

## Suggestions regarding Traffic Congestion Town Hall 2-28-18

1. Post signage referencing steep and winding roads.

*Feasible. Currently determining number of signs needed and cost.*

Although it is feasible, the question is whether the public will observe the signs.

2. Reduce the number of VHRs in impacted neighborhoods.

*This suggestion has broader policy implications beyond traffic congestion that must be taken into consideration.*

Vehicular traffic is predominately coming from resorts and casinos. Unsure of the statistics related to VHRs, unclear if it would reduce traffic impacts.

3. Close/reroute Sawmill Rd & HWY 50.

*Unfeasible due to emergency vehicle and resident traffic needs.*

Closing roads have consequences that affect residents and emergency vehicles.

4. Install CHP closures around Ag Inspection Station

*In process.*

California law says drivers are required to pass through Agriculture Inspection stations. Department of Transportation and Caltrans are working on a changeable message sign at the Y indicating motorists must proceed through the Ag Inspection Station and the CHP, in cooperation with the Department of Transportation and Caltrans, will install permanent black and white regulatory signs along roads such as Industrial Drive and Sawmill Rd. indicating the law. The "Locals & Returnees From Tahoe Area" sign was recently removed by the Ag Department. CHP and County Counsel are working on a joint letter to road mapping app companies alerting them to a state statute that motorists are required to go through Ag inspection stations when entering California and requesting they stop rerouting drivers around the Station.

The question is whether the road map app companies will abide by the request. There are provisions in the state's Food and Agriculture Code that require motorists to stop at inspections stations. CHP is the enforcing authority. There is also indication that the app companies are immune from this requirement.

5. Broaden the scope of the problem.

*In process; Since August 8, 2017, the County participates on the California/Nevada Bi-State Transportation Commission looking at long term traffic solutions with TRPA, Tahoe Transportation District, Placer County, City of South Lake Tahoe, Cal Trans, Nevada Department of Transportation, Washoe County, Vail Resorts, Keep Tahoe Blue, and others*

Through this partnership, longer term solutions in coordination with other regional agencies are being considered.

6. Create a taskforce to address, taking experience from other tourist towns.  
*In process. As indicated above, a taskforce/committee has been established since August 8, 2017, to address transportation issues in the Tahoe basin.*

The County is looking at all possible options and what other tourist towns do for longer term solutions.

7. Hold traffic at Sawmill Rd.  
*Unfeasible.*

The Department of Transportation's responsibility is to provide circulation and safety; this option might hinder both.

8. Change "traffic control" to "chains required."  
*Not likely. Although technically feasible the option is not economical and its effectiveness is not measurable.*

9. Provide a chain-up area on Lake Tahoe Blvd.  
*Economically and logistically unfeasible.*

While the roadway includes four lanes, the impact to County/law enforcement resources would be great and reduced travel lanes would potentially cause further congestion on local roads.

10. Increase law enforcement presence in impacted neighborhoods.  
*Unfeasible. Law enforcement current budgets do not support increased staffing levels.*

Similar to answer above, this solution is law enforcement resource-dependent.

11. Install portable speedometers in impacted neighborhoods.  
*Feasible. CHP has one portable speedometer which they move based largely on calls from the public requesting it be placed in their neighborhood. It is available.*

Residents need to contact the CHP to request a speedometer. There are also permanent speedometers that can be requested. The nexus between speeding and redirecting traffic is unclear.

12. Install speed humps in impacted neighborhoods.  
*Unfeasible due to snow removal operations.*

Speed humps present difficult challenges to plow operators.

13. Designate a "Locals Only" lane.

*Illegal. The County cannot lawfully authorize the designation of a "locals only" lane.*

Even if the County did have the authority it is unclear how this would work without also impacting the residential community. How does one differentiate a local vehicle from a visiting vehicle? What is the enforcement option? It could cause further delay and congestion on local roads.

14. Work with hotels/ski resorts incentivize, institute & promote flexible checkout/night skiing.

*Already being done, as mentioned at the previous meeting.*

Currently the City of South Lake Tahoe and TRPA are working with hotels and resorts to design an attractive incentive program.

15. Provide chain-up area at the airport.

*Possible. El Dorado County will follow up with the new City Manager to determine if this is feasible.*

This may be an option; however, the airport is a City of South Lake Tahoe property. The City may have concerns. Furthermore tourist would still use Lake Tahoe Blvd to deviate from that.

16. Institute an odd-even license plate travel plan.

*In process.*

This is a regional level discussion that has great impacts on a multi-state level. Studies are being developed in order to get multi-jurisdictional cooperation.

17. Institute counterflow pattern out of the basin.

*In process.*

This is a regional-level discussion that has great impacts on many agencies. It is currently being considered by both the states of Nevada and California.

18. Ban and enforce sledding along the highway/roadways.

*In process.*

*CHP is the enforcement authority and cites illegal parking when resources are available.*

CHP has contacted the land owner across the street from the airport to discuss installing No Parking signs. The County will discuss the possibility of the City increasing fines for illegal parking.

19. Work with mobile app designers to remove illegal routing.

*In process.*

*CHP and County Counsel are working on a joint letter to road mapping app companies alerting them potentially illegal routing provided by the mapping companies and requesting the stop.*

20. Prevent right turns onto HWY50 from North Upper Truckee

*Unfeasible.*

While this topic was previously discussed prior to February 2018 meeting, the signage would have to be installed in Caltrans right-of-way; Caltrans would have to be a part of this discussion. Furthermore, law enforcement mentioned concerns of motorist complying then making illegal U-turns on Hwy 50 or other neighboring roadways. Movement is unsafe and would further circulate traffic into North Upper Truckee

21. Add a Citizen Patrol component in impacted neighborhoods.

*Possible.*

The Citizen Patrol is a reporting component of EDSO. This option is being considered as a deterrent only.