

Working to combat sex trafficking in EDC

By Jeffrey McKay

Sex trafficking is a topic that has received much attention over the past few years, both locally and nationally. You may hear it discussed in the news or on social media using terms such as human trafficking, domestic minor sex trafficking, online sexual exploitation, or commercial sexual exploitation. No matter what description is used, the reality is there are youth in our county who are victims of sexual exploitation at the hands of traffickers and pimps.

Since 2014, the El Dorado County Health and Human Services Agency (HHSA) has worked with our County partners and local youth serving organizations to combat and address the Commercial Sexual Exploitation of Children (CSEC) in El Dorado County. This has been accomplished through the establishment of the county's CSEC Task Force, a multidisciplinary team that includes members from the Probation Department; District Attorney's Office; Sheriff's Department; the Placerville and South Lake Tahoe police departments; El Dorado County Office of Education; county counsel; Court Appointed Special Advocates of El Dorado County; and HHSA's Behavioral Health, Public Health and Child Protective Services.

The outcomes for youth who have experienced commercial sexual exploitation can be tragic if intensive services and systems of support are not put in place to serve the complex needs of these victims. The primary goal of the CSEC Task Force is to ensure that county youth who are victims of sexual exploitation or domestic minor sex trafficking are kept safe and receive the services they need.

As the CSEC program coordinator for HHSA, one of the questions

I am most often asked is: "How can I get involved and help?" The best ways to help reduce CSEC and human trafficking are to become aware of the issues, educate yourself on the signs of human trafficking and CSEC, and tell someone if you suspect anyone you know is being trafficked or exploited.

The Polaris Project is a great resource for information on human trafficking. Additionally, the county **Welfare Director Associations of California's website** is a great starting place for information on CSEC. These resources can serve as a starting point for the conversation on how to best serve youth in our communities who are victims of either human trafficking or sexual exploitation.

Remember, no child can consent to sex and children who are forced into prostitution or exploitation are victims of horrific crimes with life-long effects. While the issues of human trafficking and CSEC are greater than any of us individually, there is nothing we cannot overcome together as informed and engaged citizens of El Dorado County.

If you know a youth who you suspect is being trafficked or exploited, call the El Dorado County Child Protective Services 24-hour hotline on the West Slope at 530.642.7100, in Tahoe at 530.573.3201, the National Trafficking Hotline at 888.373.7888, or 911.

Jeffery McKay is the CSEC coordinator with El Dorado County Health and Human Services Department.

Learn how to banish back pain

By Zachary Child

Low back pain is one of the most common conditions that afflicts adults. In fact, experts estimate that 80 to 100 percent of adult Americans will have at least one severe episode of low back pain in their lives.

To some degree, back pain is a normal process of aging. Like gray hairs appearing on our head, our spine will age, and some discomfort will come along with it. However, it's important to understand the difference between common pain and something more serious—as well as what kinds of treatments can get you back on your feet.



Zachary Child

Common complaints

A low back ache or muscle spasm, brought about by heavy activity, by periods of immobility such as long drives, or upon waking in the morning, is typical of functional arthritic low back pain. Severe flare-ups can cause painful, rigid spasms and seemingly uncontrollable pain. The incidence of this type of back pain increases with age and if you have arthritis. Treatments such as those outlined in the next section usually ease the pain within one to two weeks. But watch for red flags including:

- Fever or chills
- Pain that worsens at night or with rest
- Neurologic symptoms such as radiating arm or leg pain, bladder incontinence, or paralysis

If you have any of these symptoms, or if pain doesn't resolve in a few weeks, call your doctor.

Treatments to try

Exercise. You may have heard that "motion is lotion" for bones and joints. Evidence shows that activities such as physical therapy and yoga help strengthen the back and spine.

Weight loss. Studies estimate that an extra pound of body weight loads the spine by 4 to 8 pounds. That means losing 10 pounds of excess weight might unload 40 to 80 pounds of pressure from your spine.

Heat and ice. Both are effective, so you can choose whichever works best for you.

Medication. Inflammation plays a large role in back pain. Nonsteroidal anti-inflammatory drugs such as ibuprofen and naproxen work by blocking the biochemical signals of pain and inflammation. Corticosteroids are a more powerful anti-inflammatory medication but can cause more side effects. Other medications might include muscle relaxers or nerve stabilizers.

Chiropractic care and acupuncture. These are widely accepted treatments that appear to benefit many people. It's wise to talk with your primary care provider before beginning this treatment. It may carry risk if you have a history of stroke or carotid artery stenosis.

If your back is acting up, know that you don't have to live with the pain. Talk with your doctor about treatment options that will get you back to your regular routine.

Zachary Child is a board certified orthopedic surgeon with Tahoe Orthopedics & Sports Medicine physician group, and he will be practicing at the Barton Center for Orthopedics & Wellness when it opens.

Road Beat: Scoot, speed, safety, style, sumptuousness and civility



The 2018 Volvo XC60 full of superlatives for the driver.
Photos/Larry Weitzman

By Larry Weitzman

Let's face it, I like alliterations. I know, civility starts with a "c," but it sounds like an "s." But this new Volvo meets all the criteria of the title of this Road Beat. It is that good. Who would of thunk it from a company that used to build cars that were built like battleships and looked like

boxes that were pieced together.

The Chinese company, Geely, that recently bought Volvo for a song ended up with the equivalent of Beethoven's Fifth, Sixth and Seventh symphonies. And, yes, Volvos are still manufactured in Gothenburg, Sweden.

Actually, for the past 15 years, Volvo has produced some stylish vehicles starting with the second generation S80 and the first XC90. Now their lineup is replete with great looking rides like the new S90, the V90, the new XC40 and now the XC60 with its perfect proportions, superb window line, massive front end, broad shoulders and some rippling muscle. It is a great looking vehicle.

While a perfect small mid-size in length at 185 inches, XC60 is wide at 75 inches and its wheelbase is long at 112.8 inches. Standing at 65-inches tall, it looks bigger because of its massive shoulders and high character line. That expansiveness pays dividends in interior spaciousness.



Specifications

Price \$53,495 to about \$71,590

Engine 2.0L, DOHC, 16 valve supercharged and turbocharged inline four 313 hp at 5,700 rpm

296 lbs.-ft. of torque

Electric power system

87 hp, 10.4 kWh L-I battery

87 hp electric motor

Combined max power 400 hp

Transmission

Eight-speed torque converter
automatic

Configuration

Transverse mounted front
engine/FWD/AWD

Dimensions

Wheelbase 112.8 inches

Length 184.6 inches

Width 75.4 inches

Height 65.3 inches

Track (f/r) 64.9/65.1 inches

Ground clearance 8.2 inches

Wading depth 15.7 inches

Weight 4,668 pounds

GVWR 5,863 pounds

Max trailer weight 4,628
pounds

Turning circle 35.4 feet

Steering lock to lock 3.0
turns

Performance

0-60 mph 4.99 seconds

50-70 mph 2.46 seconds

50-70 (uphill) 3.14 seconds

Top speed (manufacturer and
quite believable) 144 mph

Fuel economy No EPA rating
as of this date, but expect
26 mpg in suburban driving
and about 30-31 mpg on a
level highway at legal
speeds.

Volvo is the only auto manufacturer that combines supercharging and turbocharging simultaneously to enhance the power of their engines, a common technique used in aircraft engines starting in the late 1930s, which used supercharging and turbocharging in massive radial engines like those that powered the B-17 Flying Fortress. As a result, this Volvo with just a 2.0L inline DOHC, 16 valve inline four-cylinder engine produced 313 hp at a low 5,700 rpm and 296 pounds of twist from about 1,600-4,000 rpm.

But Volvo isn't done yet as with the T8-E AWD model that was my tester. Volvo adds a huge kicker, a 10.4 kWh L-I battery system located centrally in the tunnel area of the car and an electric motor that can add up to 87 hp which drives the rear wheels and brings the combined power to 400 hp and 472 pounds of twist. That is massive power. This T8-E is a full-on plug in hybrid that is capable of about 25-30 miles of pure electric driving and even in a low state of charge is capable of pure electric motoring at over 70 mph.

Power is transmitted through a slick 8-speed cog-swapper to all four wheels and it is prodigious power with an average 0-60 mph time of just 4.99 seconds. That is world-class performance. Passing performance is also world-class with 50-70 mph simulated passes averaged a scant 2.46 seconds and a steep grade only slows that exercise to 3.14 seconds. If the Volvo has even small wings, it would fly. Nail the throttle and it will get your attention in a nano second with its ferociousness. This is an extremely high-performance vehicle and it does this while weighing 4,668 pounds.

Performance on pure electric also is quite satisfying with strong linear acceleration.

With the PHEV system, this Volvo gives you very good fuel economy. There are no EPA numbers yet, however my tester averaged 26.1 mpg over about 450 miles of varied driving including plenty of dipping into that delicious throttle. On a

level highway at 70 mph on cruise control without much battery, the XC60 averaged 31.6 mpg in a two-way run. In my run from Placerville to Reno via Highway 50 and Echo Summit, the big Volvo averaged 28.9 mpg. But the battery was all done a couple of miles short of Kyburz on the outbound leg, meaning it was good for about 30-35 miles of pure electric. But remember from Pollock Pines to Ice House Road is mostly downhill, which regenerates the battery. However, I got about a quarter of the battery back from Echo Summit into South Lake Tahoe and in the nine-mile downhill run from Spooner Summit into Carson City the Volvo recaptured about a one-third of the battery which allowed for electric motoring in the Carson City area. The fuel tank could be larger at just 13.2 gallons.

On pure EV, the Volvo has decent performance and will motor along at 70 plus mph for about 20-25 miles.

Think about it. Here is a vehicle that can blast from 0-60 mph in less than 5 seconds and average 25-26 mpg in suburban driving. That is amazing.

But not everything is perfect. While this XC60 has state of the art suspension with double wishbones up front and optional four-corner air suspension in the rear which provided one of the best riding vehicles the Road Beat has ever encountered, because of all the electronic interventions handling feels a bit artificial. All the credentials are there, like steering that is three turns lock to lock, huge 20-inch alloys shod with 255/45 rubber and tremendous cornering power and grip, it just needs guidance as "feel" is the missing component. But point it and it will obey your commands, just not in a natural fashion.

But it's the ride quality that the XC90 has that will wow you. It is extremely quiet and it handles road imperfections in a remarkable manner. You have to experience it to understand, that's how good it is. And it doesn't float. Kudos to Volvo. There is no tire, mechanical or wind noise as well.

Volvos are safe and the XC60 is no exception. It has just about every conceivable mechanical and electronic safety intervention device known to man. Lane departure warning and lane keep assist, check. Semi-autonomous driving is also touted. Surround view camera, check. Braking intervention, something invented by Volvo, check. LED Headlights with auto high beam are fantastic. But never let these systems lull you into forgetting as driver attention and awareness are the largest and most important safety factors.

I have written glowingly about Volvo interiors and this new XC90 follows in that tradition of the finest leathers and seats. A thick, dark saddle leather resides on the seating surfaces which are shaped for maximum comfort, never mind their superb design. While all the instrumentation is there, including a tach which appears in Sport Mode, it is the computer like center stack vertical screen that is just too confusing. Perhaps after a month it would become second nature, but after a week and this is my third time with this system, it is still difficult to operate and at times downright frustrating.

In a car that exudes safety, this system is most distracting and the learning curve is long and difficult and perhaps dangerous in its distractions. Nothing like knobs and buttons.

Interior volume is also cavernous. Going to Home Depot could be dangerous to your bank account.

And then again, so could be buying this Volvo with a base of \$52,500. plus \$995 for the boat from Gothenburg, Sweden. While that price is reasonable, my test was loaded up with about \$18,000 in options bringing the total to a rather shocking \$71,590. Included in that \$18 large were a Bowers and Wilkins sound system (\$3,200) and air suspension (\$1,800) which I would go for. The Inscription package added \$3,800, the Convenience package added \$2,000 (how inconvenient), the Luxury seat pack adds \$3,000 (there's your nappa leather

upgrade), the Advanced pack with its 360-degree view is \$1,800 and the Vision pack is \$1,100.

Larry Weitzman has been into cars since he was 5 years old. At 8 he could recite from memory the hp of every car made in the U.S. He has put in thousands of laps on racetracks all over the Western United States.

Tahoe Tails – Adoptable Pets in South Lake Tahoe



Pasha

Pasha is 5-years-old and has been at the shelter for two months. She loves to be petted and has an outgoing personality.

Pasha needs a home with no other cats. The \$20 adoption fee has been paid.

Pasha is spayed, microchipped, tested for FIV, and vaccinated. She is at the El Dorado County Animal Services shelter in Meyers, along with other dogs and cats who are waiting for their new homes. Go to the Tahoe animal shelter's Facebook

page to see photos and descriptions of all pets at the shelter.

Call 530.573.7925 for directions, hours, and other information on adopting a pet.

For spay-neuter assistance for South Tahoe residents, go **online**.

– Karen Kuentz

Culture of trust is key for school safety

By Calvin Morrill and Michael Musheno, *The Conversation*

When we first visited the school that is the focus of our forthcoming book “Navigating Conflict: How Youth Handle Trouble in a High-Poverty School” back in 1995, students were free to move about campus during lunch and other free periods and a culture of trust prevailed.

All that changed during the 1999-2000 school year. That’s when a new principal arrived at the school – a racially diverse, urban school in the Southwest. School renovation started with funding secured in the name of “safe schools.”

Bushes, trees and lockers were deemed security hazards and removed. Security gates and metal detectors were installed. School officials hired more security personnel and cut back students’ freedom of movement on campus dramatically. The school implemented “sweeps,” which meant any student without a signed pass found outside of class or the designated eating area would be escorted to a room called the “tank,” where they

would be detained for the remainder of the school day. Students who violated restrictive rules related to movement on campus faced heavy discipline, which included an automatic parent conference followed by up to five days of out-of-school suspension.

Teachers and students began to voice concerns about the tightened security to each other and protested to the administration. All this set up an interesting case for us to examine as field researchers who study conflict in organizations.

Ironically, what we found is that the tightened security measures eroded the ethos of trust that facilitated peace among students. Notably, whereas before students settled conflict peacefully among themselves, now peer violence increased on campus, which is something we discovered in our field research and that was corroborated with school district and local law enforcement data. The average annual number of police calls from the campus nearly quadrupled after the implementation of the new security measures. Before the tightened security, school district data revealed that the school was as safe as any in the district, including suburban schools in the surrounding area.

We continued to observe the high school in the 2000s, returning for intensive fieldwork in 2008 after we learned the school had a new principal. Heavy disciplinary measures were relaxed, and students regained some freedom to move about campus.

The new principal recognized the importance of youth-centered teachers. Students once again turned to predominantly peaceful actions to handle conflicts, as found by our field data and corroborated by institutional data.

Why trust matters

From our perspective, what our 16 years of field experience at

this particular school shows is that target hardening, more police presence and heavier discipline all have a corrosive effect on school culture and security. Our finding squares with other researchers who have found that schools with robust social trust experience less peer violence and conflict than schools where distrust prevails. The question is why?

Social trust leads to freedom of association and movement on campus for youth, which in turn enables youth to cross social divides and develop relationships with other kids. In a trusting environment, like the campus we studied, youth learn to empathize with peers who are different than they are, taking the hard edge off of stereotypes based on race. Inclusive student clubs, supported by teachers, reinforced a sense of social belonging on the campus. Even in this environment, some peer groups faced difficulties tied to their social identities, especially new immigrant youth from Mexico.

Youth skills

Another important lesson from our book is that youth continuously work on their skills at handling peer conflict. Coupled with the socialization learned from senior students and teachers, youth in schools where trust runs high develop skills for working out their troubles by talking, getting support from those not directly involved in disputes, avoiding one another until emotions cool, and educating or correcting troublesome youth.

Our point is not that youth should be left alone, or that they're perfectly rational (they're not) and will work out all their problems on their own.

Rather, it is our contention that youth have a pretty good fix on dangerous threats among their peers and can peg these threats, distinguishing them from the everyday troubles they face with one another. Adults need to pay close attention to the knowledge and skills of youth in handling peer conflict,

and keep their ears to the ground as to what youth are saying about who's truly dangerous and who's not.

Youth-centered teachers

Another lesson is the importance of youth-centered teachers operating actively in the social environment of the school. These teachers are highly attentive to the education and safety of their students. They care about students' lives, learning and comportment, and regard the entire school campus, not just their classroom, as their place.

Youth-centered teachers monitor students in and out of the classroom in supportive ways that facilitate building social trust. Student clubs figure prominently. This is because clubs offer opportunities for youth-centered teachers to open their classrooms as meeting spaces and collaborate with young people to formulate goals that respond to the changing needs of diverse students.

Youth-centered teachers also show a strong inclination to keep their commitments to youth and an inclusive school culture. They defend these practices during times of adversity.

Effective leadership

School principals are most effective when they know how to develop a shared vision with students and staff. In our view, these shared visions must be sustained from the bottom up rather than the top down. The most effective principals we observed knew how to empower youth-centered teachers and meaningful, inclusive youth agency in student governments and clubs. This led to social trust and a shared ability to respond to problems when they arose.

The bottom line, in our opinion, is that in an era of budgetary constraints, fostering an environment for youth-centered teachers and students to build cultures of trust will likely have better payoffs for school safety than further

investments in the fortification of public school campuses.

Calvin Morrill is a Stefan A. Riesenfeld professor of law and professor of sociology at UC Berkeley. Michael Musheno is a professor of law at University of Oregon.

Tahoe Women's Fund to give out \$68,000

The Tahoe Women's Community Fund is awarding \$68,000 to 13 nonprofit organizations on the South Shore.

The recipients are:

Poverty and Housing:

- Live Violence Free (\$10,000) for the Supportive Housing Program for Victims of Abuse
- Bread and Broth for Kids (\$10,000) for the Weekend Food Program
- SOS Outreach (\$10,000) for the Progressive Outdoor Leadership Program

Children and Youth

- Family Resource Center (\$7,500) for the Leadership Starts Now Project for at-risk youth
- LTUSD elementary schools (\$10,000) for the We Care Program
- Assistance League Sierra Foothills (\$2,500) for Clothing Kids with Confidence

Mental Health and Wellness

- Sierra Child & Family Services (\$3,000) for the Peer

Support Project

- Soroptimist International of Tahoe Sierra (\$3,000) for the Drug Store Project

Education and Literacy:

- Boys & Girls Club of South Lake Tahoe (\$3,000) for the Reading Intervention Program
- South Lake Tahoe Library (\$3,000) for the Digital Access Library Cards for sixth-graders

Community and Environment:

- Tahoe Institute of Natural Resources (\$2,228) for Environmental Education Experiences
- Lake Tahoe Shining Stars (\$3,000) for the Bijou Ballet Club
- Tahoe Rim Trail Association (\$772) for the Stewardship Support Program

To honor recipients and all grant applicants, the grants gala will be May 16 6-9pm at the Tahoe Beach Retreat in South Lake Tahoe. Tickets are \$35 and are available **online**.

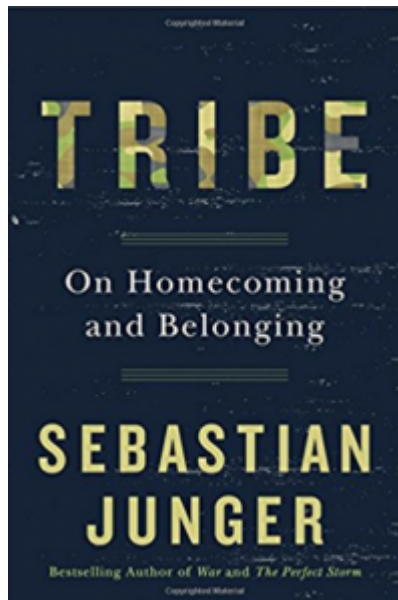
LTN Book Club: How we all need a 'Tribe'

By Susan Wood

The epiphany occurs near the end of the book when it becomes quite clear that the times that try our souls the most are the ones that unite us like no other.

In "Tribe" (Hachette Book Group Inc., 2016) acclaimed writer

Sebastian Junger takes us through examples – some severe – in which even in the face of death people not only overcome life's worst trials and tribulations. They rejoice being a part of humanity.



He cites in the chapter “In Bitter Safety I Awake” how veterans “find themselves missing the war after it’s over” because soldiers experience an unparalleled brotherhood not found when they get home. This talked-about theory may seem hard to understand for civilians who have never stared down the barrel of the gun. Ironically, part of the trauma of war appears “to be giving it up.” A gunner quoted in this fine, easy-read as being in a “tribal sort of situation where we could help each other without fear.”

Junger should know. His past works include the book titled “War,” as well as the best-selling, contemporary masterpiece about deep-sea fishing while fighting Mother Nature in “The Perfect Storm.” (That was one of my all-time favorite books; Junger makes weather a sexy topic.) His other works, “Fire” in particular, are masterfully crafted in such a way to bring sense to the human condition and living through the elements that make it difficult.

Most people may only relate to the notion that tragedy brings people together if only having been through a natural disaster. We’ve all seen it and said it. Assisting one another in a true sense of community is the one shining light at the end of the tunnel, so to speak.

Modern society isn’t a piece of cake, nor is it a paradise – emotionally, that is. Yet, we have so many choices that are designed to make life easier. Are they?

As Junger points out, early tribes pulled together in unprecedented ways. The clearest case in point shows how the Native Americans relied on each other for their survival through the basic processes put into place to help them carry on.

But nowadays, the vast majority of us don't personally have to grow or kill our own food, build our own dwellings or defend ourselves from wild animals and enemies. Nonetheless, "we can travel a thousand miles by pushing our foot down on a gas pedal" among other means of modern conveniences.

Perhaps this subtle observation goes to show how simplifying one's life down to the basic needs – connections being the most crucial – makes us happier.

—

- Please join in the discussion via commenting. Feel free to pose questions.
- Questions: Can you name and therefore explain a time in your life when you were the most frightened but emerged feeling better about the connections you made through the experience? Do you belong to some type of tribe? If so, what do you get out of the gathering that you don't get elsewhere?
- The next book is "Suitcase Sefton and the American Dream" by Jay Feldman. The novel blends baseball and Japanese internment camps. The review will be published May 1.

Jim Greenwood – 1954-2018



Jim Greenwood

South Tahoe High School graduate Jim Greenwood died March 13, 2018. He was 63.

Born James Gregory Greenwood on May 22, 1954, in Inglewood to James R. and Betty Jean Greenwood, he had one brother, Robert Vincent, who predeceased him.

Jim's family moved to South Lake Tahoe in 1969. He forged many lifelong friendships during his school years and throughout his life. Much of his time was spent in Tahoe—his backyard playground for adventures.

Graduating in 1974 from STHS, Jim continued his education at UC Davis where he earned a bachelor's of science degree in marine biology. He entered a training program for account executives at Dean Witter in San Francisco. In 1982, Jim became a stockbroker for Dean Witter in Reno. He worked for Dean Witter, Wedbush and A.G. Edwards.

An active member of the Reno Jaycees in the 1990s, Jim dedicated countless hours serving the community. As a member of the leadership team, as vice president of individual development, Jim spoke throughout the state. Jim's gregarious persona won him the Nevada Jaycees Professional Speaker of the Quarter and Speaker of the Year. He continued to day trade following his retirement from brokering. Jim then launched a second career in healthcare. He enjoyed helping others and

spent many years traveling around California conducting public health screenings for diabetes, bone density and heart disease at retail pharmacies.

In his spare time Jim and his beloved dog, Oreo, hiked in and around the Tahoe basin and Desolation Wilderness counting rare birds for the USFS.

Jim married his high school sweetheart, Kathy Hollingsworth, in 1980 in South Lake Tahoe. Jim and Kathy moved to Truckee in 1982. They had two children, Ashley Lorraine born in 1987 and Erik James in 1991. Sharing adventures with his small children in tow, he could be seen riding an ATV with one upfront and one on his back.

Jim is survived by his father, Bob Greenwood; daughter Ashley Connor (Justin Connor); son Erik Greenwood; grandchildren Ava and Jace Connor.

A celebration of Jim's life will be May 6 from 2-4pm at the Camp Richardson Boathouse Marina, 1900 Jameson Beach Road, South Lake Tahoe.

In lieu of flowers, donations made in Jim's memory can be sent to: Monterey Bay Labrador Retriever Rescue, PO Box 269, Pebble Beach, CA 93953.

Swanson is Barton's doctor of the year

Keith Swanson has been named Barton Health's doctor of the year.

Each year, hundreds of Barton team members cast their vote to

nominate a favorite physician in honor of National Doctor's Day, which was March 29.



Keith Swanson

Swanson has practiced orthopedic surgery in Lake Tahoe and the Carson Valley since 1979. He is a founding member of the Tahoe Sports Medicine Fellowship, which continues to train orthopedic surgeons in sports medicine techniques. He currently serves as the designated institutional officiate of the fellowship. His passion for teaching lead him to launching and directing the graduate medical education for Barton Health.

Swanson is board certified by the American Board of Orthopaedic Surgery with a sub-specialty certification in sports medicine. He is an active member of the American Academy of Orthopaedic Sports Medicine and a fellow of the American Academy of Orthopaedic Surgeons. He is also a fellow of the American College of Surgeons and a Clinical Associate Professor at the University of Nevada School of Medicine. Swanson specializes in sports injuries and joint replacement surgery.

Doug Rouse – 1950-2018



Doug Rouse

Douglas Raymond Rouse, 67, passed away on March 10, 2018, at his home in Lake Tahoe, Nev.

Born in Detroit on May 11, 1950, he was the son of Darcy Raymond Rouse and Yvonne Charlotte Labadie Rouse. He graduated from Ferris State University in Big Rapids, Mich.. He served in the U.S. Air Force from 1969-1971. He worked in transportation logistics and finance throughout his career.

Doug retired early and relocated from Southern California to South Lake Tahoe in 2002 to enjoy the Lake Tahoe lifestyle. Doug later started a custom picture framing business alongside his two sons in Carson City. At one point he had three custom picture framing stores in South Lake Tahoe and Minden.

He was the husband of Nancy Kyle Rouse. They shared 46 years of marriage together.

After the birth of several grandchildren and with his love of everything sweet, he bought the Lake Tahoe Chocolate Shop which had a store front location in Stateline and in the MontBleu casino. His entrepreneurial spirit and love for

business made him a dedicated member of the Tahoe Douglas Rotary Club. Doug enjoyed living in the Tahoe area, cooking and being with family and friends, visiting the local wineries in El Dorado County and all things Chicago and Michigan.

He will be remembered as the life of the party and his kind and engaging persona. He brought love and laughter to everyone who knew him.

He is survived by his wife, Nancy Rouse; his children, Samuel Rouse (Mandi Salzman), Joseph Rouse (Melissa) and Katheryn Rouse Jaeger (Robert); grandchildren Benjamin, Isaac, Meadow, Autumn, Cameron and Raymond; and sisters Linda Perry, Phyllis Critchfield and Shelly Kozicki of Grosse Ile, Mich. He was predeceased by his brother, Bruce Rouse.

Memorial donations can be made to the Parkinson's Foundation in Doug's name.