



January 30, 2012

Tahoe Transportation District  
P.O. Box 499  
Zephyr Cove, NV 89448

Dear Mr. Alfred Knotts,

The League to Save Lake Tahoe and the Tahoe Area Sierra Club appreciate the opportunity to comment on the Notice of Preparation for the State Route 89/Fanny Bridge Community Revitalization Project.

**Reasonable set of Alternatives**

The road should be sized to the minimum amount needed for public safety. All alternatives currently utilize a 4-lane bridge to cross the Lower Truckee River to access the west shore of Lake Tahoe. An alternative should be examined and a traffic model run on a scenario in which the bridge crossing is two lanes with a middle turning/emergency lane instead of the proposed 4-lanes. This should be analyzed for the "new" crossing (as designed in alternatives 1 – 4) and the existing Fanny Bridge alignment (alternatives 6 and 6a).

**Safeguards for Congestion**

The current TRPA Regional Plan and the proposed Regional Plan Update lack an overall plan for the capacity of the Basin. Each alternative should be analyzed for any cumulative traffic impacts associated with the project along the west and north shores of Lake Tahoe. This must include an accurate set of data that reveals worst case current maximum traffic, utilizing all available sources of trips. The current worst case scenario must be analyzed in order to determine the impacts of increased road capacity on SR 89 south. The project alternatives must reveal and address the current total available trip generators south of Tahoe City that, at maximum capacity, could currently use SR 89, including residences, condos, fractionals, time-shares, multi-family facilities motels, and all commercial, industrial and public use spaces. Each alternative must use the total current worst case traffic, including LOS, delay times, air emissions and noise as a base number for projections as to future impacts. The number must be separated by south-bound and north-bound for peak traffic periods as experienced along this roadway. In addition, the project must have safeguards in place to mitigate any future congestion facilitated by the project, and this must include the current maximum worst-case traffic scenario.

**Coverage**

The proposed alternatives (Alternatives 1 through 4) will be adding a significant amount of coverage to the project area. In order to effectively assist in achieving soil and water quality coverage thresholds, the

preferred alternative should reduce the amount of coverage to be created by this project. Furthermore, any coverage transfers for this project should ideally come from the same hydrologic unit as the project area. Impacts from added coverage to sensitive lands must be mitigated.

#### **Road Maintenance**

Sanding of roads during winter months is a major factor that affects lake clarity and the health of the Lower Truckee River. An effective means to mitigate for the impacts of road sand is to employ best available technology vacuum street sweepers on a regular basis. As a condition of this project's permit, there must be a commitment to implement effective and frequent road sweeping on SR 89 and SR 28 within the reach of the Tahoe Regional Planning Agency's jurisdiction and the impacted hydrologic unit.

#### **Best Management Practices**

The project must implement stormwater BMPs that are built and maintained for effectiveness for all sections of road involved in this project.

#### **Stream Environment Zone**

The project will be impacting a stream environment zone. The project must mitigate disturbance to this sensitive area.

#### **Recreation Uses**

The project must analyze impacts to recreational uses within the project area, and provide effective mitigation measures to those recreation uses.

#### **Lighting and Noise**

The impacts of additional lighting and noise to wildlife, recreation, and scenic quality must be mitigated, especially since the project area includes a recreation site of high use.

#### **Screening**

The project will create scenic impacts from adjacent recreational sites including the bike path. The roadway must be adequately screened in order to protect views.

Thanks you,

Flavia Sordelet  
League to Save Lake Tahoe

Laurel Ames  
Conservation Co-Chair  
Tahoe Area Sierra Club