of a car, and I was impressed by the number of people who said they bike or walk to this trail and relative to trails further afield. That's an opportunity that encouraged the Forest Service and all of us to promote in a congested area like the Fallen Leaf Lake and the road going in there to whatever we can do to get people out of their cars to access those trails and promoting on the South Shore that this is a place you can get to outside of your cars, and whatever we can do to support that through additional transit connections in the future, and whatnot I know the I'm sure the City and the El Dorado county would be happy to take a look at some of those opportunities. I am convinced by the BMP Standards that you know the erosion issues are not are not significant, and that also that if this were to start from scratch an EA would not be required in that you know the trail has kind of met the requirements of the checklist, for the most part. That being said, we've all heard the concerns of the community, and the extent to which we continue to address those to minimize those impacts and continue the conversation on the on the variety of topics I think I'm sure that will happen. I would just encourage that as this go forward but I'll be prepared to support the motion for those reasons.

Hayley Williamson thanks Mr. Friedrich for pointing all of that out. I agree with you on all of that. I also think it's really important that this issue be heard by the full board, which is part of why I made the motion. I think that we did some good work in committee, but I'd really like to hear from the full board on this issue.

Chair Faustinos says that she really appreciates all the members of the public that came to testify today. It's really important for us to hear the different perspectives. I am very, you know, just supportive of the fact that the Forest Service is more than willing to work with all community members on this issue, and I would just say that this is something that you know in in my part of the world which is in Southern California trail issues and those that are multi-use there are always problems that may occur, they come to our attention all the time, and I think it's by working together, as several of the commenters pointed out, it's by working together that we can resolve these issues because access to trails is for everyone and we do have constraints at times that we have to work with.

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But I really feel that staff and the Forest Services, and a good job of identifying where those constraints exist, and that we have an opportunity here to use a trail that is going to be for all to use effectively. So I believe we have a motion on the floor and we have roll. Call

**Motion carried.**

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Hayley Williamson made a motion to recommend approval of the proposed project, subject to the conditions contained in the draft permit as shown in Attachment B.

### **Motion carried.**

Presentation can be found here: <https://www.trpa.gov/wp-content/uploads/Agenda-Item-No-VIIIC-Lily-Lake-Multi-Use-Trail-Project.pdf>

## IV. UPCOMING TOPICS

Michelle Glickert, TRPA Transportation Planning Program Manager presented on upcoming transportation planning topics over the next 6 months.

[Slide 2] Rachel Shaw, who joined the transportation team recently, will be providing you with background on the Update to our 2019 Lake Tahoe Safety Strategy. We're going to be seeking the committee's support for a Vision Zero commitment that will lead the charge for the plan update that's starting tomorrow. This is a strategy document. It focuses on improving safety, one of our regional plan goals. And then I'm also going to be walking you through the transportation performance framework that we've developed for the next Regional Transportation Plan (RTP) and VMT (Vehicle Miles Travelled) monitoring report.

The committee might remember that that was one of the recommendations that came with the RTP approval. The full report will be back before this committee at the end of the year.

Carl Hasty, TTD District Manager, will be providing the committee with an update on Tahoe Transportation district's latest transit planning. Related to transportation, although at the full board, Kira Smith will be leading an Equity Study Working session. In March, following up to the 89 corridor plan Rebecca Cremeen will be providing a briefing on the Highway 89 Trail Feasibility Study. This is about connecting the last segment of the Tahoe Trail on the West Shore. Then another one of our planners, Judy Weber, will be seeking recommendation of approval on a Federal Transportation Implementation Program amendment. This section is a Tahoe MPO (Metropolitan Planning Organization) administrative item recording funding changes to current transportation projects. Related to transportation again, tentatively scheduled for March at the Full Board, is a project impact analysis workshop.

[Slide 3] Moving into April, currently our plan is to provide a briefing on the Tahoe Trail strategy and we're also going to be providing briefing on the Tahoe Regional Grant Program Project selection. That's a resolution through to the TMPO. Then, Nick Haven will be providing a funding initiative update. A little later into the summer I'll be providing an overview of the next fiscal year transportation planning overall work program. That's that larger document that lays out everything that we're going to do in transportation planning. In the summer we'll be bringing back that Vision Zero Safety Strategy Update, seeking a recommendation of approval to Governing Board, as well as a little later in the year, a briefing on the Active Transportation Plan Update. This is setting us up for our next RTP. The active transportation plan is also getting a kick off tomorrow and we'll be bringing a briefing back to you on that one, and our latest planner, Ryan Murray, will be leading the charge on that.

Finally, the US 50 East Corridor Management Plan focusing on safety and initial outreach. Many of the committee members here heard that at the full Board back in August. The project team has reached hundreds of individuals, and with more outreach this past winter on draft concepts

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for the corridor, the project team is continuing to incorporate public comments received, and I think you'll hear a few more of those today.

### Committee Comments & Questions

None.

### Public Comments

Brett Tibbets commented as a 12-year resident of Cave Rock. I'm here today to oppose the TRPA and NDOT (Nevada Department of Transportation) plan to switch Highway 50 in Douglas County from 4 lanes to 2 lanes. I know that the plan is to add bike lanes and a turning lane; my problem is the reduction of the vehicle traffic lanes. In 2017, NDOT held a meeting at the lake to discuss this plan. There was overwhelming opposition to that plan in a public meeting. So then they laid low for a while and came back this past fall and winter, and held listening tours that wasn't a listening tour. It was just a plan to obfuscate the public opposition. At the Kahle Center you walked around the rooms, there was no public hearing, no place for people to voice their opposition. So the community became very active. Of the 2,000 people in Douglas County that live at the lake, I've talked to at least 400. I don't know anybody that supports the reduction of the lanes. Everybody supports bike lanes, everybody supports turning lanes, but you've got to figure out a way to do it without reducing the lanes. The second problem I have is the TRPA staff going around overstating the amount of support for this project, talking about all these meetings I don't know when and how they took place, but it's to me but overstated. The third problem is to do duplicity of the TRPA Board. You say in your articles that reducing car use has long been a regional goal, but then you're approving all these massive projects which cumulatively, as the gentleman said earlier, add a massive amount of traffic to the Highway 50. So we've got the new event center. We've got the Tahoe Beach Club. We've got the new latitude 39, and then we have the relocation of Barton Hospital to the Lakeside Casino, and you guys want to narrow the lanes. It makes no sense. I'm very glad for a new Governor, for a fresh look at this. I'm very glad for a new NDOT director because hopefully, we can get some sanity to this project.

Andy Huckbody commented as a 12-year resident of Lake Ridge, and my house overlooks the North End; the dead man's curve. So, we watch those cars spin as they come down, going northbound. I am opposed to the NDOT plan to narrow the roads, but, more importantly, put a concrete barrier along the west side of Highway 50. There are about 50 openings, driveways, streets, and vista points which would have to open that barrier up that would create the 100 opportunities to hit that concrete barrier head on. Some people call that K rail or new Jersey rail, the death rail, because the serious accidents on 50 are the head on collisions when people's spin to the other lane but now we're going to have a concrete barrier which will also stop those cars from spinning. I don't recommend an additional barrier in the current footprint of 50, which my understanding is, and that is NDOT is not willing to widen the road, so we basically have to work with the area that we have which makes it more dangerous. Really safety should be the only reason to make a change to the current configuration on Highway 50 and there's many things we can do to reduce and make 50 safer starting with the reduction of the speed limit in certain areas around the curves and in some of the areas that most dangerous. We could improve enforcement using the digital radar speed limit signs which makes people check their speed. I'm sure if you drive down 50, even today, some of the lanes are actually narrowed down to one and a half lanes. So when you come around the corner, some people that aren't familiar with roads get fairly surprised that there's no place to go other than into the left lane which can cause an accident, so we need more enforcement. I think we can work on the parking you know not only

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the hiking trails, but also around our beach areas. It causes a safety issue when the people parking the side of 50, if we could create more parking off a Highway in those areas, would make 50 safer. There are some areas like Lakeridge, we have room to add turn lanes, we have fairly big side road. They try to put up stakes to prevent people from parking there, but they get mowed over by the snowplow.

Beth Wallace comments as a 10-year resident of Zephyr Heights, and I would like to go on record, encouraging the TRPA to readdress the issue of lane reduction proposed in this corridor management plan. I was a faithful participant in all of the outreach sessions that have been hosted by NDOT starting in 2017. I did not see or hear at any of these sessions, any support of lane reduction along our stretch of Highway. If residents are one of the stakeholder groups, and I personally feel in this situation, we should be the major one; we were not heard. I've requested a compilation of all the comments, our Sticky Note comments that we left at these meetings. I've requested them from the NDOT several times. I have yet to receive them. You're going to hear many reasons why residents oppose Lane reduction, but I'd really like to focus on just one and one that should be our primary concern. In one of the DOT's, brochures, they cited safety is a priority, and one of the key metrics or data points that they used, and that they had analyzed was that lane reduction would add an average of 2.2 min to travel time over 13 miles. I don't imagine that's a hardship for most commuters, for visitors, or even me, to drive to the post office, but I would like you to ponder these questions. What do you think 2.2 min means to the fire department traveling towards a home in Cave Rock to put out a fire or for police responding to an emergency? What do you think that 2.2 min means to a stricken individual being transported from Glenbrook to the new Barton Hospital at State Line? And what do you think 2.2 min means that thousands of residents along this corridor, during a fast-moving fire? We have no side streets, we have no optional exits. We only have Highway 50. Let us please learn from the impact of lane reduction during the Paradise California fire evacuation several years ago. There are several suggestions for what we can do, t in closing I'd like to remind you all of that classic movie field of dreams from Iowa. I bring it up a lot, and one of its most famous lines is, if you build it, they will come. I heard another public comment on that. Well, the city of Tahoe, TRPA, Douglas County have built it. You've built the Events Center. You built the condominiums. You're going to approve a new hospital, so trust me, they will come. But most will come in cars, many along our corridor. Please do not compromise the safety of the residents you are here to represent by reducing lanes. Please reconsider the issue of lane reduction on our corridor.

Elizabeth Bernhart comments as a 7-year resident of Zephyr Cove to speak here against to have a 50 East Shore Corridor Management Plan and the lane reduction, as my previous speakers have, and I concur with everything that was said before. So I would like to point out some obvious things that haven't been mentioned. How do you reduce car accidents? Use a horse buggy. If this sounds simplistic, what do you think bicycles are? We've heard today how and witnessed about another trail and the conflict from bikers and hikers. You're going to create more of these conflicts just because there's a lobby pushing for bikes doesn't make it a valid option along Highway 50. Did you, either one of you come with a bike today? Well, why not? It's probably the snow, but that's something that doesn't go into the planning either. So why are you prescribing the road diet? Oh, I have this paper just to prove what South Lake Tahoe does, passing around in this snow with bike lanes. So why are you prescribing the road diet to Highway 50. A road diet is defined by reducing multiple lanes to 2 lanes and repurposing the gained space for other things like parking and bike lanes. It is obviously not because you are some other people want to hike in a winter day around the lake. Besides, road diets were not designed for single access roads like we have here without collaterals and no ways to escape. They were designed for a traffic density that was much lower than we have, and they were

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designed for inner cities. Scooters, as you mentioned in your plan, are also not an alternative for transportation. They are a recreational business, hijacking public funds for their own benefits, in my opinion. Listing the number of scooter trips doesn't prove there was one single car less used, and just on the sidelines. I don't know if you know that. But these people who operate these scooters in South Lake Tahoe, they're hiring students to recharge them on their landlord's utilities. Similar questions arise about documenting reduced traffic to Sand Harbor after you completed the Incline Sand Harbor trail. You repeatedly base your plan on EVs without understanding the limitations as far as extreme temperatures, lack of refueling station, and the efficiency. AAA says that at freezing temperatures, if we have a lot in Lake Tahoe, 41% reduced efficiency, and as long as the refueling is not as fast as gasoline, you just add another parking lot to your plan. Most importantly, just because it's an EV, it's not reducing traffic. It's still a car. Do not commit the same mistake that cost Southwest Airline meltdown over Christmas going, woke, and forgetting your real business model, efficient transportation. That's what it should be.

Robert Byron comments as a resident of Hidden Woods near Cave Rock, and I have attended and spoken at all of the NDOT public hearings and listening tours, and before the Nevada Transportation Board in opposition to the US 50 East Shore Corridor Management Plan, or CMP. Page 98 the 2020 TRPA Regional transportation plan provides a summary of the Nevada US 50 East Shore Corridor. The transportation challenges, which are many, and TRPA's vision for addressing these challenges. Under the "Future Focus" your plan calls for completion of the NDOT US 50 East Shore CMP. So, unlike the Douglas Board of County Commissioners, you seem to be on board with these plans, or at least encouraging their completion. The TRPA RTP Vision statement reads, "The US 50 East Shore Corridor provides safe and off street transportation with connected pedestrian and bicycle paths, transit service, sustainable recreation access, and connectivity to the many neighborhoods and businesses from within the region and from neighboring regions." What the TRPA plan does not state is a desire to create dedicated multimodal, cycling walking lanes at the expense of the existing 4 lanes of traffic, while also narrowing the width of the remaining 2 lanes. Look as a formal, avid cyclist. I am all in favor of off-road lanes for pedestrians and casual cyclists. The East Shore Tahoe Trail is a good example of a multimodal trail that runs parallel, yet independent, of Highway 28 near Incline. Similarly, the Sawmill bike path runs independent of Highway 50 near Meyers. But understand that serious bikers will not use such restrictive multimodal lanes. Rather they, and I should say we prefer to use the road shoulder to the right of the white line, or share the road to do our training. Your own transportation plan shows pictures of a father and daughter walking along a bike trail and lime scooters within experience, and often reckless riders also sharing these trails. Add high speed bikes and e-bikes to this, and you will have the type of accident that forced me out of this sport a few years ago with a fractured pelvis, badly shattered collarbone, and 2 cracked ribs. According to the CMP, serious road bikers have no alternative but to share the one remaining lane of traffic with cars, trucks, and buses. These motor vehicles will be forced into the center lane to pass, which creates a much more dangerous condition, when the car approaches from the opposite direction behind a blind curve, and tries to make a left turn from the same turn lane, say, into Snug Harbor. And what about the cyclist? The little shoulder that does exist now will be taken away according to the present CMP and would be replaced by a steel barrier, affording the serious road biker no real escape route. If the NDOT CMP is designed to reduce the number of serious accidents, it will fail miserably. My recommendation is that the TRPA divorce itself from the current plan and use its influence with NDOT to come up with a more reasonable approach that retains the 4 Lane thoroughfare.

Kurt Ledbetter comments as a lifetime resident of Lake Tahoe. My family first came to Lake Tahoe in the early 1900s, and my Nevada side family came in the 1940s. We've owned

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businesses that have come and gone on Highway 50, one being Harvey's Resort Hotel Casino, operated by my family from 1944 until 1999. Along with my wife, Debbie, we still own several properties, along Highway 50. My family has attempted to work in a positive way with TRPA and NDOT to improve Highway 50 and the Lake Tahoe Corridor. With the loss of a second lane in either direction, recent snow and wind storm problems, at my house with a leaking natural gas line, and the need for NV Energy to access it with their line trucks to get the trees off the power lines and restore the power to the energy grid, it would have been severely compromised. The NDOT study is silent regarding drainage problems and sediment control measures for the changes along Highway 50. We all want our roadways to be properly maintained and safe, but the NDOT study maps do not provide a clear understanding of how the lane reconfiguration will improve the roadway. The concept of adding a bike lane is concerning and should be located to an alternative location separate from Highway 50. Adding a middle turn lane and improving roadway turning points would help with traffic flow but reducing sections down to 2 lanes will cause long streams of vehicles and people trying to pull onto the Highway from the side roads or from the driveways will be blocked and unable to get into that traffic flow length. This will replicate the problems that we see on State Route 28. And as a past business owner, I understand the negative impacts reducing Highway 50 lanes will have on the Tahoe economy.

Debbie Ledbetter as a co-owner of 1193, 1210, 1218, and 1220 Us Highway 50, where the decorations are for the holidays, with my husband Kirk, for over 23 year period. As my husband mentioned, he and his family have also owned properties and business is going back to the forties and fifties on Highway 50. I believe this allows us to have much knowledge and insight to the past and current conditions on the Highway 50 Corridor. It does not escape us how lucky we are to live in such a beautiful place like Lake Tahoe. We would like to thank those of you who are truly concerned with the lives of our family, friends and neighbors who live on Highway 50 and want to make it safer for all of us. As you must be aware, it is a lifeline of our community to access every kind of service in and out, travel, and most important evacuation in the event of an emergency. Paradise California comes to mind. Not to mention the livelihood of many businesses and residents on the east and south shore of Lake Tahoe. I can tell you, we have witnessed many changes on this Highway. Year to year, season to season, which has logistically impacted our roads. We share the Highway 50 Corridor with the following: semi trucks large and small, delivery trucks all sizes, work trucks, construction equipment, utility trucks, emergency vehicles, fire trucks, buses, limos, campers, trucks, trailers, and cars of all sizes and shapes, motorcycles, and bikes. Please forgive me if I have forgotten to mention any other type of vehicle, and that sometimes can be all in one day. Most tourists, regardless of what they are driving, cannot navigate safely on Highway 50 year-round. I have witnessed the worst winter driving conditions in 2 months since living here: overturned cars, trucks and cars abandoned, snow removal, slow or non-existent, remove operators who do not know the Highway or know where to put the snow which has created poor driving conditions and leading to one or one and a half lanes at best. Many locations on Highway 50 have become treacherous. I can tell you I have witnessed many accidents on this Highway. In fact, last summer I personally rescued 3 drivers from Highway 50 as a driver was hit pulling out onto Highway 50 from a driveway. As I was helping to extract them and pull them to the safety of the shoulder of the road, I thought I was going to die. Cars whipping around us into oncoming traffic. Surely I would have been run over if the road was 2 lanes, and it would have impacted access to emergency equipment and vehicles. This is one example of more than I can count over the years. It only makes sense to add a middle lane for drivers to turn in and out of safely onto Highway 50. Add a turn lane at our neighborhoods, add law enforcement, and move the bike path completely away from the Highway.

Ellie Waller comments as a Douglas County Carson Valley resident. Now I come to these meetings I commute 50. I recreate and go to meetings on the north shore, so I experience 28,

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and 50 intersection, as well as the roads here. At the last meeting, the roads seem to be somewhat reduced, because snow removal is sometimes impossible. People were using the center of the Highway, because there's no striping with the inability to get the snow, off as a passing lane in both directions. It wasn't exciting. I was very uncomfortable with that, said, I think the reason why many of us are here today is I read the NDOT funding sources for 23-24 fiscal and 24-25 fiscal, and they are planning on re-striping the Highway. It is a lot of our beliefs that this restriping is going to be the Lane reduction. Michelle, thank you for bringing what you're going to do the next 6 months. I think this needs to be elevated. Look at the NDOT funding figure out is NDOT really planning on doing this re-striping without this public input. We're not here to waste your time. We're here to be part of the process and part of the solution. Thank you.

David Thompson comments as a 30 year resident of Glenbrook, and pulling out from Glenbrook on the Highway 50 right now is taking your life in your hands. The speed of the traffic coming down is amazing, and every time I go there you have to stomp on the accelerator to get out there and avoid all the traffic. And if you look either way, coming out of Glenbrook, you probably have maybe a block or a block and a half of visibility that's all you got. These guys are coming around the corner all of a sudden they appear and so I think that the Nevada Department of Transportation must be the first department in the world of transportation to try to make the assertion that one lane for a busy road is better than 2. It doesn't make any sense at any level, and I ask you to decline their proposal. NDOT came over to Glenbrook to make a presentation, it was supposed to be a 15 min presentation, and then Q&A. They came over, they spoke for an hour, and exited. No Q&A at all, so they got to check on their checklist that they presented to the community. They didn't ask for any input from the community at all.

Greg Stevenson comments as neighbor with Brett Tibbets in Cave Rock. My family's been in this area for 60 years I've lived in Cave Rock for 30+ years. My observation this morning is, I'm not very well prepared other than I am a propulsion engineer by degree and by profession. I build reconnaissance drone engines for our Department of Defense. I was the guy that wrote the White Paper in 1990, when I moved here, a mission folly subject to Lake Tahoe. TRPA acted on that by banning two-strokes on the Lake, that was a step forward. But now we have clean transportation from outboard motors and personal watercraft that represents state of the art. All the other areas were left mute, meaning diesel powered vehicles off road vehicles, and so on. Today's issues on Highway 50 are extremely complex. We're talking about way more than horse trails. We're talking about all sorts of vehicles, different duty cycles, different fuels, different transportation methods. The other thing that's missing; I don't see a clear set of objectives written by anybody anywhere. What is going on? You can't possibly structure proposals without objectives, well learned. Thirdly, there's no workshop between the public and the governing bodies; we're missing it. We owe it to our future generations to get it right. Those that built Highway 50 as it stands today, did a hell of a job. Look how long it's been very functional. So my request is, take a step back. Let's get a community workshop to address these issues properly, and get a clear state of objectives. If safety is our objective, you know a tramway or railway would be undisputed. But if our freedom of travel is equally a concern, then we have a lot to consider, because, as we heard earlier, we are in the electrified age, we have electric vehicles that suffer in our cold temperatures, and the truth is in transportation or propulsion, it is the whole spectrum of energy. The pine needles on the ground have energy to contribute to transportation if you did it right. We're just not thinking. Last thing, we all have cars. We all change tires. Where does the rubber go? Wouldn't you think by now there'd be piles of rubber on the sides of the road, turns out the emissions from tires is consumed by a microorganism that NDOT has never even studied. How's that for a solution? Thank you.

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Julie Regan, TRPA Executive Director, clarified for the public that no action was being taken today on this item.

Sydney Morrow comments as a resident of Glenbrook, Nevada, and I'm also here to comment on the Highway 50 corridor management plan. We've been working with Melissa Chandler and Brian Gant at NDOT and Michelle Glickert on these proposals since early 2022. And I really want to thank the Board for the efforts that your employees have been making with us. That being said, you know, Glenbrook still remains opposed to the CMP in its present form. We're most concerned, as the previous speaker said, really about the lack of credible data upon which decisions are getting made. We've asked and got numerous times for the background information upon which they are making their safety claims, and we've never been able to get anything from this. I'm a scientist so that's always a red flag to me when I can't get the basic background information, on what you're making your claims on. In their latest publication, NDOT quotes the Federal Highway Administration as saying, roadway can reconfigurations are proven safety countermeasures that can reduce crashes by 19% to 47%. That statement is made on the basis of a case study publication by the Federal Highway Administration, and you can find it on the Internet if you go look for it. The reconfigurations under which those statements were made are 25 scenarios that have been installed on low to moderately trafficked roads in urban settings on 4 lane roadways. Reno was one of the cities where they've been installed. Low to moderate traffic means the road carries less than 15,000 vehicles per day. The typical speed limit on the roads that were studied is 30 to 35 miles an hour. Now does that sound anything like Highway 50 to you guys? The last average daily traffic count that NDOT published on 50, no segment of Highway 50 carries less than 15,000 vehicles per day. There hasn't even been one attempt to put these road configurations on a mountain road, much less a busy US Highway. It is an experimental technique. The US Department of Transportation advises added caution and approval of the plan before attempting. I, too, am asking you to go back to NDOT, and ask them for the studies they're using to make their claims on, because bad information leads to bad decision. And one last statement about emissions. One study has looked at emissions with these road configurations, and you know what happened to them. They went up by 19.8%, because cars in a single line of traffic sit there longer than 2 lines of traffic moving quickly. So you have emission standards you're trying to achieve. I'm not sure this is the best way to try to do both of those same things. So please go back to NDOT and ask them for more information.

Janet Murphy comments as the administrator of Tahoe Douglas Utility District. Our office runs the all of the utilities of the sewer and drainage along this 13 mile corridor that we're talking about. I sit my office at Dead Man's Curve I'm not sure if you know where that's at, but I'm here today hopefully to give you light at the end of the tunnel, legitimately, since I'm at the tunnel, and I have an alternative. The lady that had just spoke before me a lot of the data is correct. The data that I got on the alternative that I want to present in front of this Board today has that data. It was the National Federal Department of Transportation, where I also received it, and I've conferred with the second command of NDOT, Darren, who also has confirmed it is correct. So I'll give this to Michelle, so you can all see the alternative. The first map that you'll see is the NDOT plan. The alternative that Tahoe Douglas district has come up with which NDOT and their consulting firm Wood Rogers is also looking at. They had a meeting last week, and they seem to be on board so far. You know they have postponed any striping until 24-25 this is what I was told at the meeting from Melissa, who represents NDOT and from Mr. Gant who's their engineering consultant at Wood Rogers. The alternative was little hard to see, because it's in a small print, still remains 4 lanes. What they do is reduce the width of each lane, which will also give you a center lane, which also reduces in crashes. Reducing lane width, psychologically, it reduces people speed which makes it safer. You can also reduce the speed limit from 45 to 40,

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which means that your center median can be less for a turning lane. NDOT's contention, and in every safety manual that they have what they try to do is to create a center lane because it divides the oncoming traffic, reduces crashes, and it gives the people on the side for turning on and turning off of Highways. I'm not generation like the Leadbetters, but we're like fourth generations so I've been here forever. For 12 years I represented all of the utilities and the township at the State level and number one, when you're in utilities, and we are regulatory agency, and we need to be a stakeholder and at the table with TRPA when it comes to something like this, because the sewer infrastructure, like I said, is in that Highway. If you K Rail there or Jersey barrier. I'm on the fire department, we call those death rails, it doesn't work. I can't access the sewer I can't maintain the sewer, and it goes along with the storm water. So having that Lane can't do it, it won't work. So I'm trying to give you an alternative with a with a walking biking path on each side. So if you could look at that and call me so, we can work together. But I want to right now today on record, I want to be included before any decision is ever made on the east shore, that Tahoe Douglas district is included.

Nick Speal and I live in South Lake Tahoe, and I'm on the board of directors of the Lake Tahoe Bicycle Coalition. I'd like to speak up in defense of the U S50 East Shore Corridor Management, Plan. We have suffered for decades under the dominance of car dependent infrastructure, and I commend the project staff for taking the initiative to start to provide other options that are safer, more sustainable for the long term. I've been pleased to see the new, protected bike lanes in the project proposal. I have been pleased to see the new bus service proposed. I've been pleased to see the proposal for road diets and infrastructure changes to slow the average traffic speed to comply with the posted speed. I'm frustrated with the panic around lane reduction. We have all sorts of single lane Highways that are just fine. Echo Pass is one lane, Kingsbury Pass is one lane, even good chunks at the same Highway over Spooner Pass one lane and it's fine. Thank you for taking this initiative to make this dangerous section of Highways safer and more inclusive to all.

Doug Flaherty comments on behalf of [tahoecleanair.org](http://tahoecleanair.org). I'm going to make these statements from my experience as a fire battalion chief, living and working in the Santa Ana Canyon in Orange County. The reduction of lanes on Highway 50 basically will jeopardize the health and safety of existing residents and visitors during a wildfire. This is a recipe and a design for disaster, since I can assure you, panicked Wildfire evacuation could easily lead to significant injuries and loss of life. Not only on a reduced Highway 50, but on many of the 2 Lane roads around the Basin. The concept proposed will dramatically increase the odds that the residents and visitors alike will unsuccessfully compete during increased panic for access to clogged evacuation routes resulting, in little or no way out of a denser Tahoe population basin of which the TRPA continues to promote. This is the possibility of current, safe and workable evacuation within this area and the basin is currently questionable, due to an already over capacity road systems. Fire evacuations ensue panic of which often results in immediate collisions and smoke which hamper and block access and egress along with dangerously clogged roadways from fire apparatus. This is a common phenomenon, and it is beyond any common sense whatsoever. That's the TRPA will continue to carry out the plan of land reduction in this case, or in other cases, increase visitor capacity on some of the other roadways in Tahoe. I just want to let you know that I witnessed many times what almost immediately happened during panic smoke situation cars almost immediately to collide, rear end each other and that causes the car behind them to rear end the car in front of them and on and on. For the Cave Rock folks, it's only going to take one car, one accident during smoke and panic and you've closed off your evacuation route. So thank you so much. I hope the TRPA would consider public safety over whatever process you envision here for transportation in the future.

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Gavin Feiger, on behalf of the League to Save Lake Tahoe, we weren't planning on commenting on this item at this point, because it's not agendaized but the proposed corridor management Plan for Highway 50 East meets many TRPA objectives, including reducing vehicle miles travelled, reducing dependency on the private automobile, achieving the VMT threshold, improving water quality, I could go on. I think you'll see over 2023, as TRPA takes on the Transportation Equity Study and the Vision Zero effort the improvements to the State Route 50 East between Spooner and Stateline will help achieve many TRPA and NDOT goals, leaving it as it is, will not help achieve any goals.

### Final Committee Member Comments & Questions

John Friedrich asks staff for an update on the status of the NDOT CMP? I know the MPO is a study partner but what do we know about the timing of the plan and when it will come back to TRPA, for what sort of action and in particular, since we received all the public comment in this, for EITPO Committee will be the role of this committee in relation to the overall Board in the decision making process?

Julie Regan responds we did brief the full board on this corridor, as Michelle mentioned several months ago, and we're working with NDOT to look at how things will evolve under the new administration. It's definitely of great concern to the community as you heard. We've done a lot of work already with the community as well. It would come back to this board, and it was not agenda today, so there's no action, but we'll certainly take the comments into consideration, and they'll be included in the record when we bring it back.

Michelle Glickert thanked the public for being here today, and I know this is a very, it is a very challenging if someone just said, this is a very challenging section. We've done a couple of corridor plans now, together with other agencies, and you haven't seen this draft concept that they're speaking about that hasn't come back to you and all those public comments we received this winter, and including these, are still getting folded in, they're just draft concepts right now. NDOT's really concerned about the condition of the Highway today, about the safety, about the crashes we're seeing, the severity of those crashes, so they're in a tough spot right now where they know they need to do something so these concepts are to help actually figure out how we can make things better. And we do want to address the public's concern on all of those things that they spoke about today. That's what's going on right now. They're collecting all the public comments we received over the winter. There were a lot of post-it notes on maps. People were standing around tables and conversing with one another and putting posted notes down. So that is where we're at right now, John, is they're developing and really trying to address everyone's concerns in a future concept, so that's you know. NDOT is the lead of the project team because it is their right of way and so they're the ones today who are feeling the brunt of some of those safety issues just like we do.

John Friedrich asks what would you recommend is, what's the best avenue to have to provide this kind of public input in a way that informs the alternatives analysis happening now?

Michelle stated that she's going to bring back what she heard from the public today; they didn't like the way it was presented, not feeling like they were heard. So we can try to maybe structure something a little bit better as we get further along and fold in these ideas, including the alternative, you see before you today they're analyzing that. They're looking at that concept and also comparing it to the goals of the project that everyone agreed upon.

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John Friedrich reiterated his question of whether this likely to come back to this particular committee for recommendation to the full Board?

Julie Regan confirmed that that is up for discussion.

Presentation can be found here: <https://www.trpa.gov/wp-content/uploads/EITPO-Upcoming-Topics.pdf>

### V. COMMITTEE MEMBER COMMENTS

None.

### V. PUBLIC INTEREST COMMENTS

Janet Murphy commented stating I need to get as much time as I can, because it's so critical about. I'm on the fire board like they said, the plan will not work. I'm telling you, NDOT, I used a lot of their expertise and talk to the experts, and I'm telling you, even our new governor agrees with the alternative. I can't stress that more that I need to be included, Tahoe Douglas district has to access all of that. We need to be included. We are one of the biggest stakeholders. Excuse me, these people are the biggest stakeholders, because if you look in the NDOT plan that they have their little scope of work, their work, you know what they says. The biggest stakeholders are the people that pay for that Highway. People who use the Highway majority. These people, 60% of the people that live on that Highway they live it, they own it, they breathe it. They buy, you know. It's paid for the Highway gas tax. That's what pays for it. When I was an advisor for 12 years at the Legislature, like I had said earlier, I represented this Tao township and the people in it also TRPA. I've worked with regulatory agencies my whole life, EPA. What did we all have in common? The health, welfare, and the safety of the environment and of this community. There's only one solution. If you really want a solution to all your problems, you know what I wish I would have done when I was an advisor back in the day when they asked me to become a national park, I wish to god I would have done it because then you can control the people that are coming in here that are abusing the environment, and there, and also our national treasure. What is that? Lake Tahoe, the jewel. And you're right. Being a water purveyor and knowing utilities. That was my forte. That is a national treasure. It is the best water in the whole world, along with one other Lake Baikal, which is in where Siberia, Russia, and they don't even have emissions on that like where we do. So it goes to tell you. The clarity of that lake, and that's what we need to do. And it's so true. You listen to the scientist. I listen to my constituents, which are these people out there. You know why they don't have an outreach program? One of the people on the NDOT program said that they don't want to do a large venue like they did in 2017 because of the conflict; too much push back. The people don't want it because they know it and they live it. Look at the alternative; I'm giving you four lanes. The fire department, everybody likes the alternative. If you're going to do anything and try something do the alternative, narrow the lanes, drop the speed limit, at least you'll have a biking walking path on each side of the Highway. It's in the program. A lot of these folks don't even want that. But at least you'll have a center lane that'll divide up the four lanes for turning purposes, for safety. The alternative is the safest plan you can have.

### VI. ADJOURNMENT

Ms. Conrad-Saydah moved to adjourn.

The meeting was adjourned 11:54 a.m.

Respectfully Submitted,

A handwritten signature in black ink that reads "K. Huston". The signature is written in a cursive style with a long horizontal stroke extending to the right.

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](mailto:virtualmeetinghelp@trpa.gov).*